Confederation Suburban Centre Neighbourhood Traffic Review

City of Saskatoon

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Authorization

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Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Confederation Suburban Centre residents and businesses
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Councillor David Kirton

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves community and stakeholder consultation that provides residents and City staff the opportunity to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in the Traffic Calming Guidelines and Tools, City of Saskatoon, 2016.

A public meeting was held in August 2020 to identify traffic concerns and potential solutions within Confederation Suburban Centre neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents and road users in the area. Based on the input received and the completed traffic assessments, a Traffic Plan was developed and presented to the community through video presentation posted to the project Engage page in November 2021.

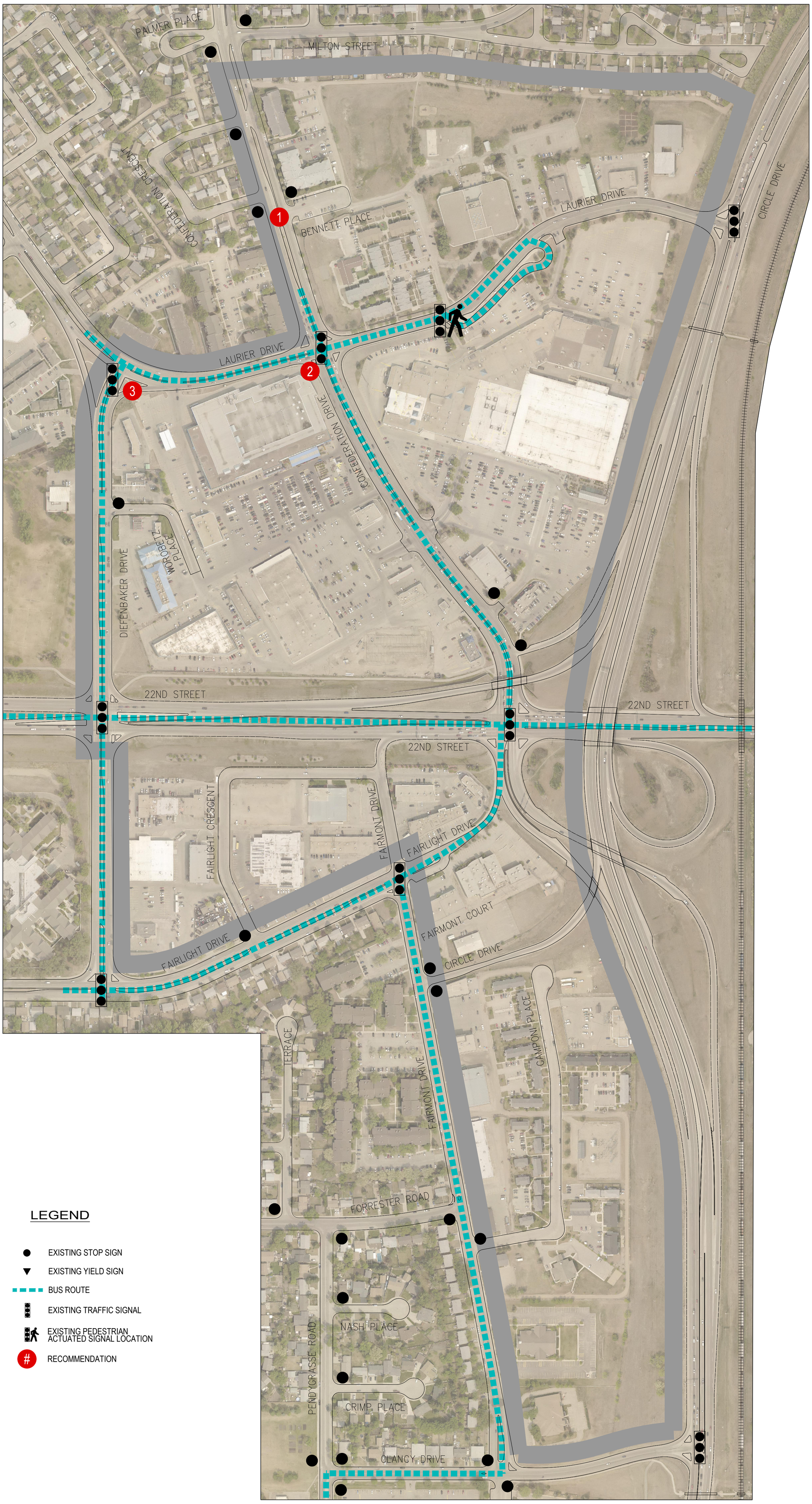
A summary of recommended improvements for Confederation Suburban Centre neighbourhood is included in Table ES-1. The summary identifies the locations, recommended improvements, and justification. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the Traffic Calming Guidelines and Tools document, the time frame may range from short-term (1 to 2 years); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the goals for implementing the improvements ranges from 1 to 5 years.

The Confederation Suburban Centre Traffic Plan is illustrated in Exhibit ES-1.

Table ES-1: Confederation Suburban Centre Neighbourhood Recommended Improvements

Item	Location	Recommendation	Justification
1	Confederation Drive and Bennett Place	Pedestrian Actuated Signals on south leg	Improve pedestrian safety
2	Confederation Drive and Laurier Drive	Install pedestrian crosswalk signs on northwest, northeast and southeast ramps	Improve pedestrian safety
		Relocate added lane signs on southwest corner farther south and add tabs	Reduce driver confusion
		Realign crosswalk on southwest corner so that pedestrians can cross perpendicular to traffic in the right turn lane	Improve pedestrian safety and accessibility
3	Diefenbaker Drive and Laurier Drive	Install pedestrian crosswalk signs on southeast ramp	Improve pedestrian safety

Exhibit ES-1 Confederation Suburban Centre Traffic Plan



LEGEND

- EXISTING STOP SIGN
- EXISTING YIELD SIGN
- BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- # RECOMMENDATION

FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/Confederation-Suburban-Centre

CONFEDERATION SUBURBAN CENTRE

City of Saskatoon

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1. Introduction

As the City of Saskatoon continues to grow, many neighbourhoods face issues such as pedestrian safety, cut-through traffic, and increased speeds. In August 2013, City Council adopted the City of Saskatoon Traffic Guidelines and Tools that outlines a procedure for completing traffic reviews on a neighbourhood-wide basis. Prior to this, neighbourhood traffic issues were dealt with on a case-by-case basis with mixed results. Since 2013, the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety. Recommendations are developed by the Administration and residents in a collaborative manner. Accordingly, this report provides the Traffic Plan for Confederation Suburban Centre neighbourhood.

Confederation Suburban Centre neighbourhood is bound by Milton Street and Laurier Drive to the north, Circle Drive to the east, Fairlight Drive and Clancy Drive to the south, and Confederation Drive, Diefenbaker Drive and Fairmont Drive to the west. The land use is mixed commercial and residential.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Saskatoon Engage online discussion.
- **Stage 2** – Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic departments for feedback; make adjustments as needed; and present the plan to Standing Policy Committee on Transportation.
- **Stage 4** – Implement the proposed measures in specific time frames, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in August 2020 to identify traffic concerns within Confederation Suburban Centre neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A.**

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the residents including all correspondence, and Saskatoon Engage discussion comments received prior to the follow-up meeting.

2.1. Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation. Walking to nearby amenities reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, which states the installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada's Pedestrian Crossing Control Guide.

Neighbourhood concerns regarding pedestrian safety were raised at the following locations:

- Confederation Drive and Bennett Place; and
- Laurier Drive between Diefenbaker Drive and Confederation Drive.

2.2. Traffic Control

Traffic control signs are used to assign the right-of-way. City of Saskatoon Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs states that stop and yield signs are not to be used:

- as speed control devices;
- to stop priority traffic over minor traffic;
- on the same approach to an intersection where traffic signals are operational; or
- as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volumes, collision history, and a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls were identified at the intersection of Confederation Drive and Laurier Drive where drivers are yielding in the added lane.

2.3. Major Intersections and Corridors

Major intersections include roadways with higher traffic volumes (i.e., arterials, collectors) or intersections with an existing traffic signal.

Neighbourhood concerns regarding major intersections were raised at the following locations:

- Confederation Drive and Laurier Drive
- Diefenbaker Drive and Laurier Drive

2.4. Circle Drive West Functional Planning Study

A significant portion of the concerns received related to the work that is being done as part of the Circle Drive West Functional Planning Study. The study will include a long-term plan for Circle Drive West between Clancy Drive and Laurier Drive (including the section of 22nd Street between Diefenbaker Drive and Circle Drive). As such all concerns received regarding Circle Drive or 22nd Street were forwarded for further consideration as part of the Circle Drive West Functional Planning Study.

Neighbourhood concerns regarding the Circle Drive West Functional Planning Study area were raised at the following locations:

- 22nd Street, including the intersections with:
    - Diefenbaker Drive
    - Fairmont Drive
    - Circle Drive off ramp
    - Confederation Drive
    - Circle Drive
- Circle Drive at Clancy Drive and Laurier Drive.

The residents identified the following as possible solutions:

- Remove barriers on 22nd Street near Fairmont Drive
- Widen 22nd Street to allow space for eastbound right turn (onto Circle Drive)
- 22nd Street and Confederation Drive – give longer green time for northbound to westbound turn
- 22nd Street and Diefenbaker Drive – better lane designation signs for eastbound and westbound traffic; make a longer right turn lane from 22nd Street westbound to Diefenbaker Drive
- Circle Drive and Clancy Drive – eliminate left turns onto Circle Drive; do not close off any access
- Circle Drive and Laurier Drive – eliminate left turns onto Circle Drive; do not close off any access

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the neighbourhood traffic review included development of a draft traffic plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic studies and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
  - Daily and weekly traffic counts;
  - Speed measurements;
  - Intersection turning movement counts;
  - Pedestrian counts;
  - Site observations; and
  - Collision analysis.
- Assess the issues by using the information in reference to City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgment.

The following sections provide details on the data collected for pedestrian crossing assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2. Traffic Signal Assessments

Assessments are conducted to determine the need for traffic signals in adherence to the Traffic Signal and Pedestrian Signal Head Warrant Handbook. A warrant system assigns points for a variety of conditions including:

- number of traffic lanes;
- posted speed limit of the street;
- distance to the nearest traffic signal; and
- number of pedestrians and vehicles at the location.

Pedestrian and traffic data is collected during the six peak hours of: 7:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 4:00 p.m. to 6:00 p.m.

If a traffic signal is not warranted, additional measures to improve safety (i.e., parking restrictions, oversized stop signs) may be considered.

A summary of the traffic signal assessments is provided in Table ES-1.

Table 3-1: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
Confederation Drive and Bennett Place	12	Traffic signals not warranted

Details of the traffic signal assessments are provided in **Appendix C**.

3.3. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings.

Pedestrian crossing devices include:

- standard crosswalk;
- zebra crosswalk;
- rectangular rapid flashing beacon (ground mounted flashing lights);
- actuated pedestrian corridor (overhead flashing yellow lights); and
- pedestrian actuated signals.

The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix that considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

A summary of the pedestrian study is provided in Table 3-2 and details are provided in **Appendix D**.

Table 3-2: Pedestrian Assessment

Location	Pedestrian Desire Confirmation	Results
Confederation Drive and Bennett Place	Yes	Connection to commercial businesses and leisure centre. Pedestrian Actuated Signal is recommended.

3.4. Collision Analysis

The most recently available five-year collision data (2016 to 2020) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews.

The only unsignalized intersection with two or more collisions per year within Confederation Suburban Centre is Fairmont Drive and Clancy Drive. A temporary channelized island was installed at the intersection of Fairmont Drive and Clancy Drive in 2019 as part of the Fairhaven Neighbourhood Traffic Review. The collision analysis indicates that there has been a reduction in collisions at this location since the installation of the measures. The channelized island was installed permanently in summer 2021.

Details of the collision analysis are provided **Appendix E**.

4. Present Traffic Plan

4.1. Methodology

Stage 3 of the neighbourhood traffic review included finalizing the traffic plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a draft plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the residents at a follow-up public meeting.
- Circulate the draft plan to the civic departments for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the recommended plan and project process.

The tables in the following sections provide the details of the recommended traffic plan, including the location, recommended improvement, and justification of the recommended improvement.

4.2. Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in Table 4-1.

Table 4-1: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Confederation Drive and Bennett Place	Pedestrian Actuated Signals on south leg	Improve pedestrian safety
Confederation Drive and Laurier Drive	Install pedestrian crosswalk signs on northwest, northeast and southeast ramps	Improve pedestrian safety and accessibility
	Realign crosswalk on southwest corner so that pedestrians can cross perpendicular to traffic in the right turn lane	
Diefenbaker Drive and Laurier Drive	Install pedestrian crosswalk signs on southeast ramp	Improve pedestrian safety

4.3. Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-2.

Table 4-2: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Confederation Drive and Laurier Drive	Relocate added lane signs on southwest corner farther south and add tabs	Reduce driver confusion

4.4. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders in the form of a letter and in a video presentation that was posted to the project Engage page in November 2021. The presentation and draft traffic plan are provided in **Appendix F**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet and Support Services, and Transit.

4.5. Engagement Summary

Residents and stakeholders were invited to participate in the process through a public meeting and virtual presentation, as outlined in Table 4-3.

Table 4-3: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 August 11, 2020 Microsoft Teams Online Meeting 7 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in **Appendix A**
Virtual Presentation November 16, 2021	To present the draft traffic plan	Presentation and draft traffic plan included in **Appendix F**

Residents and stakeholders in Confederation Suburban Centre were notified of the meetings via:

- a flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- billboards placed on Laurier Drive near the Confederation Mall prior to the first meeting; and
- notifying the appropriate City Councillor.

The Engage page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments.

Fifteen residents subscribed for email updates. Study updates were provided to these residents at several milestones throughout the project.

Residents were invited to provide their concerns and feedback through the following:

- saskatoon.ca/engage webpage;
- report a traffic issues application;
- written submissions at the meetings;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Residents who could not attend the meetings were able to view the meeting materials and provide feedback via the City's saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix H**.

5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of signs and pavement markings will be completed short-term (1 to 2 years). Most often the installations take place in spring/summer of the following year. Therefore, installations for Confederation Suburban Centre are likely to begin in spring 2022.

The estimated costs of the improvements included in the Traffic Plan are outlined in the following tables:

- Table 5-1: Signs and Pavement Markings Cost Estimate
- Table 5-2: Pedestrian Devices Cost Estimate
- Table 5-3: Permanent Devices Cost Estimate
- Table 5-4: Total Cost Estimate

Table 5-1: Signs and Pavement Markings Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Confederation Drive and Laurier Drive	Pedestrian Crosswalk signs (6)	$1,500	1 to 2 years
	Added Lane signs (2)	$500	
Diefenbaker Drive and Laurier Drive	Pedestrian Crosswalk signs (2)	$500	
	Total	**$2,500**	

Table 5-2: Pedestrian Devices Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Confederation Drive and Bennett Place	Pedestrian Actuated Signal	$150,000	3 to 5 years
	Total	**$150,000**	

Table 5-3: Permanent Devices Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Confederation Drive and Laurier Drive	Realign crosswalk ramps	$30,000	3 to 5 years
	Total	**$30,000**	

Table 5-4: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs	$2,500	-	-
Pedestrian Devices	-	$150,000	-
Permanent Devices	-	$30,000	-
Total	**$2,500**	**$180,000**	**$0**

The total cost estimate for short-term improvements (signs and pavement markings) is $2,500. The total cost estimate for medium-term improvements is $180,000.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-5.

The resulting recommended Confederation Suburban Centre Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Table 5-5: Confederation Suburban Centre Recommended Improvements

Item	Location	Recommendation	Justification
1	Confederation Drive and Bennett Place	Pedestrian Actuated Signals on south leg	Improve pedestrian safety
2	Confederation Drive and Laurier Drive	Install pedestrian crosswalk signs on northwest, northeast and southeast ramps	Improve pedestrian safety
		Relocate added lane signs on southwest corner farther south and add tabs	Reduce driver confusion
		Realign crosswalk on southwest corner so that pedestrians can cross perpendicular to traffic in the right turn lane	Improve pedestrian safety and accessibility
3	Diefenbaker Drive and Laurier Drive	Install pedestrian crosswalk signs on southeast ramp	Improve pedestrian safety

Appendix A

Public Meeting #1 – August 11, 2020

Confederation Suburban Centre Neighbourhood Traffic Review Minutes

Date: Wednesday, August 11, 2020

Time: 7:00 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Justine Marcoux	City of Saskatoon Transportation Engineer Confederation Suburban Centre Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Councillor Ann Iwanchuk	Ward 3 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Justine Marcoux – Transportation Engineer)

See Video – Online meeting video recording – August 11, 2020

Concerns received since preparing the slides

1. We received several comments related to the Circle Drive accesses between Clancy Drive and Laurier Drive. These comments will be forwarded to the project team for the Circle Drive West Functional Planning Study. They will not be addressed through the Confederation Suburban Centre Neighbourhood Traffic Review which will focus on the streets within the neighbourhood. The Circle Drive West Functional Planning Study will have a separate engagement event, planned for 2021. Details can be found at https://www.saskatoon.ca/engage/circle-drive-west-functional-planning-study).

2. Congestion in this area is bad and we frequently need to get from the east side to Shaw Centre, Fairhaven and back.

Question and Answer Session

22nd Street Comments

1. **Comment:** Back up on 22nd Street for people exiting onto Circle Drive.

2. **Question:** What will be done to ease congestion where Fairmont northbound turns east on to 22nd Street?

   Justine: That intersection is included in the Circle Drive study (for a long term plan). You may have noticed the temporary barrier we installed there and we were hoping to get some feedback on it. The reason that was installed was to restrict drivers from accessing Confederation Drive since that is a lot of lanes of traffic to cross in a short section.

3. **Question:** Is there a plan to make a longer right hand turning lane from 22nd Street to Diefenbaker Drive into Parkridge and Fairhaven. When school is on people use the shoulder lane about 15 cars back even.

   Justine: We received these comments previously and included them in the presentation slides.

   Nathalie: This is outside of the study area for this review. Streets that border the neighbourhood (i.e. arterials) are typically reviewed through a separate process and a separate engagement event. They involve multiple neighbourhoods so all those surrounding communities would need to be involved.

4. **Comment:** I do think that the issue of vehicles making a right hand turn from 22nd Street eastbound onto Diefenbaker Drive southbound, using the shoulder, is very dangerous to cars who are turning correctly. Just extending it west a little bit.

5. **Question:** I'm sorry I came late however there was a major concern about the capacity to go south on 22nd Street and why there does not seem to be proficient for Two lane turning.

   Justine: The intersection of Confederation Drive and 22nd Street is included in the Circle Drive West Functional Planning Study). Link and information provided earlier.

6. **Question:** I think the temporary barrier on 22nd Street by Fairmont is good, definitely safer but after the Fairmont merger people are making it two

lanes so they can turn right to go South on Circle Drive. Are they thinking about making a second lane there?

Justine: The overhead sign (and the jersey barrier) needs to be moved to widen 22nd Street. Long term, this is including in the Circle Drive West Functional Planning Study. This is an arterial street so it will be reviewed separately.

7. **Question:** Why is 22nd Street only 60 km an hour west of Diefenbaker Drive?

   Nathalie: There's a Council report about this. It's related to the advanced warning signs for the signalized intersections.

   Justine: If the speed is increased to 70kph advanced flashers would be required at all signalized intersections in that stretch of 22nd Street (i.e. Diefenbaker Drive, Hart Road, and Betts Avenue). Link to the Council report is provided below.

   https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=14065

8. **Comment:** If we mounted cameras in the area to pay attention to actual pedestrian usage of anywhere west of Diefenbaker Drive.

9. **Comment:** Those Advance flashers do not exist on Wanuskewin Road north of 51st Street where the speed limit is higher.

   Nathalie: Here's a link to the speed limit review on 22nd Street. https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=14065

   Additional information: We are in the process of lowering the speed on Wanuskewin Road between 71st Street and 72nd Street this summer (from 90 kph to 70 kph). As development proceeds in the area it is expected that additional changes to the posted speed are likely. The Saskatoon Freeway Functional Planning Study (https://saskatoonfreeway.org/), Phase 1 report is recommending significant changes to the major roads in the north end. Once we have received the final report, we will review the network and develop a long-term plan.

   According to the *Advanced Warning Flashers Guidelines for Application and Installation* provided by the Transportation Association of Canada, one of the conditions that may prompt consideration for AWFs is as follows:

Condition 2: Minimum Speed - AWFs should be considered at intersections with approaches having a posted speed limit greater than or equal to 70 kilometres per hour.

As previously discussed, Wanuskewin Rd will be reviewed as development proceeds and when the final report for the Saskatoon Freeway Study is received. AWFs will be considered at that time.

10. **Question:** When will we ever get a bridge by the Walmart where the big pile of dirt has been years?

    Nathalie: There is no set schedule on the overpass yet. Development has slowed in the area.

    Additional information: This is completely driven, and paid for, by adjacent development. Phase 3 of the Saskatoon Freeway Functional Planning Study will address highway connections on the west side of Saskatoon and help determine the future of both Neault Road and the potential for an interchange at Highway 7 and 22nd Street.

11. **Question:** Why do they have the lanes go from two to one and back to two for the section of 22nd Street from Betts to the Highway 7 intersection? It is confusing and not a great flow.

    Nathalie: We heard similar comments during the Kensington NTR. We tried to cleanup some of the pavement markings. This would just be a temporary solution. Ultimately this would get addressed with the Neault Road overpass.

    Additional information: There is a long-term plan that rationalizes the lane balance on 22nd Street in this area. Unfortunately the plan depends on adjacent development; the Blairmore Sector Plan is being reviewed this fall and may recommend a strategy for the major roads in the sector.

12. **Comment:** There should be an overpass to Neault Road and Neault Road should be twinned.

    Nathalie: There are plans but as mentioned earlier we don't have the timing for this.

    Additional information: The twinning of Neault Road is completely driven, and paid for, by adjacent development. There are a number of underground utility projects either planned or underway that will be synchronized with the twinning. Phase 3 of the Saskatoon Freeway Functional Planning Study will address highway connections on the west

side of Saskatoon and help determine the future of both Neault Road and the potential for an interchange at Highway 7 and 22nd Street.

Circle Drive West Comments

13. **Question**: What about the closure of Clancy? Will that be discussed?

    Justine: Circle Drive West Functional Planning Study - The City is developing a long-term plan for Circle Drive West between Clancy Drive and Laurier Drive. An initial public open house was held last year to discuss traffic issues with residents. A design plan was presented at a second open house earlier this year. Based on feedback, we are currently the plan has been revised so there are no longer any closures/restrictions proposed at Clancy Drive and Circle Drive and it will be presented at another public meeting in 2021. For more information please visit the Saskatoon.ca Engage Page (https://www.saskatoon.ca/engage/circle-drive-west-functional-planning-study). You can also subscribe for notifications or send us an email (link provided on the page).

14. **Question:** Can you clarify the changes that are being considered for Laurier Drive and Circle Drive and for Clancy Drive and Circle Drive please?

    Answer: See information previously provided.

15. **Question:** Will there be changes to the merge lane from Clancy Drive onto Circle northbound. It is very very dangerous as it is now.

    Justine: This is included in the Circle Drive West Functional Planning Study. More information provided previously.

Meeting Notifications

16. **Question:** How are you getting the dates of these engagements (for all plans in the area) out to people in the area, because the businesses in these areas did not know these meeting were taking place?

    Justine: For the first two meetings for the Circle Drive West Functional Planning study, we sent flyers to the businesses and residents backing the study area (so anyone backing Circle Drive) as well as billboards. For the next round of engagement we plan to flyer all neighbourhoods that use the access of Clancy/Circle and Laurier/Circle (i.e. Parkridge, Fairhaven, Montgomery, Pacific Heights, Massey Place etc.), post billboards, and reach out to Councillors and Community Associations.

    Nathalie: For the Confederation Suburban Centre Neighbourhood Traffic Review (NTR) we sent flyers to all businesses and residents) within the study area; as well as mini billboards, a Public Service Announcement (for

all neighbourhoods being reviewed this year) and reached out to the Community Associations and Councillors. Canada Post is used to deliver flyers so sometimes their routes overlap into adjacent neighbourhoods. Sometimes residents have opted out of flyer delivery so they may not receive it.

17. **Comment:** I think you should send everyone in the neighbourhood something in the mail with the info.

    Nathalie: A flyer will be sent to everyone in the neighbourhood prior to the next meeting. You can also subscribe for notifications on the Engage Page.

Fairhaven Neighbourhood Traffic Review

18. **Question:** Will there be a concrete boulevard placed to replace the rubber to divide the right hand turning lane at Clancy and Fairmont?

    Nathalie: This was part of the Fairhaven NTR (https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/attachment_1_-_fairhaven_neighbourhood_traffic_review.pdf). The traffic calming measures were installed temporarily so we can confirm that they're working properly and they're working as intended. Once we've confirmed it's addressing the issue then yes, it will be replaced with concrete.

19. **Question:** Any plans to make changes to the Clancy and Fairmont intersection?

    Nathalie: Measures were installed as part of the Fairhaven NTR. Please let us know if you do or don't think the temporary measures are addressing the issue.

20. **Comment:** I like the islands (at Clancy Drive and Fairmont Drive).

21. **Comment:** On Clancy Drive, the westbound there needs to be some widening of the North Side Lane to accommodate traffic flow.

22. **Question:** I like the barrier from Clancy Drive west turning right onto Fairmont Drive to keep people from going straight but what is the other barrier for (i.e. median island on the west side of the intersection)?

    Nathalie: This was installed as part of the Fairhaven NTR. Median islands are installed to address speed. Speeds were studied as part of that review. 85th percentile speeds were recorded (on Clancy Drive west of Fairmont Drive) at 57kph so that's why the median island was installed. We tend to install traffic calming measures when the speeds are higher than 5kph above the posted speed limit. Link provided below.

https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/transportation/neighbourhood/attachment_1_-_fairhaven_neighbourhood_traffic_review.pdf

23. **Comment:** I must say my own personal experience has been I do not like the temporary or the potential for a concrete barrier to create a forced right turn (Clancy Drive and Fairmont Drive).

24. **Comment:** Turning right onto Clancy from Fairmont to access circle, can take a long time to get a break from the straight through traffic (coming from Pendygrasse) to make the left turn during busy traffic times (early morning).

25. **Comment:** If there is a desire to create a forced turn on Clancy Drive one should make an independent lane instead of a sharp turn because over the winter time there has been many vehicles colliding with the rubber barriers. Also I can only imagine how hard it must be for snow removal with those barriers there. Let us always consider that our neighborhoods have six months of winter.

26. **Comment:** I think there should be a four-way stop at Fairmont and Forrester.

    Nathalie: The intersection of Fairmont and Forrester was looked at during the Fairhaven NTR. We checked it for an all-way stop warrant and the conditions were not met. Traffic volumes were not high enough on the minor street.

27. **Comment:** If someone is turning west from Fairmont to Forrester so many drivers pass on the right through the cross walk to head north.

    Nathalie: We're still evaluating this location (as part of the Fairhaven NTR) so we'll have to take a look at that. For the locations along Fairmont Drive and the Fairmont Drive and Clancy Drive intersection, we'll be reviewing those comments through our evaluation for the Fairhaven NTR rather than the Confederation SC NTR because we already looked at this corridor as part of that review.

28. **Question:** Speeding is a significant problem on Forrester Road. Any plans to address this?

    Nathalie: We reviewed this as part of the Fairhaven NTR and installed some measures. They were installed temporary so we can evaluate to see it they're working as intended. If not, then we will make adjustments.