

# Confederation Suburban Centre Neighbourhood Traffic Review



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.

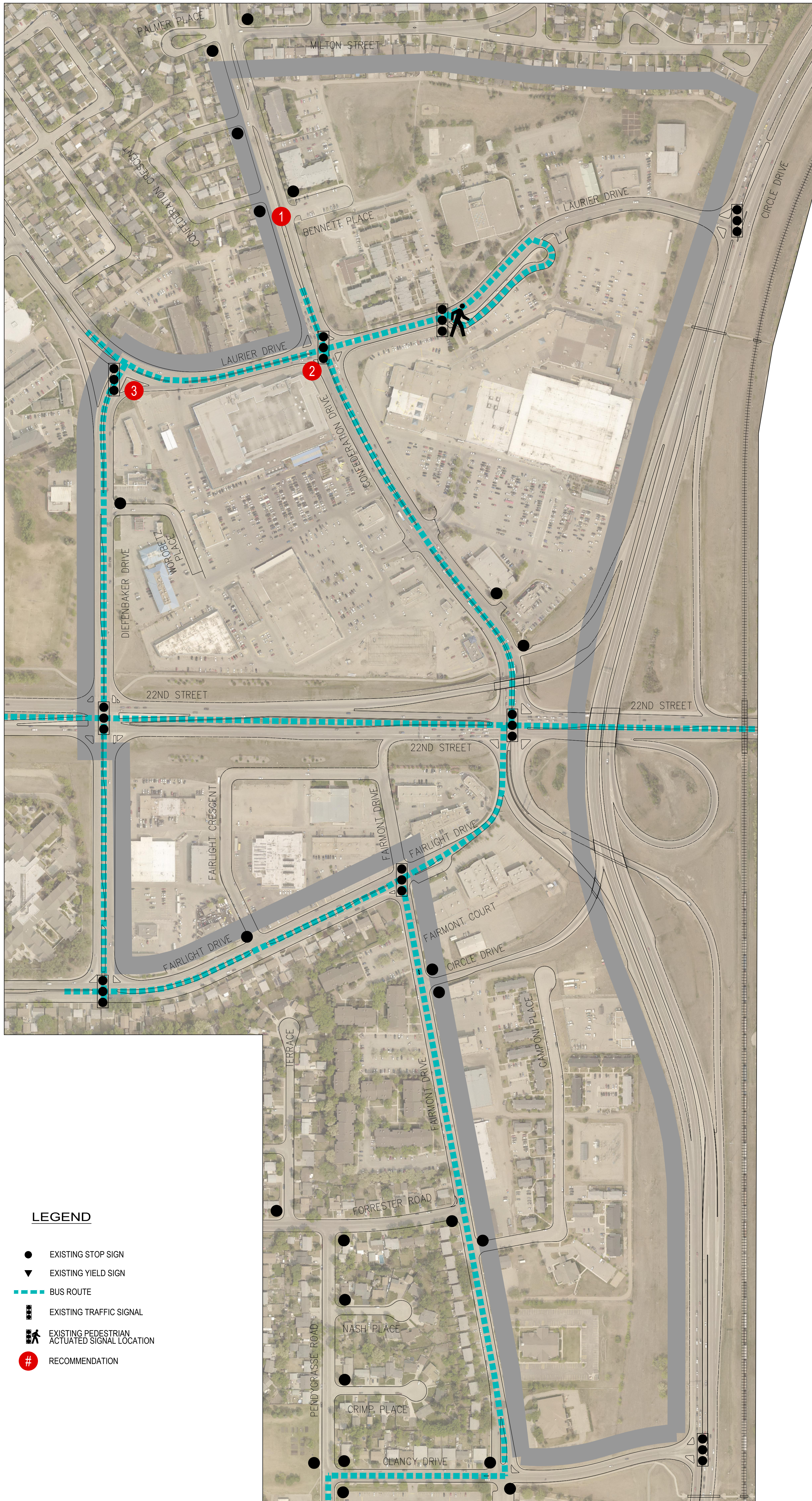
A summary of recommended improvements for Confederation Suburban Centre neighbourhood is included in Table ES-1. The summary identifies the locations, recommended improvements, and justification. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. 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.

## Confederation Suburban Centre Neighbourhood Traffic Review

*Table ES-1: Confederation Suburban Centre Neighbourhood Recommended Improvements*

<b>Item</b>	<b>Location</b>	<b>Recommendation</b>	<b>Justification</b>
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



**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](http://www.saskatoon.ca/NTR)  
[www.saskatoon.ca/engage/Confederation-Suburban-Centre](http://www.saskatoon.ca/engage/Confederation-Suburban-Centre)

# CONFEDERATION SUBURBAN CENTRE

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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 22<sup>nd</sup> Street between Diefenbaker Drive and Circle Drive). As such all concerns received regarding Circle Drive or 22<sup>nd</sup> 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:

- 22<sup>nd</sup> 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 22<sup>nd</sup> Street near Fairmont Drive
- Widen 22<sup>nd</sup> Street to allow space for eastbound right turn (onto Circle Drive)
- 22<sup>nd</sup> Street and Confederation Drive – give longer green time for northbound to westbound turn
- 22<sup>nd</sup> Street and Diefenbaker Drive – better lane designation signs for eastbound and westbound traffic; make a longer right turn lane from 22<sup>nd</sup> 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.

## Confederation Suburban Centre Neighbourhood Traffic Review

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**.

## Confederation Suburban Centre Neighbourhood Traffic Review

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



## Confederation Suburban Centre Neighbourhood Traffic Review

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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](https://saskatoon.ca/engage), and [saskatoon.ca/NTR](https://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](https://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](https://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	
<b>Total</b>		<b>\$2,500</b>	

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
<b>Total</b>		<b>\$150,000</b>	

## Confederation Suburban Centre Neighbourhood Traffic Review

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
<b>Total</b>		<b>\$30,000</b>	

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	-
<b>Total</b>	<b>\$2,500</b>	<b>\$180,000</b>	<b>\$0</b>

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.

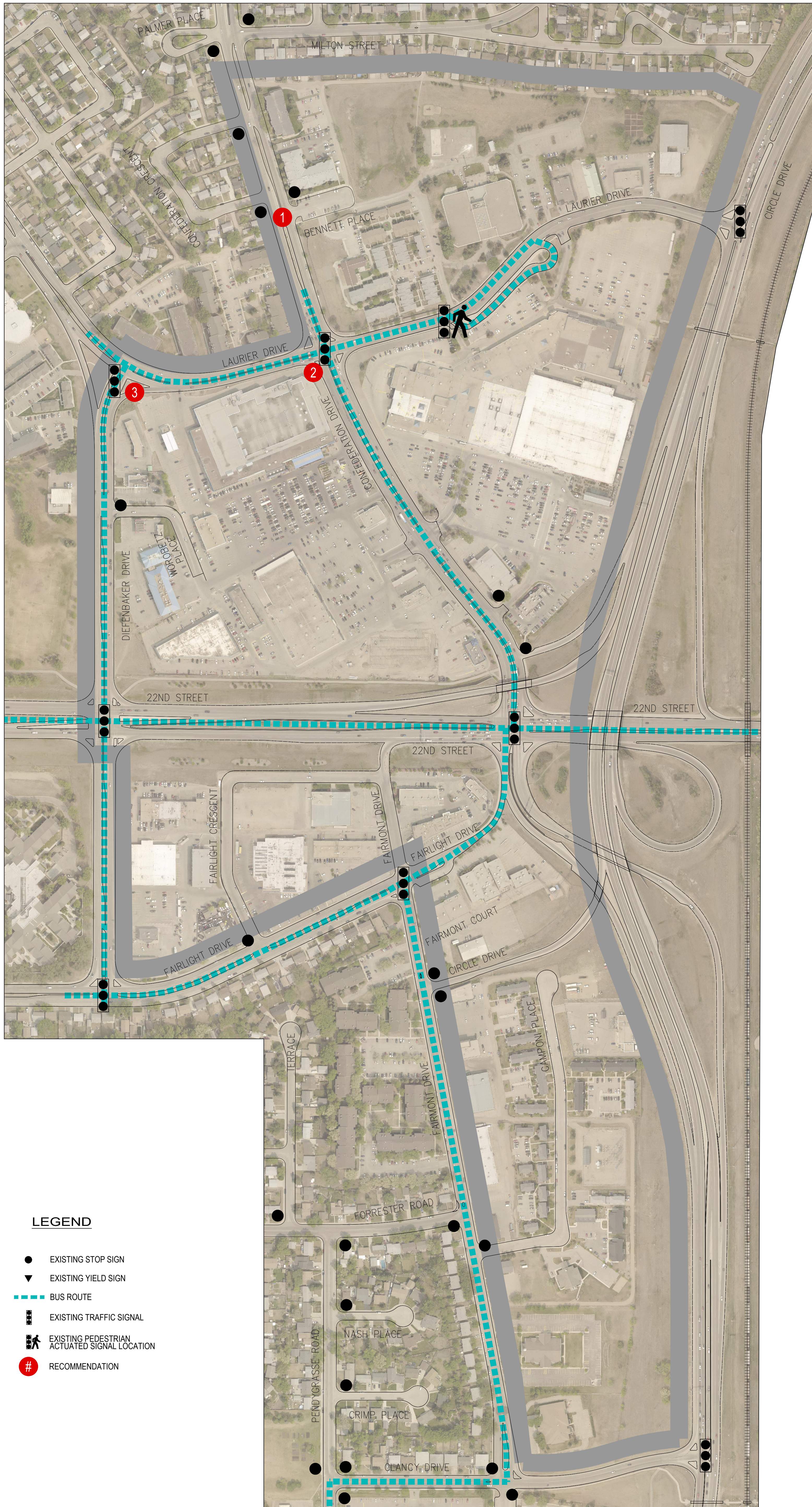
The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-5.

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

## Confederation Suburban Centre Neighbourhood Traffic Review

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



**LEGEND**

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
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- # RECOMMENDATION

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# CONFEDERATION SUBURBAN CENTRE

# 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

#### 22<sup>nd</sup> Street Comments

1. **Comment:** Back up on 22<sup>nd</sup> Street for people exiting onto Circle Drive.
2. **Question:** What will be done to ease congestion where Fairmont northbound turns east on to 22<sup>nd</sup> 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 22<sup>nd</sup> 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 22<sup>nd</sup> 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 22<sup>nd</sup> Street and why there does not seem to be proficient for Two lane turning.

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

6. **Question:** I think the temporary barrier on 22<sup>nd</sup> 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 22<sup>nd</sup> 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 22<sup>nd</sup> 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 22<sup>nd</sup> 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 51<sup>st</sup> Street where the speed limit is higher.

**Nathalie:** Here's a link to the speed limit review on 22<sup>nd</sup> 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 71<sup>st</sup> Street and 72<sup>nd</sup> 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 22<sup>nd</sup> Street.

11. **Question:** Why do they have the lanes go from two to one and back to two for the section of 22<sup>nd</sup> 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 22<sup>nd</sup> 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 22<sup>nd</sup> 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](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. 85<sup>th</sup> 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](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 Pandygrasse) 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 if they're working as intended. If not, then we will make adjustments.

29. **Question:** The 100 block and 200 block are really bad. By the school is far from the only part of Forrester where we have this issue (speeding is a significant problem on Forrester Road). Any plans to address this?

**Nathalie:** This was reviewed as part of the Fairhaven NTR.

30. **Comment:** If the tickers are set to count cars in Fairhaven--will it be a true count as there are so many workers working from home these days and they are not driving.

**Nathalie:** The follow-up studies haven't been scheduled yet. We've been monitoring volumes to see when they're getting close to normal. And we're almost there. We'll be able to get a good gauge at least.

31. **Question:** If Howell Avenue can get speed bumps to slow speeders --can we get speed bumps on Forrester Road?

**Nathalie:** We have a traffic calming process. For the neighbourhoods that have had an NTR and the recommendations have been installed, the residents can apply to have their street reviewed. For the recommendations on Forrester Road, we'll adjust the temporary measures if they aren't working.

32. **Comment:** The temporary measure at Fairmont and Forrester is almost all missing. Meaning the rubber pieces are gone except for one piece that is left.

**Response:** We'll pass that onto our maintenance crews to look at.

33. **Question:** Is there a stop sign from strip mall that people come out from the Tim Horton's west towards Fairmont because some people just drive straight out onto Fairmont without looking?

**Nathalie:** This was a recommendation from the Fairhaven NTR (to install stop signs in the driveway and the back alley).

34. **Question:** The counters on Clancy Dr, how the numbers (traffic volume and speed) will be effected with so many people working from home?

**Nathalie:** When we're evaluating speeds we think the numbers will still be reflective of what's happening. If we don't think its comparable then we will scrap it.

#### Other Comments

35. **Comment:** When your speed survey is generating numbers that show people are driving at a higher rate of speed, one could say that's an

indication that people feel comfortable travelling at a higher rate of speed and maybe a review should include a higher rate of posted speed.

**Justine:** There are plans in place to review the speed limits in residential areas, including a review of school zones and playground zones. Engagement will take place later this year or early 2021.

36. **Comment:** Please my recommendation would be do not reduce the speed limits you are fixing a problem that doesn't exist.

37. **Comment:** Let me suggest that if you were going to look at a traffic or speed review throughout the city that your engagement includes speaking with people at gas stations.

38. **Comment:** There should also be a road from the Parkridge extension to Blairmore. The land is there and is owned by the City.

**Nathalie:** This is a long standing issue in surrounding neighbourhoods. It came up during the Parkridge NTR (2015) as well as the Blairmore NTR. Saskatoon Land will eventually be developing this area so there are no plans to change. More information is provided in the Parkridge NTR report (refer to pg 8).

([https://www.saskatoon.ca/sites/default/files/documents/parkridge\\_neighbourhood\\_traffic\\_review.pdf](https://www.saskatoon.ca/sites/default/files/documents/parkridge_neighbourhood_traffic_review.pdf)).

### **Updates on other relevant projects**

#### 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 revising the design and will present it 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>)

#### Vehicle Noise Study:

Vehicle noise has been an ongoing issue throughout the City. The existing traffic noise sound attenuation program addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy. To address noise for these other locations, we need to investigate traffic noise mitigation strategies that could apply to the entire City. There was a report to Council on Monday, July 27, 2020 for approval to apply for

provincial funding for a Vehicle Noise Study. We hope that these actions will help us make progress on the vehicle noise issue throughout Saskatoon.

### Transit Villages

Transit Villages will be developed as vibrant, mixed-use areas where housing, shopping, and entertainment will be located within a convenient walking distance to the Bus Rapid Transit system. There are five proposed Transit Villages, including the Confederation shopping centre area. Since these are private developments, the City will be working directly with the developers when they are looking to redevelop. For more information please visit Saskatoon.ca.

(<https://www.saskatoon.ca/business-development/planning/growth-plans/plan-growth/corridor-planning/transit-villages>)

### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 11, 2020
3. Additional public input via Engage Page no later than September 11, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

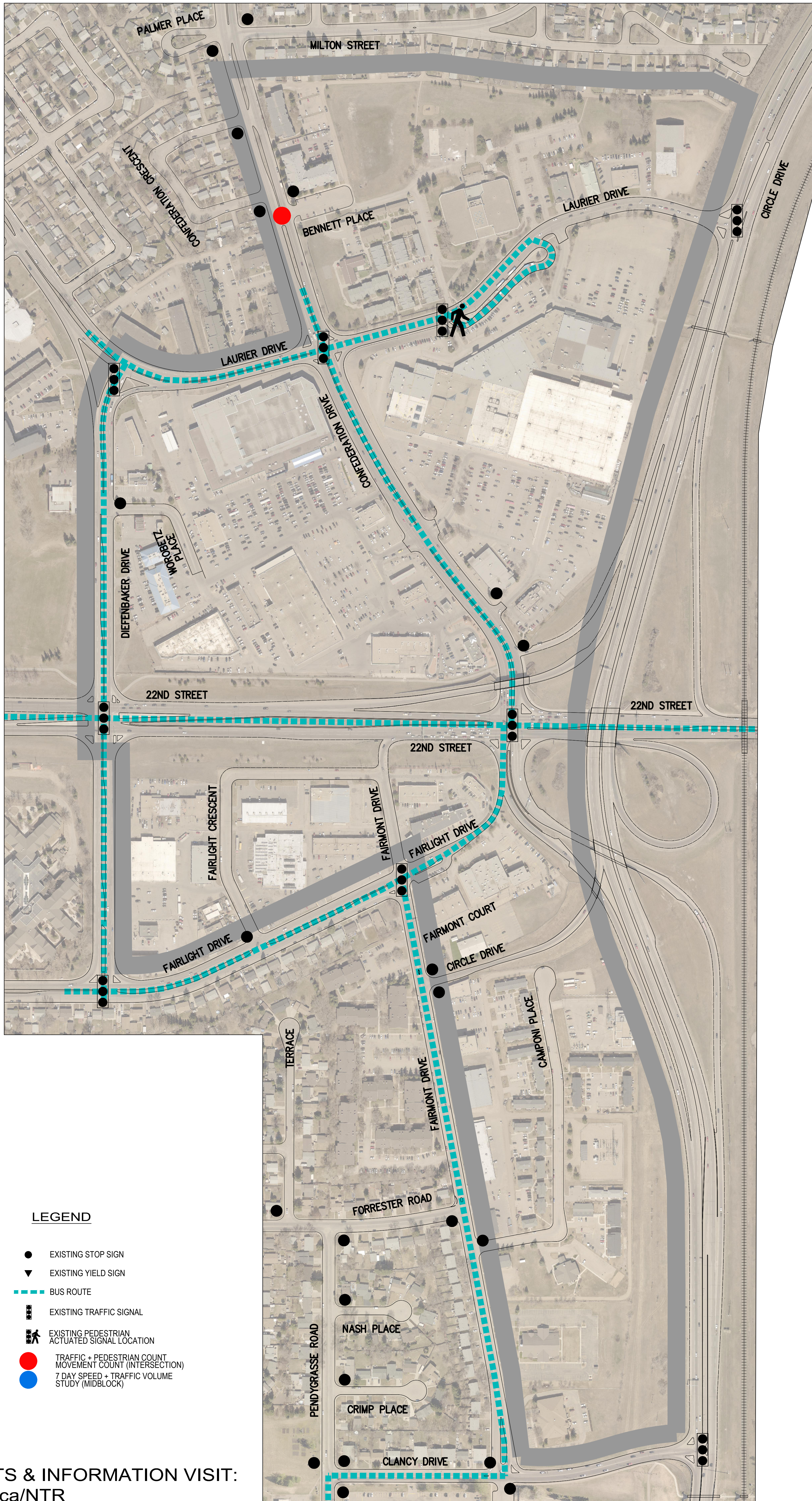
**Greetings from Councillor Ann Iwanchuk (greetings were sent in the chat box due to technical difficulties and her comments were read by Nathalie Baudais).**

**Adjournment**



# **Appendix B**

## Traffic Data Collection



**LEGEND**

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- Ⓜ EXISTING TRAFFIC SIGNAL
- Ⓜ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- TRAFFIC + PEDESTRIAN COUNT MOVEMENT COUNT (INTERSECTION)
- 7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)

FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

[www.saskatoon.ca/engage/Confederation-Suburban-Centre](http://www.saskatoon.ca/engage/Confederation-Suburban-Centre)

# CONFEDERATION SUBURBAN CENTRE TRAFFIC DATA

# **Appendix C**

## Traffic Signal Assessments



# CoS - Traffic Signal & Pedestrian Signal Head Warrant Analysis

Main Street (name)	Confederation Drive
Side Street (name)	Bennett Place
Quadrant / Int #	
	CHECK SHEET

Comments

Bennett Place is only EB movement

Road Authority:	CoS
City:	Saskatoon
Analysis Date:	2021 Jul 05, Mon
Count Date:	2020 Nov 24, Tue
Date Entry Format:	(yyyy-mm-dd)

for Warrant Calculation Results, please hit 'Page Down'

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	RT Channelization (y/n)	UpStream Signal (m)	# of Thru Lanes	LT Phase Type	RTOR Allowed (y/n)	Actuated Thru Phase
Confederation Drive NB				1		1			160	2	perm	y	n
Confederation Drive SB		1		2					200	2	perm	y	n
Bennett Place WB					1				0	1	perm	y	n
Bennett Place EB										0			

Saturation Flow Rates (if not default) (vphpl)	Default Saturation Flow Rates (vphpl)
Left Turn	1,650
Through	1,800
Right Turn	1,500

Are the Bennett Place WB right turns significantly impeded by through movements? (y/n) **n**

Are the Confederation Drive NB right turns significantly impeded by through movements? (y/n) **n**

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

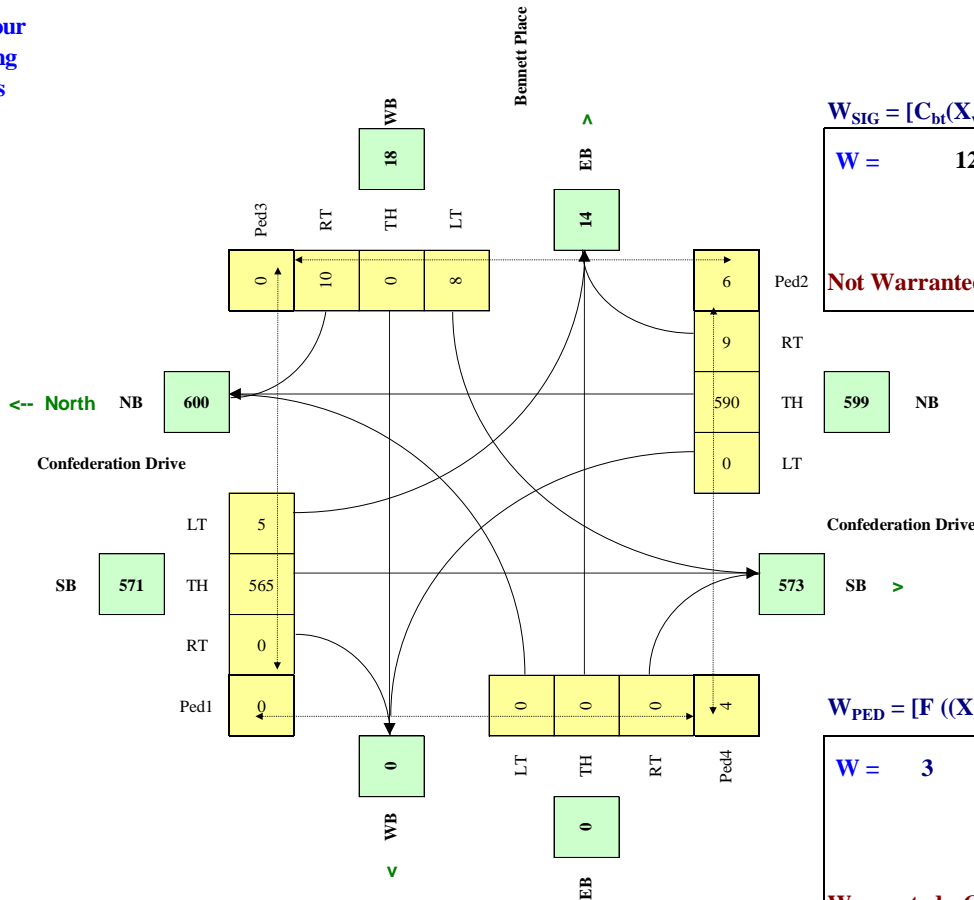
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Confederation Drive	NS	50	2.0%	y	4.5
Bennett Place	EW		2.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
	7:00 - 8:00	0	229	6	4	538	0	5	0	3					4	
8:00 - 9:00	0	477	10	5	742	0	10	0	10					8		2
11:30 - 12:30	0	517	5	6	437	0	7	0	6					6		1
12:30 - 13:30	0	485	7	4	471	0	8	0	10					10		7
16:00 - 17:00	0	955	19	7	633	0	11	0	15					2		2
17:00 - 18:00	0	874	7	5	571	0	4	0	17					3		8
<b>Total (6-hour peak)</b>	<b>0</b>	<b>3,537</b>	<b>54</b>	<b>31</b>	<b>3,392</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>23</b>
<b>Average (6-hour peak)</b>	<b>0</b>	<b>590</b>	<b>9</b>	<b>5</b>	<b>565</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>4</b>

Actual Pedestrian Crossing Distance (m)

25.0	19.0	25.0	28.5
------	------	------	------

## Average 6-hour Peak Turning Movements



$$W_{SIG} = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p})L) / K_2] \times C_i$$

W =	12	7	5
		Veh	Ped

**Not Warranted - Vs < 75**

RESET SHEET

$$W_{PED} = [F((X_{ped_m})d_m / K_2) + (X_{ped_s})d_s / K_3]$$

W =	3
-----	---

**Warranted - Complex Intersection**

# Appendix D

## Pedestrian Device Assessments

### Confederation Drive and Bennett Place

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	12
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	10-20 EAU
	Vehicular Volume	19,800 AADT
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	160m Confederation and Laurier
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Higher than existing demand
	Required connection?	Yes. Provides access to leisure centre, library, park and mall. It should be noted a future crossing opportunity will also be provided when signals are installed at Milton Street, 215 m to the north.
	Answer (Y/N)	Y
Treatment Selection	Table 1 in Pedestrian Crossing Guide	Pedestrian Actuated Signal

---

<sup>1</sup> EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children  $\leq$  12 years – 2.0 EAUs; Older pedestrians  $\geq$  65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

# Appendix E

## Collision Analysis

Street 1	Street 2	UGRID	2016	2017	2018	2019	2020	Total Number of Collisions (2016 - 2020)	Total Number of Collisions (2020)	Right Angle, Left Turn & Right Turn Only (2016 - 2020)	Right Angle, Left Turn & Right Turn Only (2020)	Average Number of Collisions (2016 - 2020)
Fairmont Dr	Circle Dr off ramp	SKB8-6		2		2	1	5	1	2		1.7
Fairmont Dr	Forrester Rd	SKB8-10	1	1	3	1		6		3		1.5
Fairmont Dr	Camponi Pl	SKB8-42						0				0.0
Fairmont Dr	Clancy Dr	SKB9-9	2	3	4	4		13		6		3.3
Clancy Dr	Pendygrasse Rd	SKB9-6			1	2		3		3		1.5
Pendygrasse Rd	Thomas Cres	SKB9-11		1				1		1		1.0



# Appendix F

Virtual Presentation – November 16, 2021

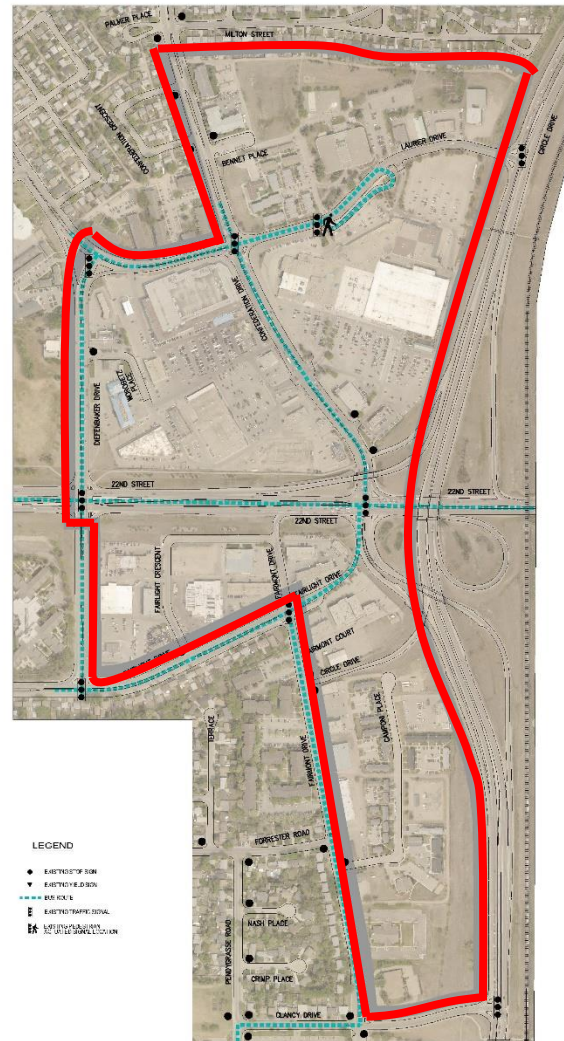


# Neighbourhood Traffic Review Confederation Suburban Centre

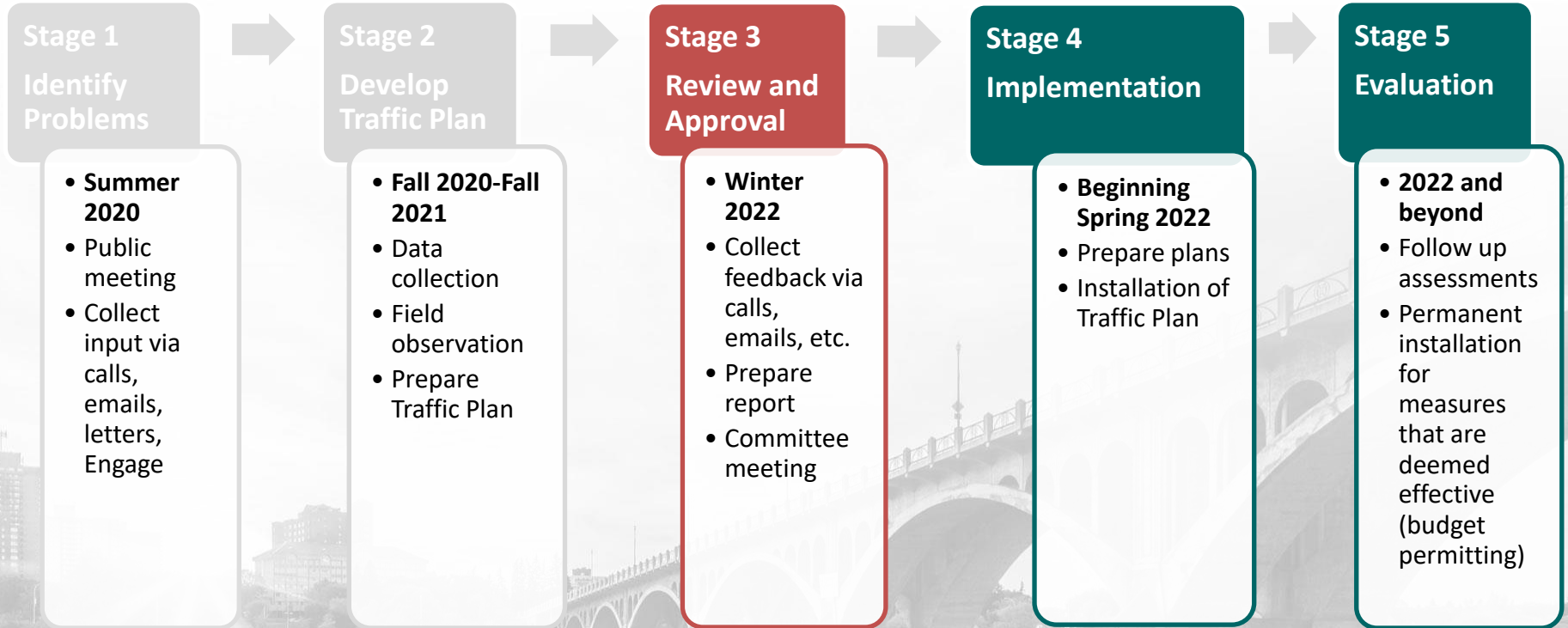


# Study Area

- Study Limits
  - Laurier Dr / Confederation Dr / Milton Street
  - Circle Drive
  - Clancy Drive / Fairmont Dr / Fairlight Dr
  - Diefenbaker Dr
- Local and collector roads



# Neighbourhood Traffic Review Schedule



# What We Heard

- Pedestrian Crossing Concerns at:
  - Confederation Drive & Bennett Place
  - Confederation Drive & Laurier Drive
  - Diefenbaker Drive & Laurier Drive
- Other Concerns
  - Confederation Drive & Laurier Drive added lane

# What We Did

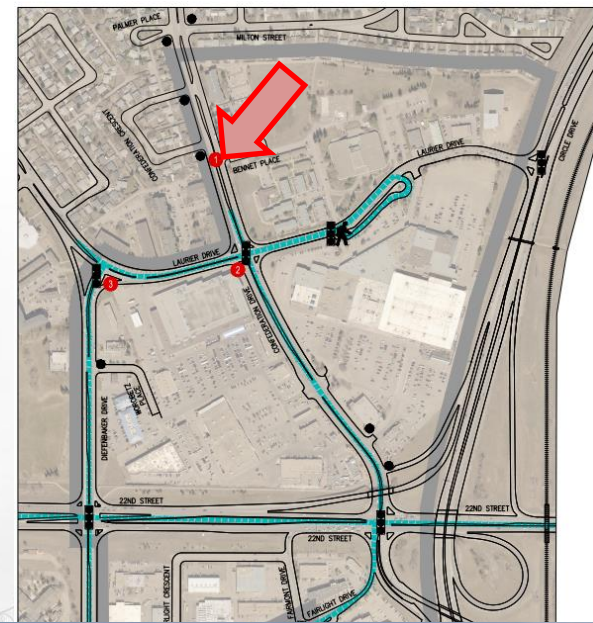
- Field observations
- Data collection:
  - intersection / pedestrian count
- Collision Analysis

# What We Propose

- Pedestrian actuated signal
- Pedestrian crosswalk signs
- Added Lane signs & tabs
- Realign crosswalk

# Draft Traffic Plan

- Confederation Drive & Bennett Place
  - Pedestrian actuated signal (south leg)



Example: Pedestrian Actuated Signal

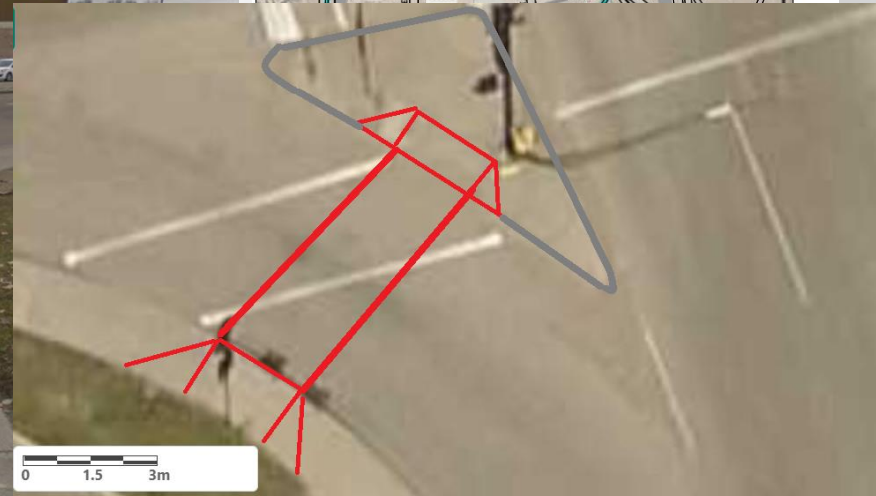
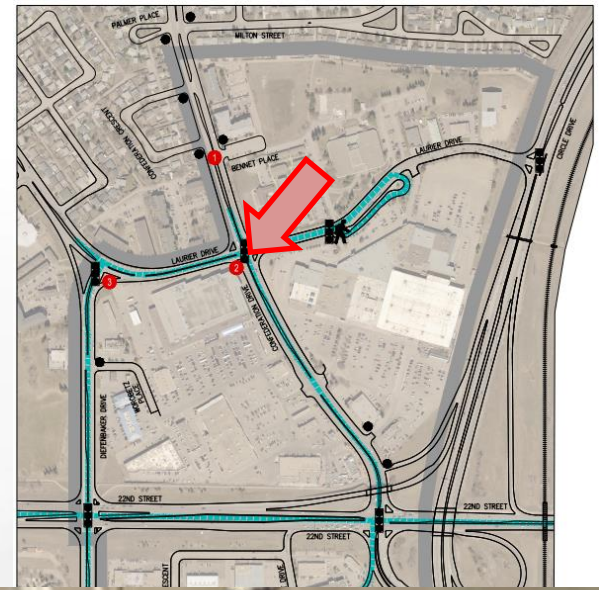






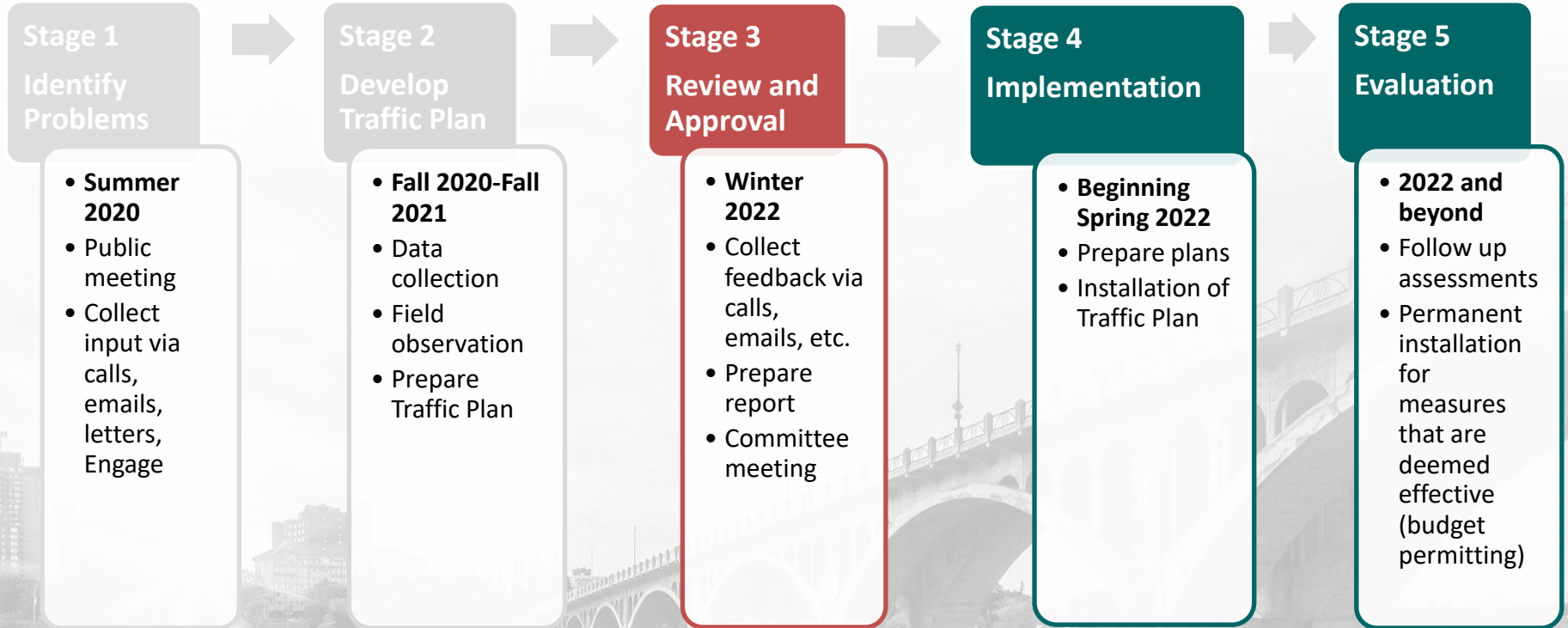
# Draft Traffic Plan

- Confederation Dr & Laurier Dr
  - Realign crosswalk





# Next Steps

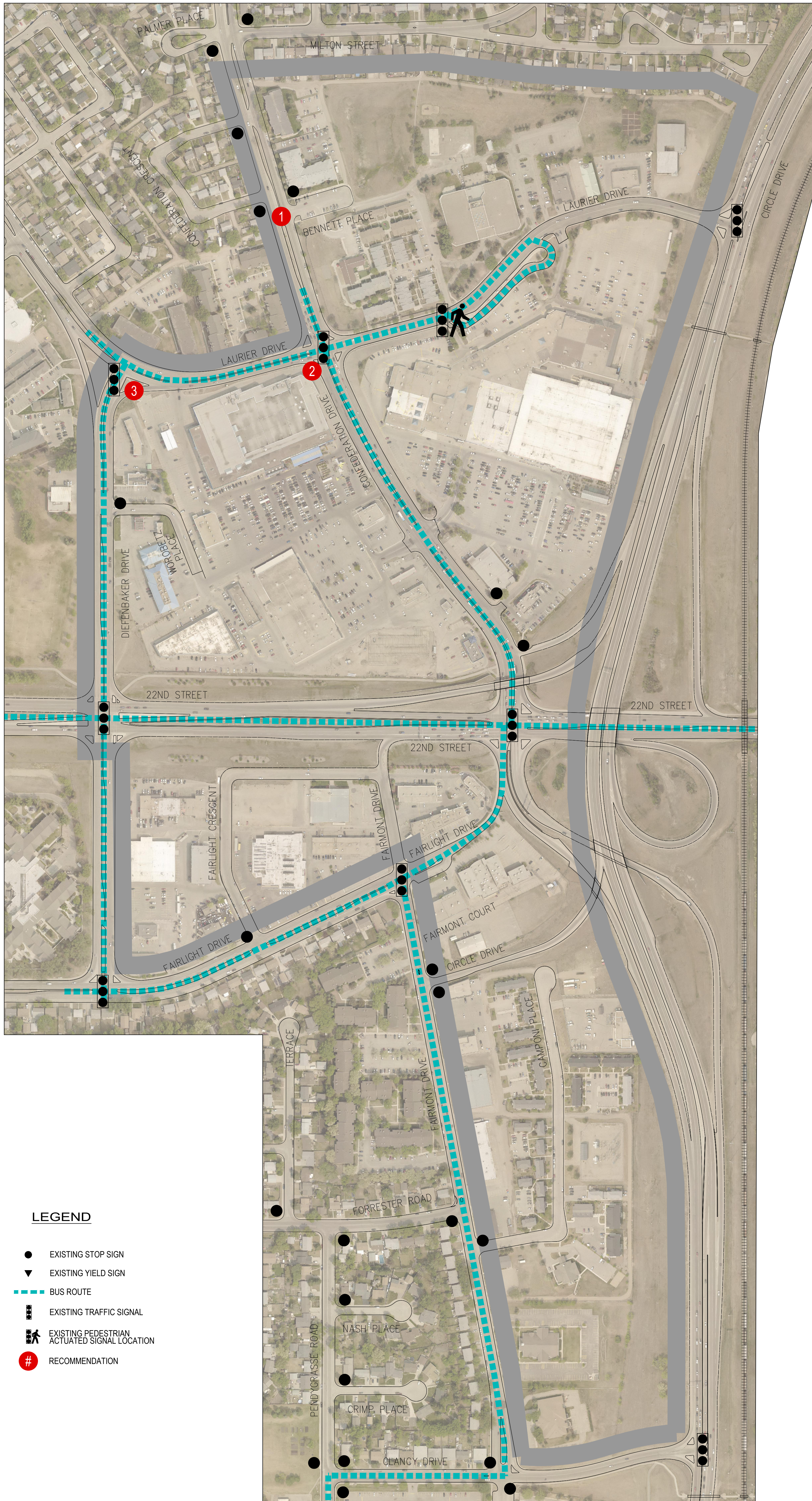


# Join the Discussion

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Justine at 306-975-7846
- Email us at [ntr@Saskatoon.ca](mailto:ntr@Saskatoon.ca)

The screenshot displays the City of Saskatoon website. The top navigation bar includes links for 'Create Account', 'Sign In', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below this, a secondary navigation bar lists various services: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'Environmental Initiatives', and 'City Hall'. The main content area features a large image of a street scene with trees and a stop sign, overlaid with the text 'Confederation Suburban Centre' and a sub-headline: 'The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole.' Below this, a blue banner reads 'For the latest updates on the City's response to COVID-19 - visit [saskatoon.ca/covid19](http://saskatoon.ca/covid19)'. The page is categorized under 'Engage'. The main heading is 'Neighbourhood Traffic Reviews'. A sidebar on the left lists various categories: 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways', 'Winter Road Maintenance', 'Road Maintenance & Repair', 'Managing Traffic', 'Pavement Markings', 'Traffic Noise', 'Intersections', 'Merging Guidelines', 'Traffic Studies', 'Neighbourhood Traffic Reviews', 'Driving', 'Bridges', 'Walking', and 'Parking'. The main text describes the review process, starting with a community meeting and followed by assessments. It lists key points: 'Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)', 'Traffic calming measures may be installed temporary until proven effective', and 'Sidewalks or any other permanent measures may be installed when funding is available'. A 'Subscribe to Traffic Review Notifications' link is visible on the right. At the bottom, it notes that online discussions are posted at [Shaping Saskatoon](http://ShapingSaskatoon.ca) and that residents can report concerns by calling 306-975-2854 or by completing a [Community Traffic Issue report](#).





**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](http://www.saskatoon.ca/NTR)  
[www.saskatoon.ca/engage/Confederation-Suburban-Centre](http://www.saskatoon.ca/engage/Confederation-Suburban-Centre)

# CONFEDERATION SUBURBAN CENTRE



## Confederation Suburban Centre Neighbourhood Traffic Review Recommended Improvements

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

# Appendix G

## Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
1	Confederation Drive and Bennett Place	Pedestrian Actuated Signals on south leg	Improve pedestrian safety	None	Carried
2	Confederation Drive and Laurier Drive	Install pedestrian crosswalk signs on northwest, northeast and southeast ramps	Improve pedestrian safety	None	Carried
		Relocate added lane signs on southwest corner farther south and add tabs	Reduce driver confusion	None	Carried
		Realign crosswalk on southwest corner so that pedestrians can cross perpendicular to traffic in the right turn lane	Improve pedestrian safety and accessibility	None	Carried
3	Diefenbaker Drive and Laurier Drive	Install pedestrian crosswalk signs on southeast ramp	Improve pedestrian safety	None	Carried

# Appendix H

## Public Feedback

**From:** [Marcoux, Justine](#)  
**To:** [Marcoux, Justine](#)  
**Subject:** Confederation SC feedback  
**Date:** Wednesday, December 8, 2021 12:52:33 PM

---

Spoke with resident on Nov 30, 2021 who lives north of the Superstore on Laurier Dr (apartment block):

-They requested a crosswalk for their driveway north of the superstore (crossing Laurier Dr between Diefenbaker Dr & Confederation Dr)

-I told her the reasons we wouldn't be able to install a crosswalk here:

-Midblock, crossing multiple lanes. Not typical to install crosswalks at driveways.

-The driveway is located within 200m of protected crossings at Confederation Dr and Diefenbaker Dr, respectively; therefore pedestrians are encouraged to cross at these locations

-The resident was satisfied with this information.

**Justine Marcoux, P.Eng. | [tel 306.975.7846](tel:306.975.7846)**

Transportation Engineer

Transportation & Construction Department

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

*Treaty 6 Territory & Homeland of the Métis*

[justine.marcoux@saskatoon.ca](mailto:justine.marcoux@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

**From:** [Web E-mail - Transportation](#)  
**To:** [Baudais, Nathalie](#)  
**Cc:** [Web E-mail - Transportation](#)  
**Subject:** FW: Confederation Dr (Thread:71403)  
**Date:** Thursday, February 6, 2020 10:32:46 AM

---

Good morning Nathalie,

We received a request to have the crosswalk at Confederation Drive and Bennet Place reviewed. I spoke to [REDACTED] and she explained that the main issue is that in the winter when snow is piled on the median and there is no day light the location can be very dangerous for kids crossing the street. I guess the school bus picks up and drops off several young children on the East side of Confederation Drive, meaning kids on the West side of the street cross at Bennet Place.

Do you know if this location is on the radar to review?

**Regards,**

**Web E-mail - Transportation  
Transportation & Construction**

City of Saskatoon | 202 4<sup>th</sup> Avenue North | Saskatoon, SK S7K 0K1  
[transportation@saskatoon.ca](mailto:transportation@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

---

**From:** City of Saskatoon - Customer Care Centre [mailto:customer@customer@saskatoon.ca]

**Sent:** Monday, February 3, 2020 3:56 PM

**To:** Web E-mail - Transportation <Transportation@Saskatoon.ca>

**Subject:** Confederation Dr [REDACTED]

Good Afternoon,

[REDACTED] called today to express her concerns regarding the pedestrian crosswalk on Confederation Dr just north of Laurier Dr. There are several young kids that cross the street here trying to catch the school bus that picks them up. They all run onto the road and cars have to slam on their breaks, there was an accident just a few weeks ago. That being said she is hoping someone can evaluate the crosswalk to have the flashing pedestrian crosswalk lights installed. She can be contacted at [REDACTED]

Thank you,

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[customer@customer@saskatoon.ca](mailto:customer@customer@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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*Please contact the sender and delete the message and any attachments.*

**From:** [Web E-mail - Transportation](#)  
**To:** [Baudais, Nathalie](#)  
**Cc:** [Web E-mail - Transportation; City of Saskatoon - Customer Care Centre](#)  
**Subject:** FW: Yield Sign installed at Diefenbaker & Laurier Dr. [REDACTED]  
**Date:** Monday, December 7, 2020 11:26:59 AM

---

Good Morning Nathalie,

A complaint has come in from [REDACTED] regarding the intersection of Diefenbaker Drive & Laurier Drive.

When [REDACTED] has been travelling eastbound from Diefenbaker Drive, through this intersection, and proceeding further east on what turns into Laurier Drive, he has had a number of occasions where individuals who are heading Northbound on Diefenbaker drive from 22<sup>nd</sup> Street, turn Eastbound onto Laurier drive, and not yield the Right of Way to the traffic that is coming through the intersection on a green light.

[REDACTED] is wondering if a second yield sign on the left hand side of the roadway turning onto Laurier Drive from Diefenbaker Drive Northbound would be appropriate, or if there would be any other traffic measures that would help to make other motorists aware that when they take this long swept curve from Diefenbaker Drive Northbound onto Laurier Drive Eastbound that they must yield the right of way to traffic eastbound through this intersection ?

[REDACTED] has mentioned that this occurs constantly through all four seasons, and he does believe the motorists taking this route are simply missing the yield sign, or are thinking that they have a dedicated lane that they can turn into.

Would you happen to have a response that we can send to [REDACTED] regarding this matter, please advise at your earliest convenience.

Best regards,

---

**From:** City of Saskatoon - Customer Care Centre <customercare@saskatoon.ca>

**Sent:** Sunday, December 6, 2020 3:38 PM

**To:** Web E-mail - Transportation <Transportation@Saskatoon.ca>

**Subject:** Yield Sign installed at Diefenbaker & Laurier Dr. [REDACTED]

Hello,

On Diefenbaker Dr. where it meets Laurier Dr. at the exit to go right next to superstore needs a yield sign installed on the left hand side. There is a yield sign on the right that people are not looking for the as they turn the corner because they are looking left. Robert is wondering if a yield can be installed on the left hand side (drivers side) on the blvd. He has almost gotten into man accidents here because people are not yielding because they do not see the yield sign on the right.

Regards,

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [Web E-mail - Circle Drive West Functional Planning Study](#)  
**To:** [REDACTED]  
**Cc:** [Baudais, Nathalie](#)  
**Subject:** RE: Clancy Drive/Circle Drive  
**Date:** Tuesday, August 11, 2020 9:22:10 AM

---

Hello [REDACTED]

Thank-you for your email.

I'm emailing to give you a quick update on the Circle Drive West Functional Planning Study (which includes plans for the Circle Dr/Clancy Dr intersection). We've updated the preferred plan and posted it to the Engage Page (<https://www.saskatoon.ca/engage/circle-drive-west-functional-planning-study>). A link to the preferred plan is provided under the Open House #3 section as well as at the bottom right of the page under Related Documents. The plan has been revised since our previous Open House in January 2020 and we are no longer proposing any type of closure at Clancy Dr / Circle Dr. We plan to hold an additional Open House in early 2021 to inform the public of the revisions, step attendees through the preferred plan and obtain further feedback.

Tonight's meeting is specific to the Confederation Suburban Centre neighbourhood and the focus will be on streets within the neighbourhood. We will be providing an update on the Circle Dr West project and obtaining feedback to provide to the project team but it will not be the focus of the discussion.

The Circle Drive West project impacts access for many neighbourhoods (ie. Fairhaven, Parkridge, Montgomery Place, Pacific Heights etc) so it is important that all of these neighbourhoods are part of the discussion. This is why we are hosting separate engagement. More information will be provided at a later date. Flyers will be sent, billboards will be installed, and Councillors and Community Associations will be informed prior to the next meeting. In the meantime please feel free to check for updates on the Engage Page (link provided above).

Regards,

Justine Marcoux, P.Eng.  
Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[www.saskatoon.ca](http://www.saskatoon.ca)

-----Original Message-----

From [REDACTED]  
Sent: Tuesday, August 11, 2020 9:04 AM  
To: Web E-mail - Circle Drive West Functional Planning Study <[webCDWFPS@Saskatoon.ca](mailto:webCDWFPS@Saskatoon.ca)>  
Subject: Clancy Drive/Circle Drive

Please do not trap the residents of Fairhaven into our area by blocking off circle drive/Clancy exit.

Traffic is already backed up at 22nd street and Laurier drive at peak times. The 11th street area deals with high train traffic causing their own traffic issues.

If you go ahead with this decision you are completely disregarding the thoughts of the westside residents that live in this area. This is the people it should matter the most to.

[REDACTED]

[REDACTED]



**From:** [Web E-mail - Circle Drive West Functional Planning Study](#)  
**To:** [REDACTED]  
**Subject:** RE: Confederation Suburban Center  
**Date:** Tuesday, August 11, 2020 9:18:56 AM

---

Hello [REDACTED]

Thank-you for your email.

I'm emailing to give you a quick update on the Circle Drive West Functional Planning Study (which includes plans for the Circle Dr/Clancy Dr intersection). We've updated the preferred plan and posted it to the Engage Page (<https://www.saskatoon.ca/engage/circle-drive-west-functional-planning-study>). A link to the preferred plan is provided under the Open House #3 section as well as at the bottom right of the page under Related Documents. The plan has been revised since our previous Open House in January 2020 and we are no longer proposing any type of closure at Clancy Dr / Circle Dr. We plan to hold an additional Open House in early 2021 to inform the public of the revisions, step attendees through the preferred plan and obtain further feedback.

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Regards,

**Justine Marcoux, P.Eng. |**

Transportation Engineer

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[www.saskatoon.ca](http://www.saskatoon.ca)

**From:** [REDACTED]

**Sent:** Monday, August 10, 2020 8:37 PM

**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

**Subject:** Confederation Suburban Center

To Whom It May Concern:

I understand that the City is looking at closing off the Circle Drive access from Clancy Drive and I would just like to voice my opinion and say I don't think this is a good idea. I use Clancy Drive everyday to go to work as I work in the North end of the city and have for the last 18 years. Before Covid, everyday the Clancy access onto Circle Drive was backed up now there is not as much but it is still a busy roadway for the neighborhood, it is well used!!

By closing Clancy you will be forcing 2 large neighborhoods to use either the access from Diefenbaker which is already extremely busy with the highway traffic coming into the city, or by the Tim Hortons on Fairlight, which in my opinion is more of a traffic concern than anything I have ever seen. Way too congested already to be pushing more traffic that way!! I know I am only 1 person but I am 1 person who lives in this area and uses this roadway daily

and I appreciate the convenience of it.

I also do not feel our neighborhoods have been given a fair opportunity to voice our concerns. I was unaware this was even being thought about let alone in serious discussion until I heard our City Councillor interviewed in the paper at the beginning of the year saying that she did not feel we were given enough notice about the meeting and we should be given another chance to voice our concerns. I just heard about this meeting yesterday from my neighbor who saw it on Facebook!!! Why are there not signs in the park letting EVERYONE in the community know about it? I am not on Facebook so if she didn't tell me I would not have even known about it. Also why are you doing this in August when people are away on holidays? I know other friends who live in the area and are away and have no access to the internet so they can not voice their concerns.

I have never voiced my opinion to the city before but I really hope you rethink this and leave Clancy Drive the way it is, you have got it right just the way it is.

Thank You for your time

Concerned Fairhaven Resident

**From:** [Web E-mail - Circle Drive West Functional Planning Study](#)  
**To:** [REDACTED]  
**Cc:** [Baudais, Nathalie](#)  
**Subject:** RE: Confederation Suburban Review  
**Date:** Tuesday, August 11, 2020 9:20:30 AM  
**Attachments:** [REDACTED]

---

Hello [REDACTED]

Thank-you for your email.

I'm emailing to give you a quick update on the Circle Drive West Functional Planning Study (which includes plans for the Circle Dr/Clancy Dr intersection). We've updated the preferred plan and posted it to the Engage Page (<https://www.saskatoon.ca/engage/circle-drive-west-functional-planning-study>). A link to the preferred plan is provided under the Open House #3 section as well as at the bottom right of the page under Related Documents. The plan has been revised since our previous Open House in January 2020 and we are no longer proposing any type of closure at Clancy Dr / Circle Dr. We plan to hold an additional Open House in early 2021 to inform the public of the revisions, step attendees through the preferred plan and obtain further feedback.

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The Circle Drive West project impacts access for many neighbourhoods (ie. Fairhaven, Parkridge, Montgomery Place, Pacific Heights etc) so it is important that all of these neighbourhoods are part of the discussion. This is why we are hosting separate engagement. More information will be provided at a later date. Flyers will be sent, billboards will be installed, and Councillors and Community Associations will be informed prior to the next meeting. In the meantime please feel free to check for updates on the Engage Page (link provided above).

Regards,

**Justine Marcoux, P.Eng.**

Transportation Engineer

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[www.saskatoon.ca](http://www.saskatoon.ca)

---

**From:** [REDACTED]

**Sent:** Monday, August 10, 2020 9:56 PM

**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

**Subject:** Confederation Suburban Review

Please read the attached letter with my concerns.

Thank you

To Whom It May Concern:

I understand that the City is looking at closing off the Circle Drive access from Clancy Drive and Laurier Drive. I would just like to voice my opinion and say I don't think this is a good idea. I use Clancy Drive every day to go to work as I work in the North end of the city and have for the last 18 years. Before Covid, everyday the Clancy access onto Circle Drive was backed up now there is not as much but it is still a busy roadway for the neighborhood, it is well used!!

By closing Clancy you will be forcing 2 large neighborhoods (Fairhaven and Parkridge) to use either the access from Diefenbaker, which is already extremely busy with the highway traffic coming into the city, or by the Tim Hortons on Fairmont, which in my opinion is more of a traffic concern than anything I have ever seen. It's way too congested already to be pushing more traffic that way!! Diefenbaker and 22<sup>nd</sup> also gets very backed up, sometimes as far as Bethlehem High School, making it a long wait to get onto Circle Drive in either direction. This is also a high accident intersection.

Closing Laurier will force traffic to use 33<sup>rd</sup> or 22<sup>nd</sup> to access Confederation area. Using 22<sup>nd</sup> will increase traffic on the poorly designed exit off Circle Drive onto Fairmont. There is no light there so left hand turns would be more difficult and traffic will back up. It's also bad enough trying to get onto 22<sup>nd</sup> St eastbound when coming from Circle drive north. If nothing is being done to improve traffic flow between Idylwyld and Miller why change our flow? **Please leave these intersections alone!**

I also do not feel our neighborhoods have been given a fair opportunity to voice our concerns. I was unaware this was even being thought about let alone in serious discussion until I heard our City Councillor interviewed in the paper at the beginning of the year saying that she did not feel we were given enough notice about the meeting and we should be given another chance to voice our concerns. I just heard about this meeting yesterday from my neighbor who saw it on Facebook!!! Why are there not signs in the park letting EVERYONE in the community know about it? I am not on Facebook so if she didn't tell me I would not have even known about it. Also why are you doing this in August when people are away on holidays? I know other friends who live in the area and are away and have no access to the internet so they can not voice their concerns.

I have never voiced my opinion to the city before but I really hope you rethink this and leave Clancy Drive the way it is, you have got it right just the way it is.

Thank You for your time

Fairhaven resident.

**From:** [Simpson, Tom](#)  
**To:** [rifrey@sasktel.net](mailto:rifrey@sasktel.net)  
**Cc:** [Councillors Support; Davies, Troy \(City Councillor\); TC - Councillor Correspondence](#)  
**Subject:** RE: CYC Webform: [REDACTED] Driving on sidewalks [REDACTED]  
**Date:** Tuesday, February 16, 2021 10:49:31 AM

---

Good Morning [REDACTED],

Thanks for bringing this concern forward and welcome back to Saskatoon, 49 years is a big hiatus! I am familiar with the corner you mentioned, that intersection can get busy during morning rush hour. I do know that placing barriers can be challenging when space is limited and signage can often be ignored.

I will ask the Senior Engineer to review and will get back to you with any additional information I receive.

Regards,

**Thomas Simpson tel 306.975.2811**

Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[tom.simpson@saskatoon.ca](mailto:tom.simpson@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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First Name [REDACTED]  
Last Name [REDACTED]  
Address [REDACTED]  
Email [REDACTED]  
Confirm Email [REDACTED]  
Phone [REDACTED]  
Other Phone  
City Saskatoon  
Province Sask  
Your Message  
Inquiry Category Request a service  
Subject Driving on sidewalks  
Message

My wife and I moved back to the city after a 49 year hiatus. I walk everyday and pass the corner of Laurier and Confederation on the northeast corner. The sidewalk is right against the right west bound lane of Laurier. I am appalled at the number of drivers choosing to use the sidewalk to make a right turn rather than wait for traffic to move. The sidewalk gets scary at times due to ice build up ; if anyone slips they could fall right into traffic.

I am wondering if signage or a barrier to prevent driving up on the walkway is possible.

Thank you.



Attachment

The results of this submission may be viewed at:



**From:** [City of Saskatoon - Neighbourhood Traffic Reviews](#)  
**To:** [REDACTED]  
**Subject:** RE: Engage - traffic review Aug 11 meeting  
**Date:** Tuesday, August 4, 2020 4:06:00 PM

---

Hello [REDACTED],

I do not have your address so cannot confirm the delivery area for your neighbours. Some residents may not receive flyers if they have requested to be removed from flyer delivery with Canada Post.

Regards,  
Nathalie

**Nathalie Baudais, P.Eng. | tel 306.986.3097**

Senior Transportation Engineer

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

*Treaty 6 Territory & Homeland of the Métis*

[nathalie.baudais@saskatoon.ca](mailto:nathalie.baudais@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]

**Sent:** Tuesday, August 04, 2020 3:16 PM

**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

**Subject:** Re: Engage - traffic review Aug 11 meeting

This does not answer my question.... people near my home have not received the notice!

Do not say this has been mailed out to everyone.... it hasn't!

I have received my notice ... why would some residents within the parameters set out not get a notice?

Thanks for your time;

[REDACTED]

Sent from my iPhone

On Aug 4, 2020, at 2:30 PM, City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@saskatoon.ca](mailto:NTR@saskatoon.ca)> wrote:

Hello [REDACTED]

The mailout for the Confederation Suburban Centre neighbourhood traffic review was sent out to the residents and businesses within the study area limits. The neighbourhood is bound by Circle Drive (east), Laurier Drive (north), Diefenbaker Drive/Fairmont Drive (west) and Clancy Drive (south). Some residents outside of the study area boundaries may have received notice if they are in the same postal code.

In addition, we have reached out to community consultants of adjacent neighbourhoods to share with the community associations, placed a mini billboard sign on a major corridor in the study area and posted a public service announcement. Our aim is to reach as many people as possible in

a fiscally responsible way and we trust that the methods above will reach a large number of residents.

Regards,

Nathalie

**Nathalie Baudais, P.Eng. | tel 306.986.3097**

Senior Transportation Engineer

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

*Treaty 6 Territory & Homeland of the Métis*

[nathalie.baudais@saskatoon.ca](mailto:nathalie.baudais@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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-----Original Message-----

From: [REDACTED]

Sent: Tuesday, August 04, 2020 1:46 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews

<[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

Subject: Engage - traffic review Aug 11 meeting

To whom it may concern:

I live in Fairhaven and want to know why only a select few homeowners received the notice with regards to the traffic review meeting on Aug 11. This concerns every homeowner and apartment dweller in Fairhaven and Parkridge neighbourhoods. I have asked people I know that live in this area and Parkridge and most have not received the handout regarding this meeting. Do the business owners know?? I will hazard a guess at no they do not! I

Please resend the mail out with regards to this meeting- do the fair thing!

Thank you

[REDACTED]

Sent from my iPhone