

CITY OF SASKATOON

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 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).

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