

Draft North Industrial Area-Wide Traffic Plan

Summary of North Industrial and Hudson Bay Industrial Recommended Improvements

Table 1. Summary of Proposed Recommendations

Item	Location	Proposed Recommendation	Reason
1	Millar Ave north of 51st St	<ul style="list-style-type: none"> Install speed display board north side of 52nd St facing the northbound direction Install speed display board south of 60th St facing the southbound direction 	Reduce driver speed
2	Super 8 Motel back lane	Install 20km/hr signs	Reduce driver speed
3	400 Block of 42 nd A St back lane	Install 20km/hr signs	Reduce driver speed
4	Millar Ave & 52nd St	Install Rectangular Rapid Flashing Beacons (RRFB) as an expansion of two-year RRFB pilot project	Improve pedestrian safety
5	Millar Ave & 43rd St	<ul style="list-style-type: none"> Install Rectangular Rapid Flashing Beacons (RRFB) as an expansion of two-year RRFB pilot project Install Do not Block Intersection signs and Pedestrian Ahead signs 	Improve pedestrian safety
6	709 Circle Dr	Install Stop Sign	Improve traffic safety
7	48th St & Wentz Ave	Install No Parking signs on Wentz Ave 10m from intersection on northwest and southeast corner	Improve parking compliance and sightline
8	Wentz Ave & 50th St	Install No Parking signs on Wentz Ave 10m from intersection on northwest and southeast corner	Improve parking compliance and sightline
9	2922 Millar Ave	Increase enforcement	Improve parking compliance
10	Faithfull Cres	Increase enforcement	Improve parking compliance
11	2250 Northridge Dr	Install No Parking signs and 30km/hr warning sign	Improve the sightline and reduce turning speed at the corner
12	Faithfull Ave between 42 nd St and 60 th St	Remove on-street parking from 43 rd Street to 60 th Street and create an extra traffic lane in each direction	<ul style="list-style-type: none"> Prevent confusion and improve safety Improve traffic flow on Faithfull Avenue and provide more opportunities for drivers on the side streets to enter or cross Faithfull Avenue

Draft North Industrial Area-Wide Traffic Plan

1.0 Speeding and Shortcutting

Area concerns for speeding and shortcutting were at the following locations:

- Speeding on Millar Avenue north of 51st Street
- Speeding on 42nd Street (Circle Drive) back lane behind Super 8 Motel
- Speeding and shortcutting on 400 Block of 42nd A Street back lane

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices.

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below.

Table 2. Speed Assessment

Item #	Location	Speed Limit (kph)	85th percentile speed (kph)	Proposed Recommendation	Reason
1	Millar Ave north of 51st St	50	63	<ul style="list-style-type: none">• Install speed display board north side of 52nd St facing NB• Install speed display board south of 60th St facing SB	Reduce driver speed
2	Super 8 Motel back lane	20	*	Install 20km/hr signs	Reduce driver speed
3	400 Block of 42 nd A St back lane	20	*	Install 20km/hr signs	Reduce driver speed

*: Travel speeds were not measured on back lanes due to the limitation of the data collection equipment.

2.0 Pedestrian Safety

Area concerns regarding pedestrian safety were at the following locations:

- Millar Avenue & 43rd Street - Improve the visibility of this crosswalk and paint crosswalk at north side of this intersection.
- Millar Avenue & 52nd Street - Customers and staff have little opportunity to safely cross Millar Avenue; Install a pedestrian walk signal.
- Millar Avenue & 57th Street - Employees have to cross Millar Avenue on a daily basis; Install pedestrian crosswalk.

Draft North Industrial Area-Wide Traffic Plan

- Faithfull Avenue & 51st Street - The current crossing should be upgraded to include buttons for pedestrian traffic travelling in all four sections of the crossing.
- Faithfull Avenue & 42nd Street – A button activated crosswalk is required to cross 42nd Street at east side of this intersection.
- 51st Street & Wentz Avenue - It's hard to cross 51st Street at Wentz Ave; Install a flashing light.
- Miners Avenue & 51st Street - To cross at the signals on Miners Avenue from east side of the crosswalk we run the risk of being hit by drivers making a left turn on to 51st St.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled *Traffic Control at Pedestrian Crossings – 2004* approved by City Council in 2004.”

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which are in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004. Pedestrian and traffic data is collected during the five peak hours of: 8:00am to 9:00am, 11:30am to 1:30pm, and 3:00pm to 5:00pm. Devices include the pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions including:

- Number of traffic lanes to be crossed;
- Presence of a physical median;
- Posted speed limit of the street;
- Distance the crossing point is to the nearest protected crosswalk point; and
- Number of pedestrian and vehicles at the location.

In 2017, City Council approved a two-year pilot project to install Rectangular Repaid Flashing Beacons (RRFB) at five uncontrolled crosswalks in residential areas. In order to improve pedestrian safety and encourage walking in the industrial areas, RRFBs are also considered as an alternate pedestrian device at the locations where have high pedestrian activity.

Draft North Industrial Area-Wide Traffic Plan

Table 3. Pedestrian Assessment

Item #	Location	Number of Pedestrians Crossing During Peak Hours	Proposed Recommendation	Reason
4	Millar Ave & 52nd St	8	Install RRFB as an expansion of two-year pilot project	Improve pedestrian safety
5	Millar Ave & 43rd St	31	<ul style="list-style-type: none"> • Install RRFB as an expansion of two-year pilot project • Install Do Not Block Intersection signs and Pedestrian Ahead signs 	Improve pedestrian safety
N/A	Millar Ave & 57 th St	1	None	Not Warrant
N/A	51st St & Wentz Ave	0	None	Not Warrant
N/A	Faithfull Ave & 51st St	-	None	The pedestrian phase to cross Faithfull Ave does not require activation from pedestrian
N/A	Faithfull Ave & 42nd St	-	None	The crosswalk is not recommended due to it increases the possibility of conflict between southbound heavy left turns and pedestrians crossing 42 nd St

3.0 Traffic Control

Area concerns regarding traffic control were at the following locations:

- Northridge Drive & 50th Street - Westbound has higher traffic than southbound, so the southbound traffic should yield the westbound. Install stop sign on the southbound and remove the yield sign on the westbound.

Draft North Industrial Area-Wide Traffic Plan

- 46th Street & Faithfull Avenue - It is difficult to make left turn onto Faithfull Avenue during PM peak hour. Large trucks making left turns cause delay on 46th Street. This intersection is unsafe, lots accidents. Install traffic signal.
- Millar Avenue & 58th Street - Millar Avenue is too busy. It is hard to make left turn onto Millar Avenue. Install traffic signal.
- Millar Avenue & 60th Street – Install traffic signal.
- 709 Circle Drive - Stop sign needs to be installed on Tim Hortons driveway.

Yield, stop, and all-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009.

Traffic Signal Assessments are also conducted to determine the need for traffic signals, in adherence to the *Traffic Signal and Pedestrian Signal Head Warrant Handbook, Transportation Association of Canada (TAC), 2014*. Pedestrian and traffic data is collected during the five peak hours of: 8:00am to 9:00am, 11:30am to 1:30pm, and 4:00pm to 6:00pm. 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.

A traffic signal is warranted when the points are 100 or greater.

Table 4. Traffic Signal Assessment

Item #	Location	Traffic Signal Warrant Points	Proposed Recommendation	Reason
N/A	Faithfull Ave & 46 th St	42	None	Traffic Signal Not Warranted
N/A	Millar Ave & 60 th St	59		
N/A	Millar Ave & 58th St	32		

Table 5. Stop & Yield Sign

Item #	Location	Proposed Recommendation	Reason
6	709 Circle Dr	Install Stop Sign	Improve traffic safety
N/A	Northridge Dr & 50th St	None	Westbound is the minor road entering a through road, the right-of-way should be assigned to northbound & southbound

Draft North Industrial Area-Wide Traffic Plan

4.0 Parking

Area concerns regarding parking were at the following locations:

- 48th Street & Wentz Avenue - Turning either left or right from 48th onto Wentz is very dangerous due to the poor visibility created by big trucks (Semis) parked near the intersection along Wentz.
- Faithfull Crescent - Semi tractors with trailers and semi-trailers by themselves are randomly parking on the Crescent and not allowing regular local traffic any spaces around the business. They park overnight or several days.
- Wentz Avenue & 50th Street - Parked trucks at north side and south side of this intersection block the sightline while turning from 50th Street onto Wentz Avenue.
- Wells Avenue - The use of our street parking increased significantly when the parking on Millar Avenue was removed. Street parking is required for customers and delivery people.
- 2922 Millar Avenue – Millar Avenue becomes more congested when large vehicles (i.e. tractor trailer units) park in curb lane to enter restaurants or coffee shops on both west and east sides.

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013:

- “Vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway or back lane.”
- “A person shall not park or leave parked at any time, a trailer which is detached from the vehicle used for moving the same, unless the trailer is a recreational vehicle to which Subsection 21(3) applies.”

Draft North Industrial Area-Wide Traffic Plan

Table 6. Parking Assessment

Item #	Location	Proposed Recommendation	Reason
7	48th St & Wentz Ave	Install No Parking signs on Wentz Ave 10m from intersection on northwest and southeast corner	Improve parking compliance and sightline
8	Wentz Ave & 50th St	Install No Parking signs on Wentz Ave 10m from intersection on northwest and southeast corner	Improve parking compliance and sightline
9	2922 Millar Ave	Increase enforcement	Improve parking compliance
10	Faithfull Cres	Increase enforcement	Improve parking compliance
N/A	Wells Ave	None	On-street parking is sufficient to accommodate the parking demand

5.0 Maintenance

Area concerns regarding maintenance were at the following locations:

- 60th Street – Pavement is in poor condition.
- 2250 Northridge Drive - Trucks drive on the lawn and it is a costly repair.
- 3050 Millar Avenue - Drain is placed where debris often blocks it and creating issues in spring. Iron grate punctures tires of cars turning into parking lot.
- Marquis Drive and Millar Ave – Pavement is not flat and it drops down too much.
- Venture Cres street name sign is needed in boulevard.

Maintenance concerns gathered during the consultation will be forwarded to the proper departments. These include the condition of the street signs (i.e. knocked over, damaged, obstructed by trees), trees obstructing driver's view, or roadway maintenance (ie. snow clearing, potholes, sanding).

Table 7. Maintenance

Item #	Location	Proposed Recommendation	Reason
11	2250 Northridge Dr	Install No Parking signs and 30km/hr warning sign	Improve sightline and reduce turning speed at the corner

Draft North Industrial Area-Wide Traffic Plan

6.0 Faithfull Avenue Improvement

The following concerns were raised by several businesses and commuters through consultation:

- There is confusion about the number of traffic lanes when on-street parking is under-used. As a result, motorists often travel in the parking lane. When motorists weave in and out of the parking lane, it poses risk of side-swipe and rear end collisions.
- Faithfull Avenue is busy and it is difficult to make turns onto it from side streets.

Faithfull Avenue is an approximately 14.6 meter wide arterial roadway with one travel lane and one parking lane in each direction. Most of businesses along Faithfull Avenue have off-street parking spaces to accommodate the needs for customers and employees parking.

A potential improvement includes removing the on-street parking in each direction and formalizing one extra traffic lane in each direction. With the on-street parking removed, the roadway would permanently have two lanes of traffic in each direction. This roadway configuration change will improve the traffic safety, prevent confusion, reduce delay, and provide more opportunities for motorists to turn from side streets.

A parking study was also conducted to determine the current utilization of parking on Faithfull Avenue. The parking counts were performed in accordance with the following methodology. First, the study area was split into sections ranging from intersection to intersection. Counts were then performed at several times throughout the day to determine the number of parked vehicles in each of the defined sections.

The results of parking study indicate that the use of on-street parking on Faithfull Avenue from 42nd Street to 59th Street was very low, and ample parking was available on the side streets and off-street. Therefore, the impact of removing on-street parking for Faithfull Avenue is expected to be minimal.

Table 8. Faithfull Avenue Improvement

Item #	Location	Proposed Recommendation	Reason
12	Faithfull Ave between 42 nd St and 60 th St	Remove on-street parking from 43 rd Street to 60 th Street and create an extra traffic lane in each direction	<ul style="list-style-type: none">• Prevent confusion and improve safety• Improve traffic flow on Faithfull Avenue and provide more opportunities for drivers on the side streets to enter or cross Faithfull Avenue

7.0 Major Intersections & Corridors

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

Draft North Industrial Area-Wide Traffic Plan

Area concerns regarding major intersections were at the following locations:

- Millar Avenue between 60th Street and 71st Street - Speed limit is inconsistent and transition from 50kph to 60kph makes it difficult for pedestrians to cross and for drivers to figure out the gap when they try to turn onto Millar Avenue.
- 42nd Street (Circle Drive) & Millar Avenue (Venture Crescent) - Southbound left turn delay and queue is very long. Westbound traffic does not yield the eastbound left turn when the green arrow is on. Trucks drive on the boulevard due to the limited room on the “s” curve.
- 2922 Millar Avenue - Customers and service trucks have difficulty entering and exiting the lot during peak hours due to heavily increased traffic from Marquis Drive. Northbound vehicles coming from 51st Street cross four lanes of traffic to enter the restaurants on the west side of Millar Ave. This poses serious risk of accident. Motorists stop to wait for gaps to cross against southbound traffic causing a serious back up of northbound traffic. A barrier to restrict turns west off of Millar at north side of this intersection would be helpful.
- 42nd Street (Circle Drive) Westbound - It is hard to merge to curb lane and make right turn onto side streets. Large trucks take all the space in the curb lane.
- 42nd Street (Circle Drive) & 1st Avenue - Southbound left turn often block the southbound through traffic. Install a left turning bay and protected left turn.
- Circle Drive & Idylwyld Drive – The traffic is very congested at this intersection during peak hours.
- 42nd Street (Circle Drive) & Super 8 (Home Depot) – Eastbound left turn has long delay and left turn arrow is needed. Cars are speeding in the parking lot.
- 51st Street and Millar Avenue - McDonald’s driveway on Millar Avenue is too close to the intersection.
- 618 51st Street - It is difficult to make left turn from driveway onto 51st Street eastbound and sometimes the queue from downstream intersection blocks the way.
- Railway crossing on 51st Street - The rail track severely affects vehicle traffic.
- Faithfull Avenue & 51st Street - Southbound left turn needs turning arrow. Sometimes the queue is very long.
- Idylwyld Drive off ramp onto 51st Street - Vehicles always wait here in order to make quick merge to the inside lane on 51st Street eastbound, and it causes backup even it is supposed to be free flow traffic lane. This ramp should be 2 lanes.
- 60th Street & Idylwyld Service Road - Stop signs need to be reviewed or close the access to Idylwyld Drive as it is unsafe.

Major arterial intersections and corridors are much more complex than local or collector streets due to larger traffic volumes, different types of commuters, transit accommodation, commercial access, and coordinated traffic signal. To properly address these issues, the City of Saskatoon has implemented separate programs to closely review the major intersections and corridors. Therefore, all the concerns and comments gathered in Section 7.0 Major

Draft North Industrial Area-Wide Traffic Plan

Intersections & Corridors will be compiled and prioritized for future Intersection Improvement Projects and Corridor Study Projects.

8.0 Active Transportation

People requested walking and cycling infrastructure such as sidewalks, bike lanes, and pathways throughout the consultation process.

The main concern was that cyclists and pedestrians were not comfortable biking or walking on the road in this area.

Proposed solutions identified by those consulted were:

- 43rd Street & Warman Road, 60th Street & Wanuskewin Road, Molaro Place & Wanuskewin Road - At grade or below grade crossing is needed for pedestrians, cyclists, and users with mobility issues.
- 43rd Street corridor - A separated multi-use path or a buffered bike lane should be added to the entire 43rd street corridor.
- 60th Street - Creating an east-west pedestrian/cycling corridor on 60th Street is needed.
- Multi-use pathway is needed on 51st Street, Faithfull Avenue and Miller Avenue.
- Idylwyld Dr pedestrian overpass should be accessible.

On June 27, 2016, City Council approved the Active Transportation Plan (ATP) in principle. The ATP contains an 80-point action plan, organized around the following items: Improving Connectivity, Safety and Security, Convenience, Land Use and Growth, Maintenance and Accessibility, and Education and Awareness.

Page 40 of the ATP notes the following regarding the theme of 'Improving Connectivity':

"...establishing a complete, connected and convenient network of pedestrian and cycling facilities throughout the city is critical to encouraging more active transportation trips."

As part of this Connectivity theme, directions to 'Expand and Enhance the Sidewalk Network' and 'Expand and Enhance the Bicycle Network' are provided.

An action item under 'Expand and Enhance the Sidewalk Network' is to eliminate gaps in the sidewalk network on major roads such as arterial or collector streets and industrial streets. Further, the ATP recommends sidewalks on the major streets in North Industrial and Hudson Bay Industrial areas, such as Faithfull Avenue, Miners Avenue, 60th Street, 51st Street, 42nd Street (Circle Drive) and Millar Avenue.

In addition, developing a complete and connected bicycle network for all ages and abilities to access key employment areas is recommended under the 'Expand and Enhance the Bicycle Network' in the ATP. Major streets in these two areas such as 43rd Street, Faithfull Avenue, Millar Avenue and 51st Street have been identified as future AAA bicycle network in the ATP.

Draft North Industrial Area-Wide Traffic Plan

The ATP notes that there are 90 kilometres sidewalks on major roads, 195 kilometres on-street bicycle facilities, and 170 kilometres multi-use pathway to be constructed in Saskatoon at a total cost estimate of \$ 250,000,000. The ATP does not provide a detailed prioritization of projects; however, the comments gathered in this traffic review will be used to help Administration in prioritizing the future implementations.