

Chief Mistawasis Bridge Traffic Impact Assessment

ISSUE

Chief Mistawasis Bridge opened October 2, 2018. The bridge provides a connection between Marquis Drive on the west and McOrmond Drive on the east. Traffic patterns were impacted at a number of studied locations.

BACKGROUND

This report quantifies the impacts to traffic at various locations following the opening of the Chief Mistawasis Bridge.

CURRENT STATUS

Traffic signal adjustments took place at intersections near the Chief Mistawasis Bridge prior to opening day and subsequent to the opening, traffic signals at various intersections in the city have been modified according to observed changes in demand. No intersection improvements have been made. The analysis included in Appendix 1 reflects the current conditions.

DISCUSSION/ANALYSIS

A traffic impact assessment after the Chief Mistawasis Bridge opened was completed. The assessment included quantifying the impact the bridge had on daily traffic volumes on specific road segments and other bridges, as well as the analysis of the impact on weekday peak hour traffic at several key signalized and unsignalized intersections.

The assessment of daily traffic volumes was completed on 15 different road segments, specifically reviewing the change to average daily traffic since the bridge opened. On the Chief Mistawasis Bridge the average daily traffic was 9,900. On the Circle Drive North Bridge there was a reduction in average daily traffic by 9,800.

Weekday peak hour analysis was completed for 10 signalized intersection and five unsignalized intersections with the following outcomes:

1. In the short-term, continue to monitor and adjust signal timings at impacted intersections.
2. As part of the North Saskatoon Transportation Study, include an improvement plan for the intersection of Marquis Drive and Idylwyld Drive.
3. Begin stakeholder consultation for the previously identified improvements at the intersection of 51st Street and Millar Avenue.
4. Revisit the previously completed functional planning study for the Circle Drive and Idylwyld Drive interchange once Phase 1 of the Saskatoon Freeway Functional Planning project is complete.
5. Complete an intersection improvement study for the intersections of Attridge Drive and Central Avenue in advance of the Bus Rapid Transit (BRT) project.

6. The intersection of Lowe Road and Nelson Road was discussed during the University Heights Suburban Centre Neighbourhood Traffic Review meeting held in September 2019. Residents supported improving signage and retaining the four-way stop in the short term. Long term the intersection will be placed on the prioritization list for intersections to be signalized.
7. Adjust lane designations (i.e. signs and pavement markings) at the intersection of Kerr Road and Kenderdine Road.

Detailed analysis and discussion is provided in the accompanying document Chief Mistawasis Bridge Traffic Impact Assessment.

IMPLICATIONS

There are no legal, social, or environmental implications identified. The financial implication of future geometric improvements will be identified during the completion of the appropriate engineering reviews and reported in the future.

NEXT STEPS

Traffic signal timing adjustments and changes to lane designations (i.e. signs and pavement markings) will occur in fall 2019.

Upon completion of the engineering work at the various intersections, the Administration will report back with the recommended geometric improvements and requests for funding through Capital Project #2288 - TU - Transportation Safety as part of future budget deliberations.

APPENDICES

1. Chief Mistawasis Bridge Traffic Impact Assessment

Report Approval

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