Appendix 2

McKercher Drive – Duncan Crescent Access

City of Saskatoon

5/29/2024

Authorization

Prepared By:

Mariniel Flores-Vongkhamchanh, P.Eng.
Acting Senior Transportation Engineer

Reviewed By:

Nathalie Baudais, P.Eng.
Transportation Engineering Manager

Acknowledgements

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

- College Park and College Park East residents
- Saskatoon Fire Department
- Saskatoon Light and Power
- Saskatoon Transit
- City of Saskatoon Communications and Public Engagement
- City of Saskatoon Parking Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support Services
- City of Saskatoon Urban Forestry
- City of Saskatoon Transportation
- Councillor Sarina Gersher

Executive Summary

On McKercher Drive, near Duncan Crescent, U-turns are currently allowed at Balfour Street, Degeer Street, Acadia Drive, and the median opening north of Boychuk Drive. U-turns are restricted at the signalized intersections at Mount Allison Crescent and Boychuk Drive.

The College Park and College Park East Neighbourhoood Traffic Review (NTR) recommended that traffic signals be installed at McKercher Drive and Degeer Street to improve pedestrian and intersection safety and to reduce delays for westbound left turns. Once the traffic signals are installed, U-turns would be prohibited at this intersection according to the provincial *Traffic Safety Act*.

Duncan Crecent residents expressed concerns that the traffic signals and associated U-turn prohibition would negatively impact access into and out of their crescent.

The purpose of this project was to review options to maintain or improve access to/from Duncan Crescent from McKercher Drive. An engineering review of design options was completed. The draft Traffic Plan was presented to the community to gather feedback and circulated to civic departments.

The Traffic Plan was finalized based on the feedback received. The recommended option is Option 2 – Median Opening with Option B – Full Median Opening.

Contents

List of Figures

List of Tables

List of Appendices

1. Introduction

The College Park and College Park East Neighbourhoood Traffic Review (NTR) recommended that traffic signals be installed at McKercher Drive and Degeer Street to improve pedestrian and intersection safety and to reduce delays for westbound left turns. Once the traffic signals are installed, U-turns would be prohibited at this intersection according to the provincial *Traffic Safety Act*. Duncan Crescent residents were concerned with the U-turn prohibition and access to their crescent.

The purpose of this project was to review options to maintain or improve access to/from Duncan Crescent from McKercher Drive.

The scope is outlined below:

- Gather background information,
- Conduct an engineering review of design options,
- Conduct engagement,
- Finalize design option, and
- Present report to City Council.

This report presents the study findings and recommendations.

2. Background Information

A Pedestrian Actuated Signal (PAS) was installed at Mount Allison Crescent to improve pedestrian safety in 2010. As outlined in the Saskatchewan Traffic Safety Act, U-turns are prohibited at signalized intersections. The presence of this device means that U-turns at Mount Allison Crescent are prohibited and northbound drivers wanting to head south have to make a U-turn at Acadia Drive or make a left turn onto Mount Allison Crescent or Acadia Drive to head south.

The College Park and College Park East Neighbourhood Traffic Review (NTR) recommended that traffic signals be installed at McKercher Drive and Degeer Street to improve safety and traffic flow. Once the traffic signals are installed, U-turns will become prohibited at this intersection according to the Saskatchewan Traffic Safety Act.

Duncan Crescent residents expressed concerns with the current U-turn prohibition at Mount Allison Crescent and future U-turn prohibition at Degeer Street and how these prohibitions impact the access to their crescent.

3. Existing Conditions

McKercher Drive between Boychuk Drive and Balfour Street is classified as a major arterial roadway. McKercher Drive has two travel lanes in each direction with parking and sidewalks on both sides. The posted speed limit is 50 kilometres per hour (kph). The Average Annual Daily Traffic (AADT) for this section of McKercher Drive accommodates 20,000 vehicles per day.

U-turns are permitted north of Boychuk Drive, at Acadia Drive, and at Balfour Street. U-turns are prohibited at Boychuk Drive and at Mount Allison Crescent. The study area is shown in Exhibit 3-1 below.

Exhibit 3-1: Study Area

Existing traffic counts were collected during the seven peak hours of: 7:00 am to 9:00 am, 11:30 am to 1:30 pm, and 3:00 pm to 6:00 pm. Exhibit 3-2 shows the existing traffic counts at intersections along the study area.

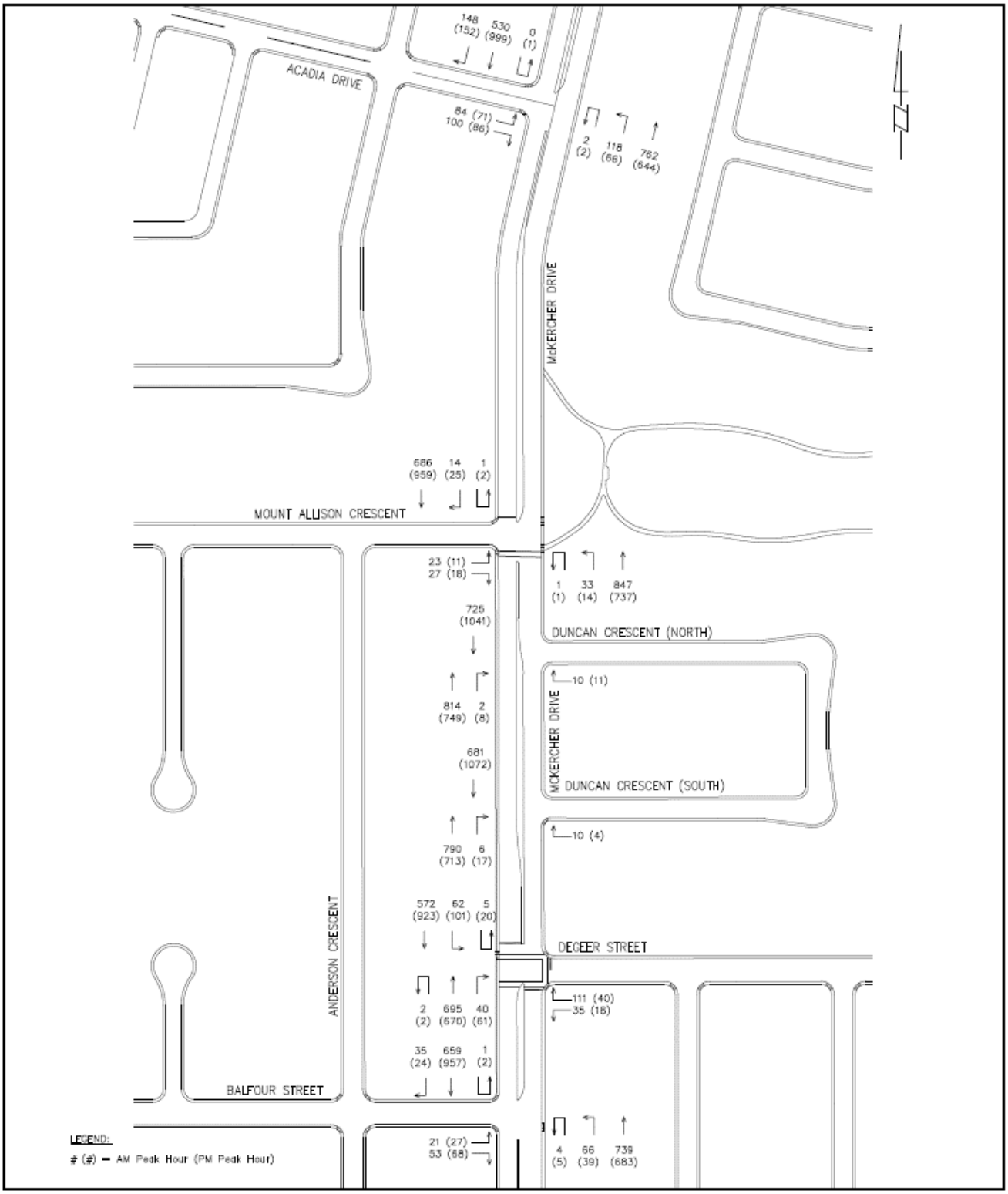


Exhibit 3-2: Existing Traffic Counts

4. Analysis

4.1. Traffic Operations

Traffic volumes from 2022 traffic counts were used to analyze traffic operations along McKercher Drive.

The North American traffic engineering standard for measuring the performance of an unsignalized intersection is used to measure the average delay in seconds a driver will experience in completing a maneuver. The software used to analyze the intersection calculates an average delay to each movement based on the traffic volumes, permitted movements and signal timing. This average delay corresponds to established Levels of Service (LOS) (see Table 4-1). The LOS can range from A to F (the shorter the average delay, the better the LOS; the longer the average delay, the worse the LOS). Generally, the City prefers to avoid LOS E and F. However, a LOS E or F does not indicate the need for or trigger improvements. Other considerations include: the traffic volume performing the problematic movement with LOS E or F, intersection geometrics and signal operation, intersection spacing, road classification, availability of alternate routes, pedestrian movements, access management, type of adjacent land use, future development in the area, and cost.

Table 4-1: Level of Service Standards for Unsignalized Intersections

Average Control Delay (seconds/vehicle)	Level of Service	General Description
<= 10	A	Free Flow
>10 - 15	B	Stable Flow (slight delays)
>15 - 25	C	Stable Flow (acceptable delays)
>25 - 35	D	Approaching unstable flow (tolerable delay, occasional wait through more than one signal cycle before proceeding)
>35 - 50	E	Unstable flow (intolerable delay)
>50	F	Forced flow (jammed)

Table 4-2 shows the existing level of service and operation of each unsignalized intersection during peak hours.

Table 4-2: Traffic Operations

Intersection	Movement		Morning Peak Hour				Evening Peak Hour			
			v/c Ratio	Queue Length (veh)	Delay (sec)	LOS	v/c Ratio	Queue Length (veh)	Delay (sec)	LOS
McKercher Drive and Acadia Drive	Eastbound	Left Turn	0.58	3.7	62	F	0.77	6.3	150	F
		Right Turn	0.15	0.5	11.5	B	0.19	0.7	14.8	B
	Northbound	Left Turn	0.14	0.5	10	A	0.13	0.4	12.8	B
		Through	-	-	-	-	-	-	-	-
	Southbound	Through	-	-	-	-	-	-	-	-
		Right Turn	-	-	-	-	-	-	-	-
McKercher Drive and Mount Allison Crescent	Eastbound	Left Turn	0.08	0.3	24.4	C	0.08	0.3	39.3	E
		RT	0.04	0.1	10.5	B	0.04	0.1	12.8	B
	Northbound	Left Turn	0.04	0.1	0.1	A	0.03	0.1	11.3	B
		Through	-	-	-	-	-	-	-	-
	Southbound	Through	-	-	-	-	-	-	-	-
		Right Turn	-	-	-	-	-	-	-	-
McKercher Drive and Degeer Street	Westbound	Left Turn	0.73	6.2	83.2	F	0.19	0.7	47.4	E
		Right Turn	0.24	0.9	13	B	0.1	0.3	11.4	B
	Northbound	Through	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	Left Turn	0.11	0.4	10.5	B	0.16	0.6	10.5	B
		Through	-	-	-	-	-	-	-	-
McKercher Drive and Balfour Street	Eastbound	Left Turn	0.13	0.4	30.4	D	0.23	0.9	44.3	E
		Right Turn	0.08	0.3	11.1	B	0.13	0.5	13.1	B
	Northbound	Left Turn	0.09	0.3	9.9	A	0.08	0.3	12	B
		Through	-	-	-	-	-	-	-	-
	Southbound	Through	-	-	-	-	-	-	-	-
		Right Turn	-	-	-	-	-	-	-	-

All turning movements operate satisfactorily in the morning and evening peak hours except for the following movements:

- Acadia Drive: Eastbound left turns operate poorly (LOS ‘F’ in the morning and evening peak hours) with long delays (62 seconds in the morning and 150 seconds in the evening).
- Mount Allison Crescent: Eastbound left turns operate poorly (LOS ‘E’ in the evening peak hour with a delay of 39 seconds).
- Degeer Street: Westbound left turns operate poorly (LOS ‘F” in the morning peak hour and LOS ‘E’ in the evening peak hour) with long delays (83 seconds in the morning and 47 seconds in the evening).
- Balfour Street: Eastbound left turns operate poorly (LOS ‘E’ in the evening peak hour with a delay of 44 seconds).

4.2. Traffic Signal Assessments

Assessments were 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 was collected during the five peak hours of: 8:00 am to 9:00 am, 11:30 am to 1:30 pm, and 4:00 pm to 6:00 pm to complete the assessments.

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 4-3.

Table 4-3: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
McKercher Drive and Acadia Drive	83	Not warranted Continue to monitor intersection for traffic control upgrade
McKercher Drive and Mount Allison Crescent	34	Not warranted
McKercher Drive and Degeer Street	75	Traffic signals recommended through College Park – College Park East Neighbourhood Traffic Review
McKercher Drive and Balfour Street	51	Not warranted

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

4.3. Pedestrian Device 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 and traffic data is collected during the three peak periods of: 8:00 am to 9:00 am, 11:30 am to 1:30 pm, and 3:00 pm to 6:00 pm.

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 City follows national guidance for locating pedestrian devices and selecting the type of pedestrian device using a treatment matrix which considers traffic volume, posted speed limit, and number of lanes for pedestrian crossing.

A summary of the pedestrian studies is provided in Table 4-4 and details are provided in **Appendix B**.

Table 4-4: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
McKercher Drive and Acadia Drive	No	Distance from nearest control <200m. Unmarked crosswalk appropriate.
McKercher Drive and Mount Allison Crescent	Yes	Existing Pedestrian Actuated Signal appropriate for the south leg of the intersection. Active Pedestrian Corridor could be considered for the north leg of the intersection with geometric changes.
McKercher Drive and Degeer Street	Yes	Distance from nearest control >200m. Connection to schools. Pedestrian Actuated Signal warranted. Full Traffic Signal recommended.
McKercher Drive and Balfour Street	No	Distance from nearest control <200m. Connection to schools provided at the intersection of Degeer Street. Unmarked crosswalk appropriate.

4.4. Collision Analysis

The most recently available five-year collision data (2017 to 2021) was provided by Saskatchewan Government Insurance (SGI). A summary is below.

- 93 total collisions (66 collisions at intersections and 27 collisions along road segments).
- 15 of the 93 collisions resulted in injuries (2 major injuries and 13 minor injuries).
- For six of the 15 injury collisions, the collision configuration were rear ends at:
    - Boychuk Drive (1 minor injury collision)
    - Acadia Drive (1 minor injury collision)
    - Degeer Street (2 minor injury collisions)
    - Balfour Street (2 minor injury collisions)
- For two of the 15 injury collisions, pedestrians were involved and sustained minor injuries (i.e. one between Acadia Drive and Mount Allison Crescent, and one at Degeer Street).

5. Review of Options

A long-list of options was developed, which included:

- Roundabouts,
- Signs to allow U-turns,
- Traffic signals,
- Pedestrian devices,
- Geometric modifications,
- Median openings, and
- Other revisions (parking restrictions, pedestrian ramps, etc.).

Appendix C shows the options developed for each intersection along the study corridor.

5.1. Evaluation

Options were evaluated using the following criteria:

- Allows U-turns,
- Fits within the right-of-way,
- Improves access to/from Duncan Crescent,
- Improves traffic flow,
- Improves pedestrian safety,
- Impacts to safety,
- Potential to reduce shortcutting,
- Supports policy, bylaw etc., and
- Supports design standards.

The evaluation table is shown in Table 5-1.

Table 5-1: Evaluation of Options

Options Considered	Allows U-turns	Fits within Right-of-Way	Improves Access to Duncan Cres	Improves Access from Duncan Cres	Improves Traffic Flow	Improves Pedestrian Safety	Impacts to Safety	Potential to Reduce Shortcutting	Supports Policy, Bylaw etc.	Supports Design Standards
MCKERCHER DRIVE & ACADIA DRIVE										
Traffic Signals	X	✓	X	X	X	✓	✓	X	X	X
Parking Restrictions	✓	✓	NA	NA	NA	NA	✓	✓	✓	✓
MCKERCHER DRIVE & MOUNT ALLISON CRESCENT										
2-lane roundabout	✓	X	✓	✓	✓	✓	✓	✓	✓	✓
1-lane roundabout	✓	✓	✓	✓	X	✓	✓	✓	✓	✓
Slotted left turn bay + pedestrian refuge + active pedestrian corridor on south side	X	✓	✓	✓	NA	✓	✓	✓	✓	X
Remove left turn bay + active pedestrian corridor on south side	✓	✓	✓	✓	NA	✓	X	✓	✓	X
Remove pedestrian actuated signal on south side + active pedestrian corridor on north side	✓	✓	✓	✓	NA	✓	NA	✓	✓	✓
MCKERCHER DRIVE & DUNCAN CRESCENT (NORTH INTERSECTION)										
Median opening	✓	✓	✓	✓	NA	NA	X	✓	X	X
MCKERCHER DRIVE & DUNCAN CRESCENT (SOUTH INTERSECTION)										
Median opening	✓	✓	✓	✓	NA	NA	X	✓	X	X
MCKERCHER DRIVE & DEGEER STREET										
2-lane roundabout	✓	X	✓	✓	✓	✓	✓	✓	✓	✓
1-lane roundabout	✓	✓	✓	✓	X	✓	✓	✓	✓	✓
Traffic Signals	X	✓	X	NA	✓	✓	✓	X	✓	✓
MCKERCHER DRIVE & BALFOUR STREET										
2-lane roundabout	✓	X	✓	✓	✓	✓	✓	✓	✓	✓
1-lane roundabout	✓	✓	✓	✓	X	✓	✓	✓	✓	✓
Parking Restrictions	✓	✓	✓	NA	NA	NA	✓	✓	✓	✓
CITY-WIDE										
Allow U-turns at Signalized Intersections	✓	NA	✓	✓	X	X	X	✓	X	X

5.2. Options Eliminated

Roundabouts - Multi-lane roundabouts could not be configured to fit within the public right-of-way. Single-lane roundabouts could not accommodate the amount of traffic at the intersection, resulting in significant delays.

Signs to allow U-turns - The Saskatchewan Traffic Safety Act states that, “At an intersection of highways where a traffic light is in operation, no driver of a vehicle shall turn the vehicle so as to proceed in the opposite direction.” The City of Saskatoon Bylaw No. 7200, The Traffic Bylaw cannot conflict with provincial legislation; therefore, signing U-turns allowed at signalized intersections was not a feasible option.

Median Opening at Duncan Crescent (North) – A median opening at this intersection would interfere with the northbound left-turn bay for the intersection at Mount Allison Crescent. A left turn bay for southbound traffic could not be provided.

5.3. Short-List Options

The following measures are recommended for all the options on the short-list:

- Traffic signals at Degeer Street,
- Pedestrian accessible ramps throughout the corridor where missing,
- Speed display board facing southbound traffic, and
- Forward speeding concerns to Saskatoon Police Service to consider for enforcement.

The options that were short-listed are:

- Option 1 – Pedestrian device revisions at Mount Allison Crescent to accommodate U-turns, and
- Option 2 – Median opening at Duncan Crescent (South).

Both options are feasible and will improve access to Duncan Crescent. A median opening will only be considered if supported by the community. These options were presented to the community to gather feedback before finalizing the Traffic Plan (see **Appendix D**).

6. Median Opening Options

Out of the 13 responses from Duncan Crescent residents, approximately half supported a new median opening. The median opening options listed below were reviewed.

- Option A – No Median Opening:
  - Traffic signals and parking prohibitions at Degeer Street,
  - Pedestrian device and geometric changes at Mount Allison Crescent to allow U-turns,
  - Parking prohibitions at Acadia Drive to improve sight lines, and
  - Parking prohibitions at Balfour Street to better accommodate U-turns.

- Option B – Full Median Opening:
  - Traffic signals and parking prohibitions at Degeer Street,
  - Full median opening at Duncan Crescent (South) to allow all movements into and out of the crescent,
  - Parking prohibitions at Acadia Drive to improve sight lines, and
  - No changes at Mount Allison Crescent or at Balfour Street.

- Option C – Left-In Only Median Opening:
  - Traffic signals and parking prohibitions at Degeer Street.
  - Left-In Only median opening at Duncan Crescent (South) to allow access into the crescent,
  - Pedestrian device changes at Mount Allison Crescent to allow U-turns,
  - Parking prohibitions at Acadia Drive to improve sight lines, and
  - No changes at Balfour Street.

- Option D – Left-Out Only Median Opening:
  - Traffic signals and parking prohibitions at Degeer Street,
  - Left-Out Only median opening at Duncan Crescent (South) to allow access out of the crescent,
  - Parking prohibitions at Acadia Drive to improve sight lines,
  - Parking prohibitions at Balfour Street to better accommodate U-turns, and
  - No changes at Mount Allison Crescent.

- Option E – Do Nothing:
  - Traffic signals and parking prohibitions at Degeer Street, and
  - No changes to improve access to Duncan Crescent.

Appendix E includes the median opening options.

6.1. Evaluation

Median opening options were evaluated using the following criteria:

- Improves access to/from Duncan Crescent,
- Operations on McKercher Drive,
- Environmental impacts,
- Parking impacts,
- Community feedback, and
- Estimated cost.

Table 6-1 shows a summary of the evaluation analysis.

Table 6-1: Median Opening Options Evaluation

Option	Improves Access to/from Duncan Crescent	Operations on McKercher Drive	Environmental Impacts	Parking Impacts	Community Feedback	Estimated Cost	Summary
Option A – No Median Opening	U-turns accommodated at Mount Allison Crescent and at Balfour Street	Proposed traffic signal at Degeer Street reduces significant delays for westbound left turns and pedestrians. Queuing for southbound left turn lane is forecasted to stay within the existing turn bay. Eastbound left turns will continue to operate with LOS E or F at Acadia Drive and Mount Allison Crescent. There is no left turn bay for southbound traffic at Balfour Street so U-turns will occur from the median travel lane.	No trees removed.	Parking prohibitions will be introduced at Acadia Drive, Mount Allison Crescent, and Balfour Street	Relocating the pedestrian actuated signal at Mount Allison Crescent to be on the north leg does not align with many of the community destinations on the east side of McKercher Drive (i.e. pedestrian desire is higher for the south crossing).	$120,000	Not recommended. More impacts at Mount Allison Crescent and at Balfour Street to accommodate U-turns since no median opening provided at Duncan Crescent.
Option B – Full Median Opening	Median opening provides full access to/from Duncan Crescent. A full median opening would provide a legal crossing for pedestrians.	Proposed traffic signal at Degeer Street reduces significant delays for westbound left turns and pedestrians. Queuing for southbound left turn lane is forecasted to stay within the existing turn bay. Eastbound/westbound left turns at Acadia Drive, Mount Allison Crescent, and Balfour Street will continue operating with LOS E or F during peak hours.	4 median trees removed.	Parking prohibitions at Acadia Drive to improve sight lines	Approximately half of Duncan Crescent residents support a median opening. The main concern against the median opening was related to increased traffic on Duncan Crescent. There are 38 properties on Duncan Crescent.	$140,000	Recommended. Provides full access to/from Duncan Crescent, maintains Mount Allison Crescent pedestrian device along the desire line, and meets project goals.

Option	Improves Access to/from Duncan Crescent	Operations on McKercher Drive	Environmental Impacts	Parking Impacts	Community Feedback	Estimated Cost	Summary
Option C – Left-In Only Median Opening	U-turns accommodated at Mount Allison Crescent and median opening provides left turns into Duncan Crescent.	Proposed traffic signal at Degeer Street reduces significant delays for westbound left turns and pedestrians. Queuing for southbound left turn lane is forecasted to stay within the existing turn bay. Eastbound/westbound left turns at Acadia Drive, Mount Allison Crescent, and Balfour Street will continue operating with LOS E or F during peak hours.	3 median trees removed.	Parking prohibitions at Acadia Drive, and at Mount Allison Crescent	A few residents suggested permitting U-turns at Mount Allison Crescent and a left-in only median opening. There were concerns regarding the pedestrian device changes at Mount Allison Crescent.	$200,000	Not recommended. More environmental impacts, resident concerns regarding Mount Allision Crescent pedestrian changes, and higher costs.
Option D – Left-Out Only Median Opening	U-turns accommodated at Balfour Street and median opening provides left turns out of Duncan Crescent.	Proposed traffic signal at Degeer Street reduces significant delays for westbound left turns and pedestrians. Queuing for southbound left turn lane is forecasted to stay within the existing turn bay. Eastbound/westbound left turns operating with LOS E or F at Acadia Drive and Mount Allison Crescent. There is no left turn bay at Balfour Street so U-turns would occur from the median travel lane.	1 median tree removed.	Parking prohibitions at and Balfour Street.	This option was suggested by a few residents to address their concerns regarding current access.	$60,000	Not recommended. Less environmental impacts, but no left turn bay at Balfour Street so U-turns would occur from the median travel lane.
Option E – Do Nothing	No	Eastbound/westbound left turns operate with LOS E or F during peak hours at Acadia Drive, Mount Allison Crescent, Degeer Street, and Balfour Street	None	None	This option does not address resident concerns with existing or future access.	$0	Not recommended. Does not meet project purpose.

7. Engagement

An on-site meeting was held with Duncan Crescent residents in September 2022 to discuss their concerns with access to/from McKercher Drive. Approximately 30 people attended the meeting. Residents expressed several concerns at the event or through email submissions, as summarized below:

- Median prevents access to Duncan Crescent,
- U-turn restrictions cause shortcutting,
- Difficult to make U-turns currently,
- Request to allow U-turns at signalized intersections, and
- New median opening for Duncan Crescent was supported by some.

The draft Traffic Plan was presented to the community at a drop-in community session in March 2023. Table 7-1 shows a summary of the engagement activities.

Table 7-1: Summary of Engagement Activities

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 September 22, 2022 Sidney L. Buckwold Park 25 attendees	To identify specific traffic concerns and potential improvements	What We Heard Report in Appendix C.
Meeting #2 March 30, 2023 École Cardinal Léger 40 attendees	To gather input on the draft traffic plan.	Open House Boards and What We Heard Report in Appendix C.

Residents within the area were notified of the meetings via:

- a flyer delivered to each residence on Duncan Crescent for Meeting #1,
- a flyer delivered to each residence on Duncan Crescent and to residents surrounding McKercher Drive in College Park and East College Park for Meeting #2,
- notifying the neighbourhood community associations and schools and requesting that they circulate the information, and
- notifying the Ward 8 Councillor (Councillor Gersher).

The main themes from engagement included:

- General support for the proposed traffic plan,
- Support or concern for traffic signal at McKercher Drive and Degeer Street,
- Median opening to Duncan Crescent,
- Concern for moving the pedestrian crossing at Mount Allison Crescent,
- Costs / use of City resources, and

- Other (missing sidewalks, snow clearing, ‘U-turns permitted’ signs, and safety concerns for the alley behind Duncan Crescent backing onto Sidney L. Buckwold Park).

The What We Heard engagement summary report is included in **Appendix F**.

In May 2024, an additional survey was delivered to the residents in Duncan Crescent to gauge support for the full median opening option. 38 surveys were delivered to the residents on Duncan Crescent. 11 completed surveys were received. The results are summarized below.

- 9 were supportive of the full median opening at Duncan Crescent (South), and
- 2 were unsupportive of the full median opening at Duncan Crescent (South).

8. Traffic Plan

The Traffic Plan was circulated to civic departments, which included Saskatoon Fire Department, Saskatoon Light and Power, Saskatoon Transit, Communications and Public Engagement, Parking Services, Planning and Development, Roadways, Fleet and Support Services, and Urban Forestry.

A summary of the comments received from internal stakeholders is provided below:

- Minimize tree impacts, and
- Proposed changes will provide safer access and egress to the crescent.

8.1. Recommendations

The recommended option is Option 2 – Median Opening with Option B Full Median Opening as this option provides full access to/from Duncan Crescent and meets the project goals.

The improvements along the corridor are listed in Table 8-1. The estimated cost of the recommended option is $140,000.

The Traffic Plan is included in **Appendix G**.

Table 8-1: Traffic Plan

Item	Location	Recommended Improvement	Justification	Estimated Cost
1	McKercher Drive and Acadia Drive	Install No Parking sign on north leg (west side) at 22m	Improve driver sight lines	$250
2	McKercher Drive and Duncan Crescent (South)	Full Median Opening	Improve access to/from Duncan Crescent	$105,000
3	McKercher Drive and Degeer Street	Traffic Signals No Parking signs at 40 m on east leg (north side)	Improve pedestrian safety and intersection safety, and reduce delays for westbound left turns	$180,250 (separate funding source)
4	McKercher Drive and Duncan Crescent (North) (northeast and southeast corners) McKercher Drive and Duncan Crescent (South) (northeast corner) McKercher Drive and Degeer Street (southwest and southeast corners) McKercher Drive and Balfour Street (northwest and southwest corners) McKercher Drive and Edinburgh Place (southwest corner)	Install missing pedestrian ramps (8x)	Improve pedestrian accessibility	$34,750
5	McKercher Drive (8th Street to Boychuk Drive)	Forward speeding concerns to Saskatoon Police Service to consider enforcement	Reduce speed	$0
6	McKercher Drive (8th Street to Boychuk Drive)	Speed display board facing southbound traffic	Reduce speed	$0 (Existing devices are relocated annually)

Appendix A

Traffic Signal Assessments

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	McKercher Dr	Direction (EW or NS)	NS
Side Street (name)	Acadia Dr	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2022 Oct 26, Wed
Count Date:	2022 Oct 05, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Exd LT	Th & LT	Through	Th+RT+LT	Th & RT	Exd RT	UpStream Signal (m)	# of Thru Lanes
McKercher Dr	NB	1		2				85	2
McKercher Dr	SB			2			1	240	2
Acadia Dr	WB								
Acadia Dr	EB	1					1		
							n		
							n		

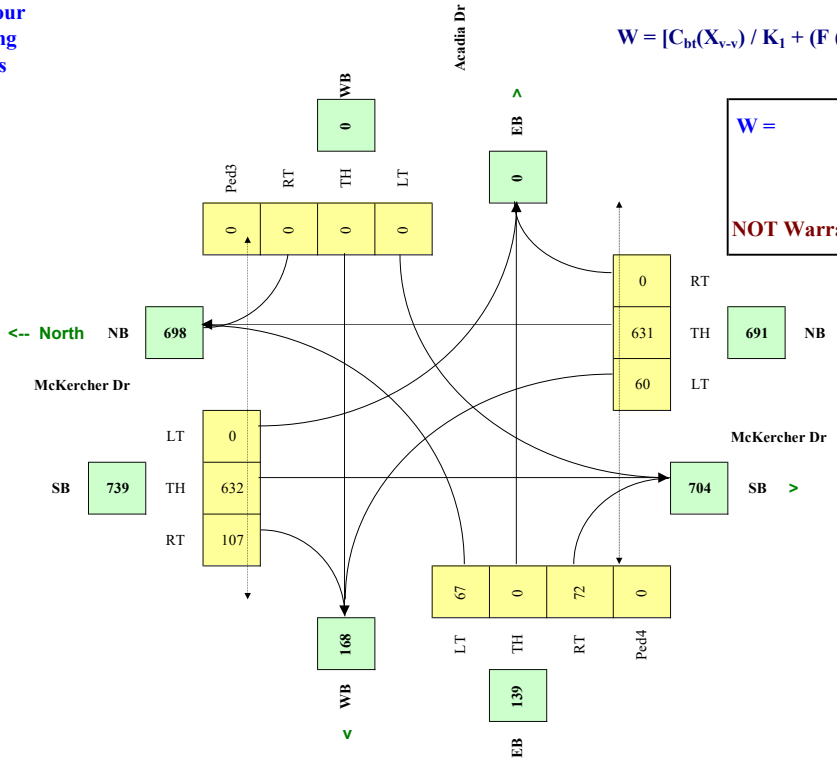
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
McKercher Dr	NS	50	10.0%	y	4.3
Acadia Dr	EW	50	10.0%	y	

Set Peak Hours

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	37	571			282	73				44		37	2			
8:00 - 9:00	118	762			530	148				84		100				1
11:30 - 12:30	43	591			609	90				59		61				
12:30 - 13:30	37	656			540	71				67		59	1			
16:00 - 17:00	61	599			973	137				74		74	4			
17:00 - 18:00	66	605			858	124				73		99	1			
Total (6-hour peak)	**362**	**3,784**	**0**	**0**	**3,792**	**643**	**0**	**0**	**0**	**401**	**0**	**430**	**8**	**0**	**0**	**1**
Average (6-hour peak)	**60**	**631**	**0**	**0**	**632**	**107**	**0**	**0**	**0**	**67**	**0**	**72**	**1**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements



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

W =	83	82	1
		Veh	*Ped*

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	McKercher Dr	Direction (EW or NS)	NS	Road Authority:	City of Saskatoon
Side Street (name)	Mount Allison Cres	Direction (EW or NS)	EW	City:	Saskatoon
Quadrant / Int #	#####	Comments		Analysis Date:	2022 Oct 26, Wed
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET			Count Date:	2022 Oct 05, Wed
				Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
McKercher Dr	NB	1		2				330	2
McKercher Dr	SB			2			1	620	2
Mount Allison Cres	WB								
Mount Allison Cres	EB	1					1		
							n		
							n		

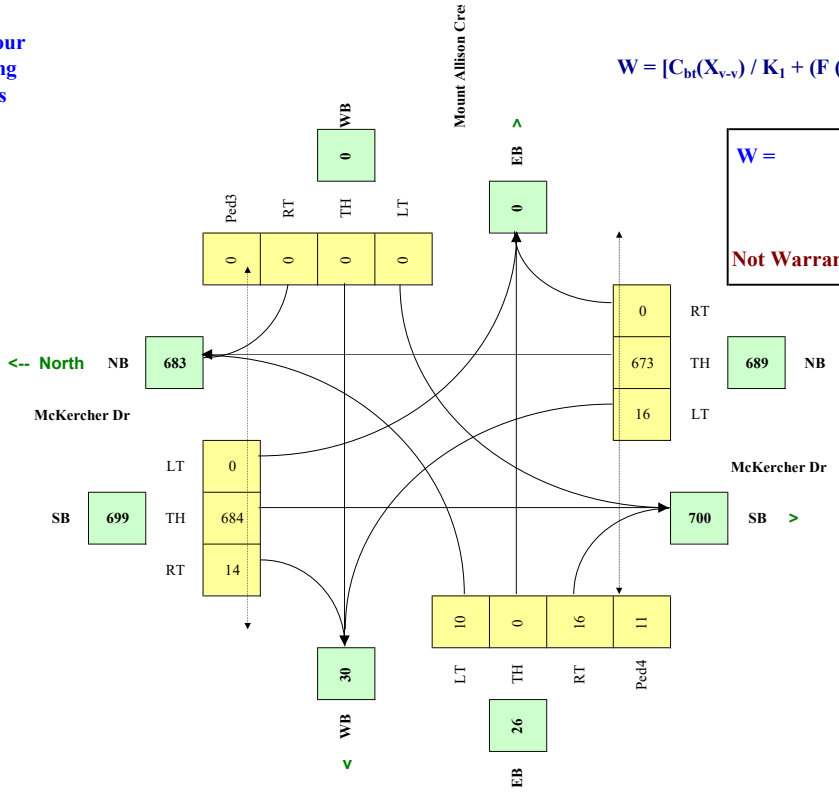
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
McKercher Dr	NS	50	10.0%	y	4.3
Mount Allison Cres	EW	50	10.0%	y	

Set Peak Hours

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	11	607			321	7				8		10	4			9
8:00 - 9:00	30	824			596	16				16		24	5			22
11:30 - 12:30	9	622			647	16				9		12	1			8
12:30 - 13:30	12	682			592	7				9		13	1			6
16:00 - 17:00	23	664			1030	18				8		17	3			11
17:00 - 18:00	11	638			919	22				9		19	2			9
Total (6-hour peak)	96	4,037	0	0	4,105	86	0	0	0	59	0	95	16	0	0	65
Average (6-hour peak)	16	673	0	0	684	14	0	0	0	10	0	16	3	0	0	11

Average 6-hour Peak Turning Movements



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

W =	34	17	17
		Veh	*Ped*

Not Warranted - Vs<75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	McKercher Dr	Direction (EW or NS)	NS
Side Street (name)	Degeer St	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2022 Oct 26, Wed
Count Date:	2022 Oct 05, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Exd LT	Th & LT	Through	Th+RT+LT	Th & RT	Exd RT	UpStream Signal (m)	# of Thru Lanes
McKercher Dr	NB		1	1			1	220	2
McKercher Dr	SB	1		2				370	2
Degeer St	WB	1					1		
Degeer St	EB								
							n		
							n		

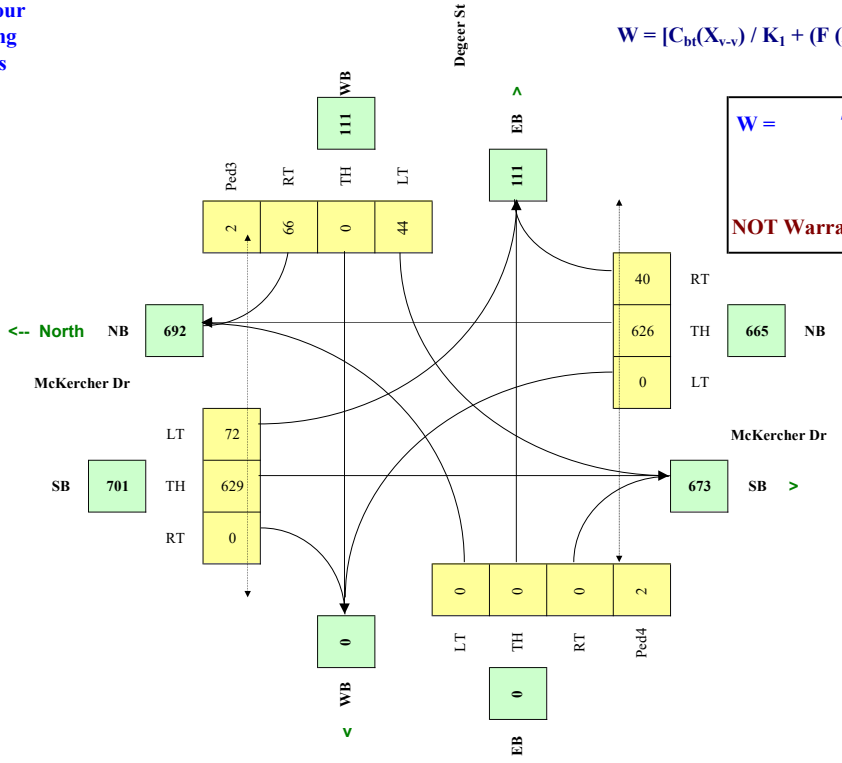
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
McKercher Dr	NS	50	10.0%	y	4.3
Degeer St	EW	50	10.0%	y	

Set Peak Hours

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		527	9	17	305		47		62					4		
8:00 - 9:00		737	41	79	542		113		139					7	5	4
11:30 - 12:30		591	28	65	604		29		45					3		1
12:30 - 13:30		657	26	50	548		29		39					8	2	2
16:00 - 17:00		618	57	111	914		25		66					8	1	4
17:00 - 18:00		623	77	107	861		22		47					4	3	2
Total (6-hour peak)	0	3,753	238	429	3,774	0	265	0	398	0	0	0	0	34	11	13
Average (6-hour peak)	0	626	40	72	629	0	44	0	66	0	0	0	0	6	2	2

Average 6-hour Peak Turning Movements



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

W =	75	69	6
		Veh	*Ped*

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	McKercher Dr
Side Street (name)	Balfour St
Quadrant / Int #	#####
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET
Direction (EW or NS)	NS
Direction (EW or NS)	EW
Comments	
Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2022 Oct 26, Wed
Count Date:	2022 Oct 05, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
McKercher Dr	NB	1		2				340	2
McKercher Dr	SB			2				290	2
Balfour St	WB								
Balfour St	EB		1				1		
							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

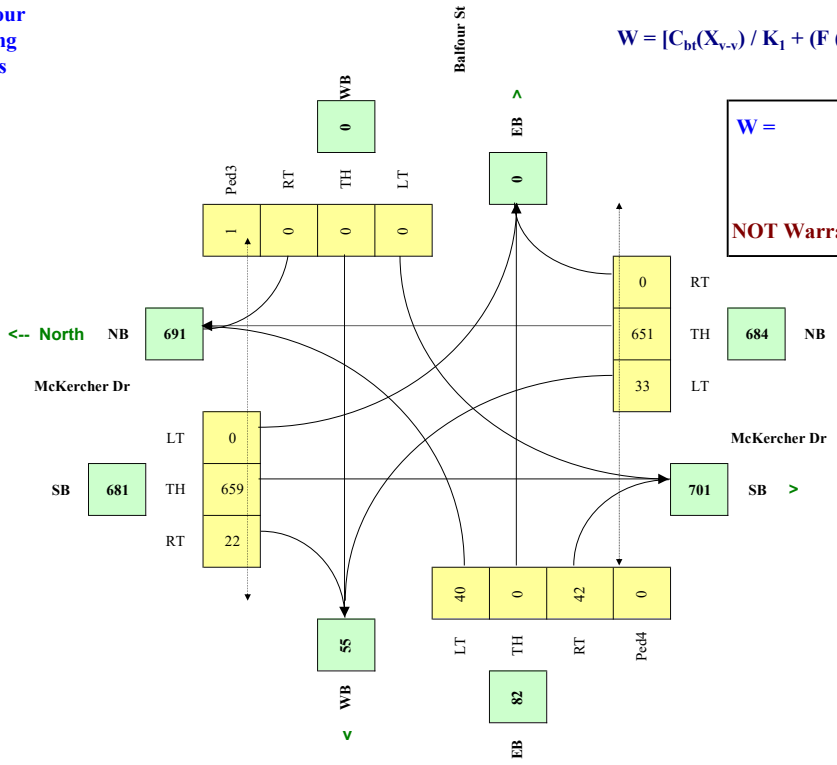
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
McKercher Dr	NS	50	10.0%	y	4.3
Balfour St	EW	50	10.0%	y	

Set Peak Hours

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	19	571			385	11				24		15	2		1	
8:00 - 9:00	66	739			659	35				14		53	3		1	
11:30 - 12:30	19	605			620	20				24		36	2			
12:30 - 13:30	20	671			554	14				14		32	9			1
16:00 - 17:00	34	672			926	23				78		62	7			
17:00 - 18:00	41	646			810	27				86		55	8		1	
Total (6-hour peak)	**199**	**3,904**	**0**	**0**	**3,954**	**130**	**0**	**0**	**0**	**240**	**0**	**253**	**31**	**0**	**3**	**1**
Average (6-hour peak)	**33**	**651**	**0**	**0**	**659**	**22**	**0**	**0**	**0**	**40**	**0**	**42**	**5**	**0**	**1**	**0**

Average 6-hour Peak Turning Movements

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



W = 51 50 1

Veh *Ped*

NOT Warranted

RESET SHEET

Appendix B

Pedestrian Device Assessments

Acadia Dr & McKercher Dr

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	83
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	<1 EAU (majority crossed in south crosswalk)
	Vehicular Volume	20,000 veh/day
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	80 m (TS at Boychuk Dr)
	Answer (Y/N)	N
Is average hourly latent demand ≥ 15 EAU[1]s OR required connection?	Latent demand	NA
	Required connection	Bus stops, school
	Answer (Y/N)	N
Treatment Selection	Table-1 in Pedestrian Crossing Guide	None

[1]EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Mount Allison Cres & McKercher Dr

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	34
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	14.9 EAU (majority crossed in south crosswalk)
	Vehicular Volume	20,000 veh/day
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	0 m (PAS currently installed)
	Answer (Y/N)	NA
Is average hourly latent demand ≥ 15 EAU[1]s OR required connection?	Latent demand	NA
	Required connection	Bus stops, schools, park
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	North crosswalk: OF ->APC recommended OR South crosswalk: OF -> Create 2.4m refuge/channelization & downgrade to APC

[1]EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

North Crosswalk:

Table 1: Decision Support Tool – Treatment Selection Matrix

Average Daily Traffic	Speed Limit [2] (km/h)	Total Number of Lanes [1]				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/ direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF [3]	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF [3]	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF [3]	OF
	60	RRFB	RRFB	OF	RRFB or OF [3]	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF [3]	OF
	60	RRFB	OF	OF	RRFB or OF [3]	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF [3]	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

[3] If three lanes per direction use OF.

South Crosswalk:

Table 1: Decision Support Tool – Treatment Selection Matrix

Average Daily Traffic	Speed Limit [2] (km/h)	Total Number of Lanes [1]				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/ direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF [3]	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF [3]	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF [3]	OF
	60	RRFB	RRFB	OF	RRFB or OF [3]	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF [3]	OF
	60	RRFB	OF	OF	RRFB or OF [3]	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF [3]	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Degeer St & McKercher Dr

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	75
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	7.4 EAU (majority crossed in south crosswalk)
	Vehicular Volume	20,000 veh/day
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	240 m (Mount Allison Cres)
	Answer (Y/N)	Y
Is average hourly latent demand ≥ 15 EAU[1]s OR required connection?	Latent demand	Y
	Required connection	Bus stops, schools
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	TS recommended

[1]EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Table 1: Decision Support Tool – Treatment Selection Matrix

Average Daily Traffic	Speed Limit [2] (km/h)	Total Number of Lanes [1]				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/ direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF [3]	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF [3]	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF [3]	OF
	60	RRFB	RRFB	OF	RRFB or OF [3]	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF [3]	OF
	60	RRFB	OF	OF	RRFB or OF [3]	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF [3]	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

Balfour St & McKercher Dr

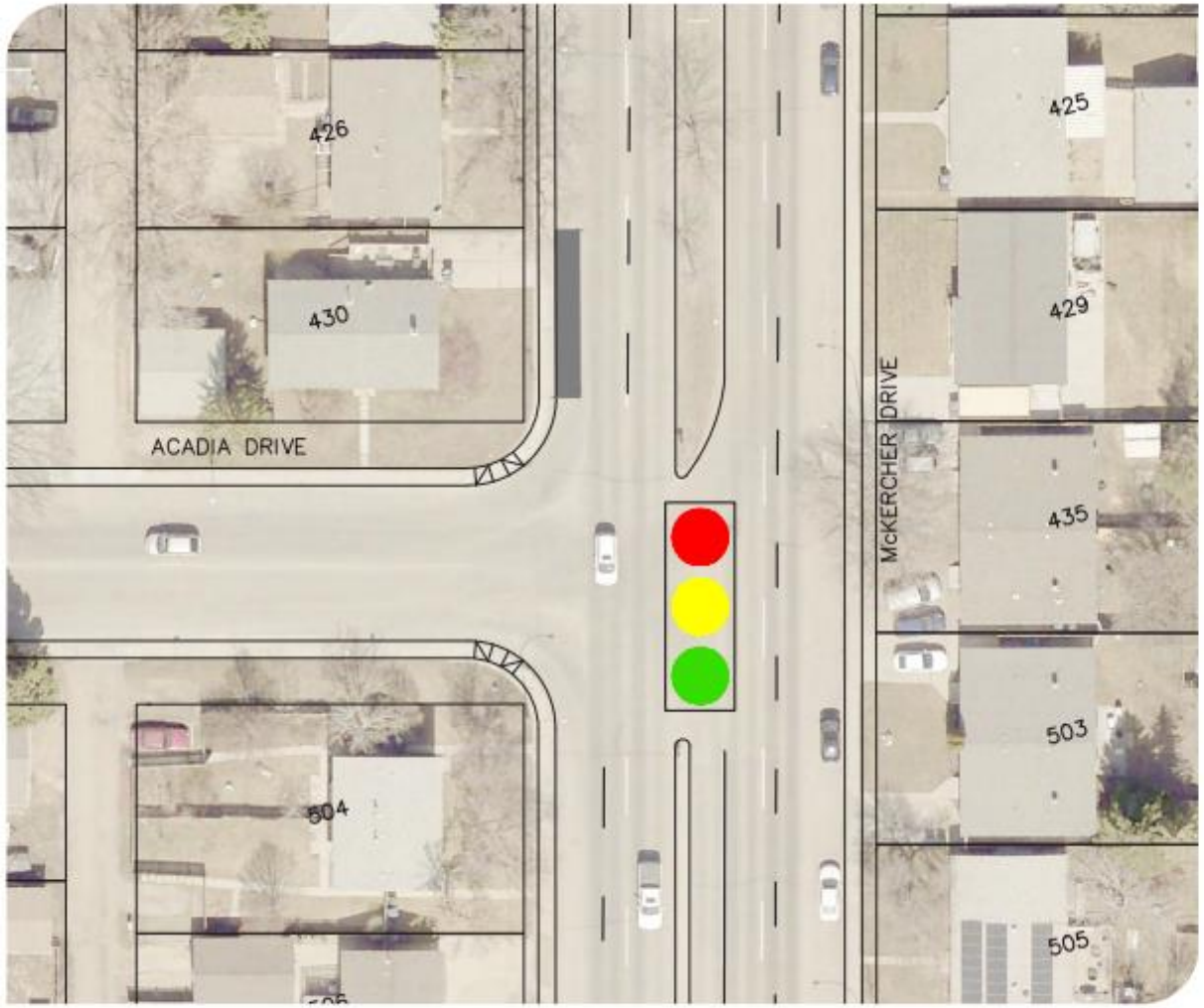
Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	51
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	<1 EAU
	Vehicular Volume	20,000 veh/day
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	190 m (Edinburgh Pl)
	Answer (Y/N)	N
Is average hourly latent demand ≥ 15 EAU[1]s OR required connection?	Latent demand	N
	Required connection	Schools (alternative crossing location 65 m north at Degeer St)
	Answer (Y/N)	N
Treatment Selection	Table-1 in Pedestrian Crossing Guide	None.

[1]EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Appendix C

Review of Options

McKercher Dr & Acadia Dr



Traffic Signals

ELIMINATED

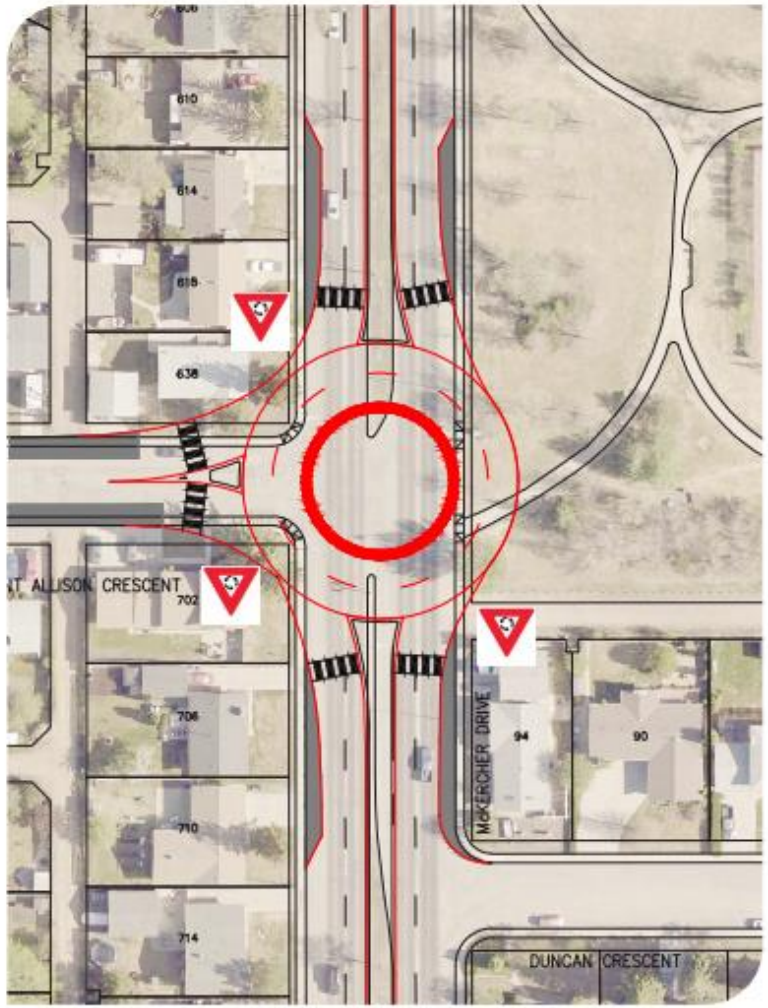
› Not warranted.

Parking Restrictions

RECOMMENDED

› Improves sight lines.

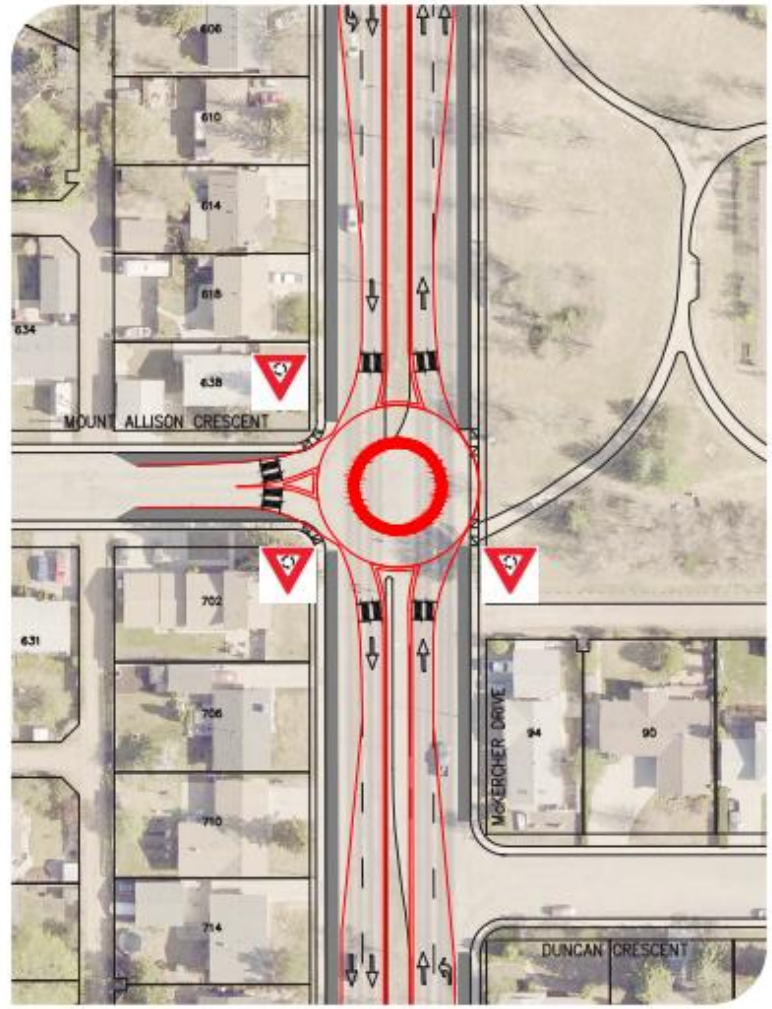
McKercher Dr & Mount Allison Cres



Multi-Lane Roundabout

ELIMINATED

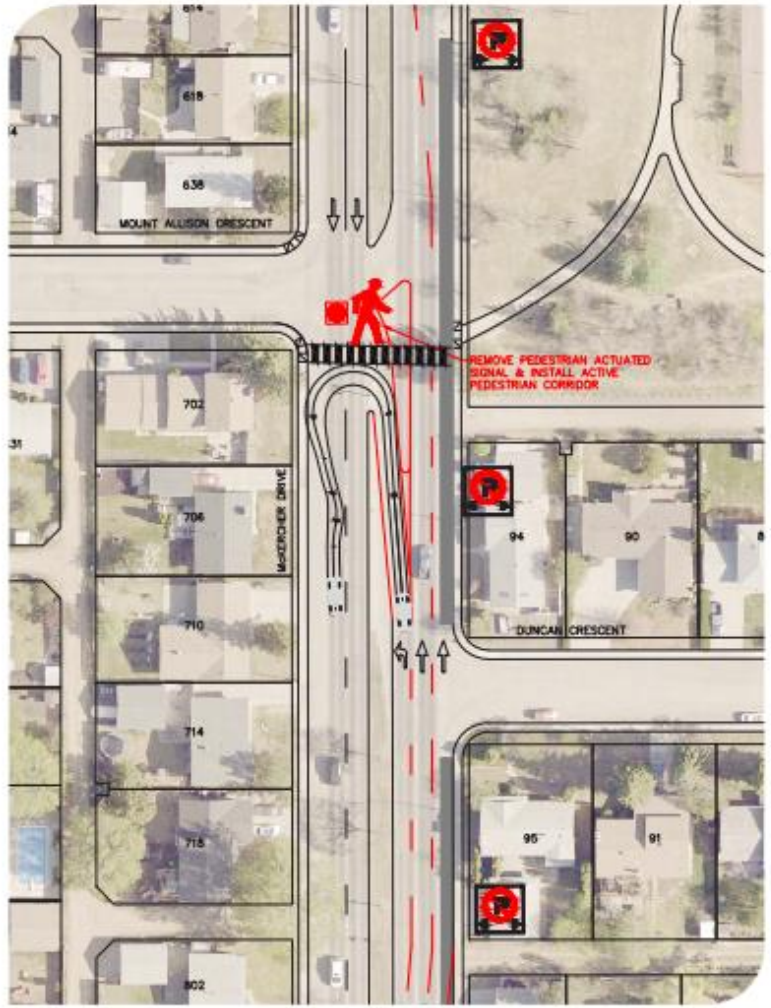
- Would require property acquisition.



Single-Lane Roundabout

ELIMINATED

- Would cause significant traffic back-ups.

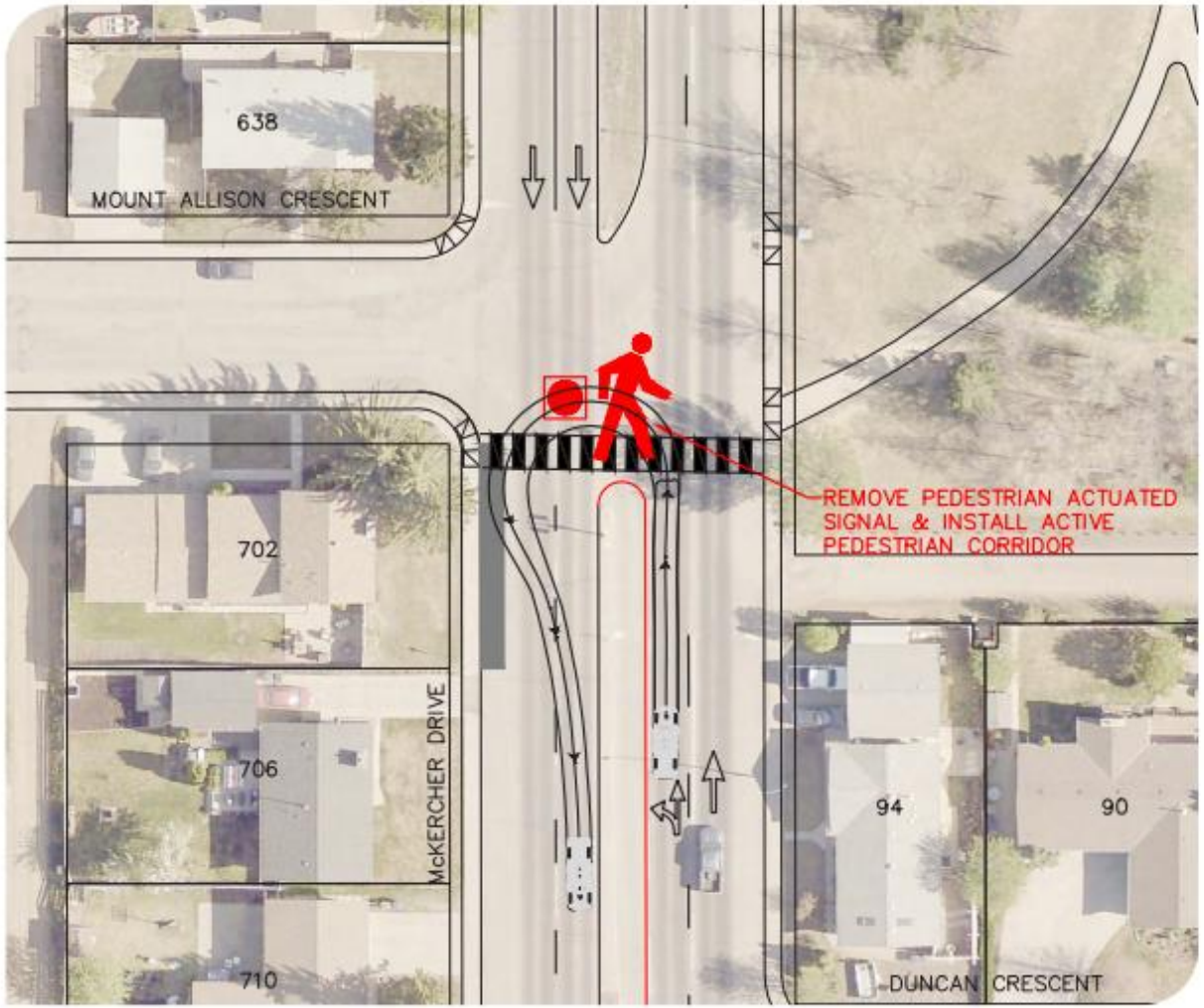


Slotted Left Turn Bay

ELIMINATED

- U-turns cannot be accommodated.
- Requires lane shift.
- Removes parking lane.

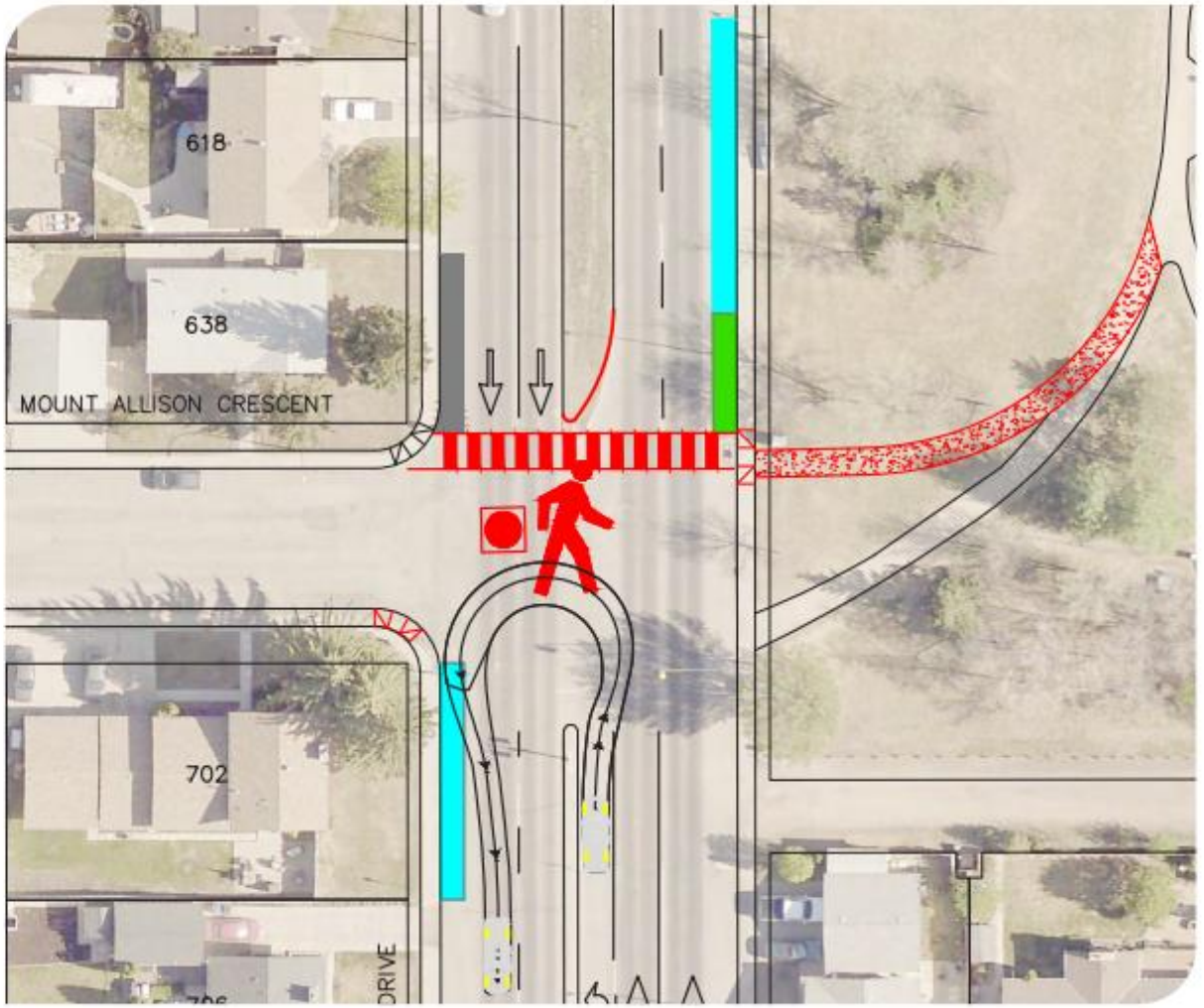
McKercher Dr & Mount Allison Cres



Remove Left Turn Bay to Provide Pedestrian Refuge

ELIMINATED

- Removes left turn bay.



Change Pedestrian Device Type and Location

RECOMMENDED

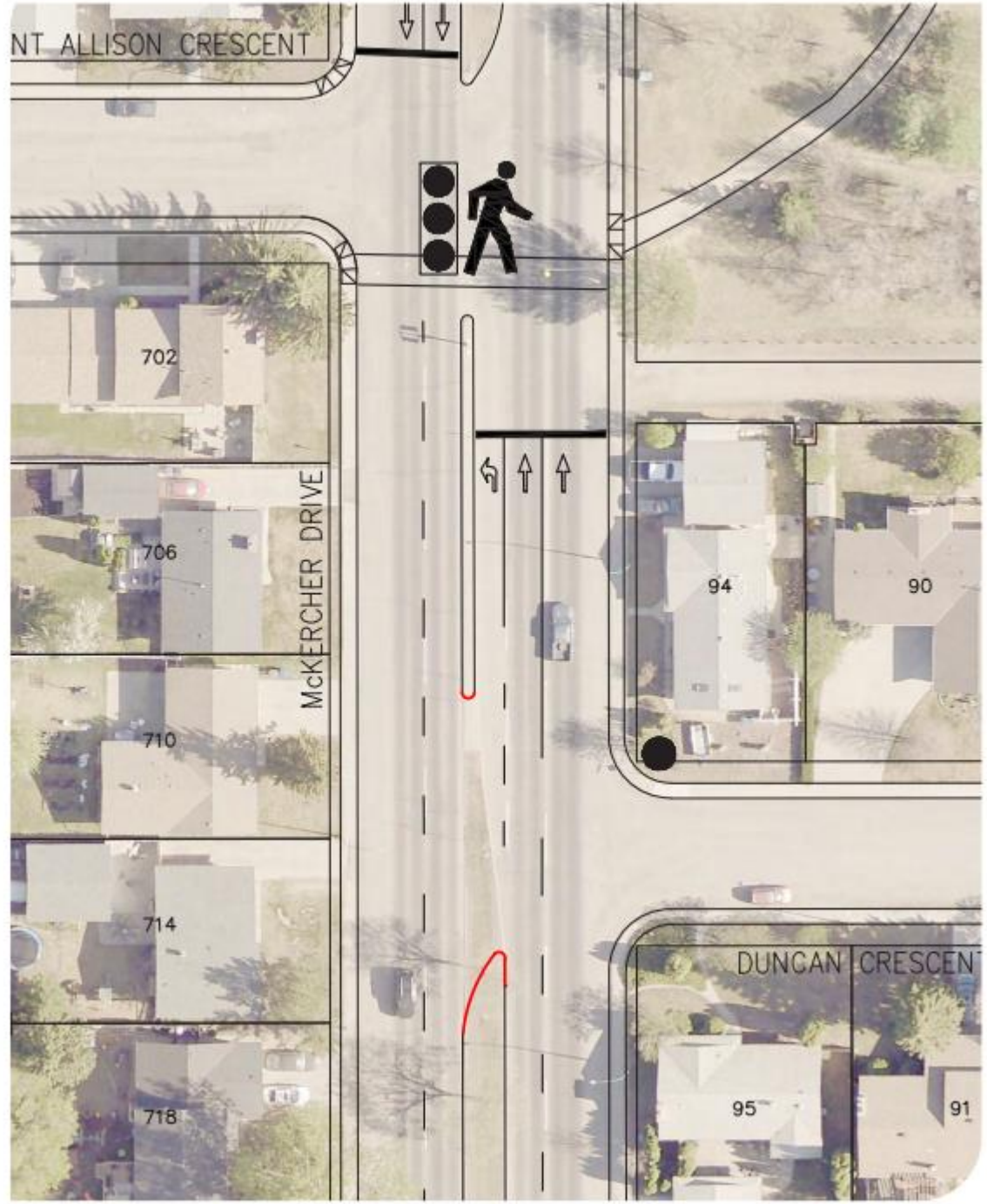
- Allows U-turns.

McKercher Dr & Duncan Cres (North)

Median Opening at Duncan Cres (North)

ELIMINATED

- Interferes with northbound left turn bay for Mount Allison Cres.
- Left turn bay for southbound traffic cannot be provided.



McKercher Dr & Duncan Cres (South)

Median Opening at Duncan Cres South

PROS

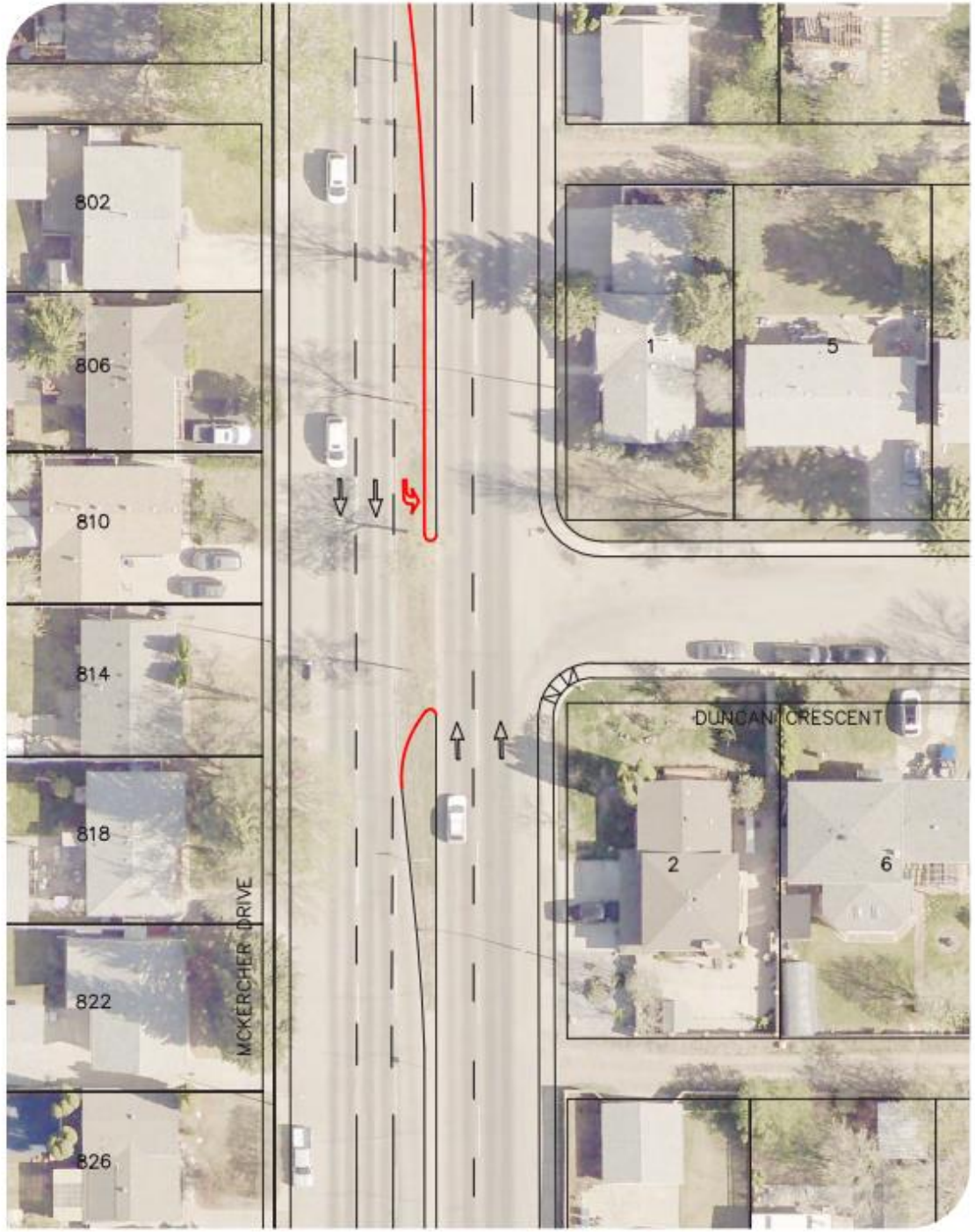
- Improves access to/from Duncan Cres.

CONS

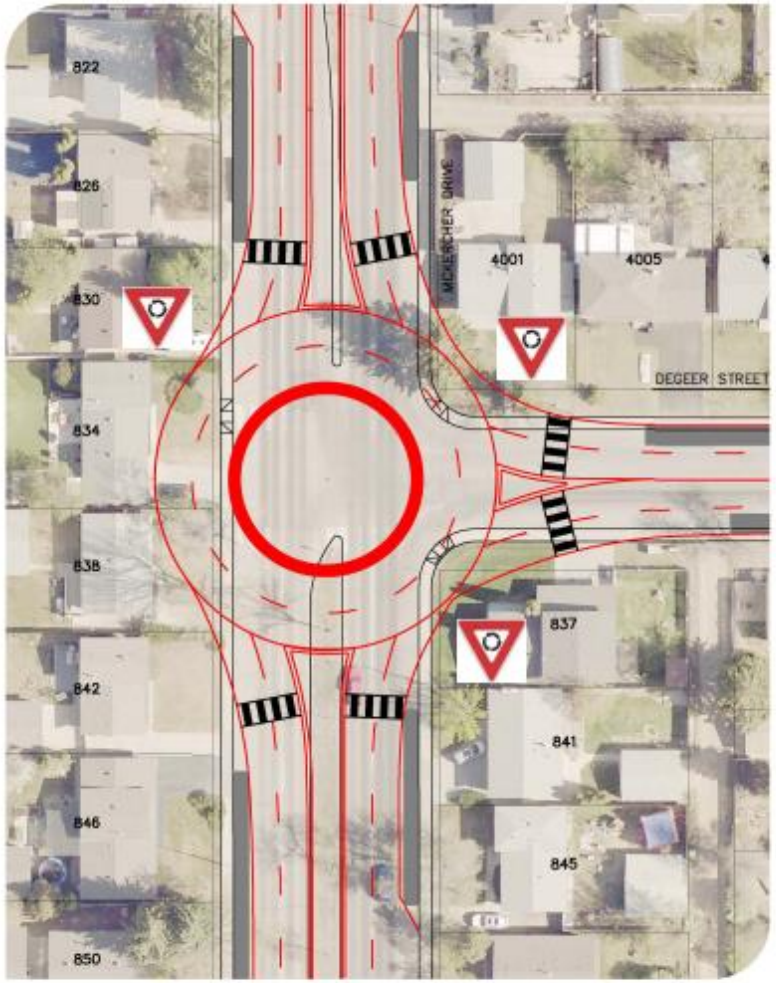
- Does not align with median opening policy:
  - *... within 150 m of signalized intersection and less than 150 vehicles entering within the peak hour.*
- Tree conflicts.

If supported, requires public hearing and City Council approval.

Note: If supported, changes at McKercher Dr & Balfour St and at McKercher Dr & Mount Allison Cres would no longer be recommended because the median opening would provide full access to/ from Duncan Cres.



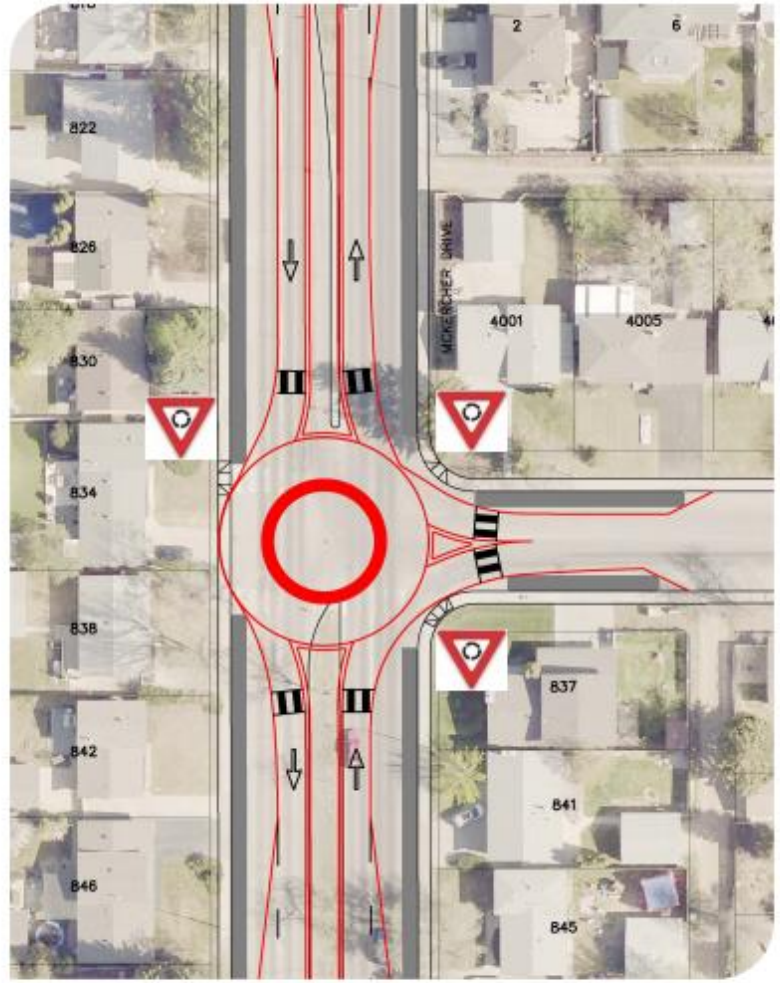
McKercher Dr & Degeer St



Multi-Lane Roundabout

ELIMINATED

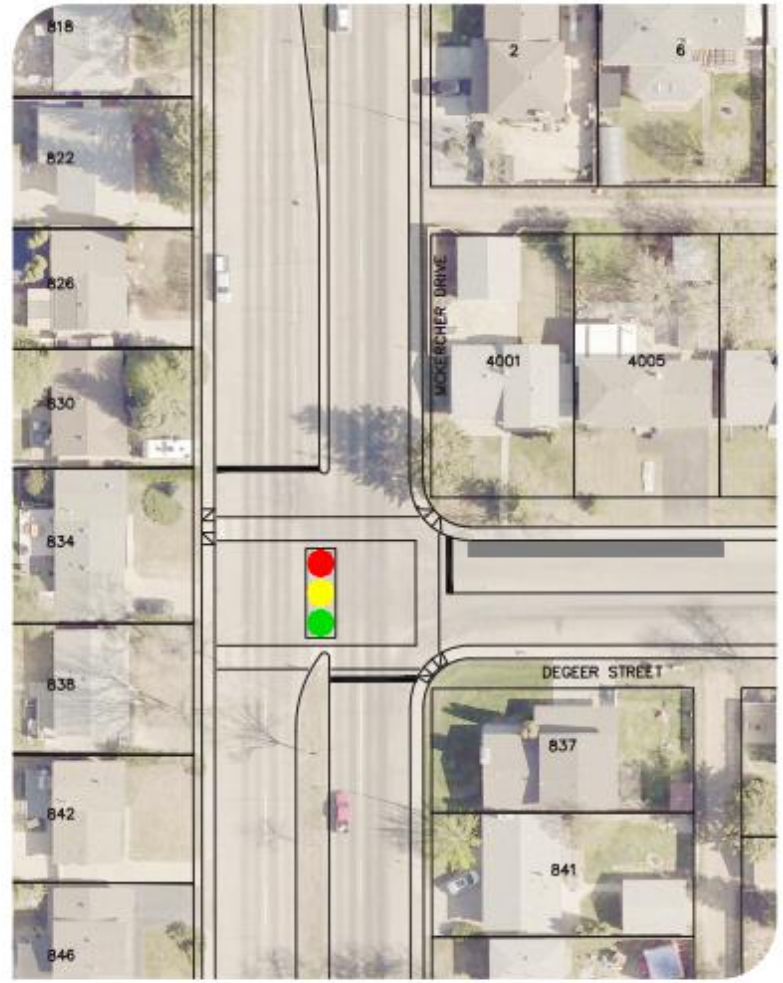
- Would require property acquisition.



Single-Lane Roundabout

ELIMINATED

- Would cause significant traffic back-ups.

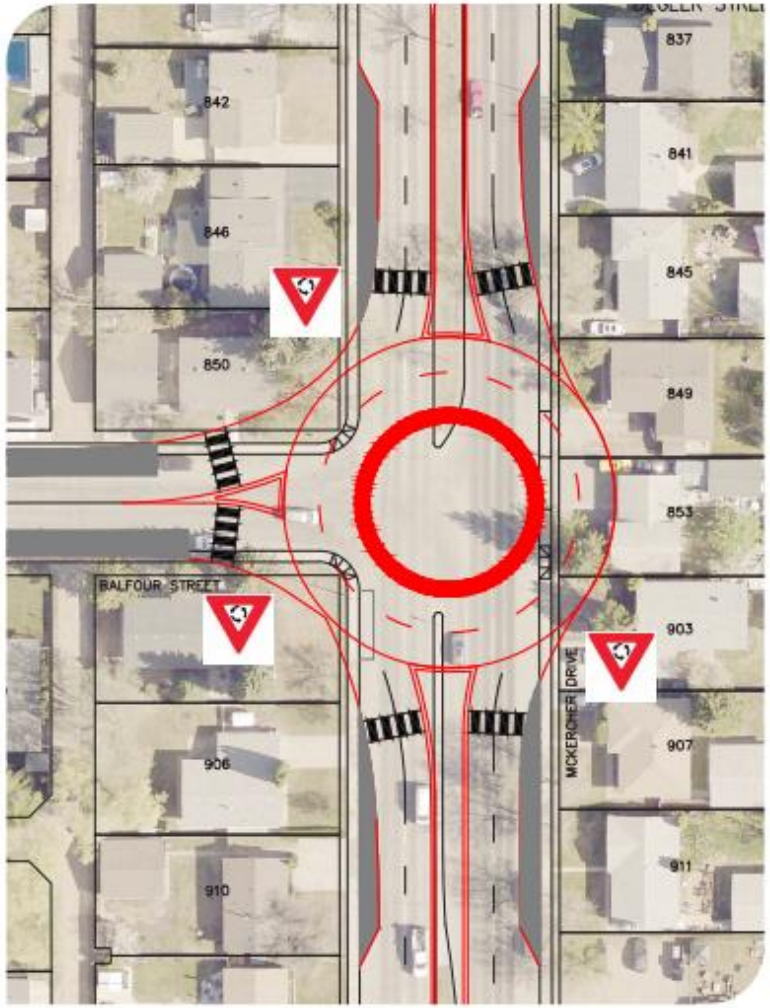


Traffic Signal and Parking Restrictions

RECOMMENDED

- Improves pedestrian and intersection safety.
- Reduces significant delays for Degeer St.

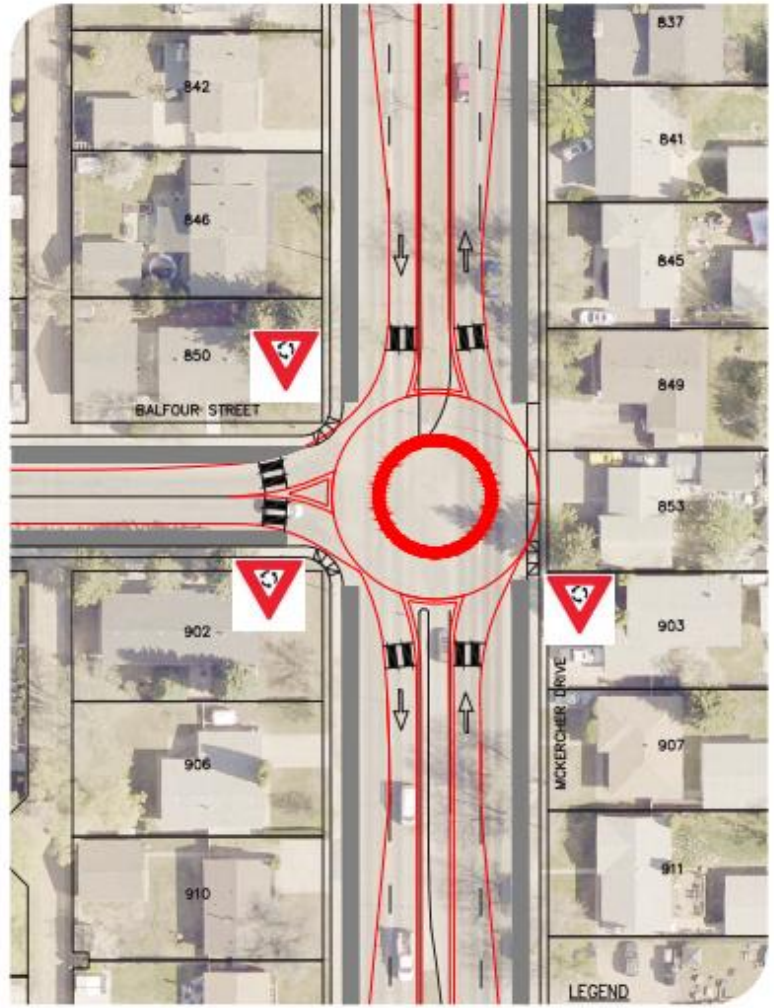
McKercher Dr & Balfour St



Multi-Lane Roundabout

ELIMINATED

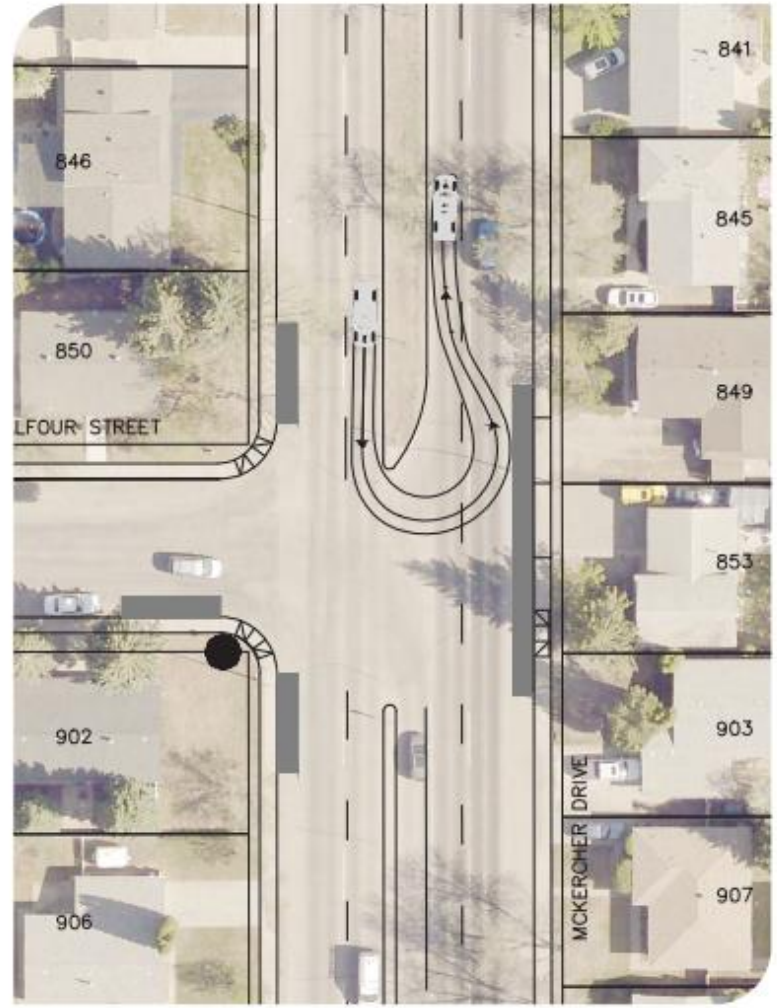
› Would require property acquisition.



Single-Lane Roundabout

ELIMINATED

› Would cause significant traffic back-ups.



Signed Parking Restrictions

RECOMMENDED

› Would improve southbound U-turn maneuverability.

Other

Recommended:

- Forward speeding concerns to Saskatoon Police Service to consider enforcement.
  - Improve compliance with driving laws.
- Speed display board.
  - Increase driver awareness of speed, and can reduce speeding.
- Pedestrian accessible ramps.
  - Improve accessibility.

Eliminated:

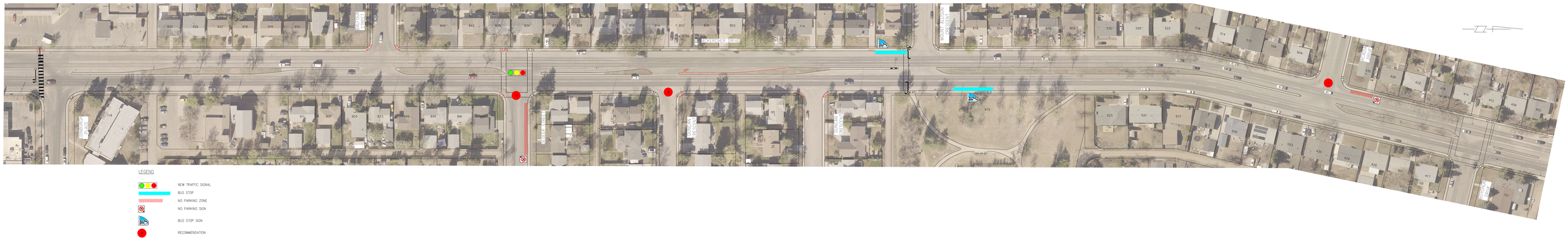
- Allow U-turns at signalized intersections.
  - Doesn't support Traffic Safety Act (provincial document). A City bylaw cannot conflict with provincial legislation.

Appendix D

Short-List Options

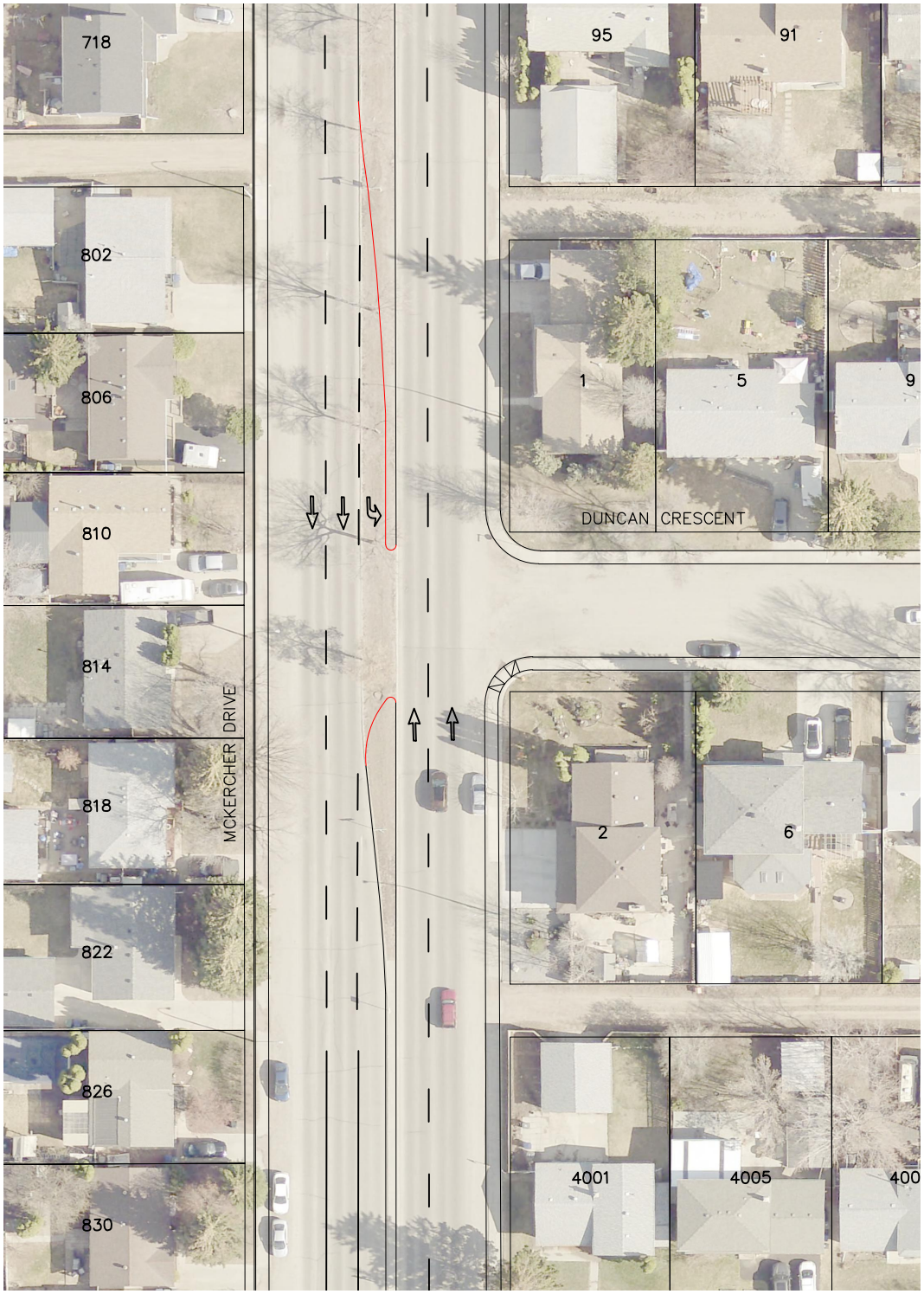
Roll Plan: Option 1

Roll Plan: Option 2

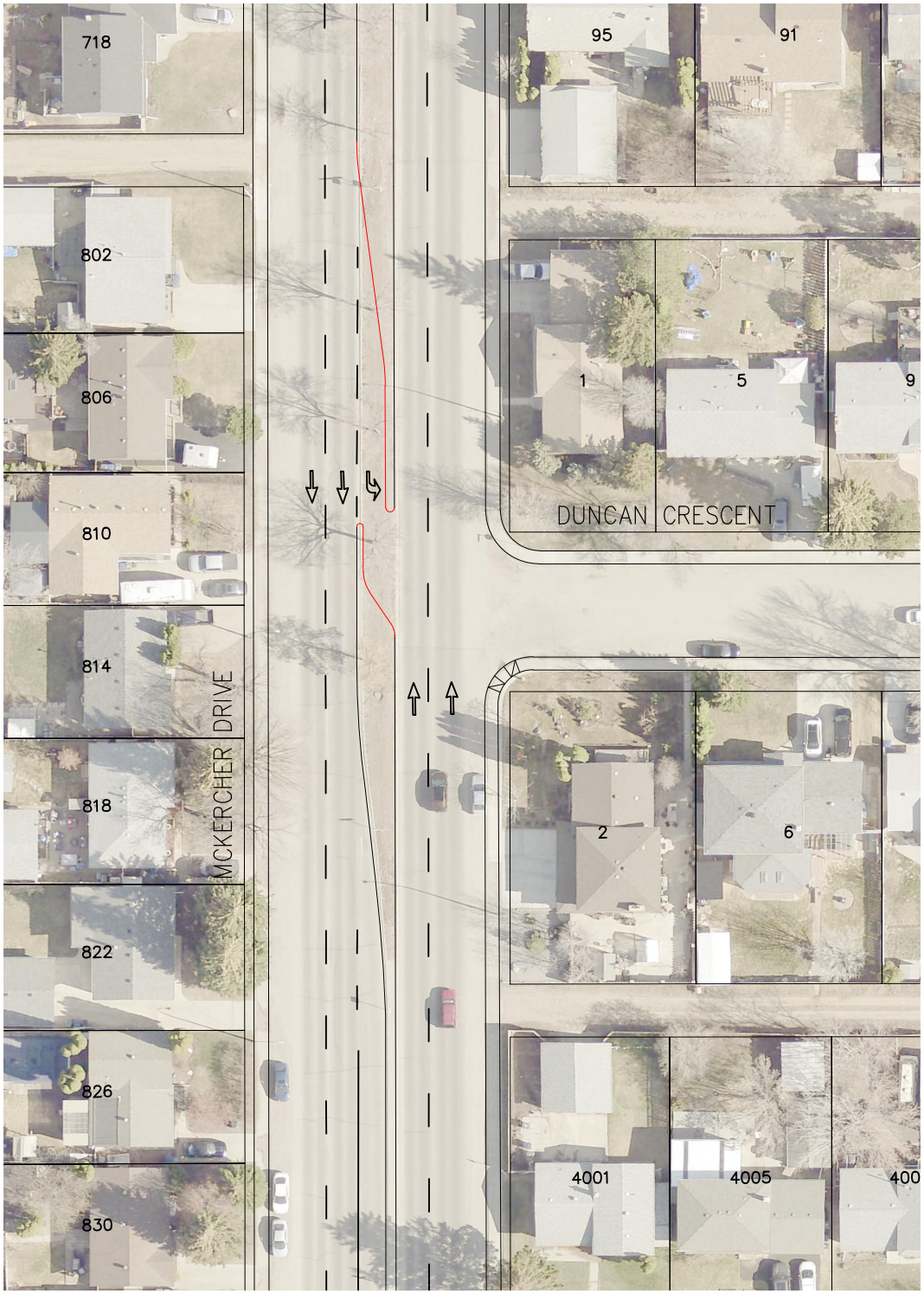


Appendix E

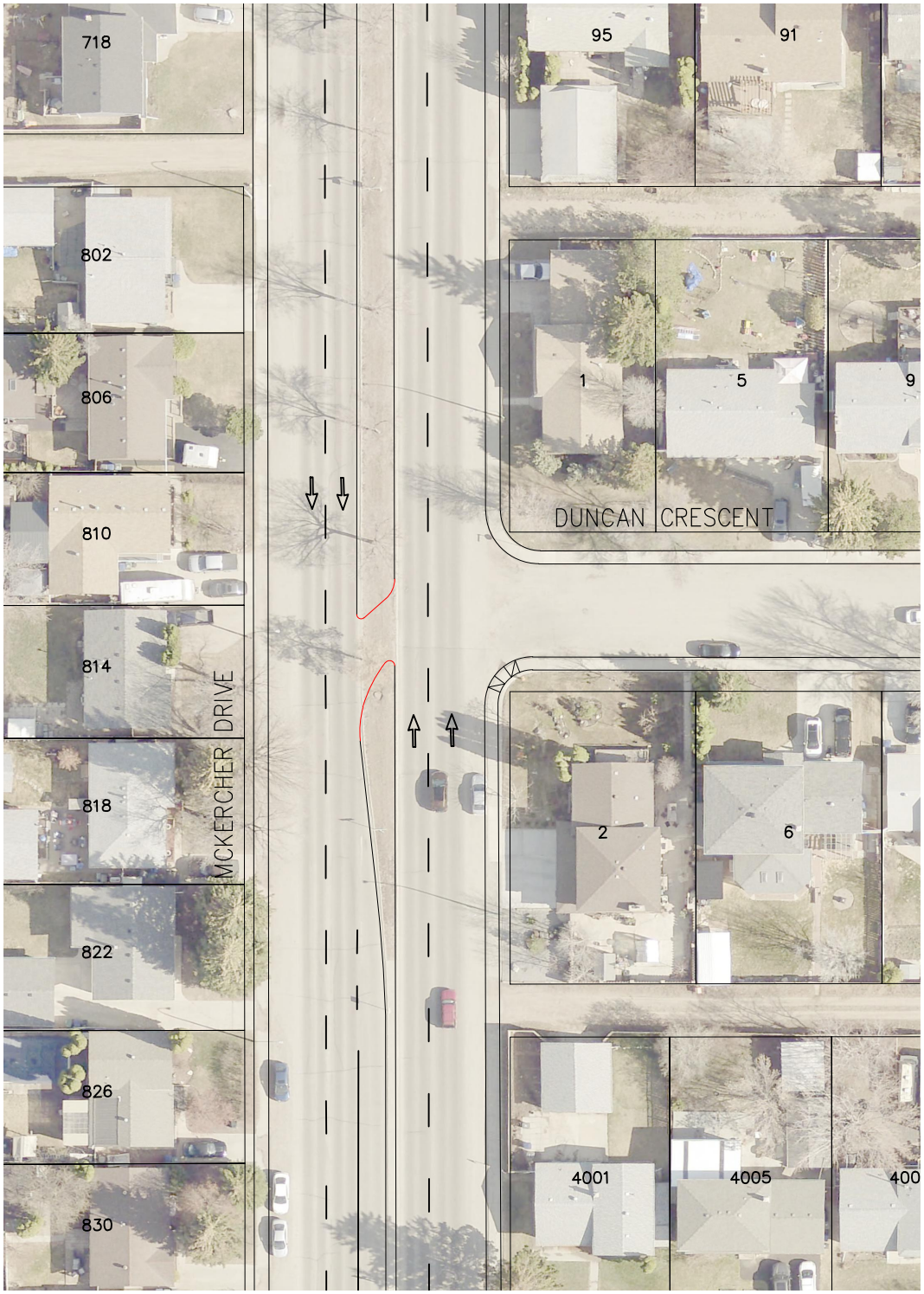
Median Opening Options



PLAN DESCRIPTION/REVISIONS			APPROVED
		City of Saskatoon Transportation	ENGINEER
X	DESCRIPTION OF PLAN/REVISION 20YY–MON–DD XXX	McKERCHER DRIVE & DUNCAN CRESCENT (SOUTH) OPTION B: FULL MEDIAN OPENING	ENGINEER
	DRAWN BY XXX DATE 20YY–MON–DD		PLAN NO. Dun–can –Crescen
	SCALE : HOR. XXX VERT. XXX		



PLAN DESCRIPTION/REVISIONS			APPROVED
		City of Saskatoon Transportation	ENGINEER
X	DESCRIPTION OF PLAN/REVISION 20YY–MON–DD XXX	McKERCHER DRIVE & DUNCAN CRESCENT (SOUTH) OPTION C: LEFT IN ONLY AT MEDIAN OPENING	ENGINEER
	DRAWN BY XXX DATE 20YY–MON–DD		PLAN NO. Dun–can –Crescen
	SCALE : HOR. XXX VERT. XXX		



PLAN DESCRIPTION/REVISIONS			APPROVED
		City of Saskatoon Transportation	ENGINEER
X	DESCRIPTION OF PLAN/REVISION 20YY–MON–DD XXX	McKERCHER DRIVE & DUNCAN CRESCENT (SOUTH) OPTION D: LEFT OUT ONLY AT MEDIAN OPENING	ENGINEER
	DRAWN BY XXX DATE 20YY–MON–DD		PLAN NO. Dun–can –Crescen
	SCALE : HOR. XXX VERT. XXX		

Appendix F

Engagement Summary Report

City of Saskatoon
Communications & Public Engagement

ENGAGE

McKercher Drive - Duncan Crescent Access

What We Heard - Engagement Summary

August 30, 2023

Engagement Summary

The City of Saskatoon recently completed a review of access to Duncan Crescent from McKercher Drive. We have heard ongoing concerns from residents of Duncan Crescent regarding access to the Crescent from McKercher Drive.

The existing median on McKercher Drive makes it challenging for residents to access Duncan Crescent. Depending on their direction of travel, they may be required to make a U-turn to access the Crescent. Following the College Park / East College Park Neighborhood Traffic Review (NTR) process in 2018, a traffic signal was recommended at Degeer Street and McKercher Drive. As a result of installing the signal, U-turns will be illegal at this intersection. A review of McKercher Drive was conducted prior to installing the traffic signal in order to determine possible improvements for access to Duncan Crescent and traffic safety along the street.

Engagement with local residents on this recommendation took place between September 2022 and April 2023. Residents living directly on Duncan Crescent are highly impacted by changes to accessing the Crescent and were engaged directly with an on-site meeting in the first phase of engagement. The draft traffic plan that was developed to improve access to Duncan Crescent included multiple recommendations for McKercher Drive which could impact residents in the surrounding neighborhood. A second community engagement session was held with the broader community in March 2023 to share the analysis and draft traffic plan with residents and collect feedback on the recommendations.

Summary of engagement activities

The goal of this engagement was to **inform** local impacted residents of the potential changes to the intersection and to **collect feedback** from the residents about the impacts of these changes. A summary of the engagement strategy is shown in Table 1.

Table 1: Summary of Engagement Strategy

Phase		Participants	Engagement Goal	Engagement Activities
1	Local Feedback	Residents of Duncan Crescent	Hear concerns about access to Duncan Crescent and collect feedback on potential options	On-site meeting Flyers Emails to CAs Correspondence
2	Community Feedback	Local Residents Community Associations (CA) Residents of College Park and East College Park	Share the proposed traffic plan for McKercher Drive and gather feedback from broader community and impacted residents	Drop-in community session Flyers Emails to CAs Correspondence Engage Page

Phase 1 – September 2022

Flyers were mailed to local residents on Duncan Crescent describing the concerns heard about access to the Crescent and the review taking place. The flyer also advertised a pop-up engagement event that was held on-site at Sidney L. Buckwold Park near Duncan Crescent to hear from

residents and collect feedback. The flyer and information about the pop-up engagement was also shared with the College Park and East College Park Community Associations.

Approximately 25 people attended the pop-up engagement event on September 22, 2022. Feedback forms were completed by people at the event, and residents were also able to submit their comments through email to the project team. Overall, feedback was received from approximately 40 residents through feedback forms, emails, and conversations with the project team.

Phase 2 – March 2023

Flyers were mailed to residents surrounding McKercher Drive in College Park and East College Park describing the results of the review and proposed traffic plan. The flyer also advertised a community drop-in engagement session that was held at École Cardinal Leger to present the proposed traffic plan to local residents and hear feedback on the plan. The flyer and information about the community engagement meeting was also shared with the College Park and East College Park Community Associations.

Approximately 40 people attended the drop-in engagement session on March 30, 2023. Feedback forms were completed by people at the event, and residents were also able to submit their comments through email to the project team or through an online survey on the City's Engage page. Overall, feedback was received from approximately 80 residents through feedback forms, online survey responses, emails, and conversations with the project team.

What We Heard

Phase 1 – September 2022

Many residents of Duncan Crescent were concerned with the existing access to the Crescent, as well as the impact a new traffic signal at Degeer Street may have on further restricting access to the Crescent. Suggestions from residents included allowing U-turns at Mount Allison Crescent by moving, removing or changing the existing pedestrian signal, allowing U-turns at signalized intersections, examining the potential for roundabouts, and providing a median opening near Duncan Crescent. Some residents also felt the existing access was adequate and were concerned that changes may result in increased traffic along the Crescent.

Phase 2 – March 2023

In the second phase of engagement, feedback was heard from residents of Duncan Crescent as well as the broader neighborhood surrounding McKercher Drive. Residents were asked to provide feedback on the measures in the proposed traffic plan (Table 2), as well as any other concerns or comments. In general, many residents supported some measures within the traffic plan, such as installing missing pedestrian ramps and no parking signs. Mixed feedback was received regarding the potential relocation of the pedestrian crossing at Mount Allison Crescent and relocating the park pathway. The least supported measures in the plan were a temporary speed display board on McKercher Drive and forwarding speeding concerns to the Saskatoon Police Service. Additional comments from responses are detailed in the themes below.

Residents of Duncan Crescent were also asked whether they were in support of a median opening on McKercher Drive to provide access to the Crescent (Table 3), with about half of residents on the Crescent in support of a median opening and the remainder unsupportive.

Table 2. Please tell us which of the measures from the traffic plan you support? (select as many options as you wish)

	Local residents (Duncan Crescent)	Community residents (College Park and East College Park)	Total (76 responses)
Install missing pedestrian ramps	7	44	67%
Parking restrictions	7	39	61%
Change pedestrian crossing at Mt. Allison / relocate park path	10	29	51%
Speed display board	7	33	53%
Forward speeding concerns to SPS	5	26	41%
None	--	2	3%

Table 3. Do you support the creation of a median opening near Duncan Crescent to provide access to the Crescent? (residents of Duncan Crescent only)

	Local residents (Duncan Crescent, 13 responses)
Supportive of median opening	6
Unsupportive	5
Other comments / it depends	2

The main themes from engagement included:

Support or Concern for traffic signal at Degeer Street and McKercher Drive

The proposed traffic signal at Degeer Street and McKercher Drive was recommended as part of the 2018 NTR for College Park / East College Park. Many responses expressed continued support for the traffic signal, saying the intersection at Degeer Street remains challenging for drivers to cross during peak times and concerns for pedestrian safety when crossing McKercher Drive at the intersection.

Other residents were opposed to installing a traffic signal at Degeer Street, with concern for how this may impact traffic flow along McKercher Drive and increase wait times for drivers and emissions. Respondents felt that as McKercher Drive is a busy road, installing further traffic signals

would only frustrate drivers by slowing them down, having too many signals close together, and increasing noise. Some residents felt that improving access to Duncan Crescent was less important than maintaining smooth flow of traffic along McKercher Drive.

Median Opening to Duncan Crescent

Support for creating a median opening to Duncan Crescent was mixed among the 13 responses received from residents of Duncan Crescent. The main concern expressed by residents was that a median opening would increase traffic on the Crescent as drivers would be encouraged to use the opening as a U-turn option on McKercher Drive. Suggestions for local traffic signage or speed bumps were raised. Others preferred the option for U-turns being permitted at Mount Allison and/or Degeer Street, or eliminating the traffic signal at Degeer Street altogether.

Other concerns included the potential for backing up traffic on McKercher Drive as a result of the new median opening and that it would create a possible opportunity for dangerous pedestrian crossings on McKercher Drive.

Residents who supported the median opening stated their concern for the current access situation and addressing the current traffic flow issues on McKercher Drive.

General support for the proposed traffic plan

Many residents indicated support for the proposed traffic plan, including the sentiment that something must be done to improve safety and access in the area. Residents of Duncan Crescent were supportive of various different options, with some preferring the median opening option and others preferring the changes to Mount Allison Crescent and the pedestrian crossing device.

Concern for moving the pedestrian crossing at Mount Allison Crescent

Concerns about the relocation of the pedestrian crossing at Mount Allison Crescent was also a main theme for residents. Some responses noted the existing crossing is on the same side of the street as the schools and parks that pedestrians and children may be walking to. Others felt moving the crossing to the north side would make turning left onto McKercher Drive from Mount Allison Crescent more challenging. Finally, some residents felt the expense required to move the park pathway and pedestrian actuated signal were not justified and did not agree with this recommendation.

Costs / Use of City Resources

Feedback from some residents expressed concern over the use of resources to implement the proposed traffic plan. Other intersections along McKercher Drive were named as requiring more urgent attention, such as at Edinburgh Place, Boychuk Drive, and Acadia Drive. Other respondents felt the City should prioritize other issues instead of traffic calming.

Other

Other comments and concerns ranged from improving missing sidewalks near McKercher Drive, concerns for snow clearing of the pedestrian pathway and park pathway, questions about why ‘U-turns permitted’ signs were not a possible solution, and safety concerns for the alley behind Duncan Crescent backing onto Sidney L. Buckwold Park.

Limitations

This engagement was focused on the residents closest to the affected Crescent in order to gather feedback from those most impacted by the potential changes. Other stakeholders and residents from surrounding neighbourhoods may also have an interest in potential changes to McKercher Drive.

Both online and in-person options were offered as part of this engagement process to try and accommodate participation. Some residents may not have been comfortable or available to attend the in-person engagement sessions. Some residents may also have limited access to internet or technology that presented challenges in accessing the online engagement information.

Next Steps

Engagement results from both phases will be shared with the project team in the Transportation Department to determine next steps.

Appendix G

Functional Plan of Recommended Option

LEGEND

- NEW TRAFFIC SIGNAL
- BUS STOP
- NO PARKING ZONE
- NO PARKING SIGN
- BUS STOP SIGN
- RECOMMENDATION

City of Saskatoon