

## 22nd Street and Confederation Drive Intersection Improvements – February 2025 Update

### ISSUE

An updated transportation functional design plan has been developed to address safety and operational issues for eastbound traffic on 22<sup>nd</sup> Street West between Diefenbaker Drive and Confederation Drive. The revised functional plan no longer includes a new access to 22<sup>nd</sup> Street West from Fairlight Crescent.

### RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council that the revised 22<sup>nd</sup> Street West and Confederation Drive Intersection Improvement Functional Design Report be approved.

### BACKGROUND

At its Regular Business Meeting held on November 21, 2022, City Council received the Circle Drive West Functional Planning Study Final [Report](#) and resolved, in part:

“That the Recommended Plan of the Circle Drive West Functional Planning Study be added to the Saskatoon Transportation Master Plan (STMP) Infrastructure List for future prioritization.”

The study recommended geometric changes to the corridor to address traffic safety and operational issues and identified an eastbound slotted left-turn lane at the 22<sup>nd</sup> Street West and Confederation Drive intersection as a short-term improvement that should be implemented prior to the construction of the recommended Circle Drive and 22<sup>nd</sup> Street West interchange.

At its Special Meeting held on October 10, 2023, the Standing Policy Committee on Transportation received the Saskatoon Transportation Master Plan – 2023 Prioritized Infrastructure [List](#). The 22<sup>nd</sup> Street West and Confederation Drive Upgrades project is ranked as number 26 on the prioritized list.

At its Regular Meeting held on August 6, 2024, the Standing Policy Committee on Transportation received the 22<sup>nd</sup> Street and Confederation Drive Intersection Improvements report and resolved:

“That the matter be referred back to the Administration to report back on the implications of removing the right out on Fairlight Crescent.”

## **DISCUSSION/ANALYSIS**

### Current Status

The functional plan provided to the Standing Policy Committee on Transportation in August 2024 included a proposed new right-out access from Fairlight Crescent onto 22<sup>nd</sup> Street. The Committee resolved that additional analysis occur to assess the impacts to the transportation network if the proposed new right-out access from Fairlight Crescent onto 22<sup>nd</sup> Street was not included as part of the future plan. A drawing of the revised functional plan, which does not include the new right-out access, is included in Appendix 1.

### Traffic Assessment

Traffic analysis was completed assessing the impacts to the transportation network assuming no right-out access from Fairlight Crescent onto 22<sup>nd</sup> Street. The analysis found that this access is not required if the following improvements are implemented at the intersection of Fairmont Drive and Fairlight Drive:

- A dedicated left-turn signal phase be added for northbound left turning vehicles.
- A curb extension is constructed in the southwest corner to clearly define the on-street parking on the south side of Fairlight Drive; the curb extension includes the removal of the existing right turn channelization.

There will also be a benefit to eastbound traffic on 22<sup>nd</sup> Street, as not including the right-out access from Fairlight Crescent aligns more closely with City of Saskatoon and Transportation of Canada (TAC) standards for intersection spacing and weaving distances.

### Accessibility Assessment

The current geometry of the intersection of Fairmont Drive and Fairlight Drive does not meet existing TAC accessibility standards. Accordingly, as part of the intersection improvements:

- The west and south pedestrian crosswalks would be realigned.
- The pedestrian accessible ramps would be re-constructed on the northwest and southwest intersection corners.
- Drainage deficiencies in the pedestrian accessible ramps would be addressed.

The removal of the existing right-turn channelization will further improve both accessibility and pedestrian safety.

### Traffic Signal Infrastructure Assessment

The existing traffic signal infrastructure at the intersection of Fairmont Drive and Fairlight Drive does not meet current requirements. The current approach to upgrading traffic signal infrastructure (wiring, controls, electronics, poles, etc.) is to include this work when other work is occurring at the intersection. Accordingly, costs specific to completing this work has been included in the total project costs.

### Recommended Improvements

As presented in the August 2024 report, to address the safety and operational traffic issues in the eastbound direction of 22<sup>nd</sup> Street West and Confederation Drive, the following improvements are recommended:

- Construct an eastbound slotted left-turn lane and an exclusive eastbound right-turn lane at the intersection of 22<sup>nd</sup> Street West and Confederation Drive.
- Convert the existing access at Fairmont Drive from a right-out access to a right-in access from 22<sup>nd</sup> Street West.
- Relocate the existing overhead guide sign and roadside safety system located between Confederation Drive and Fairmont Drive farther west.
- Construct a third eastbound travel lane with curb and gutter between Diefenbaker Drive and Confederation Drive.
- Realign the pedestrian crosswalk, adjust pedestrian accessible ramps, and correct drainage deficiencies on the southwest corner of the intersection at 22<sup>nd</sup> Street West and Confederation Drive.
- Install a shared-use pathway on the south side of 22<sup>nd</sup> Street West between Diefenbaker Drive and Confederation Drive.

The additional following improvements are recommended for the Fairlight Drive and Fairmont Drive intersection:

- Include a dedicated northbound left-turn phase in the traffic signals.
- Upgrade the traffic signal infrastructure to the latest standards.
- Add a curb extension in the southwest corner and remove the existing right-turn channelization.
- Improve the pedestrian accessibility by:
  - Realigning the west and south pedestrian crosswalks.
  - Reconstructing the pedestrian accessible ramps on the northwest and southwest intersection corners.
  - Addressing any drainage deficiencies in the pedestrian accessible ramps.

The 22<sup>nd</sup> Street West and Confederation Drive Intersection Improvements Follow-up project report is included in Appendix 2.

### **FINANCIAL IMPLICATIONS**

The total estimated cost for construction of the 22<sup>nd</sup> Street West and Confederation Drive Intersection Improvements project is \$2,900,000. Information on the cost estimate is included in Appendix 3.

The detailed design and construction of the project is currently unfunded. The Administration will look for opportunities to leverage alternative funding programs that could be applicable to this project, such as the SGI Safety Grants.

### **OTHER IMPLICATIONS**

There are no privacy or legal implications identified. The social and environmental implications have not been quantified.

## **NEXT STEPS**

1. Detailed design and cost estimate refinement will be included in future Multi-Year Business Plan and Budget processes for consideration.
2. The project will remain on the Transportation Master Plan list of prioritized transportation infrastructure projects awaiting funding.
3. Apply for alternate sources of funding if applicable and available.
4. Detailed design and construction will proceed once adequate capital funding is available to complete the entire project.

## **APPENDICES**

1. Revised Functional Plan
2. 22<sup>nd</sup> Street West and Confederation Drive Intersection Improvements Follow-up Functional Design Report
3. 22<sup>nd</sup> Street West and Confederation Drive Intersection Improvements Cost Estimate

### **Report Approval**

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