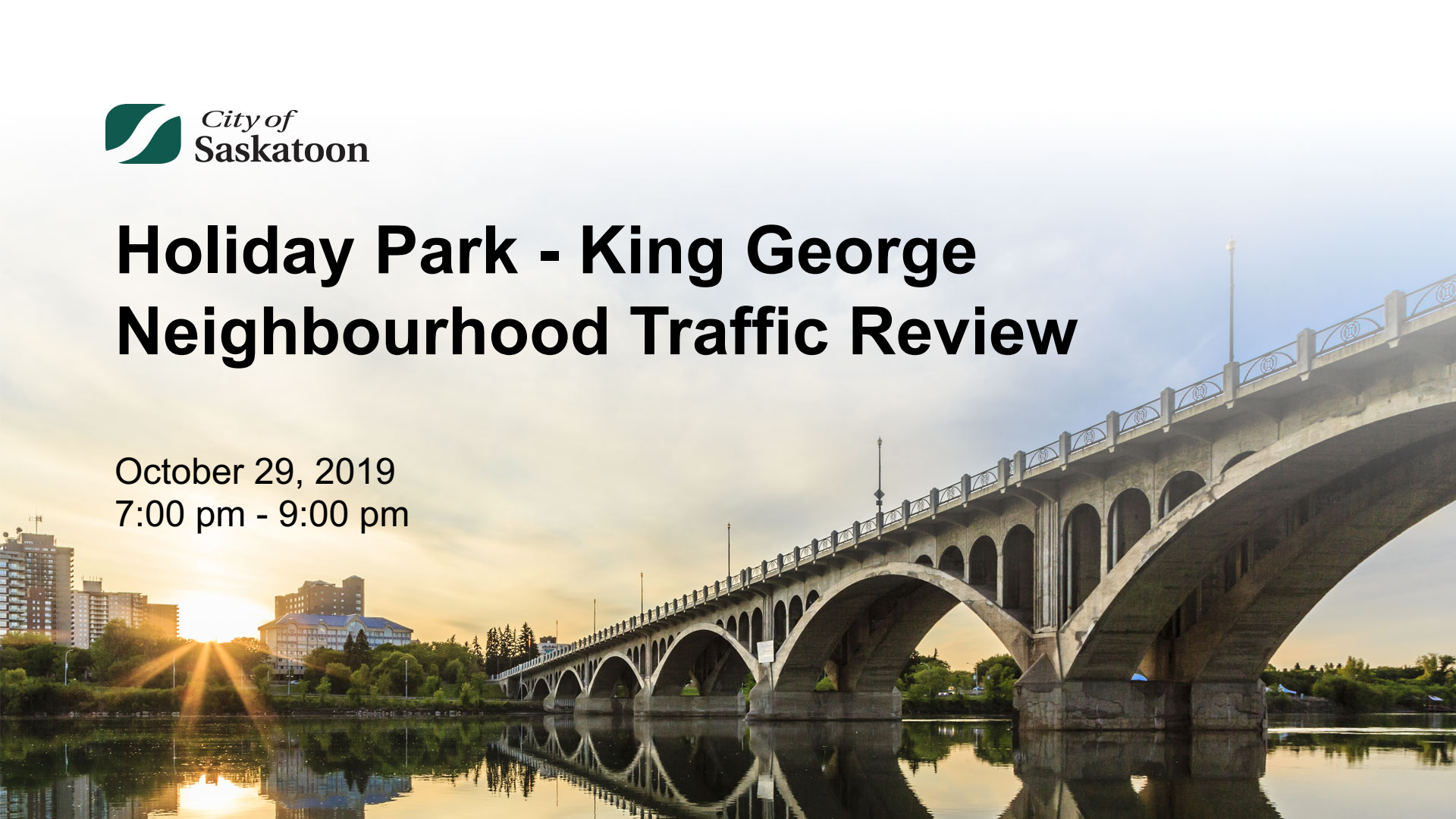




Holiday Park - King George Neighbourhood Traffic Review

October 29, 2019
7:00 pm - 9:00 pm



Agenda

- Welcome & Introductions
- Traffic Management Presentation
- Traffic Issues Discussion – Your Ideas / Solutions
- Next Steps
- Question / Answer Period – what else do you need to know?

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

- Neighbourhood Traffic Review (NTR) Process
- Holiday Park - King George Schedule
- Sources of Information
- Sample of Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

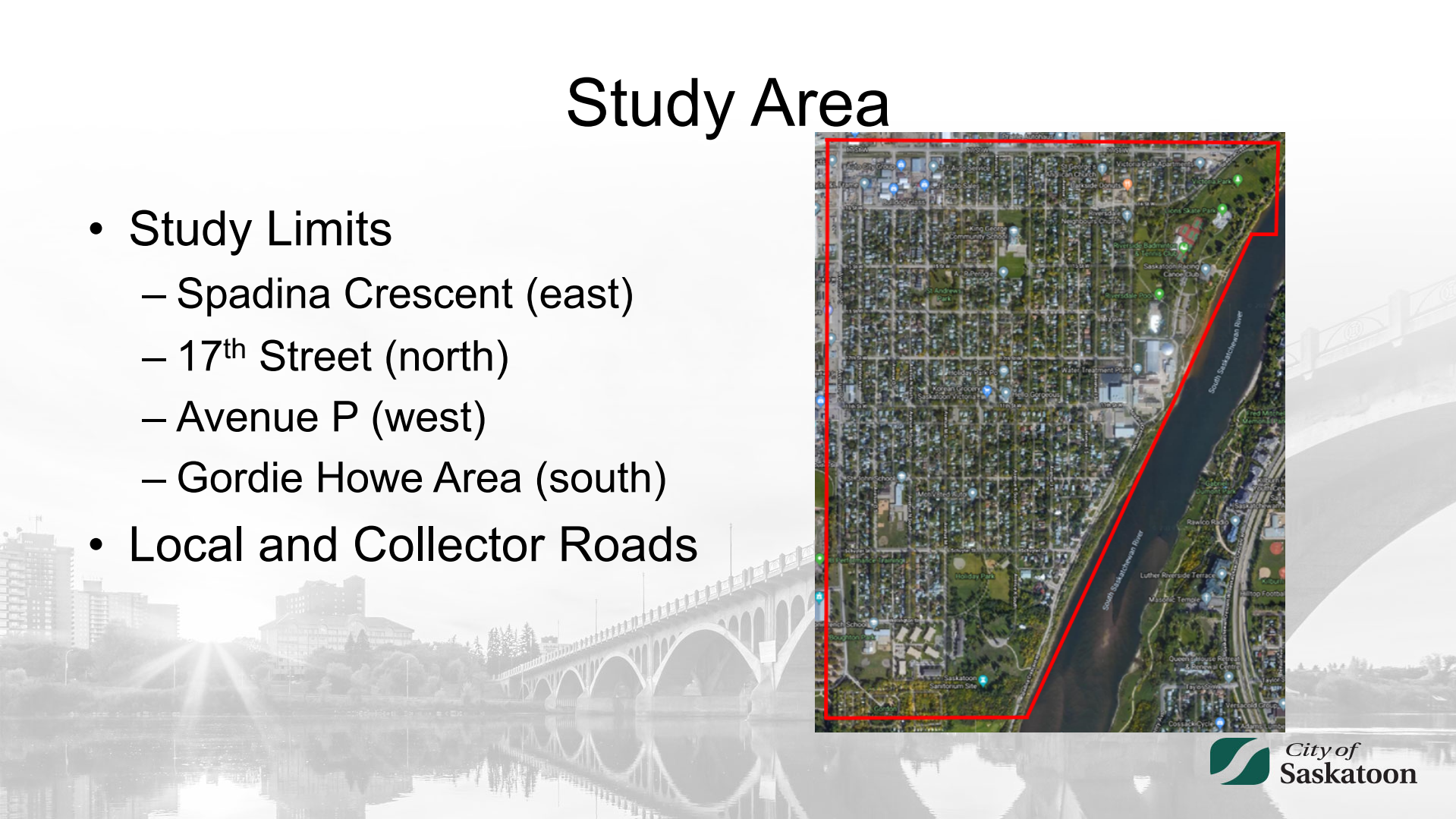
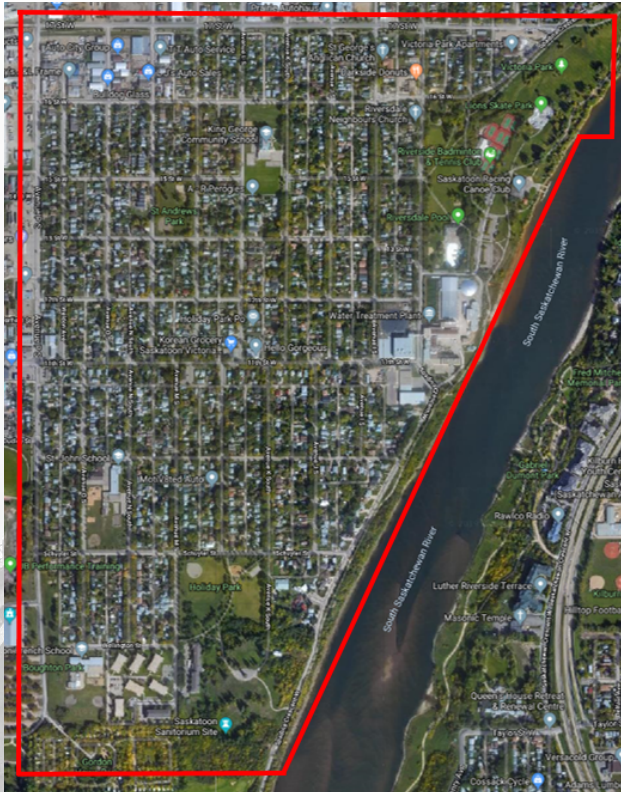
- NTR Introduction
 - Developed to address traffic issues holistically rather than case by case
 - Mandate: Reduce and calm traffic, improve safety within neighbourhoods
- Neighbourhood Selection
 - Number of outstanding concerns
 - Number of collisions
 - Number of existing temporary traffic calming devices
 - Regional representation throughout the City
 - Age and stage of development of the neighbourhood


Neighbourhood Traffic Review Background

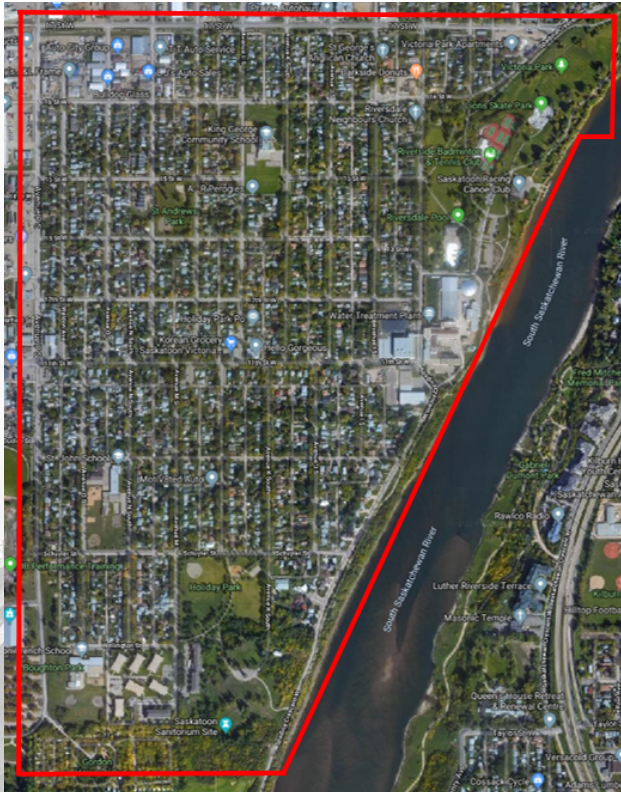
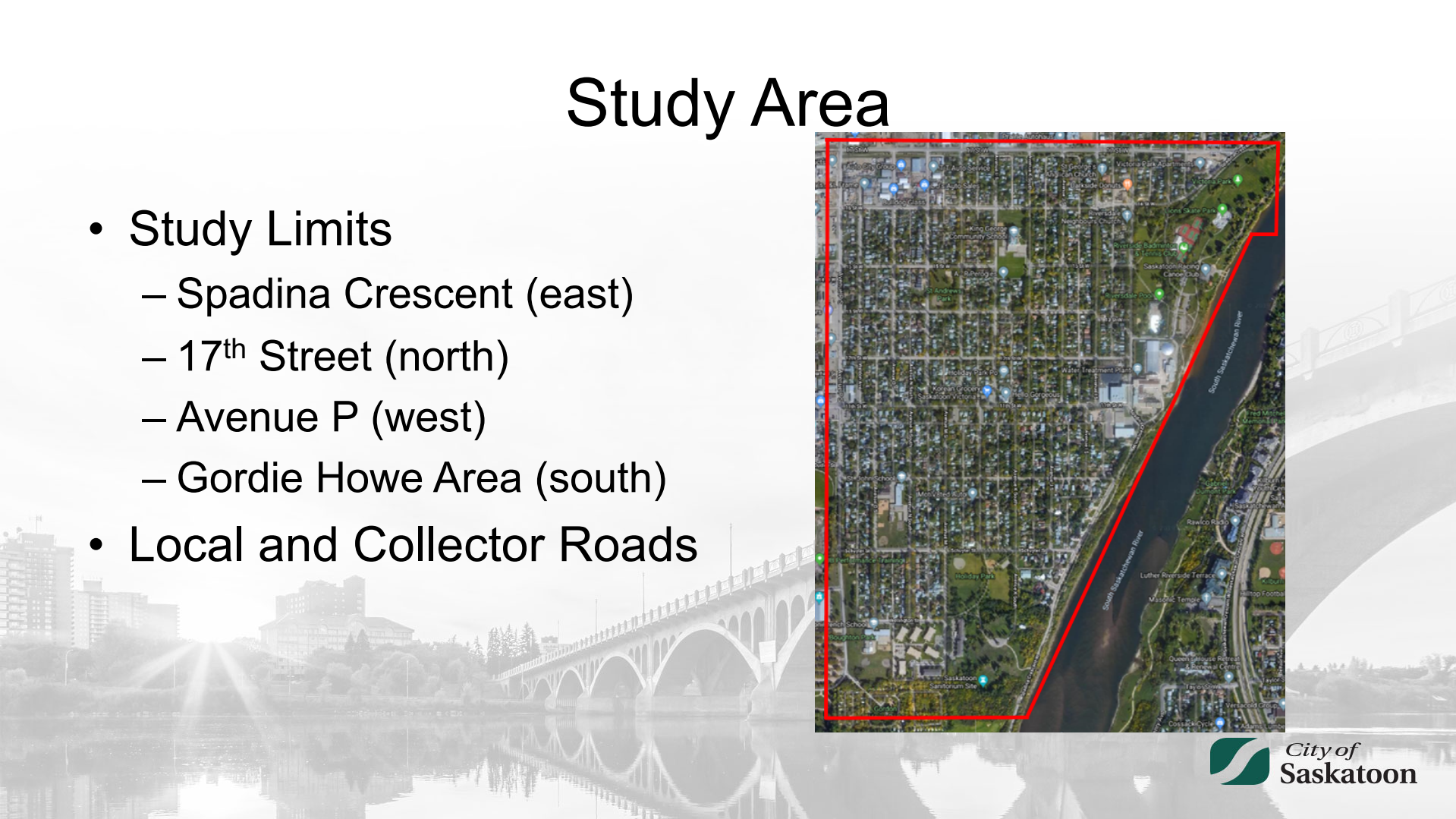

- 2014
 - 11 neighbourhood traffic reviews completed
- 2015 / 2016 / 2017 / 2018
 - 8 neighbourhood traffic reviews completed per year
- 2019 Selected Neighbourhoods
 - Holiday Park - King George
 - Nutana Park
 - Pacific Heights - Kensington
 - Lawson Heights - Lawson Heights Suburban Centre
 - Briarwood
 - Airport Business Area
 - Blairmore Suburban Centre
 - University Heights Suburban Centre

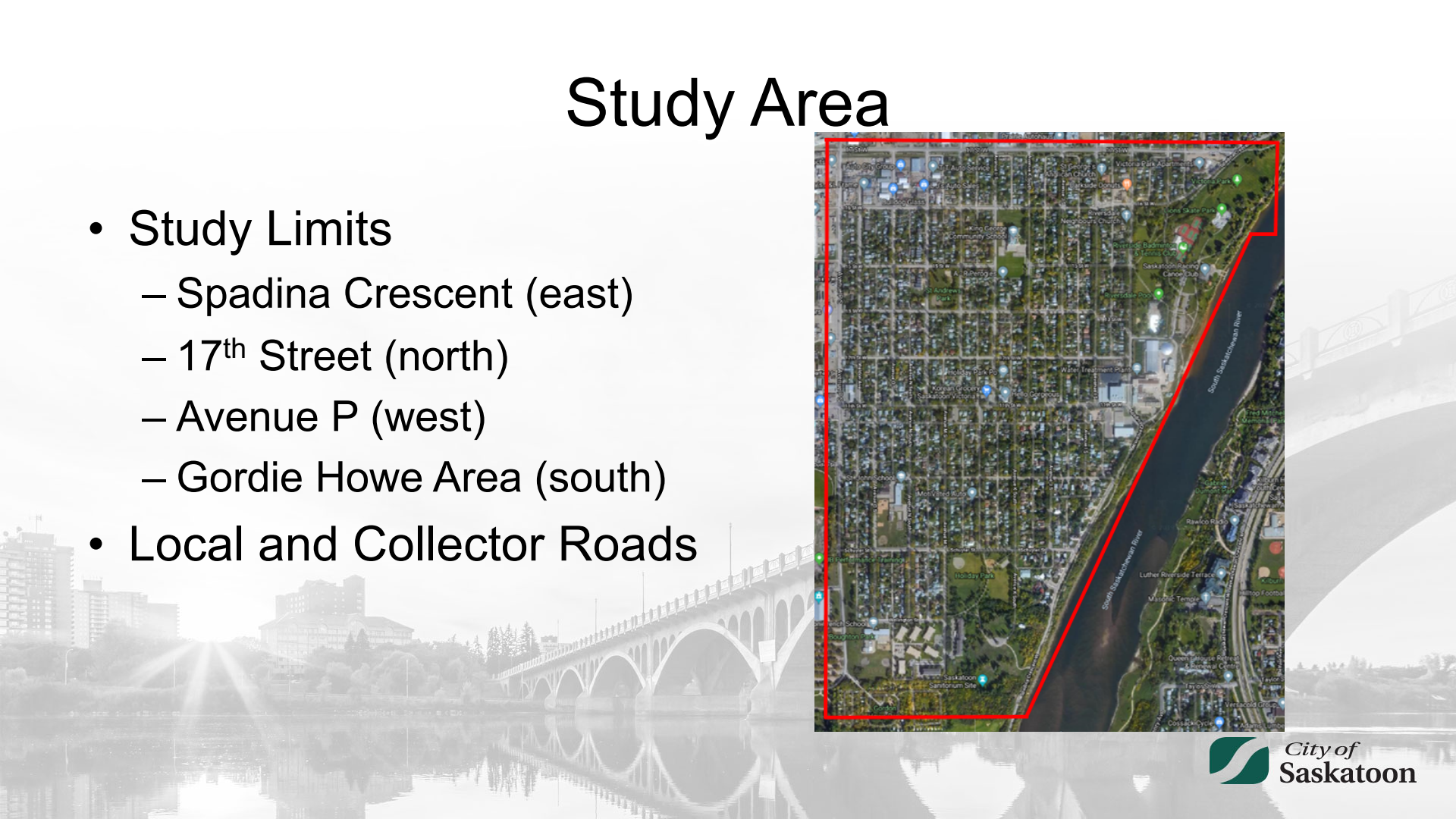
Study Area

- Study Limits
 - Spadina Crescent (east)
 - 17th Street (north)
 - Avenue P (west)
 - Gordie Howe Area (south)
- Local and Collector Roads



 **City of
Saskatoon**

- # Study Area
- Study Limits
 - Spadina Crescent (east)
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 - Avenue P (west)
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- 
- 
-  **City of
Saskatoon**

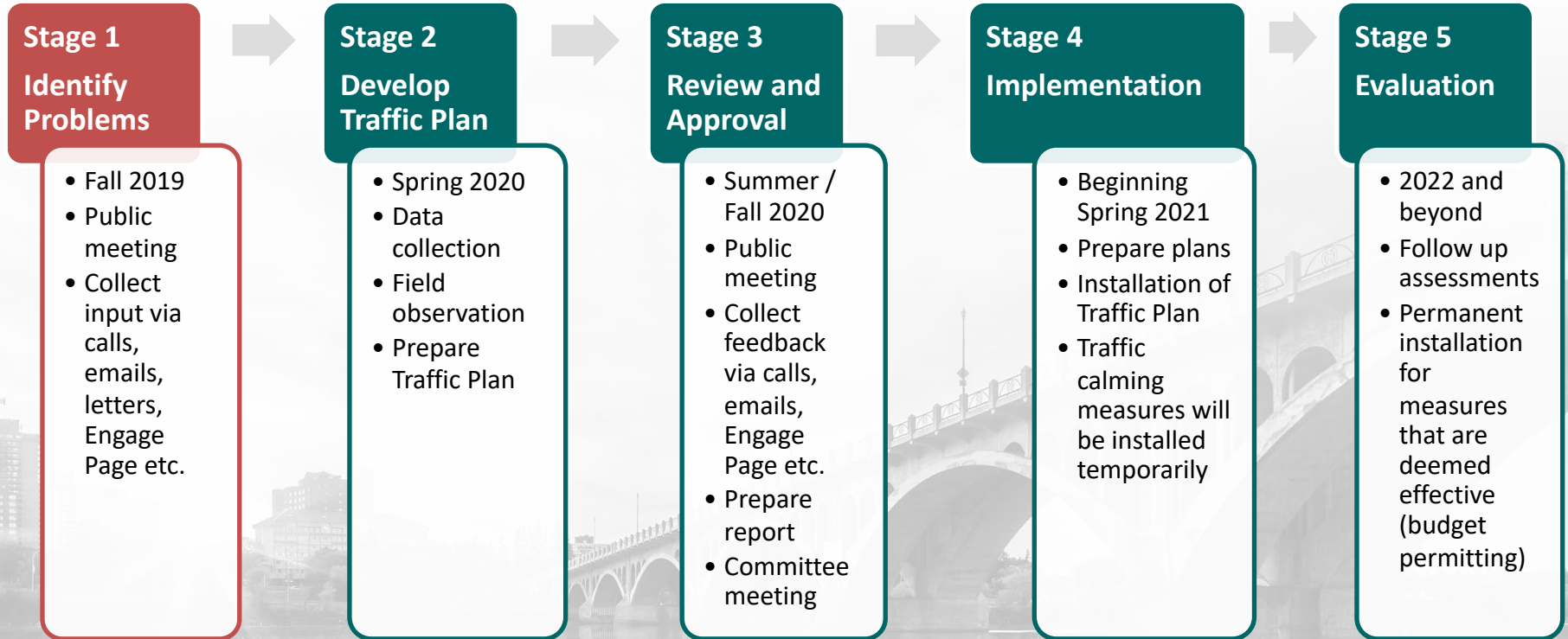


Neighbourhood Traffic Review Process



← We are here

Neighbourhood Traffic Review Schedule



Sources of Information

- Past Studies
- Ongoing Projects
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments
- Councillor Input

Sample of Concerns Received

- Speeding/Shortcutting
 - 11th Street
 - 17th Street
 - Avenue I
 - Avenue H
 - Avenue K
 - Avenue M
 - Avenue N
 - Dudley Street
 - Spadina Crescent
- Traffic Operations
 - 11th Street & Avenue P
 - Avenue H & Spadina Crescent
- Pedestrian Safety
 - 11th Street
 - 17th Street
 - Spadina Crescent
- Parking
 - 17th Street & Avenue K

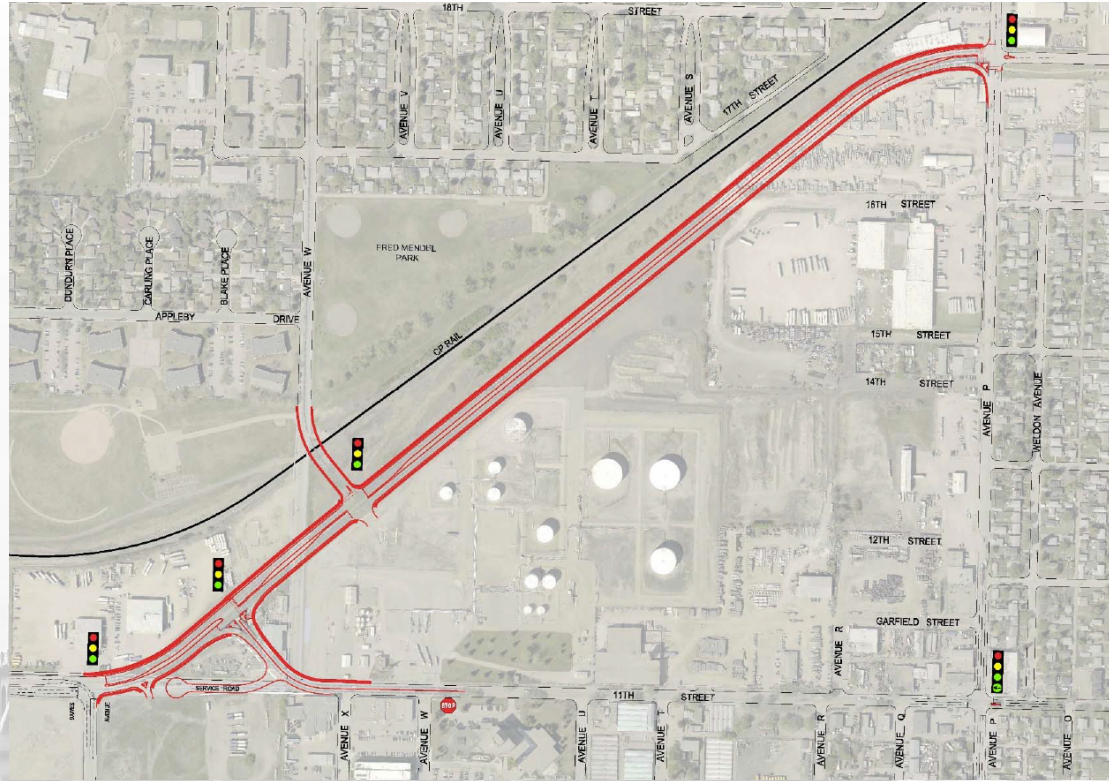
Note: This is a sample of concerns received and does not include every reported traffic issue for this area

Additional Studies / Projects

- Spadina Crescent & 17th Street
 - Riversdale NTR recommendation
 - Signage and temporary traffic calming in Spring 2020
- Spadina Crescent Closure & Dundonald Avenue Realignment
 - Construction in 2020

Additional Studies / Projects

- 17th Street Extension
 - Detailed design 2021
 - Construction 2022



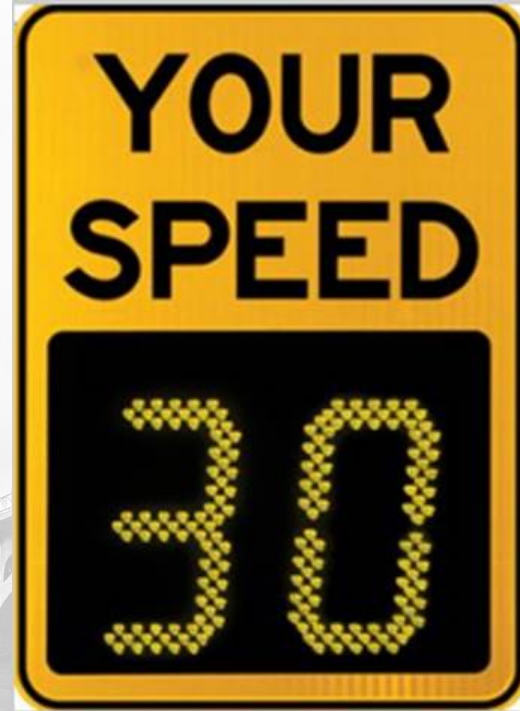
For more information, visit saskatoon.ca/moving-around/driving-roadways/managing-traffic/traffic-studies

Traffic Calming Measures Examples



Speed Display Devices

- Interactive sign that displays vehicle speeds as motorists approach.
- Reduces speeds.
- Can be relocated.
- Drivers may become immune to the devices.



Horizontal Deflection Devices

- Physical measure that requires motorists to steer around them.
- Discourage shortcutting traffic.
- May reduce vehicle speeds, turning movement conflicts or enhance the neighbourhood environment.
- Enhance pedestrian crossings and sign placement.
- Relatively inexpensive.

Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

- Causes a vertical upward movement of the vehicle.
- Reduces vehicle speeds.
- May reduce traffic volumes, turning movement conflicts or enhance the neighbourhood environment.
- Can increase emergency response times.
- Can affect transit and maintenance operations.

Raised Crosswalk



Raised Intersection



Speed Humps



Obstructions

- Physically restrict certain vehicle movements.
- Used to discourage shortcutting.
- Should only be used where horizontal or vertical deflection measures cannot adequately address a traffic problem.

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection

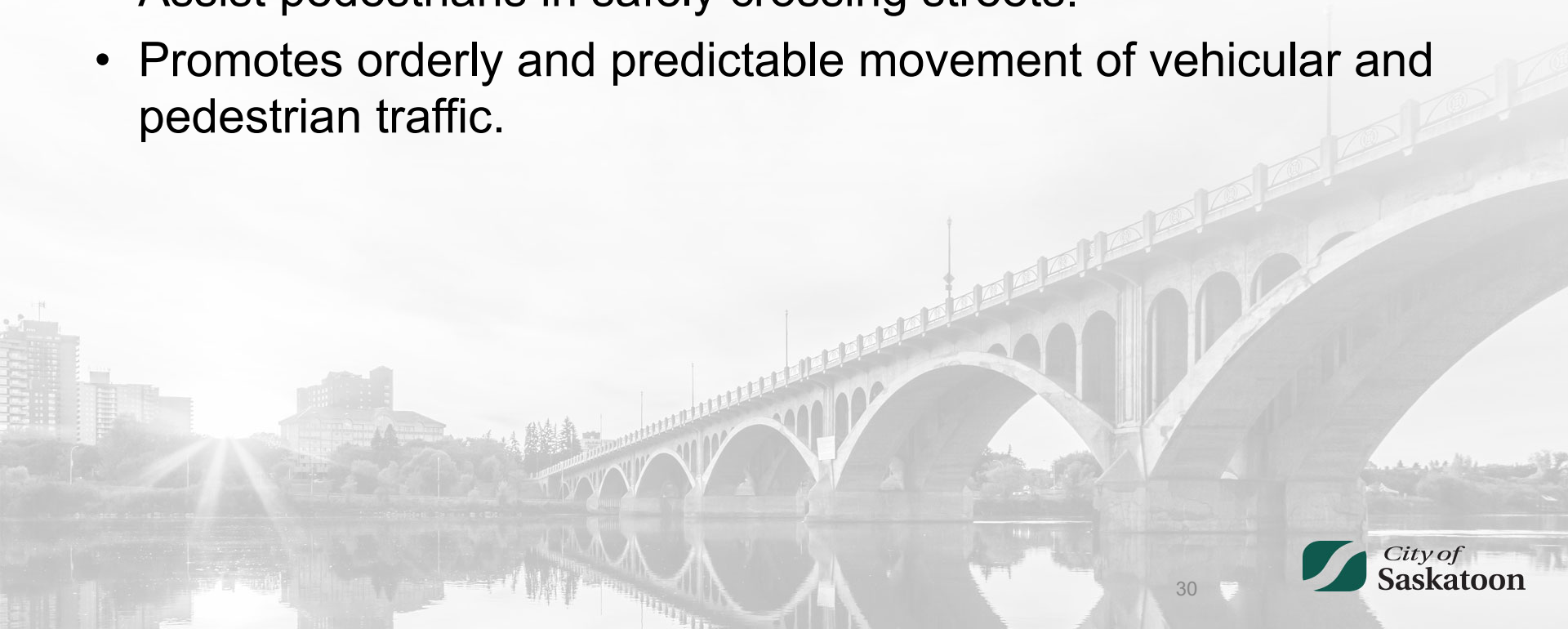


Full Closure



Pedestrian Crossing Devices

- Assist pedestrians in safely crossing streets.
- Promotes orderly and predictable movement of vehicular and pedestrian traffic.



Standard Crosswalk



Zebra Crosswalk



Rectangular Rapid Flashing Beacon



Active Pedestrian Corridor



Pedestrian Actuated Signal



TRAFFIC ISSUES IN HOLIDAY PARK - KING GEORGE

Seeking Your Ideas and Solutions!

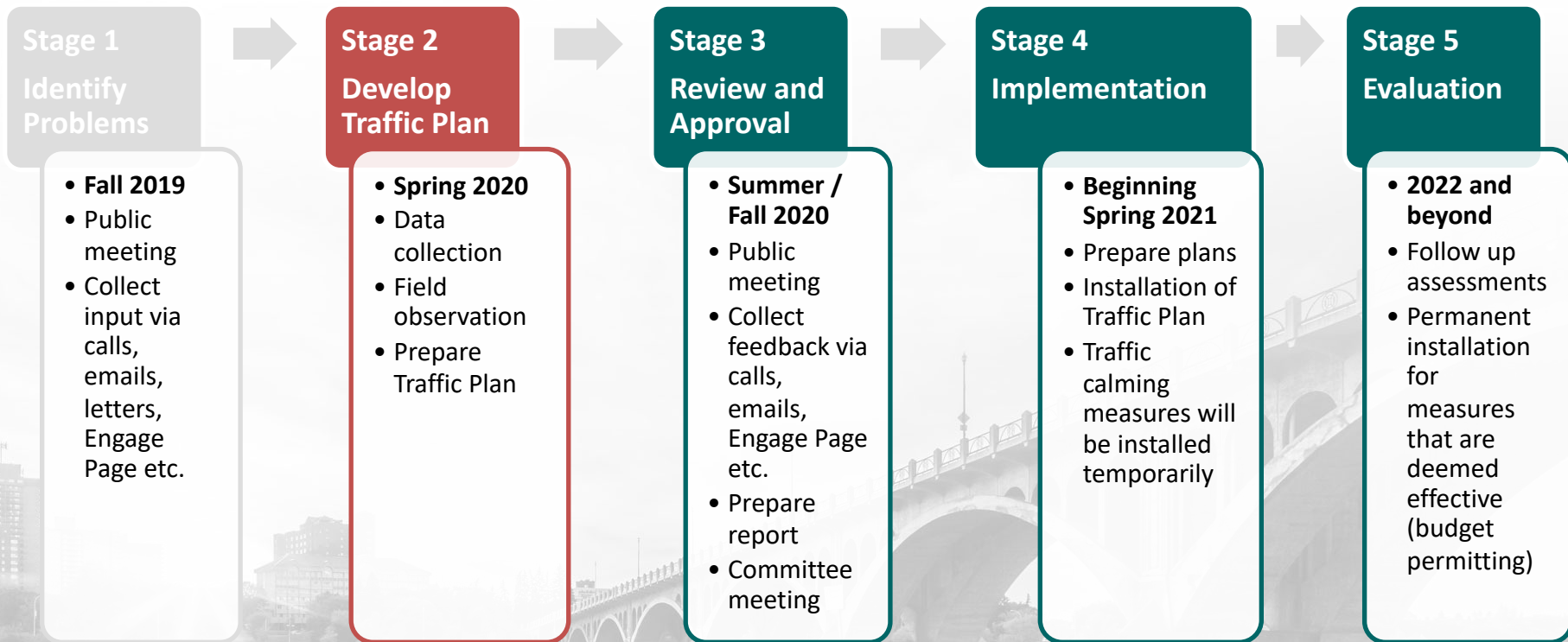
Table Group Discussions

1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood (what's working or not working)?
2. Identify additional traffic issues and solutions in Holiday Park - King George.

How Did You Hear About the Meeting?

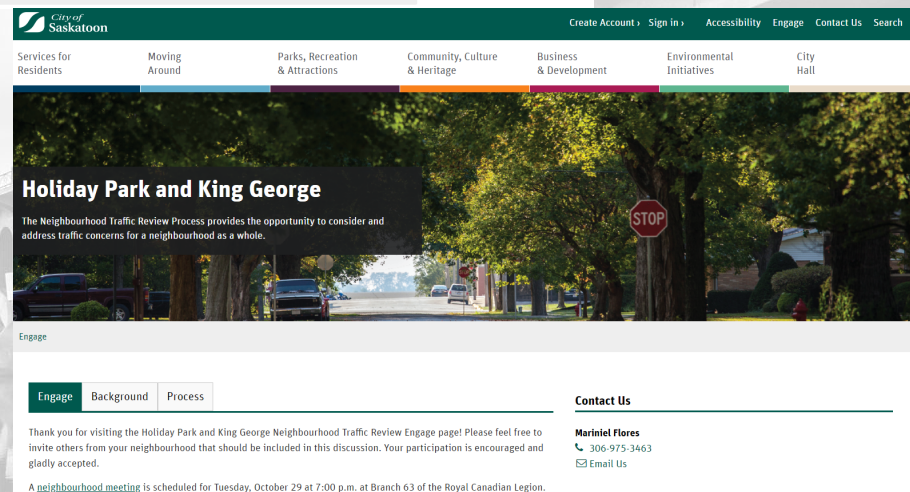
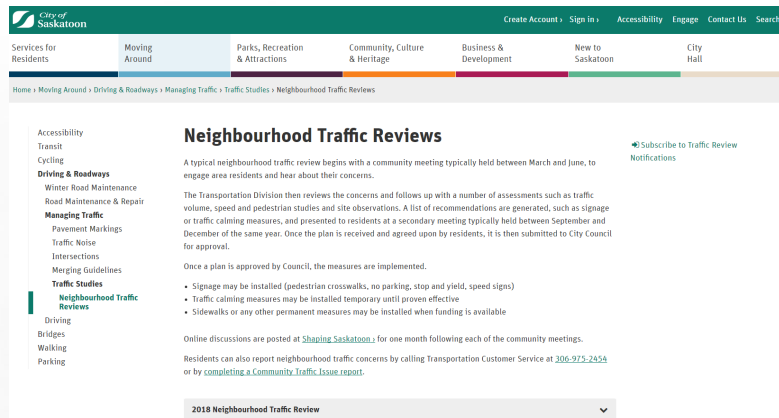
- Please take a minute to fill out the evaluation form.

Next Steps



Join the Discussion

- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage
- Provide comments by:
November 29, 2019





City of
Saskatoon