
2020 Neighbourhood Traffic Management Reviews

ISSUE

Neighbourhoods scheduled for the Neighbourhood Traffic Review program in 2020 have been selected. This will be the final year for this program since all established neighbourhoods will have a recommended traffic plan.

BACKGROUND

City Council, at its meeting held on August 14, 2013, approved a new process within the Neighbourhood Traffic Management Program. This process included a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in first identifying specific traffic issues, and secondly, developing joint recommendations that address the issues. Progress to date is illustrated in Appendix 1 and summarized below:

| Year | No. Completed | Locations | | |
|------|---------------|--|--|--|
| 2014 | 11 | Brevoort Park Caswell Hill City Park Haultain | Holliston Hudson Bay Park Kelsey-Woodlawn Mayfair | Nutana Varsity View Westmount |
| 2015 | 8 | Adelaide-Churchill Avalon Confederation Park | Greystone Heights Lakeview Meadowgreen | Montgomery Place Mount Royal |
| 2016 | 8 | Grosvenor Park Hampton Village Lakeridge | Parkridge Siverspring Stonebridge | Sutherland Willowgrove |
| 2017 | 11 | Arbor Creek Buena Vista Dundonald Erindale | Exhibition North Park Pleasant Hill Queen Elizabeth | Richmond Heights Silverwood Heights Wildwood |
| 2018 | 10 | College Park College Park East Eastview Fairhaven | Forest Grove Nutana SC* River Heights | Riversdale Westview Massey Place |
| 2019 | 11 | Airport Business Area Blairmore SC Briarwood Holiday Park | Kensington King George Lawson Heights Lawson Heights SC | Nutana Park Pacific Heights University Heights SC |

*SC = Suburban Centre

City Council, at its Regular Business meeting held on September 24, 2018, approved Council Policy C07-029, Traffic Calming Policy.

The Neighbourhood Traffic Review (NTR) program will be completed in 2020, after which reviews will be transitioned to a Community Transportation Review (CTR), a safety-driven, evidence-based process to address broader community level concerns including collector and arterial roadways.

CURRENT STATUS

The following neighbourhoods will proceed with NTRs in 2020:

1. Evergreen (Ward 10);
2. Rosewood and Lakewood Suburban Centre (Ward 9);
3. Gordie Howe Management Area, West Industrial and Southwest Industrial (Ward 2);
4. Agriplace and Marquis Industrial (Ward 5);
5. Sutherland Industrial (Ward 1);
6. Confederation Suburban Centre (Ward 3);
7. The Willows (Ward 7);
8. CN Industrial (Ward 7);
9. Central Business District (Ward 6); and
10. Central Industrial (Ward 1).

In three instances, adjacent neighbourhoods were grouped together in order to maximize efficiencies and to accommodate more people and neighbourhoods, resulting in fourteen separate traffic reviews.

DISCUSSION/ANALYSIS

The NTR Program will conclude in 2020. To date, 48 neighbourhoods have been completed, 11 are currently underway, and 14 will be completed in 2020.

Public meetings will be held for each of the ten reviews, including an initial meeting with residents and stakeholders in the spring of 2020, to identify specific traffic concerns and potential improvements, and a second meeting to present a draft neighbourhood traffic plan for discussion will be held in the fall of 2020. A third meeting may be held if significant changes of the draft traffic plan are proposed. The neighbourhoods grouped together will attend a combined meeting.

Residents and business owners who cannot attend the meetings will be able to provide feedback via the City of Saskatoon's (City) online neighbourhood traffic concerns form, [Saskatoon.ca/engage](https://saskatoon.ca/engage) website, or by phone, email, or mail. The City's internal departments will have an opportunity to provide input on the plan pertaining to the impact of their operations.

Residents and stakeholders in each neighbourhood will be invited to attend both meetings. The meeting invitations will be provided as follows:

- A flyer delivered to each residence in the neighbourhood;
- Through the City of Saskatoon Events Calendar at saskatoon.ca/events;
- Through the saskatoon.ca/engage website;
- Billboards centrally placed within the neighbourhoods;
- Through requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- By notifying the appropriate Councillor.

For all neighbourhoods not being reviewed in 2020, speeding and traffic safety concerns for local and collector neighbourhood streets will be addressed on a case-by-case basis through Council Policies C07-029, Traffic Calming Policy, and C07-018, Traffic Control at Pedestrian Crossing Policy.

IMPLICATIONS

The resources required to undertake the NTRs outlined in this report are estimated at \$350,000, and will be submitted for approval as part of the 2020-2021 Business Plan and Detailed Budget under Capital Project #1512 – Neighbourhood Traffic Management funded from the Traffic Safety Reserve. Temporary traffic calming measures installed from recommendations with individual reviews are also included in this budget. Improvements identified in the traffic plans are funded through the Traffic Safety Reserve.

In 2021, the resources required for the CTR program are estimated at \$100,000 and will be submitted for approval as part of the 2020-2021 Business Plan and Detailed Budget under Capital Project #2288 – Transportation Safety.

Legal, social, or environmental implications were not assessed as part of this information report, and will be assessed as part of each individual NTR.

NEXT STEPS

A report presenting the recommended traffic plan will be prepared for each NTR and brought to the Standing Policy Committee on Transportation for information prior to implementation.

Upon completion of the NTR program, the traffic review process will be transitioned to a CTR program. The CTR program will include twelve communities throughout the city based on suburban development areas, as shown in Appendix 2.

The CTR program will focus on evidence-based traffic, cyclist, and pedestrian safety issues and trends (through collision data or other research studies), and will include the following elements:

- Screen each of the twelve communities for safety based on collision data;
- Review collision history and identify collision patterns that may be possible to correct through engineering best practices;
- Conduct road safety audits for school zones;
- Review signage in the field to identify missing or confusing signage;
- Identify barriers to walking and cycling; and
- Prioritize locations for implementation.

In 2021, one CTR engagement event will be held to refine the engagement strategy and communication materials. The engagement strategy for the CTR program is outlined in Appendix 3.

After the initial engagement event, the Administration will report further on the CTR program prior to full implementation of the CTR program. This report will include final details on the scope, schedule and costs of the program, and will request City Council approval to proceed at that time.

APPENDICES

1. Neighbourhood Traffic Review Progress Map
2. Community Transportation Review Map
3. Community Transportation Review Engagement Plan, September 23, 2019

Report Approval

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