Open House

**Tonight’s purpose**

- Inform about the implemented traffic safety measures and proposed intersection redesign
- Answer questions about the project and process
- Gather feedback about the traffic safety measures and intersection improvements

**Project Information**

- Scona Road / 99 Street is a major route into and out of downtown
- Speed limit along entire corridor is 50 km/h
Scona Road Traffic Safety Initiatives
Scona Road/99 Street/Saskatchewan Drive
Intersection Improvements

Timeline

2011-2012  Reconstruction and Rehabilitation along Scona Road and 99 Street

2013-2014  Review of speed limit and pedestrian accommodations

2014-2015  City initiated two independent traffic safety assessments at the intersection

- Initial required countermeasures were implemented
- Initial meetings with community regarding safety measures

2015-2016  Concept plans for intersection redesign

2016  Presentation to community - WE ARE HERE

2016-2017  Additional intersection improvements to be implemented (*timeline is dependent on the countermeasures selected*)
### Safety Assessments

- Two independent safety assessments were conducted
  - University of Alberta – *conventional approach*
  - University of British Columbia – *new approach*

### Objectives

- Determine whether the speed limit should remain at 50 km/h
- Apply an evidence based approach to understand the safety issues
- Identify possible traffic safety measures to mitigate these issues

<table>
<thead>
<tr>
<th>University of Alberta</th>
<th>University of British Columbia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applied conventional traffic safety assessment methodology</td>
<td>Applied state-of-the-art video based technology</td>
</tr>
<tr>
<td>Analysis was conducted using data before and after reconstruction</td>
<td>Analysis conducted at one intersection</td>
</tr>
<tr>
<td>Scope: Scona Road, 99 Street and Saskatchewan Drive <em>corridors</em></td>
<td>Scope: Scona Road, 99 Street and Saskatchewan Drive <em>intersection</em></td>
</tr>
<tr>
<td>Data investigated: traffic volume, speed and collisions</td>
<td>Data investigated: traffic conflicts (i.e., near misses) which provide actual insight into user behavior</td>
</tr>
</tbody>
</table>
Results

**University of Alberta Study**

- Drivers were traveling at least 10 km/h over the speed limit along Scona Road.

- Drivers were traveling at higher speeds as they approach Scona Road.

- Low collision frequencies meant the data was insufficient to provide an overview of collision patterns and trends.

**University of British Columbia Study**

- The video-based tool identified several conflict scenarios.
  - Vehicles & Pedestrians/Cyclists
  - Vehicles (Lane-change)
  - Vehicles (Rear-end)
Countermeasures

- Both studies recommended maintaining the speed limit at 50 km/h
- Other countermeasures are identified in the tables below

<table>
<thead>
<tr>
<th>Safety Issue</th>
<th>Measure</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeding</td>
<td>Driver feedback Signs</td>
<td>Installed</td>
</tr>
<tr>
<td>Signal visibility</td>
<td>Additional signal head</td>
<td>Installed</td>
</tr>
<tr>
<td></td>
<td>Retro-reflective tape*</td>
<td>2016-2017</td>
</tr>
<tr>
<td>Improper lane change</td>
<td>Bus stop relocation</td>
<td>Moved</td>
</tr>
<tr>
<td></td>
<td>Overhead lane use sign</td>
<td>Fall 2016</td>
</tr>
<tr>
<td>Pedestrian (ped) crossing (91 Ave and 99 St)</td>
<td>Pedestrian signal</td>
<td>Fall 2016</td>
</tr>
</tbody>
</table>

* Pending the results of a pilot project

For Pedestrian/Cyclist accommodations at the Scona Road, 99 Street and Saskatchewan Drive intersection

there are two options

<table>
<thead>
<tr>
<th>Measure</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Option A: Install a pedestrian flasher &amp; link it to the existing rectangular rapid flashing beacon</td>
<td>Fall 2016</td>
</tr>
<tr>
<td>Option B: Redesign the right turn in the northwest corner of the intersection</td>
<td>2016-2017</td>
</tr>
</tbody>
</table>

Have Your Say: which option do you prefer?

Let us know on our Comment Form!
Scona Road Traffic Safety Initiatives
Scona Road/99 Street/Saskatchewan Drive

OPTION A
Pedestrian Flasher Installation

North of the intersection
- Driver Feedback Signs
- Overhead Lane Use Sign
- Pedestrian Flasher
  Mitigate: speeding
  improper lane change

At the intersection
- Retroreflective Tape & Additional Signal Head
- Rectangular Rapid Flashing Beacon (existing)
  Mitigate: signal visibility

South of the intersection
- Driver Feedback Signs
- Bus Stop Relocation
- Pedestrian Signal
  91 Ave & 99 St
  Mitigate: speeding
  improper lane change

Have Your Say: which option do you prefer, A or B? Let us know on the Comment Form!
OPTION B
Right Turn Redesign

Scona Road Traffic Safety Initiatives
Scona Road/99 Street/Saskatchewan Drive

1. North of the intersection
   - Driver Feedback Signs
   - Overhead Lane Use Sign
   - Mitigate: speeding
   - Improper lane change

2. At the intersection
   - Right Turn Redesign
   - Retroreflective Tape & Additional Signal Head
   - Mitigate: ped crossing
   - Signal visibility

3. South of the intersection
   - Driver Feedback Signs
   - Bus Stop Relocation
   - Pedestrian Signal
   - Mitigate: speeding
   - Improper lane change
   - Pedestrian crossing

Have Your Say: which option do you prefer, A or B? Let us know on the Comment Form!