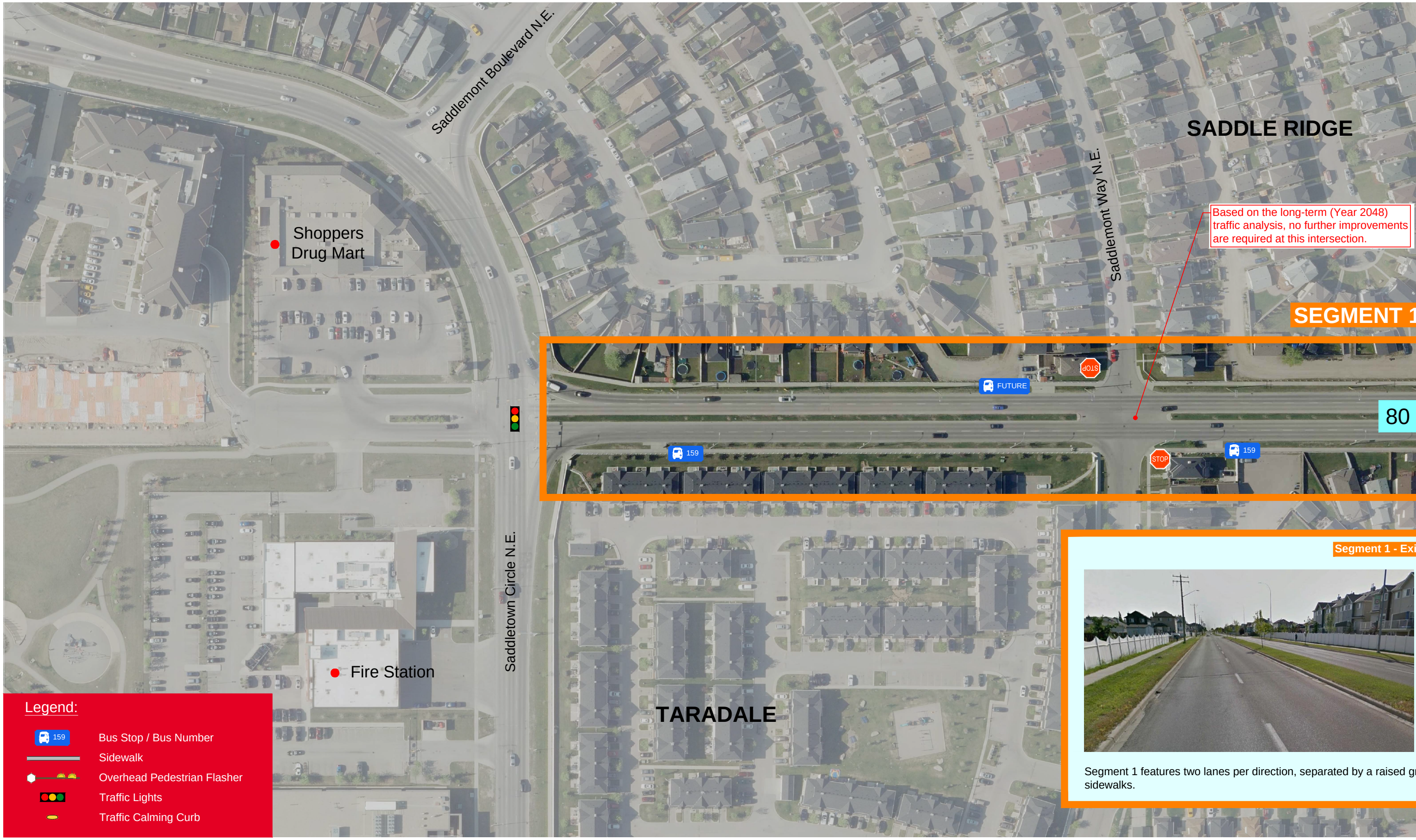
80 Avenue N.E. Supporting Improvements


Saddlemont Boulevard N.E.
SADDLE RIDGE
Saddlemont Way N.E.
Shoppers Drug Mart
SEGMENT 1
FUTURE
80
159
159
STOP
STOP
Saddletown Circle N.E.
Fire Station
TARADALE

Based on the long-term (Year 2048) traffic analysis, no further improvements are required at this intersection.

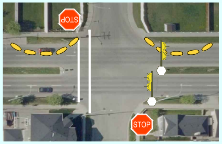
Segment 1 - Exi

Segment 1 features two lanes per direction, separated by a raised g sidewalks.

Legend:

159	Bus Stop / Bus Number
▬	Sidewalk
●	Overhead Pedestrian Flasher
●●●	Traffic Lights
▬	Traffic Calming Curb

Existing Intersection Layout



This intersection is currently stop controlled. A flashing overhead pedestrian crossing sign is provided on the east side.

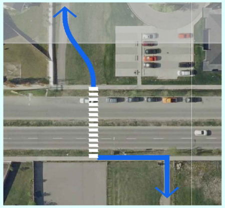
Temporary traffic control curbs are currently installed in the right westbound lane. These are being tested to see if curb extensions could mitigate existing collision trends at this location.

Future Intersection Layout

This intersection is expected to suffer from poor performance in the next 5-10 years. A traffic signal would be required to mitigate these performance issues.

With a traffic signal, the intersection would perform adequately even with a single lane in the westbound and eastbound direction(s). Therefore, permanent curb extension(s) could be installed in the future if they are determined to be beneficial from a safety perspective.

Potential Future Pedestrian Crossing

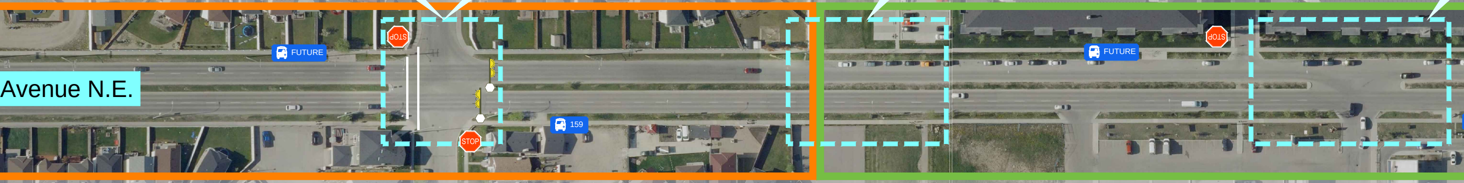


There is the potential for a mid-block pedestrian crossing at this location in the future. The new pedestrian crossings at Saddlefield Drive and the Commercial Driveway should be implemented and monitored prior to adding an additional crossing.

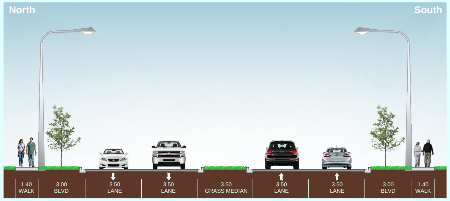
Saddlefield Drive N.E.

L

SEGMENT 2

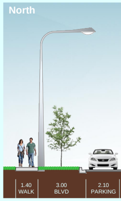

Avenue N.E.
FUTURE
STOP
STOP
159
FUTURE
STOP

isting Corridor Characteristics

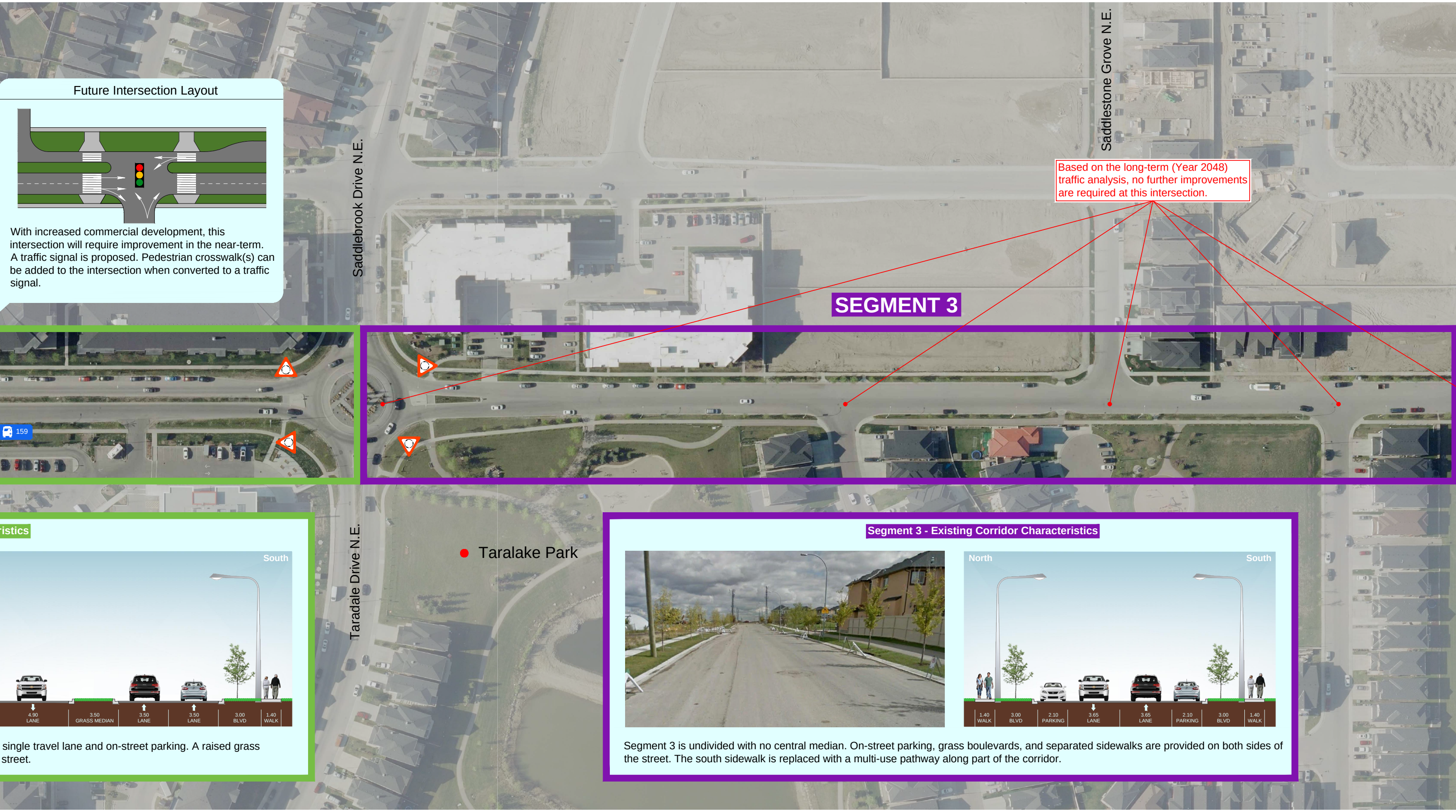

North
South
1.40 WALK
3.00 BLVD
3.50 LANE
3.50 LANE
3.50 GRASS MEDIAN
3.50 LANE
3.50 LANE
3.00 BLVD
1.40 WALK

rass median. There are grass boulevards on both sides of the stret and separated

Segment 1 - Existing Corridor Characte


North
1.40 WALK
3.00 BLVD
2.10 PARKING

Segment 2 features two lanes in the eastbound direction. In the westbound direction, there is a
median and grass boulevards are provided along with separated sidewalks on both sides of the


Saddlebrook Drive N.E.
Saddlestone Grove N.E.
Taradale Drive N.E.
159
Taralake Park
South
4.90
LANE
3.50
GRASS MEDIAN
3.50
LANE
3.50
LANE
3.00
BLVD
1.40
WALK
North
South
1.40
WALK
3.00
BLVD
2.10
PARKING
3.65
LANE
3.65
LANE
2.10
PARKING
3.00
BLVD
1.40
WALK

Future Intersection Layout

With increased commercial development, this intersection will require improvement in the near-term. A traffic signal is proposed. Pedestrian crosswalk(s) can be added to the intersection when converted to a traffic signal.

Based on the long-term (Year 2048) traffic analysis, no further improvements are required at this intersection.

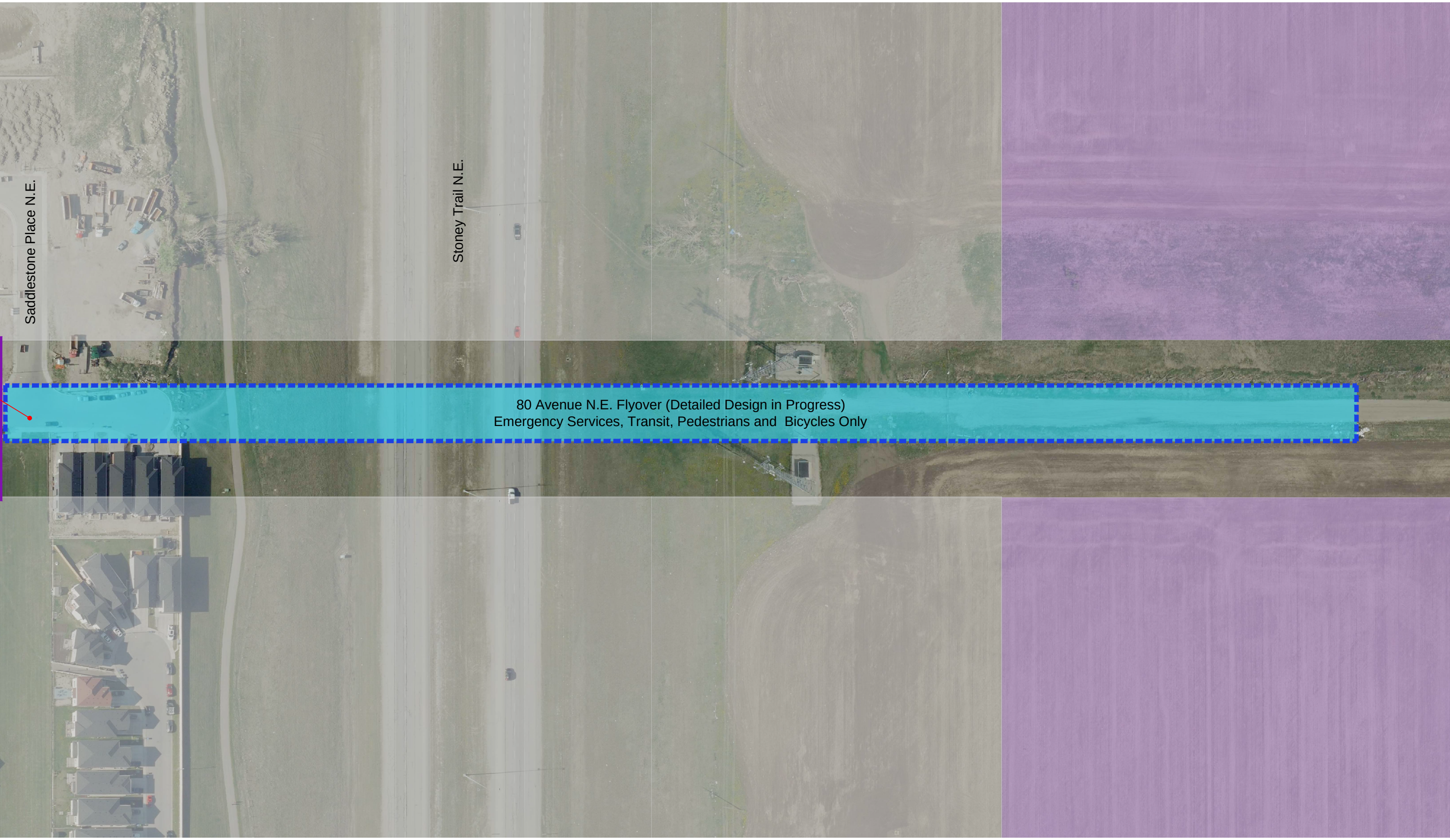
SEGMENT 3

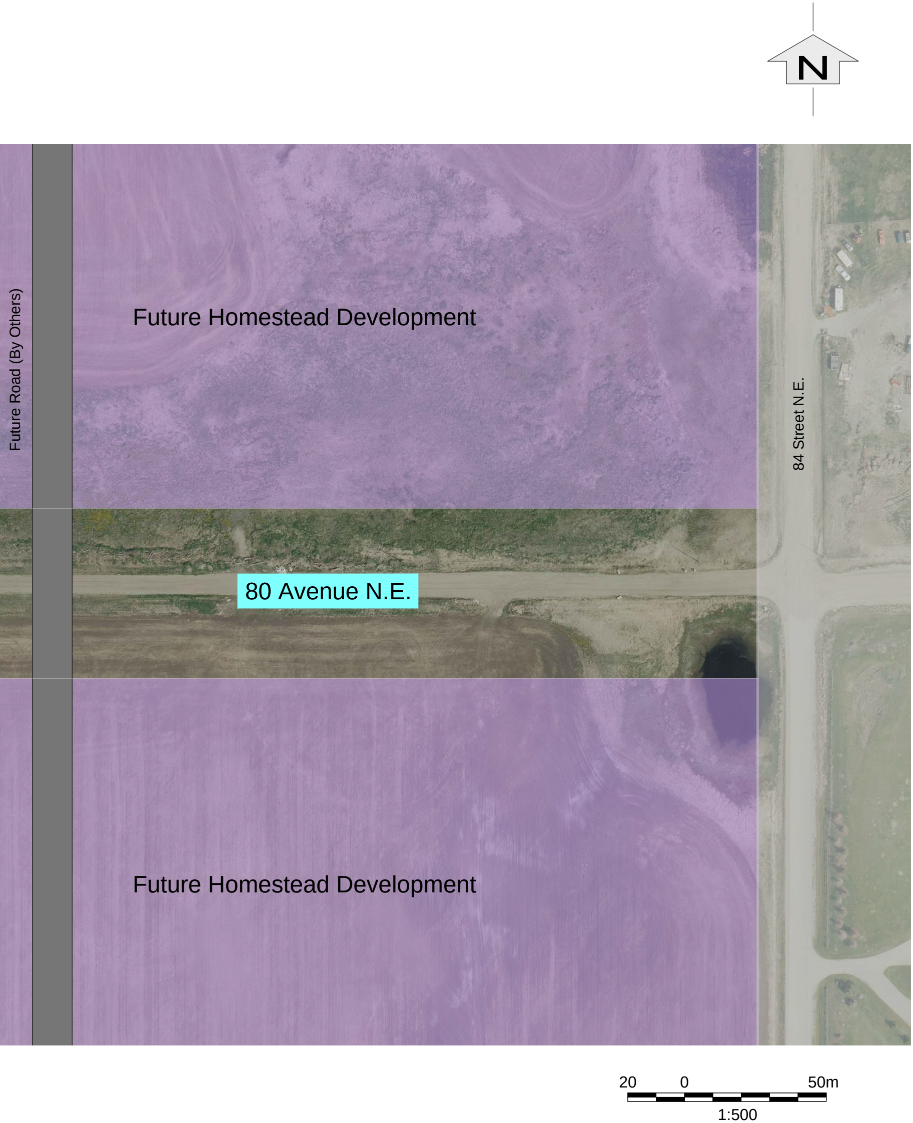
ristics

single travel lane and on-street parking. A raised grass street.

Segment 3 - Existing Corridor Characteristics

Segment 3 is undivided with no central median. On-street parking, grass boulevards, and separated sidewalks are provided on both sides of the street. The south sidewalk is replaced with a multi-use pathway along part of the corridor.


Saddlestone Place N.E.
Stoney Trail N.E.
80 Avenue N.E. Flyover (Detailed Design in Progress)
Emergency Services, Transit, Pedestrians and Bicycles Only


N
Future Road (By Others)
Future Homestead Development
84 Street N.E.
80 Avenue N.E.
Future Homestead Development
20
0
50m
1:500