

Forest Grove Neighbourhood Traffic Review



1/28/2019



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Authorization

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Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Forest Grove residents
- Sutherland - Forest Grove Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Sustainability
- City of Saskatoon Planning & Development
- City of Saskatoon Roadways, Fleet & Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Darren Hill

Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves community and stakeholder consultation that provides residents and City staff the opportunity to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2016.

A public meeting was held in May 2018 to identify traffic concerns and potential solutions within the Forest Grove neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in November 2018.

A summary of recommended improvements for the Forest Grove neighbourhood is included in Table ES-1. The summary identifies the locations, recommended improvements, and implementation schedule. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the Traffic Calming Guidelines and Tools document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

The Forest Grove Traffic Plan is illustrated in Exhibit ES-1.

Forest Grove Neighbourhood Traffic Review

Table ES-1: Forest Grove Neighbourhood Recommended Improvements

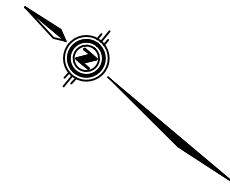
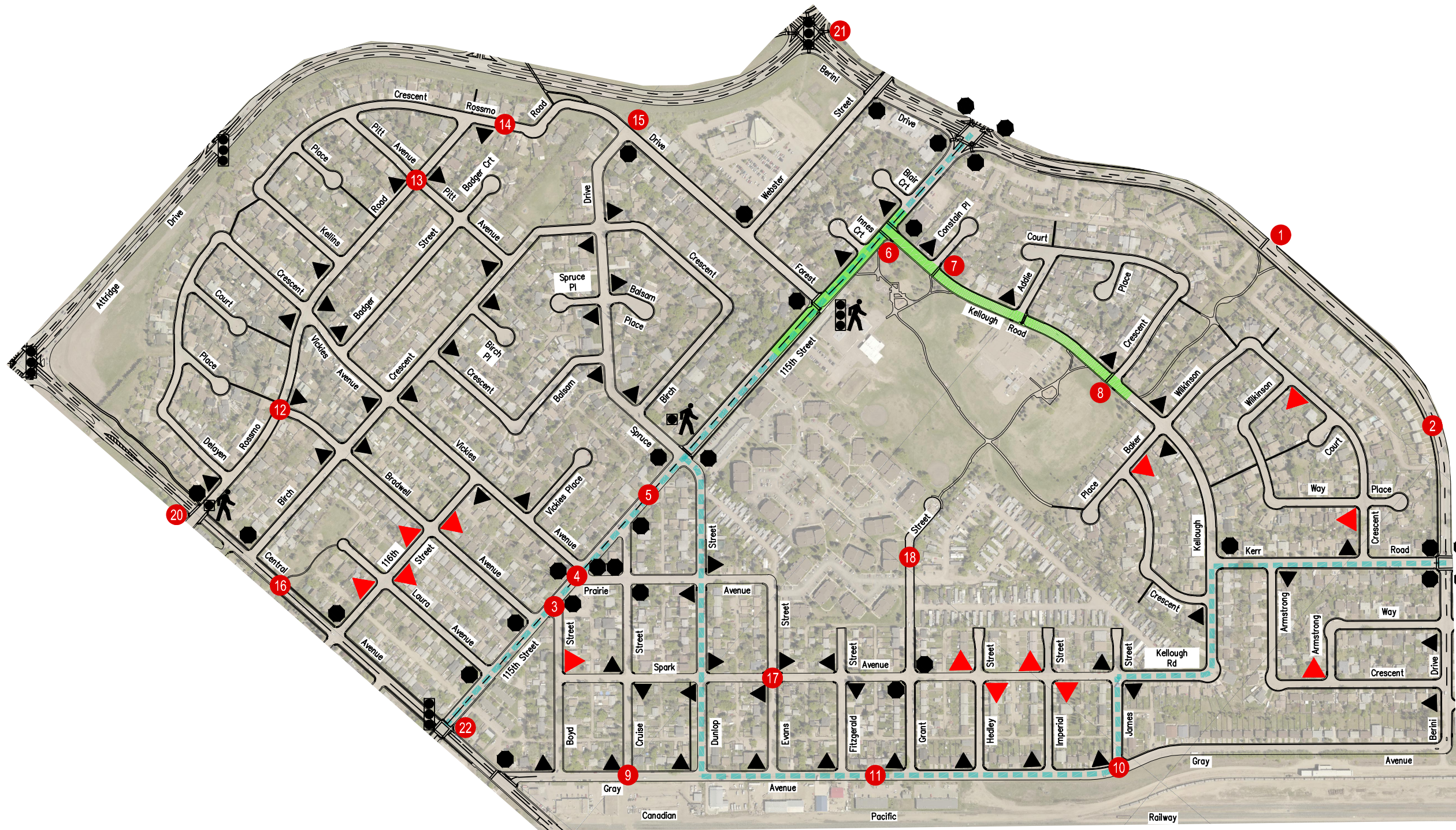
Item	Location	Recommended Improvement	Justification
1	Berini Drive & Rogers Road	Curb extension on the northeast corner	Reduce speed and improve pedestrian safety
		Advance pedestrian crosswalk sign for southbound traffic	Improve pedestrian safety
2	Berini Drive Rogers Road to Kerr Road	Speed display board (southbound traffic)	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for further enforcement	
3	115 th Street & Boyd Street	Tree trimming on southeast corner	Improve sight lines
4	115 th Street & Vickies Avenue	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
		Relocate south side transit stop approximately 90 meters to the east, east of 115 th Street & Vickies Avenue	
5	115 th Street between Laura Avenue and Dunlop Street	Install missing sidewalk and pedestrian ramps on the south side of 115 th Street	Improve pedestrian safety and accessibility
6	115 th Street & Kellough Road	Rectangular Rapid Flashing Beacon (west leg)	Improve pedestrian safety
		Remove standard crosswalk (east leg)	Consolidate crossing to the west leg
7	Kellough Road & Constain Place	Upgrade standard crosswalk on the south leg of Kellough Road to a zebra crosswalk	Improve pedestrian safety
8	Kellough Road & Addie Crescent (south intersection)	Upgrade standard crosswalk on the north leg of Kellough Road to a zebra crosswalk	Improve pedestrian safety
9	Gray Avenue & Cruise Street	Median island on southeast leg of Gray Avenue	Reduce speed and improve pedestrian safety
10	Gray Avenue & James Street	Median island on northwest leg of Gray Avenue	Reduce speed and improve pedestrian safety
11	Gray Avenue Fitzgerald Street to Grant Street	Speed display board (both directions)	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for further enforcement	
12	Rossmo Road & Bradwell Avenue	Median islands on east and west legs of Rossmo Road	Reduce speed and improve pedestrian safety
13	Rossmo Road & Pitt Avenue	Median islands on east and west legs of Rossmo Road	Reduce speed and improve pedestrian safety
14	Rossmo Road/Forest Drive (Rossmo Road to Spruce Drive)	Relocate advisory speed sign for southbound traffic	Enhance visibility of advisory speed sign

Forest Grove Neighbourhood Traffic Review

Table ES-1: Forest Grove Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
15	Rossmo Road/Forest Drive & Spruce Drive	Advance pedestrian crossing sign for southbound traffic	Improve pedestrian safety
		Standard crosswalk on the south leg of Rossmo Road/Forest Drive	
16	Central Avenue between Rossmo Road and 116 th Street	Speed display boards (both directions)	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for further enforcement	
17	Spark Avenue & Evans Street	Tree trimming on north corner	Improve sight lines
18	Grant Street between half a block northeast from Spark Avenue to cul-de-sac	Install missing sidewalk	Improve pedestrian safety and accessibility
19	Various Locations	Install yield signs as indicated on the Forest Grove Traffic Plan map	Assign right-of-way

Other Projects in the Area			
20	Central Avenue & Rossmo Road/Reid Road	Review the traffic patterns changes due to the Chief Mistawasis Bridge and McOrmond Interchange opening	Review the need for full traffic signals
21	Attridge Drive & Berini Drive	Review the traffic patterns changes due to the Chief Mistawasis Bridge and McOrmond Interchange opening	Re-evaluate the traffic signal timing and the need for a northbound to westbound left turn phase
22	Central Avenue & 115 th Street	On the intersection improvement review list; continue to monitor this intersection	Improve traffic operations and intersection safety



LEGEND

- # RECOMMENDATIONS
- STOP SIGN
- YIELD SIGN
- PROPOSED YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- TRAFFIC SIGNAL
- ▲ PEDESTRIAN ACTUATED SIGNAL LOCATION
- ▲ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- ▲ PEDESTRIAN CORRIDOR LOCATION

FOREST GROVE TRAFFIC PLAN



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1. Introduction

As the City of Saskatoon continues to grow, many neighbourhoods face issues such as pedestrian safety, cut-through traffic, and increased speeds. In August 2013, City Council adopted the *City of Saskatoon Traffic Guidelines and Tools* that outlines a procedure for completing traffic reviews on a neighbourhood-wide basis. Prior to this, neighbourhood traffic issues were dealt with on a case-by-case basis with mixed results. Since 2013, the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety. Recommendations are developed by the Administration and residents in a collaborative fashion. Accordingly, this report provides the Traffic Plan for the Forest Grove neighbourhood.

The Forest Grove neighbourhood is bound by Gray Avenue to the south, Berini Drive to the east, Central Avenue to the west and Attridge Drive to the north. The land use is mainly residential with low and medium densities, some institutional with a church and two schools and some commercial with a strip mall on 115th Street and a variety of businesses along Gray Avenue.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Saskatoon Engage online discussion.
- **Stage 2** – Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council.
- **Stage 4** – Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in May 2018 to identify traffic concerns within the Forest Grove neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the residents including all correspondence, Facebook discussion comments and Saskatoon Engage discussion comments received prior to the follow-up meeting.

2.1. Speeding and Shortcutting

Shortcutting occurs when non-local traffic passes through the neighbourhood on streets that are designed and intended for low volumes of traffic (i.e. local streets). As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were identified at the following locations:

- Laura Avenue
- Curves where Rossmo Road turns into Forest Drive
- Central Avenue
- Sparks Avenue & Imperial Street
- Gray Avenue & James Street
- Birch Crescent
- Berini Drive
- Gray Avenue
- Rossmo Road/Forest Drive
- Rainbow Housing Co-Operative lanes
- 115th Street

The residents proposed the following solutions:

- Speed humps
- Crash barrier

2.2. Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation. Walking to nearby amenities, as opposed to driving, reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 25, 2018 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada’s *Pedestrian Crossing Control Guide*.”

Neighbourhood concerns regarding pedestrian safety were raised at the following locations:

- Central Avenue & Rossmo Road/Reid Road
- 115th Street & Kellough Road
- Forest Drive & Spruce Drive

The residents proposed the following solutions:

- Traffic signal
- Relocating bus stop
- Active Pedestrian Corridor
- Curb extension
- Zebra crosswalk
- Speed humps

2.3. Traffic Control

Traffic control signs are used to assign the right-of-way. City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, April 26, 2009 states that stop and yield signs are not to be used:

- As speed control devices;
- to stop priority traffic over minor traffic;
- on the same approach to an intersection where traffic signals are operational; or
- as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volumes, collision history, and a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls were identified at the following locations:

- Spark Avenue & Evans Street
- Spark Avenue & James Street

Proposed solutions identified by residents:

- Change yield sign to stop sign

2.4. Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway or back lane.

Neighbourhood concerns regarding parking were identified at the following locations:

- Forest Grove Village access onto 115th Street

Proposed solutions identified by residents:

- Parking restrictions

2.5. Maintenance

Maintenance is requested throughout the consultation process that reflects the work of other civic departments. These include the condition of the street signs (i.e. knocked over, damaged, obstructed by trees), trees obstructing driver's view, or roadway maintenance (i.e. snow clearing, potholes, sanding).

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Birch Crescent – Roadway condition, drainage issues and sidewalk condition concerns
- Spruce Drive – Pothole concerns
- Rainbow Housing Co-Operative lanes –Dust issues caused by traffic, drainage problems and lack of grading
- 115th Street & Forest Drive – Raised median island is difficult to see, reflective sign is not that visible

2.6. Major Intersections & Corridors

Major intersections include roadways with higher traffic volumes (i.e. arterials, collectors) or intersections with an existing traffic signal.

Neighbourhood concerns regarding major intersections were raised at the following locations:

- Central Avenue & Rossmo Road/Reid Road
- Central Avenue & Gray Avenue
- 115th Street & Berini Drive
- Attridge Drive & Central Avenue
- 115th Street & Kellough Road
- Attridge Drive & Berini Drive

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the neighbourhood traffic review included development of a draft Traffic Plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic studies and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Daily and weekly traffic counts;
 - Speed measurements;
 - Intersection turning movement counts;
 - Pedestrian counts;
 - Site observations; and
 - Collision analysis.
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgment.

The following sections provide details on the data collected for traffic volume and speed assessments, traffic control assessments, pedestrian crossing assessments, traffic signal assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2. Traffic Volume and Speed Assessments

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon, the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in Table 3-1.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

Characteristic	Classifications							
	Back Lanes		Locals		Collectors		Arterials	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000	5,000 – 25,000 (~12,000)	
Typical Speed Limits (kph)	20		50		50		60	60-70
Transit Service	Not permitted		Generally avoided		Permitted		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities		Lane widening or special facilities may be provided	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required	Sidewalks may be provided, separation for traffic lanes preferred	
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Forest Grove neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 am to 5:00 pm.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as a concern are summarized in Table 3-2.

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Table 3-2: Speed Studies and Average Daily Traffic Counts (2018)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Central Avenue	116 th Street and Birch Crescent	Arterial	11,190	61
Berini Drive	Rogers Road and Kerr Road	Arterial	3,205	58
Dunlop Street	Spark Avenue and Prairie Avenue	Collector	575	43
Gray Avenue	James Street and Berini Drive	Collector	2,590	58
Gray Avenue	Evans Street and Fitzgerald Street	Collector	4,745	59
Rossmo Road	Central Avenue and Bradwell Avenue	Collector	1,605	56
Rossmo Road	Rossmo Road and Spruce Drive	Collector	1,000	46
Birch Crescent	Central Avenue and Bradwell Avenue	Local	1,100	50
Cruise Street	Spark Avenue and Prairie Avenue	Local	245	40
Rainbow Housing Co-Operative Lane	-	Lane	-	19

3.3. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 25, 2018.

Pedestrian crossing devices include:

- Standard crosswalk;
- zebra crosswalk;
- rectangular rapid flashing beacon (ground mounted flashing lights);
- actuated pedestrian corridor (overhead flashing yellow lights); and
- pedestrian actuated signals.

The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- Traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

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Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix which considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

A summary of the pedestrian studies are provided in Table 3-3 and details are provided in **Appendix C**.

Table 3-3: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
115 th Street & Kellough Road	Confirmed	Distance from nearest control < 200m Provides connectivity to elementary schools and Les Kerr Park Rectangular Rapid Flashing Beacon recommended
115 th Street & Prairie Avenue/Vickies Road	Confirmed	Distance from the nearest traffic control > 200 metres Provides connectivity to commercial strip mall and transit stops Provides an additional crossing opportunity of 115 th Street East between Central Avenue and Dunlop Street (~500 m) Active Pedestrian Corridor recommended
Berini Drive & Rogers Road	Confirmed	Distance from the nearest traffic control > 200 metres Provides an important connection between the Forest Grove and Erindale neighbourhoods Existing standard crosswalk is appropriate with the recommended curb extension
Central Avenue & Rossmo Road	Confirmed	Distance from the nearest traffic control > 200 metres Provides an important connection between the Forest Grove and Sutherland neighbourhoods Existing Active Pedestrian Corridor is appropriate
Rossmo Road/Forest Drive & Spruce Drive	Confirmed	Distance from the nearest traffic control > 200 metres Provides connection to pedestrian tunnel under Attridge Drive Standard crosswalk is recommended

3.4. Traffic Signal Assessments

Assessments are conducted to determine the need for traffic signals, in adherence to the Traffic Signal and Pedestrian Signal Head Warrant Handbook. A warrant system assigns points for a variety of conditions including:

- Number of traffic lanes;
- posted speed limit of the street;
- distance to the nearest traffic signal; and
- number of pedestrians and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00 am to 9:00 am, 11:30 am to 1:30 pm, and 4:00 pm to 6:00 pm.

If a traffic signal is not warranted, additional measures to improve safety (i.e. parking restrictions, oversized stop signs) may be considered.

A summary of the traffic signal assessments is provided in Table 3-4 and details are provided in **Appendix D**.

Table 3-4: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
Central Avenue & Rossmo Road/Reid Road	62	Review the traffic patterns changes due to the Chief Mistawasis Bridge and McOrmond Interchange opening

3.5. Collision Analysis

The most recently available five-year collision data (2013 to 2017) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections and arterial streets were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. The only intersection with two or more collisions per year within Forest Grove is:

- Cruise Street & Prairie Avenue.

Details of the collision analysis are provided **Appendix E**.

4. Present Traffic Plan

4.1. Methodology

Stage 3 of the neighbourhood traffic review included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the residents at a follow-up public meeting.
- Circulate the draft plan to the civic divisions for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the recommended plan and project process.

The tables in the following sections provide the details of the recommended Traffic Plan, including the location, recommended improvement and justification of the recommended improvement.

4.2. Speeding and Shortcutting

As stated in Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, January 26, 2009, “stop signs are not to be used as speed control devices.”

The recommended improvements to address speeding and shortcutting are detailed in Table 4-1.

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Berini Drive & Rogers Road	Curb extension on the northeast corner	Reduce speed
Berini Drive Rogers Road to Kerr Road	Speed display board (southbound traffic)	Reduce speed
	Forward speed data to Saskatoon Police Service to consider for further enforcement	
Gray Avenue & Cruise Street	Median island on southeast leg of Gray Avenue	Reduce speed
Gray Avenue & James Street	Median island on northwest leg of Gray Avenue	Reduce speed
Gray Avenue Fitzgerald Street to Grant Street	Speed display boards (both directions)	Reduce speed
	Forward speed data to Saskatoon Police Service to consider for further enforcement	
Rossmo Road & Bradwell Avenue	Median islands on east and west legs of Rossmo Road	Reduce speed
Rossmo Road & Pitt Avenue	Median islands on east and west legs of Rossmo Road	Reduce speed
Central Avenue between Rossmo Road and 116 th Street	Speed display boards (both directions)	Reduce speed
	Forward speed data to Saskatoon Police Service to consider for further enforcement	

Speed display boards are installed temporarily. The priority location for the speed display boards will be Central Avenue and the remaining locations will be prioritized in subsequent years, depending on board availability.

4.3. Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Berini Drive & Rogers Road	Curb extension on the northeast corner	Reduce pedestrian crossing distance
	Advance pedestrian crosswalk sign (southbound)	Improve driver awareness of the pedestrian crossing
115 th Street & Vickies Avenue	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
	Relocate south side transit stop approximately 90 meters to the east, east of 115 th Street & Vickies Avenue	Ensure that busses do not obstruct the pedestrian crossing
115 th Street between Laura Avenue to Dunlop Street	Install missing sidewalk and pedestrian ramps on the south side of 115 th Street	Improve pedestrian safety and accessibility
115 th Street & Kellough Road	Rectangular Rapid Flashing Beacon pedestrian (west leg)	Improve pedestrian safety
	Remove standard crosswalk (east leg)	Encourage use of the pushbutton device
Kellough Road & Constain Place	Upgrade standard crosswalk on the south leg to a zebra crosswalk	Improve pedestrian visibility
Kellough Road & Addie Crescent (south intersection)	Upgrade standard crosswalk on the north leg to a zebra crosswalk	Improve pedestrian visibility
Gray Avenue & Cruise Street	Median island on southeast leg of Gray Avenue	Provide pedestrian refuge
Gray Avenue & James Street	Median island on northwest leg of Gray Avenue	Provide pedestrian refuge
Rossmo Road & Bradwell Avenue	Median islands on east and west legs of Rossmo Road	Provide pedestrian refuge
Rossmo Road & Pitt Avenue	Median islands on east and west legs of Rossmo Road	Provide pedestrian refuge
Rossmo Road/Forest Drive & Spruce Drive	Advance pedestrian crossing sign (southbound)	Improve driver awareness of the pedestrian crossing
	Standard crosswalk on the south leg of Rossmo Road/Forest Drive	Improve pedestrian safety
Grant Street between half a block northeast from Spark Avenue to cul-de-sac	Install missing sidewalk	Improve pedestrian safety and accessibility

4.4. Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-3.

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Various Locations	Install yield signs as indicated on the Forest Grove Traffic Plan map	Assign right-of-way

4.5. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in November 2018. The meeting minutes and presentation are provided in **Appendix F**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. Additional issues raised during and after the follow-up meeting were assessed and outlined in **Appendix H**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations was then circulated to civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire, Sustainability, Parking Services, Roadways, Fleet & Support and Saskatoon Transit) to gather comments and concerns. General support was received.

4.6. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-4.

Table 4-4: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 May 1 st , 2018 St. Volodymyr School, Gymnasium 9 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 November 1 st , 2018 St. Volodymyr School, Gymnasium 20 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

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Residents and stakeholders in Forest Grove were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- social media (i.e. Facebook advertising);
- billboards placed on the corner of Central Avenue & Rossmo Road/Reid Road;
- community posters placed at high traffic zones and community gathering places;
- requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

The Facebook page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments. There are 114 members in the Facebook group for the Forest Grove Neighbourhood Traffic Review.

There are 18 residents subscribed for email updates. Study updates were provided to these residents in advance of each meeting.

Residents were invited to provide their concerns and feedback through the following:

- The saskatoon.ca/engage webpage;
- the report a traffic issues application;
- written submissions at the meetings;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Residents and business owners who could not attend the meetings were able to view the meeting materials and provide feedback via the City's online neighbourhood traffic concerns forums on Facebook and saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix I**.

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Photo 1: Meeting #1 Presentation



Photo 2: Meeting #2 Presentation



5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements within the specified time frame. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus. The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore installations for Forest Grove are likely to begin in spring / summer 2019.

The estimated costs of the improvements included in the Neighbourhood Traffic Plan are outlined in the following tables:

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Pedestrian Safety Devices Cost Estimate
- Table 5-4: Permanent Traffic Calming Cost Estimate
- Table 5-5: Pedestrian Accessibility Ramps Cost Estimate
- Table 5-6: Sidewalks Cost Estimate
- Table 5-7: Total Cost Estimate

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Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Berini Drive & Rogers Road	Curb extension (1)	\$500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Berini Drive & Rogers Road	Advance pedestrian crosswalk sign (1)	\$250	
Kellough Road & Constain Place	Zebra crosswalk (1)	\$500	
Kellough Road & Addie Crescent (south intersection)	Zebra crosswalk (1)	\$500	
Gray Avenue & Cruise Street	Median island (1)	\$500	
Gray Avenue & James Street	Median island (1)	\$500	
Rossmo Road & Bradwell Avenue	Median island (2)	\$1,000	
Rossmo Road & Pitt Avenue	Median island (2)	\$1,000	
Rossmo Road/Forest Drive & Spruce Drive	Standard crosswalk (1)	\$500	
Various Locations (see Forest Grove Traffic Plan map)	Yield sign (13)	\$3,250	
Total		\$8,500	

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Time Frame
Berini Drive Rogers Road to Kerr Road	Speed display board (1)	\$0 (Ten devices purchased in 2017 are relocated annually)	1 to 2 years
Gray Avenue Fitzgerald Street to Grant Street	Speed display board (2)	\$0 (Ten devices purchased in 2017 are relocated annually)	
Central Avenue Rossmo Road to 116 th Street	Speed display board (2)	\$0 (Ten devices purchased in 2017 are relocated annually)	
Total		\$0	

Forest Grove Neighbourhood Traffic Review

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Time Frame
115 th Street & Vickies Avenue	Active Pedestrian Corridor	\$45,000	3 to 5 years
115 th Street & Kellough Road	Rectangular Rapid Flashing Beacon	\$20,000	
Total		\$65,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Berini Drive & Rogers Road	Curb extension (1)	\$45,000	3 to 5 years
Gray Avenue & Cruise Street	Median island (1)	\$5,000	
Gray Avenue & James Street	Median island (1)	\$5,000	
Rossmo Road & Bradwell Avenue	Median island (2)	\$10,000	
Rossmo Road & Pitt Avenue	Median island (2)	\$10,000	
Total		\$75,000	

Table 5-5: Pedestrian Accessibility Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
115 th Street Laura Avenue to Dunlop Street	Pedestrian ramp (7)	\$24,500	5 years plus
Total		\$24,500	

Forest Grove Neighbourhood Traffic Review

Table 5-6: Sidewalks Cost Estimate

Location	Device	Cost Estimate	Time Frame
115 th Street between Laura Avenue to Dunlop Street	Sidewalk (~400 metres)	\$200,000	5 years plus
Grant Street between half a block northeast from Spark Avenue to cul-de-sac	Sidewalk (~200 metres)	\$100,000	
Total		\$300,000	

Table 5-7: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$8,500		
Speed Enforcement	\$0		
Pedestrian Safety Devices		\$65,000	
Permanent Traffic Calming		\$75,000	
Pedestrian Accessibility Ramps			\$24,500
Sidewalks			\$300,000
Total	\$8,500	\$140,000	\$324,500

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$8,500. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks) is \$464,500.

A list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-8.

The resulting recommended Forest Grove Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Forest Grove Neighbourhood Traffic Review

Table 5-8: Forest Grove Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Berini Drive & Rogers Road	Curb extension on the northeast corner	Reduce speed
		Advance pedestrian crosswalk sign for southbound traffic	Improve pedestrian safety
2	Berini Drive Rogers Road to Kerr Road	Speed display board (southbound traffic)	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for further enforcement	
3	115 th Street & Boyd Street	Tree trimming on southeast corner	Improve sight lines
4	115 th Street & Vickies Avenue	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
		Relocate south side transit stop approximately 90 meters to the east, east of 115 th Street & Vickies Avenue	
5	115 th Street between Laura Avenue and Dunlop Street	Install missing sidewalk and pedestrian ramps on the south side of 115 th Street	Improve pedestrian safety and accessibility
6	115 th Street & Kellough Road	Rectangular Rapid Flashing Beacon (west leg)	Improve pedestrian safety
		Remove standard crosswalk (east leg)	Consolidate crossing to the west leg
7	Kellough Road & Constain Place	Upgrade standard crosswalk on the south leg of Kellough Road to a zebra crosswalk	Improve pedestrian safety
8	Kellough Road & Addie Crescent (south intersection)	Upgrade standard crosswalk on the north leg of Kellough Road to a zebra crosswalk	Improve pedestrian safety
9	Gray Avenue & Cruise Street	Median island on southeast leg of Gray Avenue	Reduce speed and improve pedestrian safety
10	Gray Avenue & James Street	Median island on northwest leg of Gray Avenue	Reduce speed and improve pedestrian safety
11	Gray Avenue Fitzgerald Street to Grant Street	Speed display board (both directions)	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for further enforcement	
12	Rossmo Road & Bradwell Avenue	Median islands on east and west legs of Rossmo Road	Reduce speed and improve pedestrian safety
13	Rossmo Road & Pitt Avenue	Median islands on east and west legs of Rossmo Road	Reduce speed and improve pedestrian safety
14	Rossmo Road/Forest Drive (Rossmo Road to Spruce Drive)	Relocate advisory speed sign for southbound traffic	Enhance visibility of advisory speed sign
15	Rossmo Road/Forest Drive & Spruce Drive	Advance pedestrian crossing sign for southbound traffic	Improve pedestrian safety

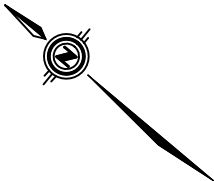
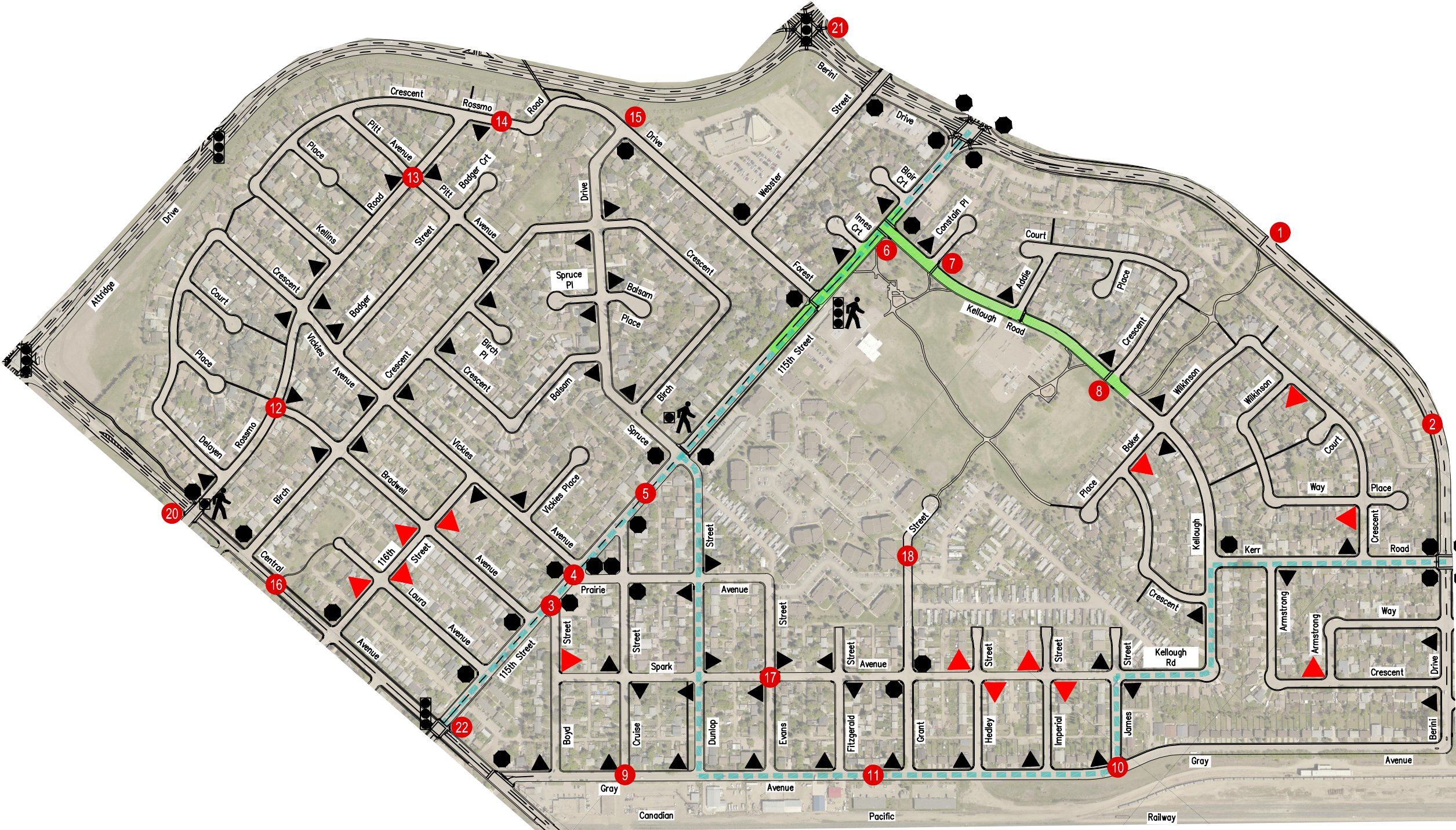
Forest Grove Neighbourhood Traffic Review

Table 5-8: Forest Grove Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
		Standard crosswalk on the south leg of Rossmo Road/Forest Drive	
16	Central Avenue between Rossmo Road and 116 th Street	Speed display boards (both directions)	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for further enforcement	
17	Spark Avenue & Evans Street	Tree trimming on north corner	Improve sight lines
18	Grant Street between half a block northeast from Spark Avenue to cul-de-sac	Install missing sidewalk	Improve pedestrian safety and accessibility
19	Various Locations	Install yield signs as indicated on the Forest Grove Traffic Plan map	Assign right-of-way

Other Projects in the Area			
20	Central Avenue & Rossmo Road/Reid Road	Review the traffic patterns changes due to the Chief Mistawasis Bridge and McOrmond Interchange opening	Review the need for full traffic signals
21	Attridge Drive & Berini Drive	Review the traffic patterns changes due to the Chief Mistawasis Bridge and McOrmond Interchange opening	Re-evaluate the traffic signal timing and the need for a northbound to westbound left turn phase
22	Central Avenue & 115 th Street	On the intersection improvement review list; continue to monitor this intersection	Improve traffic operations and intersection safety

Table 5-8: Forest Grove Neighbourhood Recommended Improvements



LEGEND

- # RECOMMENDATIONS
- STOP SIGN
- ▼ YIELD SIGN
- ▼ PROPOSED YIELD SIGN
- - - BUS ROUTE
- ▬ SCHOOL ZONE
- ⬮ TRAFFIC SIGNAL
- ⬮ PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬮ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- ⬮ PEDESTRIAN CORRIDOR LOCATION

FOREST GROVE TRAFFIC PLAN



Appendix A

Public Meeting #1 – May 1, 2018

CITY OF SASKATOON

Forest Grove Neighbourhood Traffic Review Minutes

Date: Tuesday, May 1, 2018

Time: 7:00 – 9:00 pm

Location: St. Volodymyr School, Gymnasium (302 Kellough Road)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon Transportation Engineer Forest Grove Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Staff Sergeant Patrick Barbour	Saskatoon Police Services, Traffic Unit
Councillor Darren Hill	Ward 1 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Transportation Engineer)

See Attachment: Presentation – May 1, 2018

Saskatoon Police Services

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Forest Grove and potential solutions

Group 1: Nathalie Baudais

- Berini Drive & 115th Street

- Traffic signal should be coordinated with Attridge Drive & Bernini Drive signals.
 - Should be installed prior to new school year.
- Attridge Drive & Berini Drive
 - North-south signal timing takes too long.
 - A protected left turn is needed (especially when school lets out).
- 115th Street Construction
 - Advanced detour signage should be provided on Central Avenue. Would help drivers re-route.
- Pothole repair needed throughout neighbourhood, in particular:
 - Spruce Drive;
 - Birch Crescent; and
 - Central Avenue from College Drive to 105th Street.
- 115th Street
 - Difficult to cross at Kellough Road on west side of intersection.
 - Vehicles pass on the right hand side if cars stop for pedestrians.
 - Need active pedestrian corridor, curb extensions and zebra crosswalk.
 - St. Volodymyr school has crossing guard at Addie Crescent.
- Speeding on Berini Drive, especially in the afternoon pm
- Rossmo Road/Reid Road and 115th Street
 - Cyclists use Rossmo Road rather than 115th Street.
 - 115th Street not safe for cyclists due to parked cars, vehicle speed and traffic volumes,
- Congestion on Attridge Drive during Saturday afternoon
 - Traffic signal timing seems wrong for intersection of Attridge Drive & Central Avenue. Only allows for 1-2 vehicles to get through.
- Looking forward to the North Commuter Bridge and McOrmond interchange
- Attridge Drive & Central Avenue
 - Interchange is needed,
 - Driving eastbound in pm is very congested,
 - Monitor intersection after opening the North Commuter Bridge since travel patterns may change.
- Maybe rumble strips would be beneficial as a warning for approaching pedestrian crossings.
- Speeding occurring on Gray Avenue (the entire stretch).
- Why does it take so long to pave after the watermain repairs are done on 115th Street?
- Birch Crescent used as a shortcut/detour route.
- Rossmo Road used as a shortcut/detour route.
- Drivers do not pay attention to the advisory speeds on the curves on Rossmo Road to Forest Drive.
- Forest Drive & Spruce Drive
 - Pedestrian crossing needed at the intersection.

- Visibility is an issue. Would like something more than a standard crosswalk, perhaps a zebra crosswalk, speed humps, or active pedestrian corridor.
- Crossing is used to access the tunnel across Attridge Drive to the Forestry Farm.
- It is a blind corner and vehicles speed around the curves creating a safety issue.
- 6 foot high fence on northwest corner may be causing sight line issues.
- First access south of the intersection of Bernini Drive & 115th Street (to the rainbow housing cooperative)
 - Might be better to close this access and extend the median as part of the traffic signal installation.
- Rainbow Housing Co-Operative
 - Lanes into the Rainbow Housing Co-Operative were supposed to be paved.
 - There is lots of traffic in the lanes creating dust issues.
 - Vehicles speeding in the lanes.
 - Drainage problem.
 - Lack of grading (only twice per year).
 - Sidewalk not being cleared by City (City does Erindale side, across the street).
- Preston Crossing
 - Snow clearing reduces travel lane to 2.5 m lanes, should be done to the curb from bus stop to Circle ramp northbound to eastbound.
 - Pavement markings would help define space.

Group 2: Mariniel Flores

- Ban trains during rush hours.
- Forest Grove Village Access onto 115th Street
 - Poor visibility due to parked vehicles.
 - Parking restrictions suggested on south side.
- 115th Street & Forest Drive or 115th Street & Innes Court
 - Raised median island is difficult to see, reflective sign is not that visible.
 - Improve visibility of sign (maybe flashing lights).
- Central Avenue & Rossmo Road
 - Flashing lights for pedestrian device difficult for westbound/eastbound traffic to see when pedestrians wanting to cross (since the lights are installed for northbound and southbound traffic only).
- Construction occurring on 115th Street.
- Wondering what will happen to the traffic on Central Avenue when the North Commuter Parkway bridge opens.
- 115th Street – shortcutting when North Commuter Parkway bridge opens.

- Attridge Drive & Berini Drive
 - Attridge has a lot of traffic.
 - Advanced left turn arrow needed for northbound vehicles on Berini Drive turning left on Attridge Drive.
 - Busy all day.
 - Make green last longer.
 - Southbound right turn do not know how to signal when turning (busy during school hours).
 - Northbound left turns first then allow pedestrians to cross.
- With new bridge opening, wonder if Erindale and Evergreen traffic will move to Attridge Drive or McOrmond Drive.
- Attridge Drive
 - Wondered why the speed limit was reduced from 70km/h to 60 km/h.
- McOrmond Drive & Fedoruk Drive – wondering what this intersection will look like.
- When North Commuter Parkway Bridge opens
 - Wondering how much traffic will use Central Avenue.
 - Wondering how much traffic will use McOrmond Drive.
- Central Avenue & Gray Avenue
 - Vehicles are turning left (not many).
 - Do not want to allow left-turns unless major modifications are made.
- Berini Drive – speeding occurring
- Rossmo Crescent
 - Vehicles speeding in eastbound direction and pedestrians are walking in traffic lane.
 - Want to see speed humps on curves.
- Trains at Central Avenue – should go under rather than elevating Central Avenue to go over.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than June 4, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than June 4, 2018
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council

Question and Answer

Resident: When will the gray radar box be installed on Berini Drive?

Staff Sergeant Patrick Barbar: We have a list. I think there are three locations ahead of yours and each install is installed for a week.

Resident: Lanes finally painted on Attridge Drive. Is there better paint that could be used so that they don't fade so quickly?

Nathalie: Our Sign Shop is using paint that lasts longer. They tend to use it on high traffic locations and in school zones. It is more expensive.

Resident: I currently have seven kids that use the crossing at 115th Street and Kellough Road. Seven kids doesn't sound like a lot. It might not be enough to warrant an active pedestrian corridor but I don't want one of those seven getting hit.

Nathalie: Seven may not be a lot but traffic volumes are considered too. There is no set number of pedestrians to warrant a zebra crosswalk. We will complete the traffic count for six hours and adults will be counted too, not just children.

Resident: When the new bridge opens, will semis be diverted to the new bridge, using McOrmond Drive? Or will they still use Circle Drive?

Nathalie: Trucks will likely use the most direct route. McOrmond Drive is part of the route to the new bridge.

Forest Grove Neighbourhood Traffic Review

Tuesday, May 1, 2018

7:00pm - 9:00pm

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation
3. Traffic Issues Discussion - Your Ideas/Solutions
4. Next Steps
5. Question/Answers - 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
- Forest Grove Schedule
- Sources of Information
- Sample Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

- **NTR Introduction**

- Process developed to address neighbourhood traffic issues holistically rather than case by case
- **Mandate:** Reduce and calm traffic, to improve safety within neighbourhoods

- **Neighbourhood Selection**

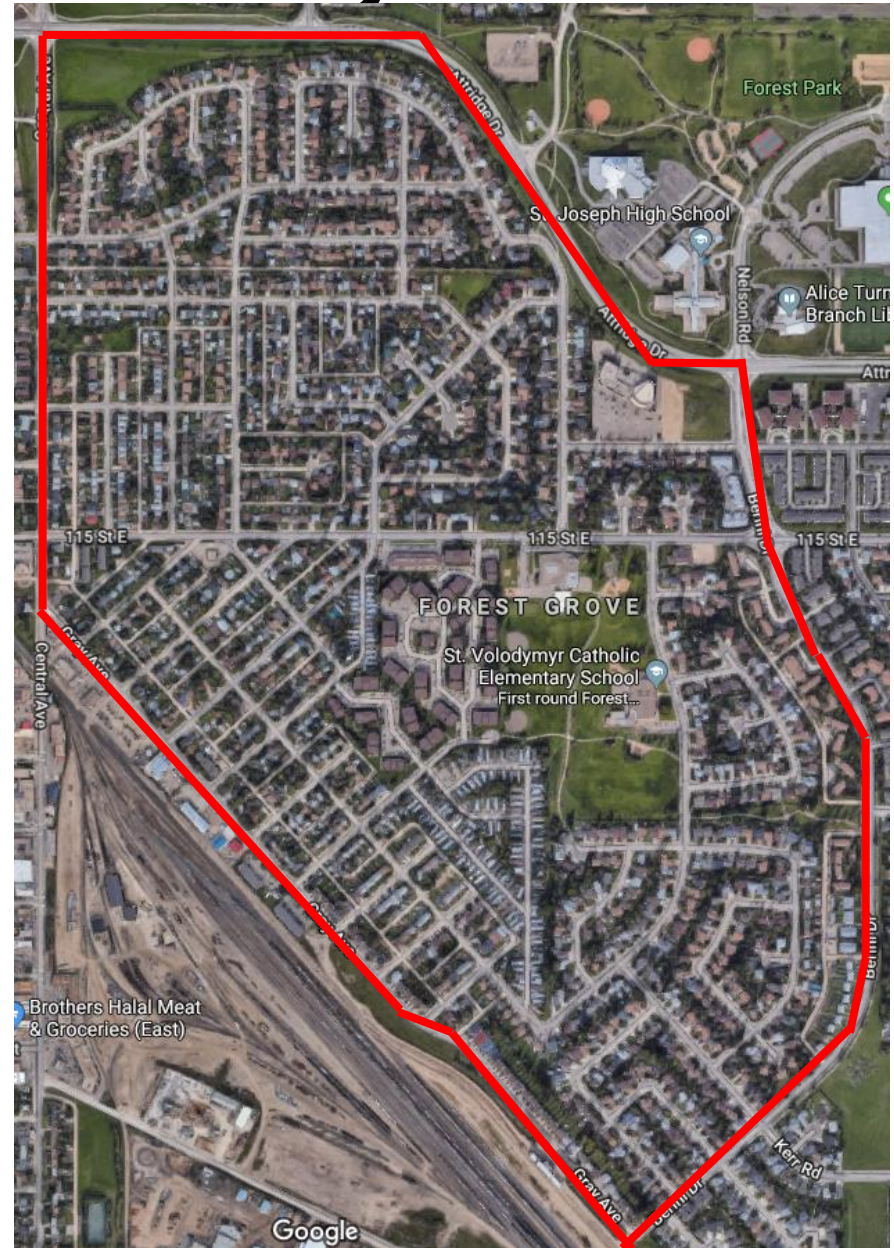
- Number of outstanding concerns
- Number of collisions
- Number of existing temporary traffic calming devices
- Regional representation throughout the City
- Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

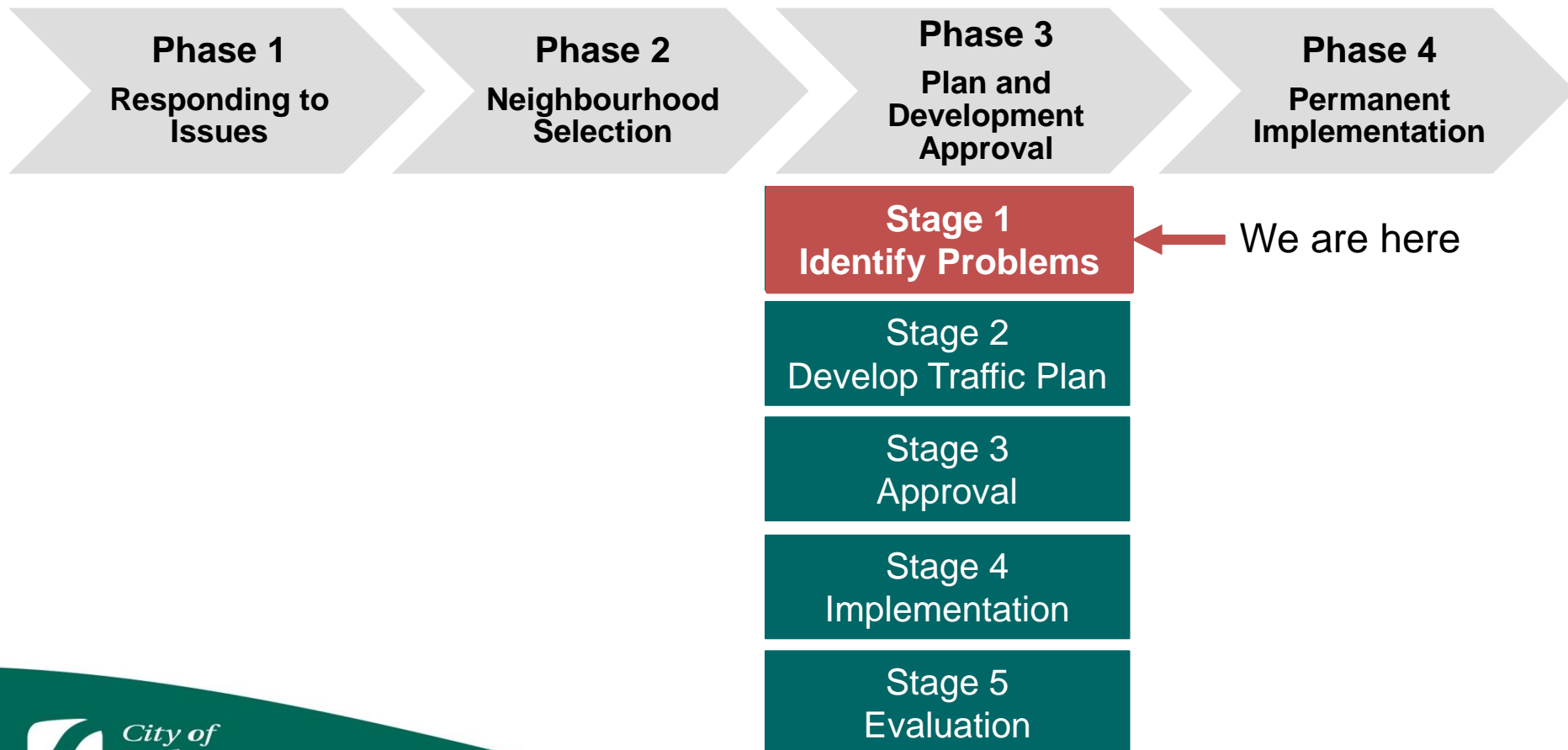
- **2014**
 - 11 neighbourhood traffic reviews completed
- **2015 / 2016 / 2017**
 - 8 neighbourhood traffic reviews completed per year
- **2018 Selected Neighbourhoods**
 - Fairhaven
 - Westview
 - Massey Place
 - Riversdale
 - River Heights
 - Forest Grove
 - College Park-College Park East
 - Eastview-Nutana Suburban Centre

Forest Grove Study Area

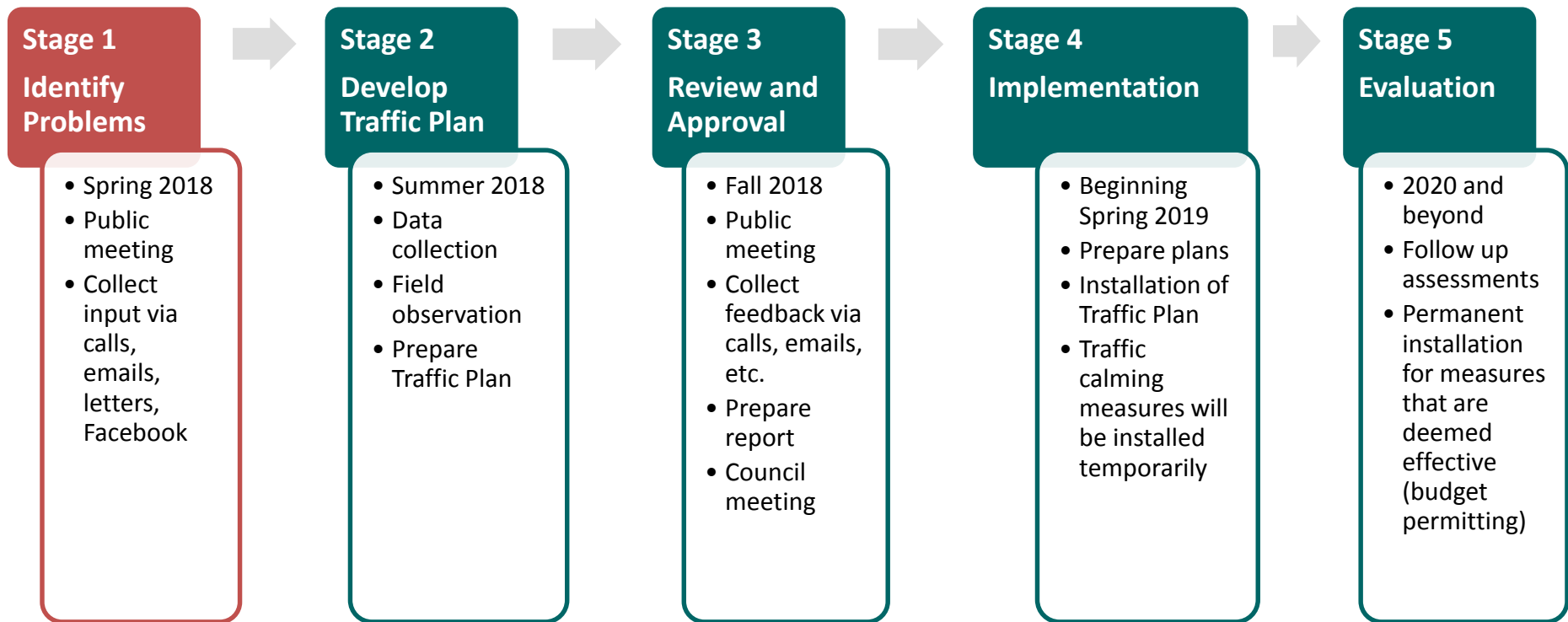
- Study Limits
 - Attridge Drive
 - Berini Drive
 - Gray Avenue
 - Central Avenue
- Local and collector roads
 - Neighbourhood roadways



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



Sources of Information

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

Sample Concerns Received

- **Traffic operations:**
 - Central Avenue & Rossmo Road/Reid Road
 - Prohibited left hand turn from Gray Avenue to Central Avenue
 - 115th Street & Bernini Drive
 - 115th Street & Kellough Road
- **Speeding:**
 - Central Avenue
 - Gray Avenue
 - Curves on Rossmo Road to Forest Drive transition
 - Spark Avenue
- **Shortcutting:**
 - Laura Avenue
 - Birch Crescent

Additional Studies / Projects

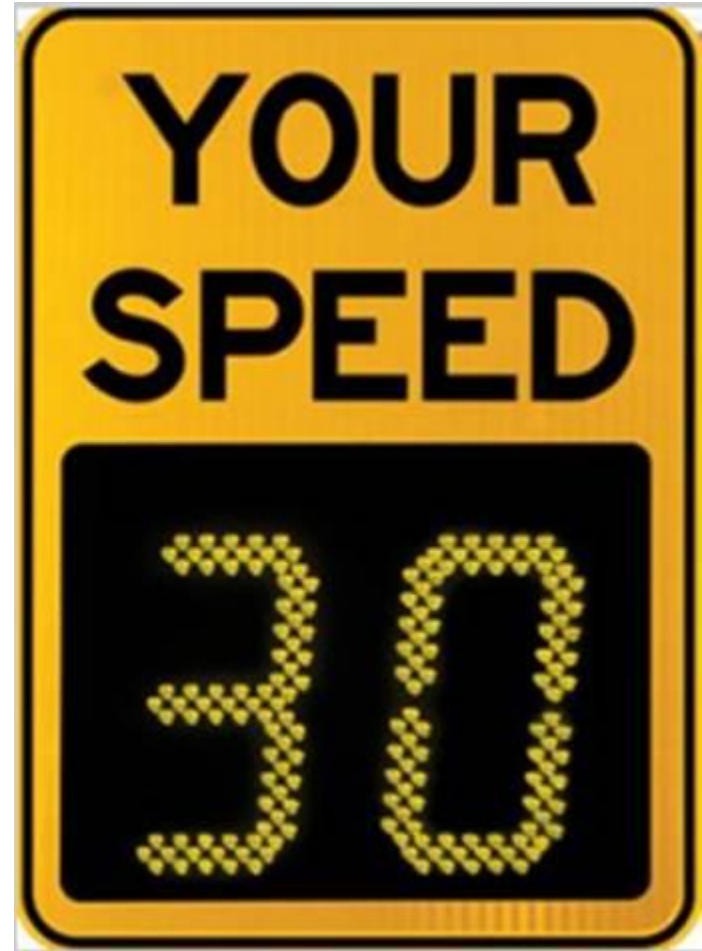
- Central Avenue Railway crossing
 - Feasibility study done to examine cost and impact of raising or relocating crossing.
 - Outcome: Due to financial and community impacts, neither raising nor relocation has been recommended at this time.
- 115th Street & Berini Drive
 - Traffic signal installation planned for 2018

Traffic Calming Measure Examples



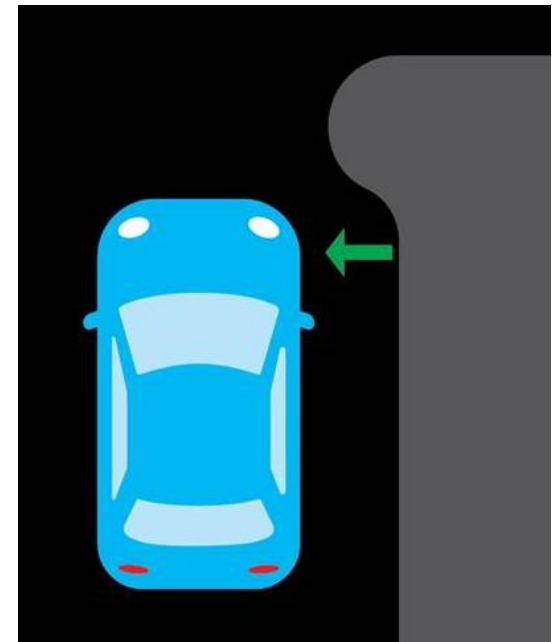
Speed Display Devices

- 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 short-cutting 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

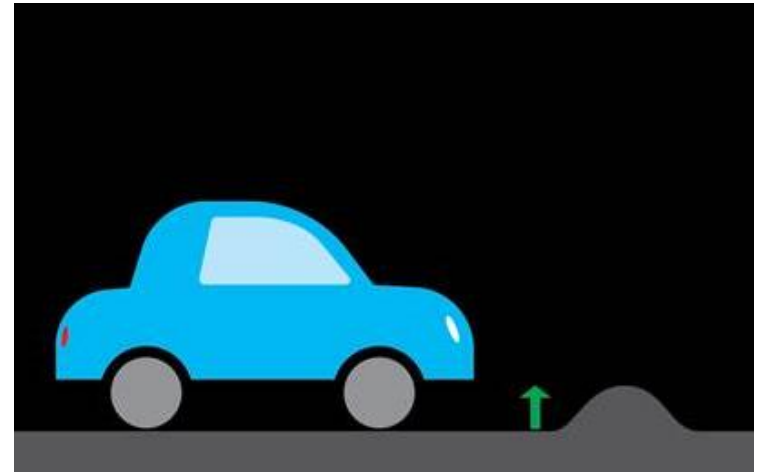


Roundabout



Vertical Deflection Devices

- Physical measure that requires motorists to drive over them.
- 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



- Pilot project underway for 2018
- Temporary speed humps at four pre-selected locations
- Spring installation, fall removal

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



Active Pedestrian Corridor



Pedestrian Actuated Signal



Traffic Issues in Forest Grove

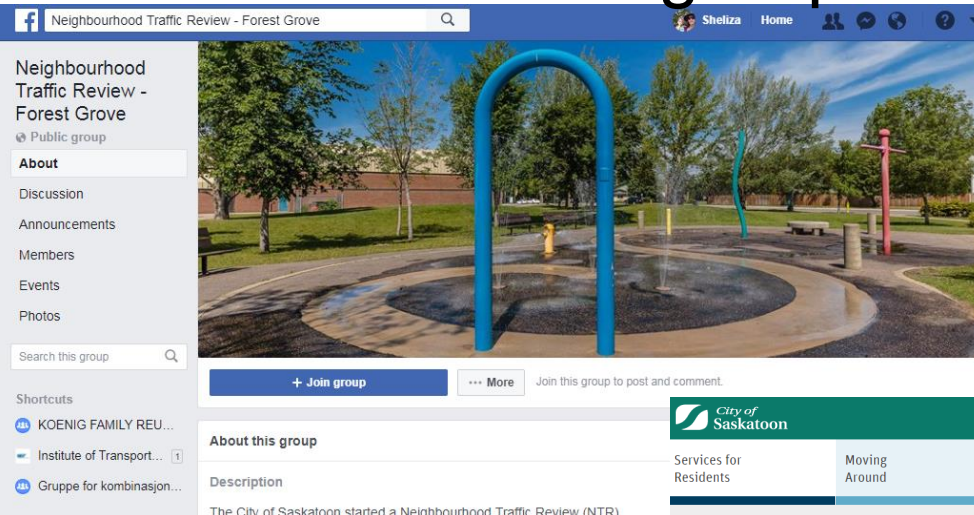
Seeking Your Ideas and Solutions!

Table Group Discussions

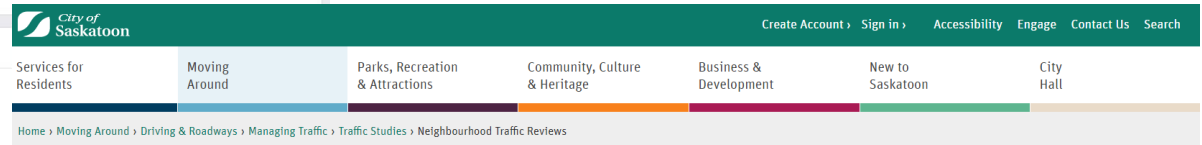
1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood (what's working or not working)?
2. Identify additional traffic issues and solutions in Forest Grove.

Stay Engaged

Join our Facebook group



Subscribe for updates at
www.saskatoon.ca/NTR



- Accessibility
- Transit
- Cycling
- Driving & Roadways**
 - Winter Road Maintenance
 - Road Maintenance & Repair
- Managing Traffic**
 - Pavement Markings
 - Traffic Noise
 - Intersections
 - Merging Guidelines
- Traffic Studies**
 - Neighbourhood Traffic Reviews**
 - Driving
 - Bridges
 - Walking
 - Parking

Neighbourhood Traffic Reviews

A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and hear about their concerns.

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

Once a plan is approved by Council, the measures are implemented.

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings.

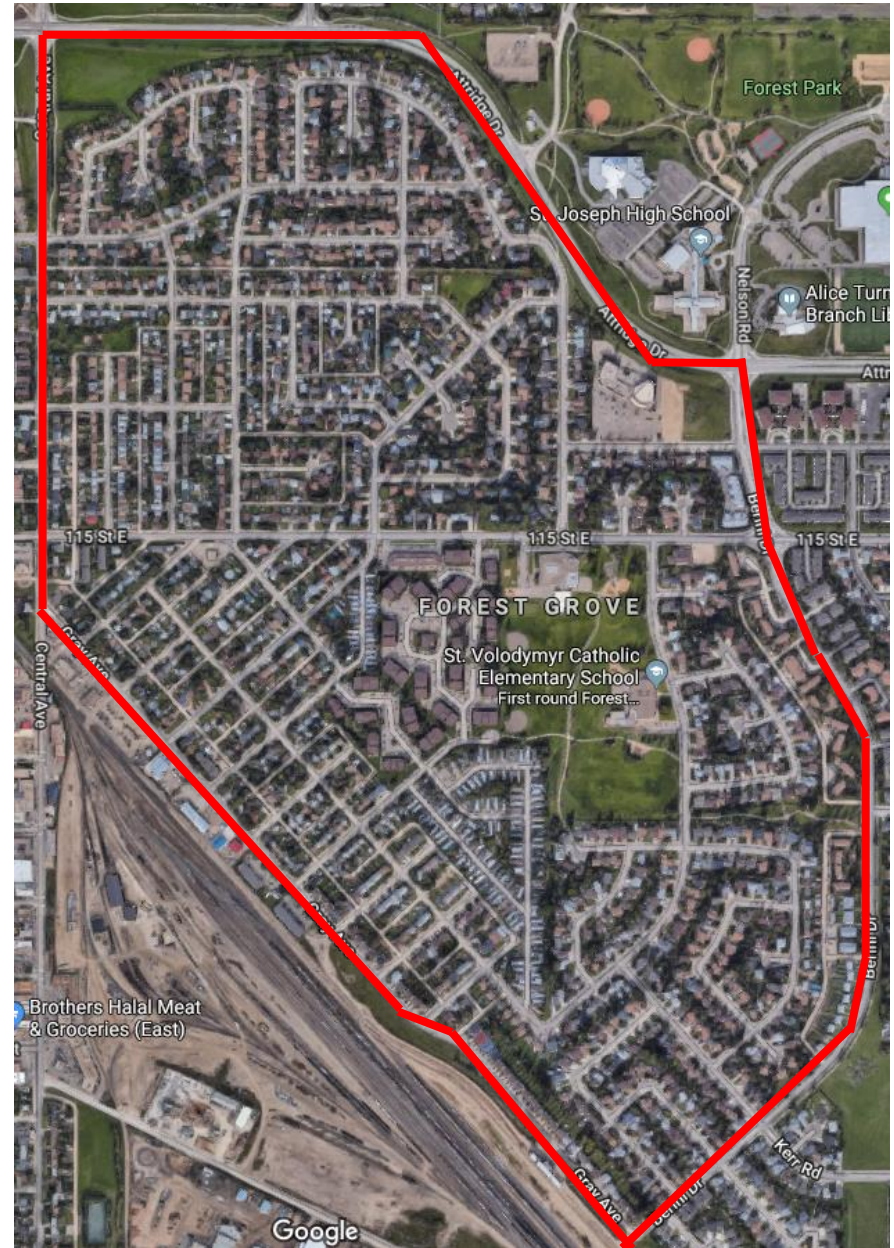
Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2454](tel:306-975-2454) or by [completing a Community Traffic Issue report](#).

Subscribe to Traffic Review Notifications

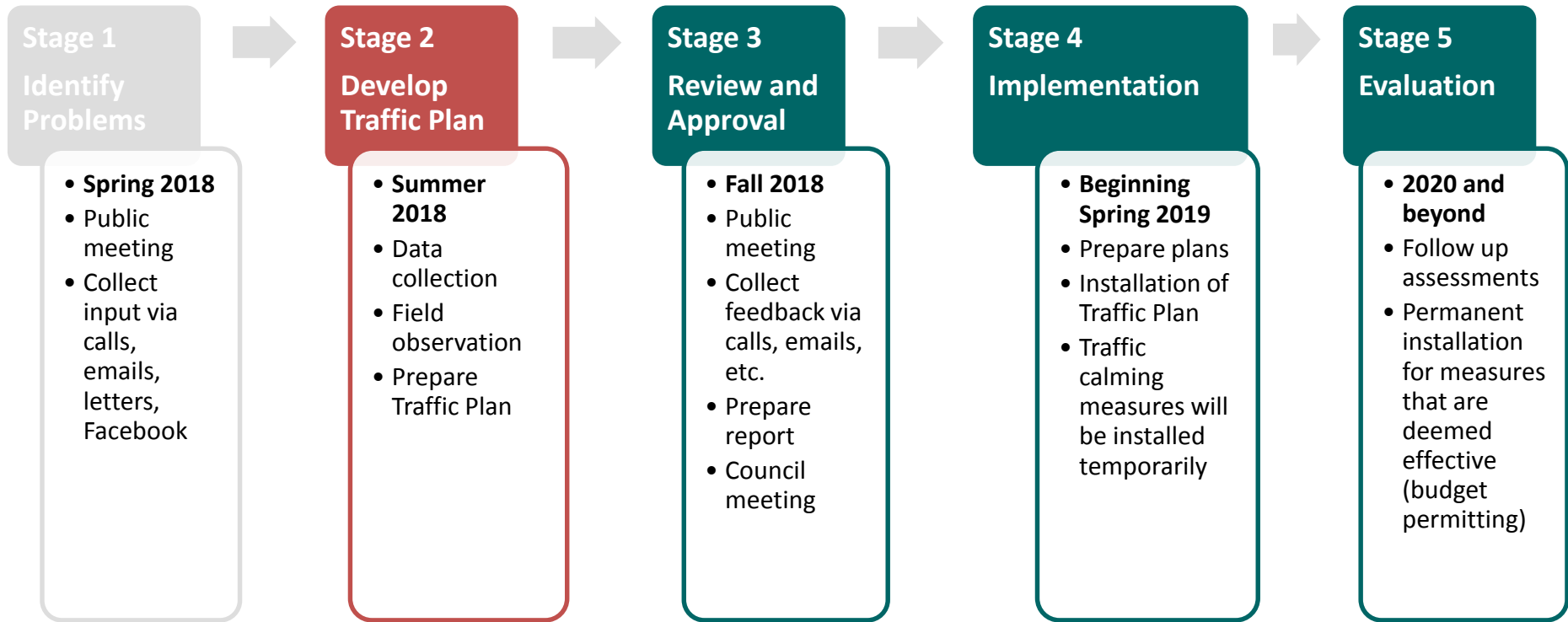
How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Forest Grove Study Area



Next Steps



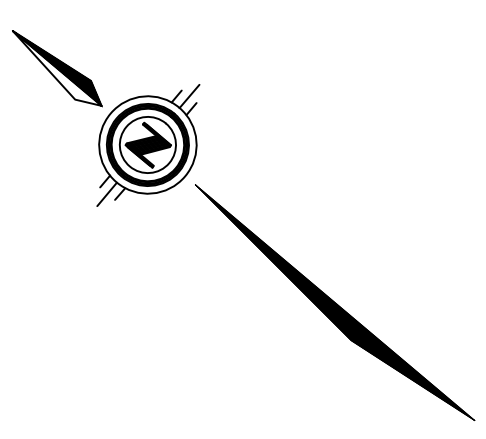
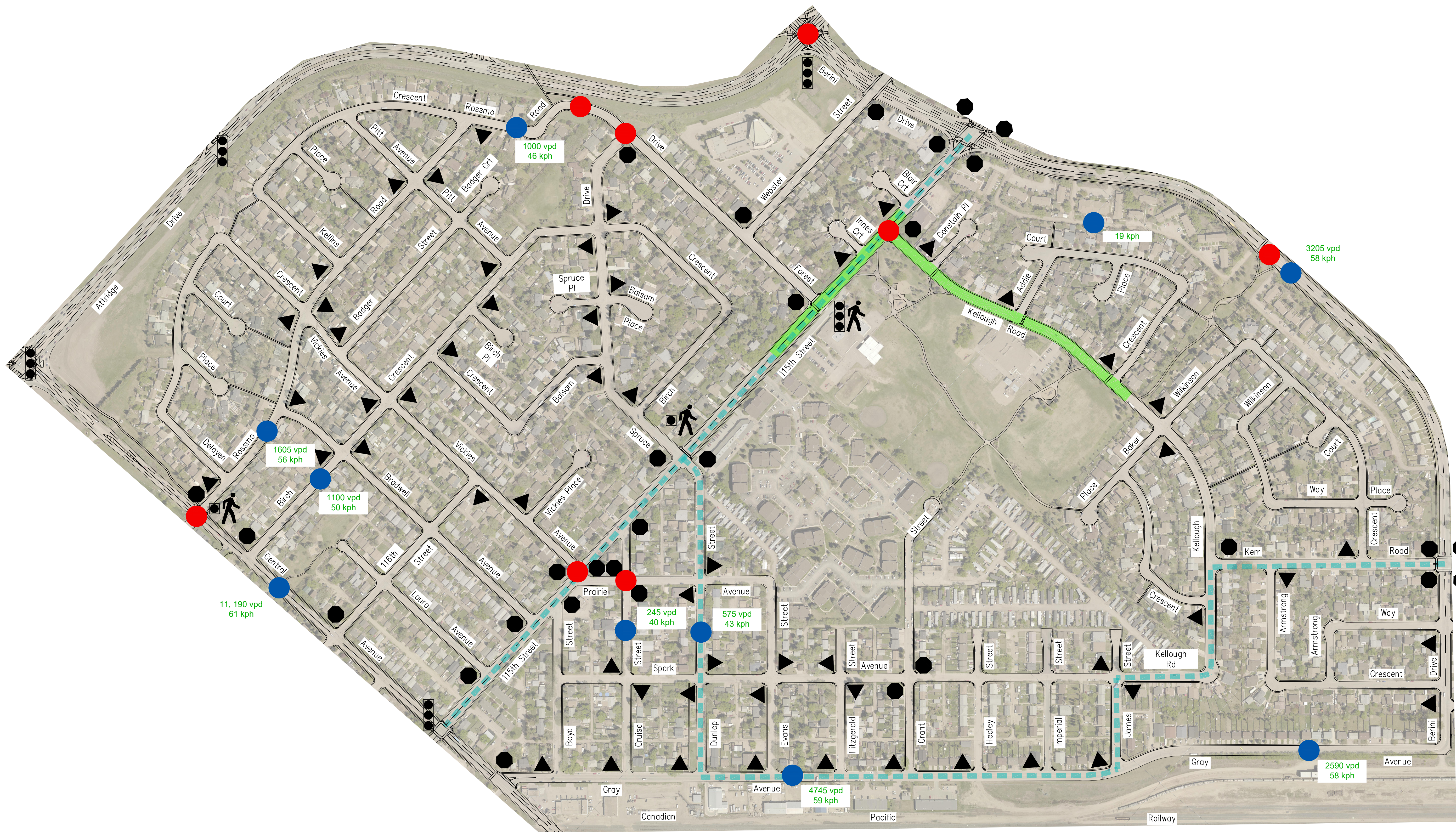
Join the Discussion

- Visit saskatoon.ca/NTR
 - Get updates
 - Sign up for subscriber updates
- Visit saskatoon.ca/engage
 - Join the discussion
- Provide comments by:
Monday, June 4, 2018



Appendix B

Traffic Data Collection



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- █ EXISTING SCHOOL ZONE
- EXISTING BUS ROUTE
- ⬆ EXISTING TRAFFIC SIGNAL
- ⬆ EXISTING PEDESTRIAN ACTUATED SIGNAL
- ⬆ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL
- ⬆ EXISTING PEDESTRIAN CORRIDOR
- TRAFFIC + PEDESTRIAN COUNT MOVEMENT COUNT (INTERSECTION)
- 7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 786 vpd → 47 kph → NUMBER OF VEHICLES PER DAY 85th PERCENTILE SPEED

FOREST GROVE TRAFFIC DATA



Appendix C

Pedestrian Device Assessments

Results Summary

Preliminary Assessment Decision Point		115 th Street & Kellough Road – West Leg Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	14 EAU
	Vehicular Volume	8,800
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	140 metres
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	~18 EAU
	Required connection?	Important connection to elementary schools and Les Kerr Park
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Rectangular Rapid Flashing Beacon (RRFB) pedestrian device recommended

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary

Preliminary Assessment Decision Point	115 th Street & Prairie Avenue/Vickies Road – East Leg Pedestrian Crossing	
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU ¹ s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	3 EAU
	Vehicular Volume	10,000
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	220 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	~12 EAU
	Required connection?	There is a lack of crossing opportunities of 115 th Street between Central Avenue and Dunlop Street (~500 m). This intersection provides a connection to the commercial strip mall and transit bus stops.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Overhead Flashing recommended. Install Active Pedestrian Corridor device.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children \leq 12 years – 2.0 EAUs; Older pedestrians \geq 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary

Preliminary Assessment Decision Point		Berini Drive & Rogers Road – North Leg Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU ¹ s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	10 EAU
	Vehicular Volume	3,200
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~450 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	<p>Provides an important connection between the Forest Grove neighbourhood and the Erindale neighbourhood.</p> <p>Intersection provides the only pedestrian crossing opportunity of Berini Drive between Kerr Road and 115th Street.</p>
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate with installation of recommended curb extension.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children \leq 12 years – 2.0 EAUs; Older pedestrians \geq 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary

Preliminary Assessment Decision Point		Central Avenue & Rossmo Road – North Leg Pedestrian Crossing
Traffic Signal Warrant	Points	62
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	14 EAU
	Vehicular Volume	11,200
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	325 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	<p>Provides an important connection between the Forest Grove neighbourhood and the Sutherland neighbourhood.</p> <p>Intersection provides the only protected pedestrian crossing opportunity of Central Avenue between Attridge Drive and 115th Street.</p>
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Overhead Flashing recommended. Active Pedestrian Corridor device already in place.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary

Preliminary Assessment Decision Point	Rossmo Road/Forest Drive & Spruce Drive – South Leg Pedestrian Crossing	
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	6 EAU
	Vehicular Volume	1,000
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	355 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to pedestrian tunnel under Attridge Drive
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Ground Mounted recommended. Install a standard crosswalk.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Appendix D

Traffic Signal Warrant Assessments

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Central Avenue	Direction (EW or NS)	NS
Side Street (name)	Rossmo road	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	CG
for Warrant Calculation Results, please hit 'Page Down'			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jul 16, Mon
Count Date:	2018 Jun 12, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Central Avenue NB					1			325	1
Central Avenue SB			1				1	470	1
Rossmo road WB					1				
Rossmo road EB					1				

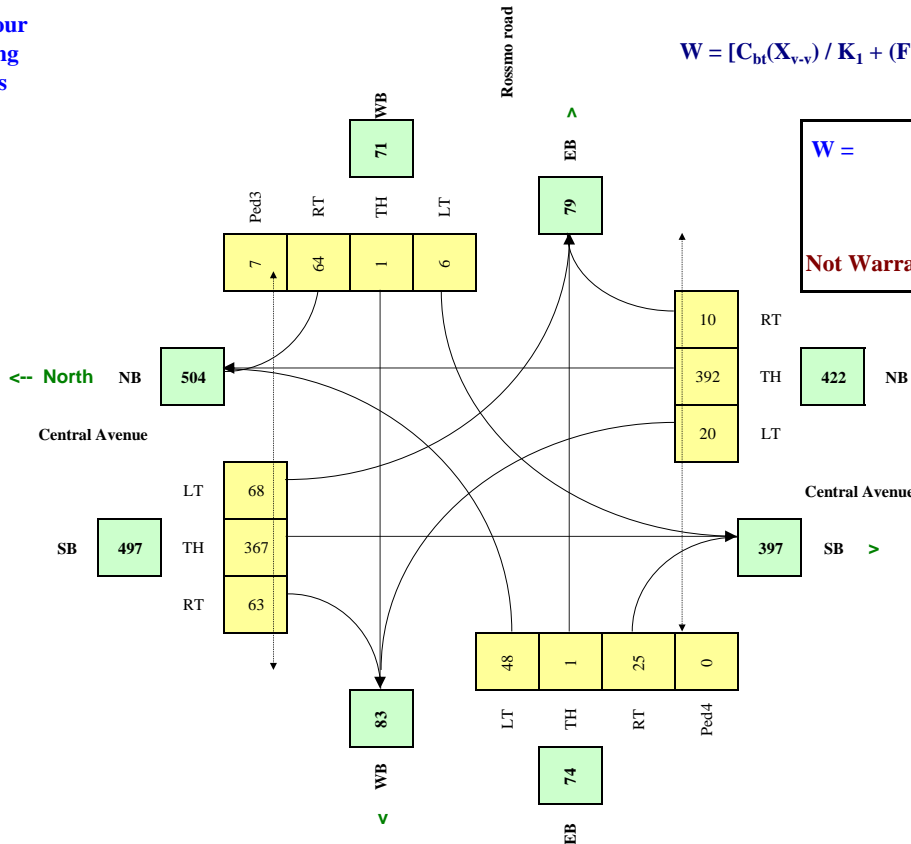
Are the Rossmo road WB right turns significantly impeded by through movements? (y/n) n
 Are the Rossmo road EB right turns significantly impeded by through movements? (y/n) n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Central Avenue	NS	50	2.0%	y	0.0
Rossmo road	EW		2.0%	y	

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
	7:00 - 8:00	12	409	3	10	178	22	9	2	91	62	3	20		2	4
8:00 - 9:00	15	432	4	33	220	45	10	1	103	62	2	29	4	2	13	
11:30 - 12:30	14	345	9	48	299	45	3		36	35	1	22	1	1	2	2
12:30 - 13:30	21	317	6	36	316	54	7		41	44	1	17		5	3	
16:00 - 17:00	25	384	12	157	590	108	3		42	36		34	2	4	8	
17:00 - 18:00	34	465	24	125	596	101	5		70	47		26	1	1	9	
Total (6-hour peak)	121	2,352	58	409	2,199	375	37	3	383	286	7	148	8	15	39	2
Average (6-hour peak)	20	392	10	68	367	63	6	1	64	48	1	25	1	3	7	0

Average 6-hour Peak Turning Movements



W =	62	56	6
	<i>Veh</i>	<i>Ped</i>	
Not Warranted - Vs < 75			

RESET SHEET

Appendix E

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2013 – 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn (2013-2017)	Right Angle, Left Turn & Right Turn (2017)	Average # of Collisions Per Year (2013-2017)	Comments
Attridge Dr	Central Ave	N5-47	223	62	31	3	45	Arterial
Attridge Dr	Central Ave – Rever Dr	N5-79	13	0	0	0	3	Arterial
Attridge Dr	Rever Dr	N4-15	66	11	14	2	13	Arterial
Attridge Dr	Central Ave – Forest Dr	N5-62	13	2	1	1	3	Arterial
Attridge Dr	Forestry Farm Park Dr	N5-66	19	5	1	0	4	Arterial
Attridge Dr	Berini Dr – Forestry Farm Park Dr	O5-13	7	2	2	2	1	Arterial
Attridge Dr	Berini Dr	O5-20	80	12	29	2	16	Arterial
Berini Dr	Attridge Dr – Webster St	O5-25	2	1	2	1	0	
Berini Dr	Webster St	O5-23	3	0	3	0	1	
Berini Dr	115 th St – Webster St	O5-11	2	0	0	0	0	
Berini Dr	115 th St	O5-8	18	3	12	2	4	
Berini Dr	115 th St – Rogers Rd	O6-4	6	2	0	0	1	
Berini Dr	Rogers Rd	O6-37	4	2	1	1	1	
Berini Dr	400 Kerr – Rogers Rd	O6-9	10	1	1	0	2	
Berini Dr	Kerr Rd	O7-7	4	1	1	0	1	
Berini Dr	Mid-block	O7-11	0	0	0	0	0	
Berini Dr	Armstrong Way	O7-14	1	1	0	0	0	
Berini Dr	Armstrong Cres – Armstrong Way	O7-12	2	1	0	0	0	
Berini Dr	Armstrong Cres	O7-8	1	0	0	0	0	
Berini Dr	Overholt Cres	O7-13	1	1	1	1	0	
Berini Dr	Gray Ave	O7-2	4	0	0	0	0	
Gray Ave	Berini Dr – James St	N7-28	5	0	2	0	1	
Gray Ave	James St	N6-52	3	0	1	0	1	
Gray Ave	Imperial St – James St	N6-36	1	0	0	0	0	
Gray Ave	Imperial St	N6-58	0	0	0	0	0	
Gray Ave	200 Hedley – Imperial St	N6-43	2	0	0	0	0	
Gray Ave	Hedley St	N6-57	0	0	0	0	0	
Gray Ave	300 Grant St – Hedley St	N6-38	2	1	0	0	0	
Gray Ave	Grant St	N6-14	4	0	1	0	1	
Gray Ave	400 Fitzgerald – Grand St	N6-19	4	1	0	0	1	
Gray Ave	Fitzgerald St	N6-44	2	0	0	0	0	
Gray Ave	500 Evans – Fitzgerald St	N6-18	1	0	1	0	0	
Gray Ave	Evans St	N6-28	1	0	0	0	0	
Gray Ave	600 Dunlop – Evans St	N6-51	1	1	0	0	0	
Gray Ave	Dunlop St	N6-15	0	0	0	0	0	
Gray Ave	700 Cruise – Dunlop St	N6-31	4	2	1	1	1	
Gray Ave	Cruise St	N6-39	3	2	2	2	1	
Gray Ave	Boyd St – Cruise St	N6-48	2	0	0	0	0	
Gray Ave	Boyd St	N6-21	3	0	2	0	1	
Gray Ave	Boyd Ave – Central Ave	N6-17	4	1	1	0	1	
Central Ave	Gray Ave	N6-9	22	4	4	1	4	Arterial
Central Ave	115 th St – Gray Ave	N6-22	4	2	1	1	1	Arterial
Central Ave	115 th St	N5-8	69	15	31	7	14	Arterial
Central Ave	115 th St – Powe St	N5-14	8	2	2	1	2	Arterial
Central Ave	Powe St	N5-13	5	1	1	0	1	Arterial
Central Ave	116 th St – Powe St	N5-30	1	0	0	0	0	Arterial
Central Ave	116 th St	N5-23	10	2	5	1	2	Arterial
Central Ave	116 th St – Birch Cres	N5-20	5	1	0	0	1	Arterial
Central Ave	Birch Cres	N5-9	5	2	1	0	1	Arterial
Central Ave	Mid-block	N5-73	0	0	0	0	0	Arterial
Central Ave	Rossmo Rd	N5-36	29	6	12	0	6	Arterial
Central Ave	Attridge Dr – Rossmo Rd	N5-27	16	6	4	0	3	Arterial
Rossmo Rd	Delayen Cres	N5-39	1	0	0	0	0	
Rossmo Rd	Bradwell Ave – Delayen Cres	N5-54	1	0	0	0	0	
Rossmo Rd	Bradwell Ave	N5-42	0	0	0	0	0	
Rossmo Rd	Mid-block	N5-77	0	0	0	0	0	
Rossmo Rd	Delayen Cres	N5-40	0	0	0	0	0	
Rossmo Rd	Delayen Cres – Kellins Cres	N5-76	3	1	0	0	1	
Rossmo Rd	Kellins Cres	N5-34	2	0	0	0	0	
Rossmo Rd	Kellins Cres – Pitt Ave	N5-56	1	0	0	0	0	
Rossmo Rd	Pitt Ave	N5-41	0	0	0	0	0	
Rossmo Rd	Mid-block	N5-64	0	0	0	0	0	
Rossmo Rd	Kellins Cres/Rossmo Road	N5-35	2	1	0	0	0	
Rossmo Rd	Forest Dr – Kellins Cres	N5-60	3	1	1	1	1	
Rossmo Rd	Mid-block	N5-93	0	0	0	0	0	

Street 1	Street 2	Ugrid	All collisions (2013 – 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn (2013-2017)	Right Angle, Left Turn & Right Turn (2017)	Average # of Collisions Per Year (2013-2017)	Comments
Forest Dr	Spruce Dr	O5-5	0	0	0	0	0	
Forest Dr	Spruce Dr – Webster St	O5-14	3	1	0	0	1	
Forest Dr	Webster St	O5-6	1	0	0	0	0	
Forest Dr	115 th St – Webster St	O5-4	1	0	0	0	0	
Delayen Cres	Mid-block	N5-55	0	0	0	0	0	
Delayen Pl	Cul-de-sac	N5-92	1	0	0	0	0	
Delayen Crt	Cul-de-sac	N5-83	0	0	0	0	0	
Delayen Cres	Delayen Cres – Rossmo Rd	N5-69	1	0	0	0	0	
Kellins Cres	Kellins Cres – Rossmo Rd	N5-97	2	1	0	0	0	
Kellins Cres	Mid-block	N5-59	0	0	0	0	0	
Kellins Pl	Cul-de-sac	N5-85	1	0	0	0	0	
Kellins Cres	300 Pitt Ave – Kellins Pl	N5-89	1	0	0	0	0	
Pitt Ave	Mid-block	N5-91	1	0	0	0	0	
Birch Cres	Bradwell Ave – Central Ave	N5-21	1	0	1	0	0	
Birch Cres	Bradwell Ave	N5-43	4	2	3	1	1	
Bradwell Ave	Mid-block	N5-81	0	0	0	0	0	
Birch Cres	Mid-block	N5-52	0	0	0	0	0	
Birch Cres	Vickies Ave	N5-44	6	3	5	3	1	
Vickies Ave	Mid-block	N5-74	0	0	0	0	0	
Vickies Ave	Badger St	N5-45	0	0	0	0	0	
Birch Cres	Mid-block	N5-84	0	0	0	0	0	
Birch Cres	Balsam Cres	N5-38	0	0	0	0	0	
Birch Cres	Birch Pl	N5-49	0	0	0	0	0	
Birch Pl	Cul-de-sac	N5-82	0	0	0	0	0	
Birch Cres	Pitt Ave	N5-67	0	0	0	0	0	
Birch Cres	Pitt Ave – Spruce Dr	N5-46	1	0	0	0	0	
Birch Cres	Spruce Dr	N5-48	0	0	0	0	0	
Birch Cres	Mid-block	N5-68	0	0	0	0	0	
Birch Cres	Spruce Dr	N5-17	2	0	2	0	0	
Badger St	Mid-block	N5-90	1	0	0	0	0	
Badger St	Pitt Ave	N5-80	0	0	0	0	0	
Badger Crt	Cul-de-sac	N5-86	0	0	0	0	0	
116 th St	Mid-block	N5-32	0	0	0	0	0	
116 th St	Laura Ave	N5-65	1	0	0	0	0	
Laura Ave	Cul-de-sac	N5-72	1	0	0	0	0	
116 th St	Mid-block	N5-87	0	0	0	0	0	
116 th St	Bradwell Ave	N5-11	3	1	3	1	1	
Bradwell Ave	Mid-block	N5-57	0	0	0	0	0	
Bradwell Ave	Vickies Ave	N5-50	0	0	0	0	0	
Vickies Ave	116 th St – Birch Cres	N5-51	1	0	0	0	0	
Balsam Cres	Mid-block	N5-63	6	2	0	0	1	
Spruce Dr	Mid-block	N5-26	0	0	0	0	0	
Spruce Dr	Mid-block	N5-28	0	0	0	0	0	
Spruce Dr	Spruce Pl/Balsam Pl	N5-31	2	0	1	0	0	
Spruce Pl	Cul-de-sac	N5-88	0	0	0	0	0	
Balsam Pl	Cul-de-sac	N5-71	1	0	0	0	0	
Spruce Dr	Mid-block	N5-16	0	0	0	0	0	
Spruce Dr	Mid-block	N5-37	0	0	0	0	0	
Spruce Dr	At lane entrance	N5-94	0	0	0	0	0	
Lane	Off of Spruce Dr	N5-75	0	0	0	0	0	
Spruce Dr	115 th St – Birch Cres	N5-96	4	2	0	0	1	
Lane	At Birch Cres	N5-78	0	0	0	0	0	
Laura Ave	115 th St – 116 th St	N5-29	1	0	0	0	0	
Bradwell Ave	115 th St – 116 th St	N5-70	1	0	0	0	0	
Vickies Pl	Mid-block	N5-53	0	0	0	0	0	
Vickies Ave	Vickies Pl	N5-24	0	0	0	0	0	
Vickies Pl	Cul-de-sac	N5-22	0	0	0	0	0	
Vickies Ave	115 th St – Vickies Pl	N5-25	1	0	0	0	0	
Webster St	Mid-block	O5-21	0	0	0	0	0	
115 th St	Central Ave – Laura Ave	N5-10	2	1	0	0	0	Arterial
115 th St	Laura Ave	N5-6	3	1	1	0	1	Arterial
115 th St	Mid-block	N5-7	0	0	0	0	0	Arterial
115 th St	Bradwell Ave	N5-58	0	0	0	0	0	Arterial
115 th St	Boyd St	N5-5	2	1	0	0	0	Arterial
115 th St	Mid-block	N5-61	0	0	0	0	0	Arterial
115 th St	Vickies Ave/Prairie Ave	N5-15	6	2	0	0	1	Arterial
115 th St	Boyd St – Cruise St	N5-4	2	0	0	0	0	Arterial

Street 1	Street 2	Ugrid	All collisions (2013 – 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn (2013-2017)	Right Angle, Left Turn & Right Turn (2017)	Average # of Collisions Per Year (2013-2017)	Comments
115 th St	Cruise St	N5-3	1	0	0	0	0	Arterial
115 th St	Cruise St – Spruce Dr	N5-2	2	0	0	0	0	Arterial
115 th St	Spruce Dr/Dunlop St	N5-1	9	1	2	1	2	Arterial
115 th St	400 Forest – Spruce Dr	N5-12	9	2	2	0	2	Arterial
115 th St	Forest Dr	O5-2	4	3	1	1	1	Arterial
115 th St	Forest Dr – Innes Crt	O5-24	1	0	1	0	0	Arterial
115 th St	Innes Crt	O5-10	1	1	0	0	0	Arterial
115 th St	Kellough Rd	O5-16	6	1	3	1	1	Arterial
115 th St	Blair Crt	O5-17	2	0	0	0	0	Arterial
Blair Crt	Cul-de-sac	O5-27	0	0	0	0	0	
115 th St	Blair Crt – Berini Dr	O5-1	1	0	0	0	0	Arterial
Kellough Rd	Constain Pl	O6-15	0	0	0	0	0	
Constain Pl	Cul-de-sac	O6-51	0	0	0	0	0	
Kellough Rd	Addie Cres	O6-14	0	0	0	0	0	
Kellough Rd	Addie Cres – Addie Cres	O6-30	3	0	0	0	1	
Kellough Rd	Addie Cres	O6-10	0	0	0	0	0	
Addie Cres	Mid-block	O6-56	0	0	0	0	0	
Addie Pl	Cul-de-sac	O6-28	0	0	0	0	0	
Addie Cres	Mid-block	O6-8	0	0	0	0	0	
Lane	Off of Berini Dr	O6-12	0	0	0	0	0	
Kellough Rd	Baker Cres/Wilkinson Cres	O6-18	0	0	0	0	0	
Kellough Rd	Wilkinson Cres – Kerr Rd	O6-45	1	0	0	0	0	
Kellough Rd	Kerr Rd	O6-20	0	0	0	0	0	
Kellough Rd	Baker Cres	O6-01	0	0	0	0	0	
Baker Cres	Mid-block	O6-48	0	0	0	0	0	
Baker Pl	Cul-de-sac	O6-52	0	0	0	0	0	
Baker Cres	Mid-block	O6-22	0	0	0	0	0	
Kellough Rd	Kellough Rd	N6-78	0	0	0	0	0	
Kellough Rd	600 Baker – James St	N6-55	3	1	0	0	1	
Wilkinson Cres	Kellough Rd – Wilkinson Way	O6-6	4	1	0	0	1	
Wilkinson Cres	Mid-block	O6-11	0	0	0	0	0	
Wilkinson Cres	Wilkinson Way	O6-34	1	0	0	0	0	
Wilkinson Cres	Wilkinson Way – Wilkinson Crt	O6-7	4	0	0	0	0	
Wilkinson Cres	Mid-block	O6-5	0	0	0	0	0	
Wilkinson Pl	Cul-de-sac	O6-43	1	0	0	0	0	
Wilkinson Way	Mid-block	O6-13	1	1	0	0	0	
Kerr Rd	Wilkinson Cres	O6-21	2	2	2	2	0	
Kerr Rd	Armstrong Cres	O6-19	0	0	0	0	0	
Kerr Rd	Mid-block	O6-57	0	0	0	0	0	
Armstrong Way	Mid-block	O7-1	1	0	0	0	0	
Armstrong Cres	Mid-block	O6-55	0	0	0	0	0	
Boyd St	Gray Ave – Spark Ave	N6-25	3	1	2	1	1	
Spark Ave	Boyd St	N6-49	3	1	0	0	1	
Spark Ave	900 Boyd – Cruise St	N6-75	1	0	1	0	0	
Cruise St	Spark Ave – Gray Ave	N6-69	1	0	0	0	0	
Spark Ave	Cruise St	N6-10	3	0	1	0	1	
Cruise St	Prairie Ave – Spark Ave	N6-37	1	0	0	0	0	
Cruise St	Prairie Ave	N6-60	10	1	10	1	2	
Prairie Ave	Cruise St – Vickies Ave	N6-64	2	0	0	0	0	
Cruise St	Mid-block	N6-72	1	1	0	0	0	
Lane	Off of Spark Ave	N6-62	0	0	0	0	0	
Dunlop St	Mid-block	N6-42	0	0	0	0	0	
Dunlop St	Spark Ave	N6-56	5	2	3	1	1	
Dunlop St	Spark Ave – Prairie Ave	N6-29	1	0	0	0	0	
Dunlop St	Prairie Ave	N6-20	3	0	1	0	1	
Dunlop St	Prairie Ave – 115 th St	N6-50	1	0	0	0	0	
Spark Ave	Mid-block	N6-33	0	0	0	0	0	
Prairie Ave	Mid-block	N6-53	0	0	0	0	0	
Prairie Ave	Evans St	N6-47	2	0	0	0	0	
Evans St	Gray Ave – Sparks Ave	N6-45	3	1	0	0	1	
Evans St	Spark Ave	N6-30	1	0	1	0	0	
Evans St	Prairie Ave – Sparks Ave	N6-23	2	0	1	0	0	
Fitzgerald St	Mid-block	N6-16	0	0	0	0	0	
Fitzgerald St	Spark Ave	N6-26	0	0	0	0	0	
Lane	Off of Fitzgerald St	N6-65	0	0	0	0	0	
Lane	Off of Spark Ave	N6-66	0	0	0	0	0	
Grant St	Gray Ave – Spark Ave	N6-40	2	0	0	0	0	

Street 1	Street 2	Ugrid	All collisions (2013 – 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn (2013-2017)	Right Angle, Left Turn & Right Turn (2017)	Average # of Collisions Per Year (2013-2017)	Comments
Grant St	Spark Ave	N6-34	3	1	1	0	1	
Grant St	Mid-block	N6-95	5	3	0	0	1	
Grant St	Mid-block	N6-24	0	0	0	0	0	
Grant St	Cul-de-sac	N6-46	1	0	1	0	0	
Spark Ave	Mid-block	N6-59	0	0	0	0	0	
Hedley St	Gray Ave – Spark Ave	N6-68	1	0	0	0	0	
Hedley St	Spark Ave	N6-61	2	1	1	1	0	
Hedley St	Mid-block	N6-77	0	0	0	0	0	
Imperial St	Gray Ave – Spark Ave	N6-70	1	0	0	0	0	
Imperial St	Spark Ave	N6-74	1	0	1	0	0	
Imperial St	Mid-block	N6-71	1	0	0	0	0	
Lane	Off of Spark Ave	N6-73	0	0	0	0	0	
James St	Gray Ave – Spark Ave	N6-63	1	0	0	0	0	
James St	Spark Ave	N6-54	0	0	0	0	0	

Appendix F

Public Meeting #2 – November 1, 2018

CITY OF SASKATOON

Forest Grove Neighbourhood Traffic Review Minutes

Date: Thursday, November 1st, 2018

Time: 7:00 – 9:00 pm

Location: St. Volodymyr School Gym (302 Kellough Road, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon, Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon, Transportation Engineer
Chelsea Lanning	City of Saskatoon, Transportation Engineer
Minqing Deng	City of Saskatoon, Transportation Engineer
Carly Grassing	City of Saskatoon, Transportation Engineer-in-Training

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Transportation Engineer)

See Attachment: Presentation – November 1, 2018

Saskatoon Police Service

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern

Small Group Discussions

Residents were divided into small groups to discuss the draft traffic plan recommendations.

Group 1: Chelsea Lanning

- Group was supportive of the majority of the recommendations.
- Berini Drive between Rogers Road and Kerr Road speed display board facing southbound traffic
 - Thinks the northbound direction has a higher speed. Double check speed data results.
 - Like speed display boards.
- Gray Avenue & Cruise Street median island on southeast leg of Gray Avenue
 - Some are not sure about the median islands.
 - Most of the table supported this.
- Rossmo Road & Bradwell Avenue median islands on east and west legs of Rossmo Road
 - Generally, we can overdo it. People need to teach their kids road safety. Not fair that there is an overabundance of 'stuff'.
 - Add crosswalk.
 - Most of the table supported this.
- Rossmo Road & Pitt Avenue median islands on east and west legs of Rossmo Road
 - Add crosswalk.
- Central Avenue & Rossmo Road/Reid Road re-evaluation
 - Add sidewalk access to the bus stop on both sides of Central.
- Attridge Drive & Berini Drive re-evaluation
 - Needed especially when school lets out. Pedestrians also affect it.
 - Recommendation should say westbound not eastbound.
- Central Avenue & 115th Street on intersection improvement list
 - Think it works fairly well.
 - With more traffic northbound, left and thru lane can get backed up.
- Other comments
 - Central Avenue & 108th Street Northbound – better marking ahead for lane designation.
 - Don't agree with reduced speed zones for school zones. Most group members agree with school zone reduced speeds.
 - Attridge Drive & Rever Road bus stop affecting traffic flow on Attridge Drive.
 - Residential speed limit reduction to 30km/h seems extreme. Have there been accidents on residential streets to warrant this? Or studies to prove that it's needed. Would we have these same recommendations if we changed the posted speed limit to 30km/h?
 - Transit speeding on Dunlop Street
 - Median island at Attridge Drive & Central Avenue south leg - Northbound bump out on median island comes out of nowhere in the dark.
 - Gray Avenue – Do not like left turn restriction at Central Avenue. Some group members want more enforcement for this restriction.

- Yield signs should be changed to stop signs at the following locations on Rossmo Road – Bradwell Avenue, Delaven Crescent (east intersection) and Vickies Avenue.

Group 2: Nathalie Baudais

- Berini Drive & Rogers Road
 - Would also like Active Pedestrian Corridor device.
 - Okay with the rest of the recommendation
- Berini Drive between Rogers Road and Kerr Road speed display board
 - Wants this for both directions.
- Rainbow housing Co-Operative Lanes install 20 km/h speed limit signs
 - Grading very poor due to SaskPower work.
 - If alley is graded, then yes to installing the speed limit signs.
 - Would like the lane paved.
- 115th Street & Vickies Avenue Rectangular Rapid Flashing Beacon
 - Would prefer Active Pedestrian Corridor device because of down lighting.
 - Rectangular Rapid Flashing Beacons too bright at night if LED (use amber lights instead of blue-white).
 - Include a zebra crosswalk.
- Gray Avenue between Fitzgerald Street and Grant Street speed display boards
 - Police should enforce speeding downstream of the boards.
- Rossmo Road & Bradwell Avenue median islands on east and west legs of Rossmo Road
 - Change the recommendation to a stop sign on Bradwell Avenue instead of median islands on Rossmo Road.
- Various location of yield sign infill
 - Add yield sign at Wilkinson Crescent & Wilkinson Place on Wilkinson Place.
- Central Avenue & Rossmo Road/Reid Road re-evaluation
 - Some residents use this intersection instead of Birch Crescent because traffic can pass them on the right when they making a southbound left turn.
 - Some felt that this intersection is too close to Central Avenue & Attridge Drive for signals which could cause back-ups.
 - Some felt that this there was too much activity at this intersection and signals would be welcome.
- Attridge Drive & Berini Drive re-evaluation
 - Traffic signal timing is too short for northbound traffic.
 - Correct recommendation to westbound rather than eastbound.
- Central Avenue & 115th Street on intersection improvement list
 - Move bus stop further north and allow through movements northbound on curb lane.
- Other comments
 - Forest Drive & Webster Street – concerned for pedestrian safety for kids (cars speeding on Rossmo Road).

- Central Avenue & Gray Avenue – Add advance signs for left turn restrictions so that vehicles can detour, if necessary. Have police enforcement at 7:30am when there are higher numbers of offenders. Add zebra crosswalk on north leg on Central Avenue.
- Attridge Drive & Berini Drive – Provide a longer right turn lane for eastbound to southbound traffic.
- Down Berini Drive – sidewalks need repair.
- Central Avenue & Attridge Drive – Traffic seems worse than before the new bridge – Attridge Drive backs up to Circle when heading eastbound – interchange will be needed in the near future.
- Attridge Drive & Rever Road – Concerns with bus stops. Having to stop behind bus when there's a green light.
- Rail crossing – More grade separated crossings need to be done. At grade crossings are small town mentality. Winnipeg is doing a lot of grade separation work. The delays are particularly bad on Central Avenue because of train shuttling. Overpass from McKercher Drive to Berini Drive should be built, it would resolve train delay issues on Central Avenue.

Group 3: Carly Grassing

- Berini Drive & Rogers Road curb extensions on northeast corner
 - Two out of six don't like it.
- Berini Drive between Rogers Road and Kerr Road speed display board
 - Prefer speed hump.
- 115th Street & Vickies Avenue Rectangular Rapid Flashing Beacon
 - Preference for west side crossing.
 - Would like to see an Active Pedestrian Corridor here.
- 115th Street & Kellough Road Rectangular Rapid Flashing Beacon
 - Good, lighting concerns at night.
- Gray Avenue between Fitzgerald Street and Grant Street speed display boards
 - Prefer speed humps, speed display boards aren't always effective.
- Rossmo Road & Pitt Avenue median islands
 - Good since there is shortcutting on Rossmo Road.
- Rossmo Road/Forest Drive & Spruce Drive standard crosswalk
 - Add a crossing at Rossmo Road & Kellins Crescent to facilitate residents from north Forest Grove accessing Forestry Farm tunnel.
 - People cross at the tunnel mid-block.
- Central Avenue between Rossmo Road and 116th Street speed display boards
 - Too many signs on Central Avenue.
- Central Avenue & Rossmo Road/Reid Road re-evaluation
 - Traffic u-turns at Dutch Growers entrance.
 - Southbound on Central Avenue right lane must turn right.
- Other comments
 - Shortcutting on Vickies Avenue.

- Berini Drive & 115th Street – Traffic signals aren't needed. It is currently used for u-turns. Has traffic changed since the completion of the Central Avenue & Attridge Drive intersection construction work?

Group 4: Sheliza Kelts

- Central Avenue & Rossmo Road/Reid Road re-evaluation
 - Difficult to cross Rossmo Road on the east leg of the intersection.
 - Since transit stop moved on the west side of Rossmo, it is difficult to cross on the south leg of Rossmo Road.
 - Concerns for the pedestrians that use this intersection. Want to see traffic signals here.
 - Want right lane for southbound traffic to be a designated right hand turn only lane.
- Other comments
 - Want more frequent transit service down Central Avenue.
 - Would like to see Central Avenue changed to a four lane roadway eliminating the parking on Central Avenue.

Next Steps

1. Mail-in or email comments no later than November 30th, 2018.
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than November 30th, 2018.
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Q: How will a lower residential speed limit be enforced?

A (Sheliza): The Administration has been directed to review residential speed limits and the potential of lowering the speed limit. The review is underway so there is no plan for enforcing yet, it is still being explored. A report with the findings and recommendation will be made to Council in 2019.

Forest Grove Neighbourhood Traffic Review

Thursday, November 1st, 2018

7:00pm - 9:00pm

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation - Draft Neighbourhood Traffic Plan
3. Draft Plan (small group) Discussion - Seeking Your Input
4. Next Steps - Where From Here?
5. Question/Answers

Having a Productive Discussion

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

Outline

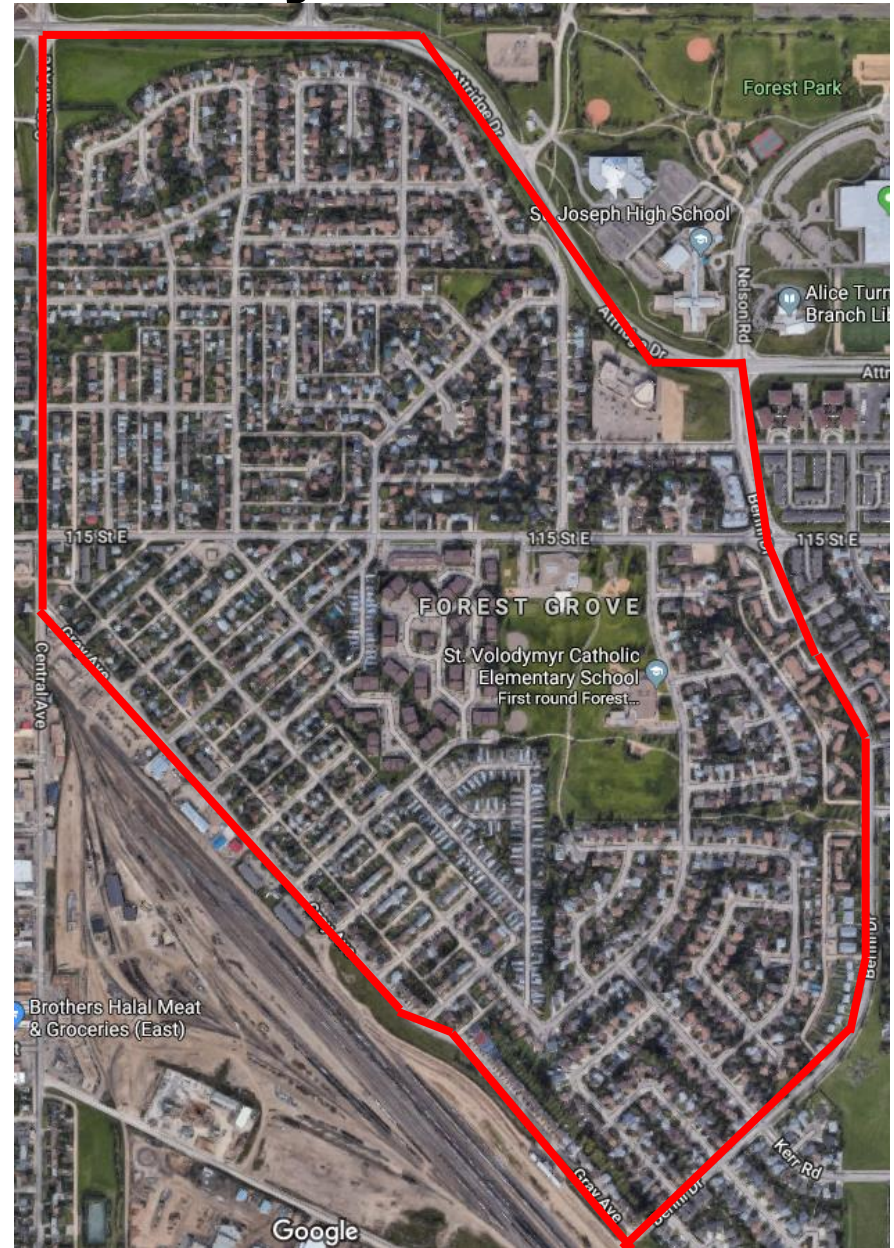
1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

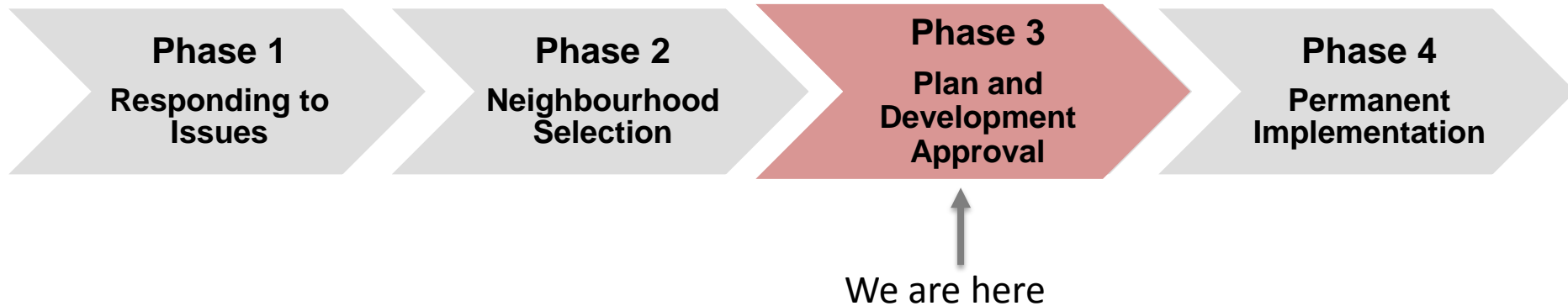
- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Forest Grove Study Area

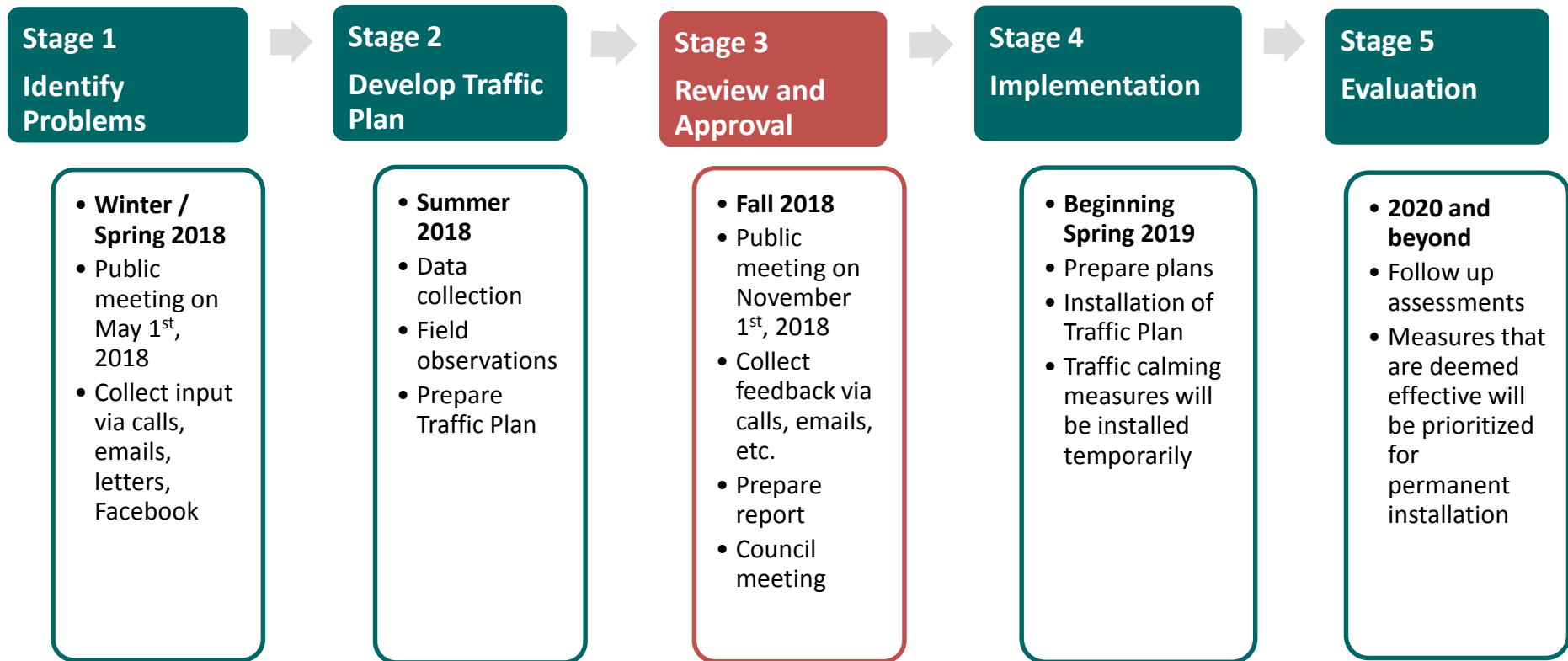
- Study Limits
 - Attridge Drive
 - Berini Drive
 - Gray Avenue
 - Central Avenue



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



What We Heard

A. Traffic Safety and Delay Concerns

- Berini Drive & 115th Street - Planning to install traffic signals here in 2019
- Central Avenue & Rossmo Road/Reid Road - Difficult to turn onto Central
- Attridge Drive & Berini Drive - Difficult to turn from northbound to westbound (left turn)

What We Heard

A. Traffic Safety and Delay Concerns (con't)

- Central Avenue & Gray Avenue - Vehicles continue to turn left even though this is a prohibited movement
- Central Avenue & 115th Street - Traffic backs up when a vehicle is turning left

What We Heard

B. Pedestrian Safety Concerns:

- Berini Drive & Rogers Road
- 115th Street & Vickies Avenue
- 115th Street & Kellough Road
- Rossmo Road/Forest Drive & Spruce Drive

What We Heard

C. Speeding / Short-cutting Concerns:

- Central Avenue
- Gray Avenue
- Birch Crescent
- Cruise Street
- Curves on Rossmo Road to Forest Drive transition
- Berini Drive
- Rossmo Road
- Boyd Street
- Dunlop Street

What We Heard

D. Other Concerns:

- Vehicle delays caused by Central Avenue Railway crossing

What We Did

- Compiled Information Received:
 - Past Studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Comments from online discussions
- Collected Data:
 - Traffic Studies
 - 8 Intersection / Pedestrian counts
 - 10 Traffic volume counts & speed measurements
 - Collision history
- Site Visits / Field Reviews
- Assessed the Issues
- Generated Proposed Recommendations

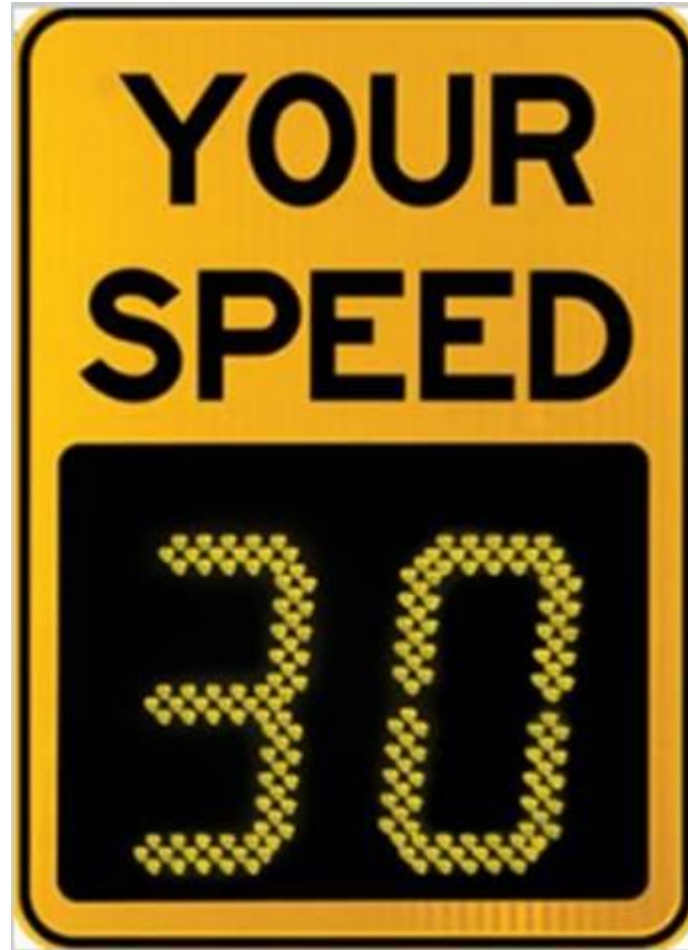
What We Propose

- Curb Extensions
- Speed Display Board
- Rectangular Rapid Flashing Beacon
- Zebra Crosswalk
- Median Island

Curb Extension



Speed Display Board



Rectangular Rapid Flashing Beacon



Zebra Crosswalk



Median Island

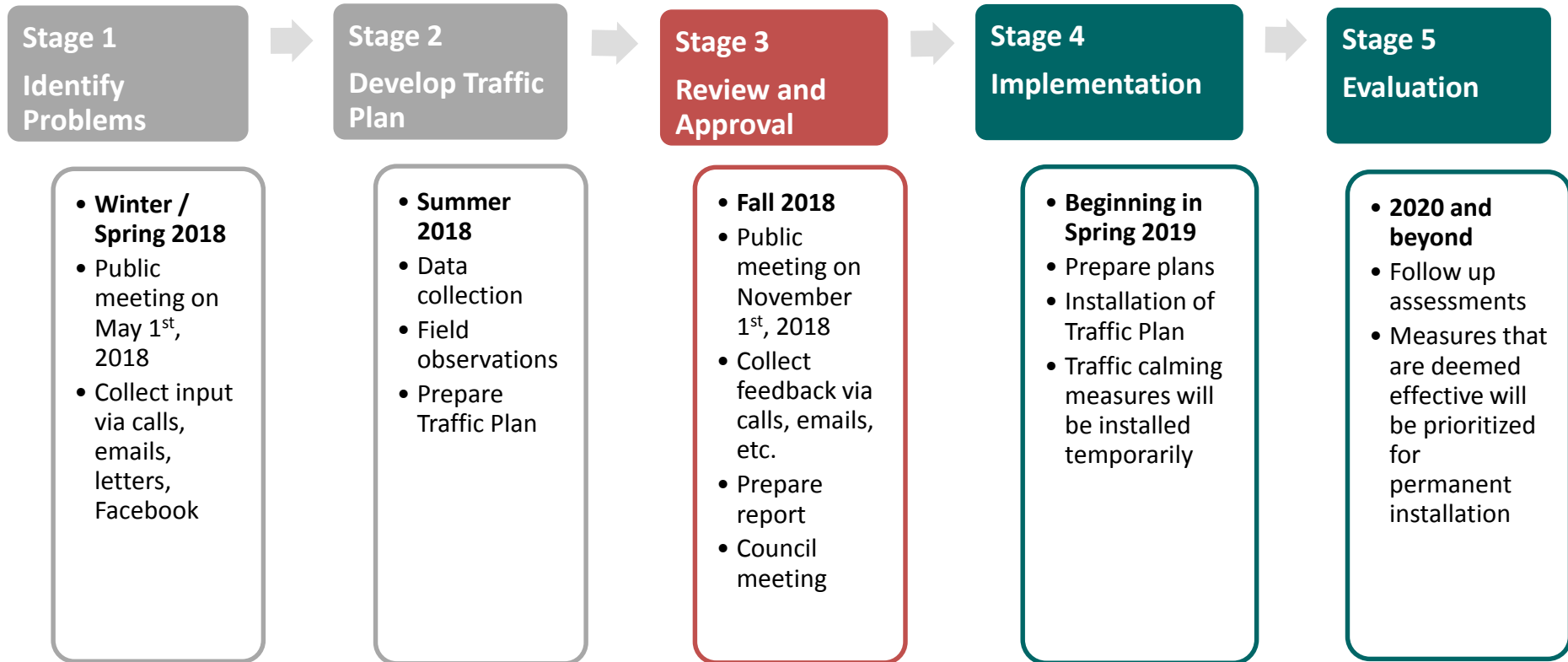


Small Group Discussions

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Next Steps

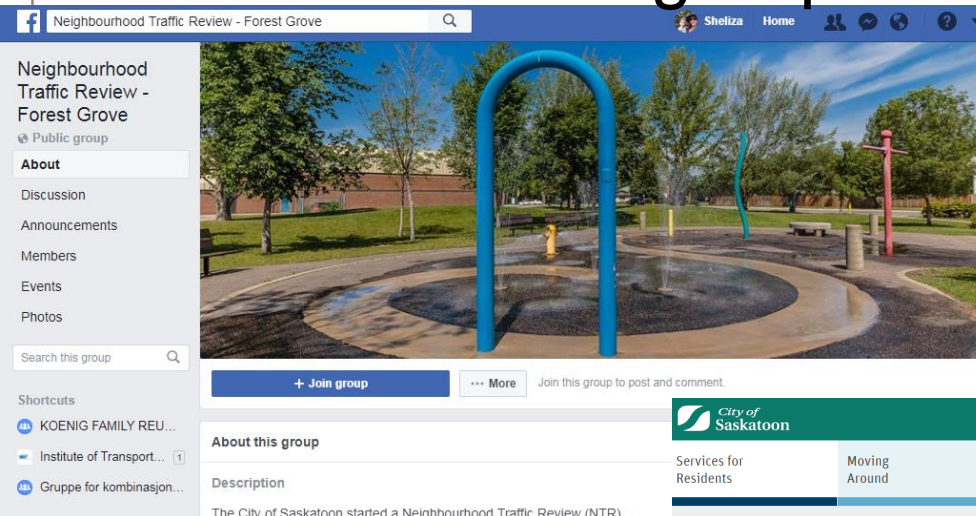


Next Steps

1. Send comments no later than **November 30th, 2018**
2. Additional public input via the Engage page no later than **November 30th, 2018**
<https://www.saskatoon.ca/engage/forest-grove>
3. Additional consultation if required
4. Present traffic plan to City Council as information
5. If City Council approval is required, an additional recommendation will be included in the report to City Council
6. What if I don't agree?

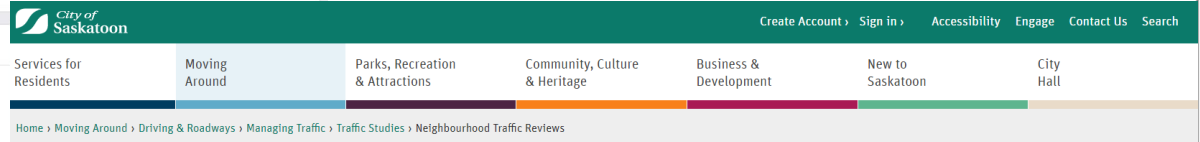
Stay Engaged

Join our Facebook group



The screenshot shows a Facebook group interface. At the top, the group name 'Neighbourhood Traffic Review - Forest Grove' is visible. Below the name is a large image of a park with a blue archway and a water feature. To the left of the image is a sidebar with navigation options: 'About', 'Discussion', 'Announcements', 'Members', 'Events', and 'Photos'. Below the image is a '+ Join group' button and a 'More' button. At the bottom of the screenshot, there is a navigation menu for the City of Saskatoon website, including links for 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'.

Subscribe for updates at
www.saskatoon.ca/NTR



The navigation menu for the City of Saskatoon website. It features the City of Saskatoon logo on the left and a search bar on the right. The main navigation items are: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. Below these items is a breadcrumb trail: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'.

- Accessibility
- Transit
- Cycling
- Driving & Roadways**
 - Winter Road Maintenance
 - Road Maintenance & Repair
- Managing Traffic**
 - Pavement Markings
 - Traffic Noise
 - Intersections
 - Merging Guidelines
- Traffic Studies**
 - Neighbourhood Traffic Reviews**
 - Driving
 - Bridges
 - Walking
 - Parking

Neighbourhood Traffic Reviews

A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and hear about their concerns.

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

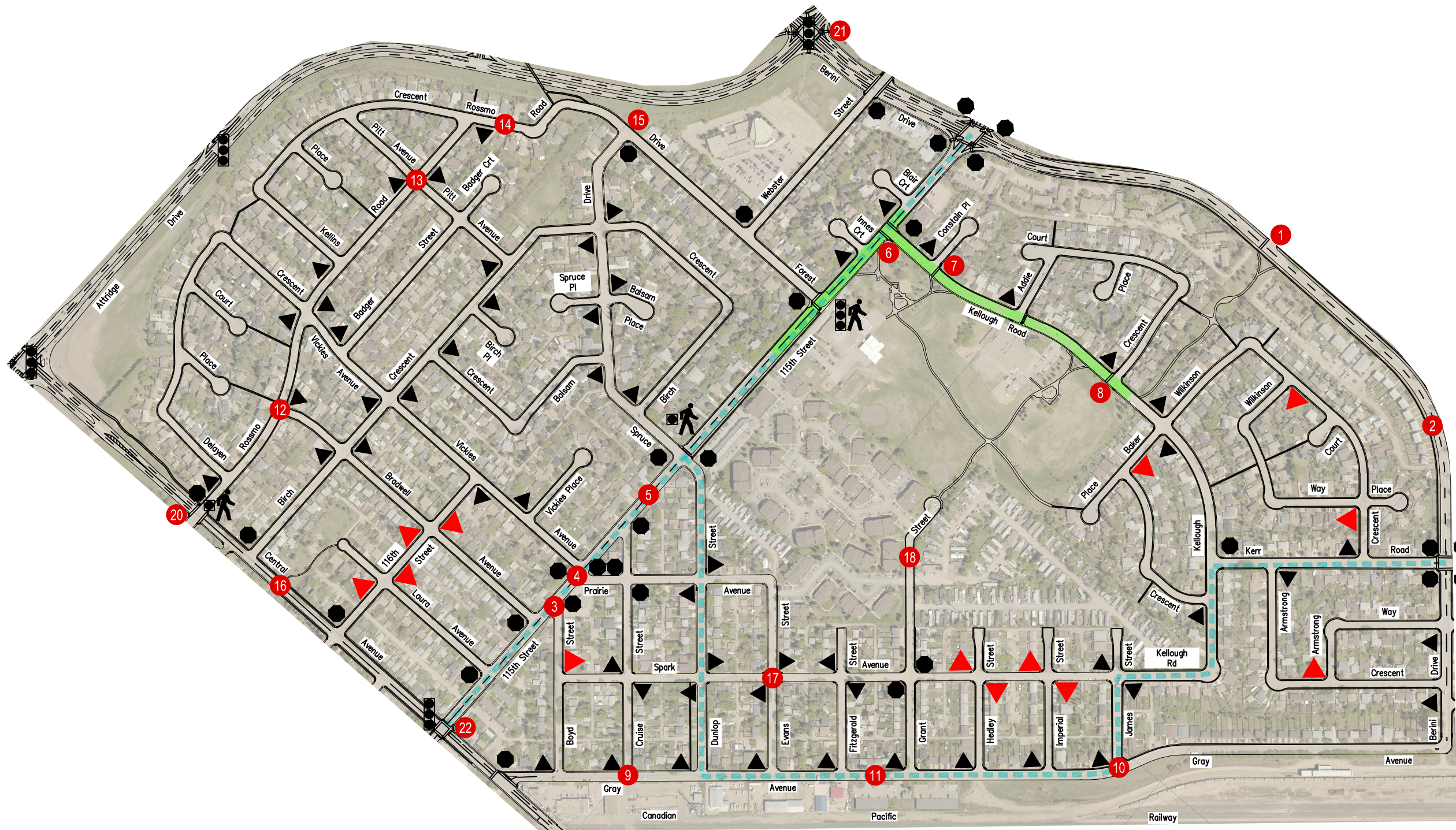
Once a plan is approved by Council, the measures are implemented.

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings.

Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2454](tel:306-975-2454) or by [completing a Community Traffic Issue report](#).

[Subscribe to Traffic Review Notifications](#)



LEGEND

- # RECOMMENDATIONS
- STOP SIGN
- ▼ YIELD SIGN
- ▼ PROPOSED YIELD SIGN
- BUS ROUTE
- █ SCHOOL ZONE
- ⬮ TRAFFIC SIGNAL
- ⬮ PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬮ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- ⬮ PEDESTRIAN CORRIDOR LOCATION

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/forest-grove

FOREST GROVE TRAFFIC PLAN



Appendix G

Decision Matrix

Appendix G: Decision Matrix

Item	Location	Recommendation	Reason	Chelsea's Group	Nathalie's Group	Carly's Group	Sheliza's Group	Comments Received After Public Meeting	Decision
1	Berini Drive & Rogers Road	Install curb extension on the northeast corner of Berini Drive and an advance pedestrian crosswalk sign for southbound traffic	Reduce driver speed and enhance pedestrian safety	Supportive	Would also like Active Pedestrian Corridor device. Okay with the rest of the recommendation	Two out of six don't like it.	n/a	n/a	Carried. With the curb extension recommendation, the pedestrian corridor meets the Traffic Control at Pedestrian Crossing Policy.
2	Berini Drive between Rogers Road and Kerr Road	Install speed display board facing southbound traffic	Reduce driver speed	Thinks the northbound direction has a higher speed. Double check speed data results. Like speed display boards.	Wants this for both directions.	Prefer speed hump.	n/a	n/a	Carried. A review of the 7 day speed data collected in this area shows speeding in the southbound direction only. A pilot project is underway for vertical traffic calming devices (e.g. speed humps). A report summarizing the findings will be taken to Council in 2019. Speed data has been forwarded to Saskatoon Police Service to consider for enforcement.
3	Rainbow Housing Co-Operative Lanes	Install 20 km/h speed limit signs	To enhance compliance with speed limit	Supportive	Grading very poor due to SaskPower work. If alley is graded, then yes to installing the speed limit signs. Would like the lane paved.	Supportive	n/a	n/a	Removed. Speed data collected in this area indicates that there is already compliance with the speed limit (Appendix B Traffic Data Collection).
4	115 th Street & Boyd Street	Tree trimming on southeast corner. Sight lines worse from 115 th Street & Prairie Avenue.	Clear sight lines	Supportive	Supportive	Supportive	n/a	n/a	Carried.
5	115 th Street & Vickies Avenue	Install a Rectangular Rapid Flashing Beacon (RRFB) pedestrian device on the east leg	To enhance pedestrian safety	Supportive	Would prefer Active Pedestrian Corridor device because of down lighting. Rectangular Rapid Flashing Beacons too bright at night if LED (use amber lights instead of blue-white). Include a zebra crosswalk.	Preference for west side crossing. Would like to see an Active Pedestrian Corridor here.	n/a	n/a	Revised to Active Pedestrian Corridor device (APC). APC device meets the Traffic Control at Pedestrian Crossing Policy. Through a meeting with Saskatoon Transit in January of 2019, agreed to relocate the transit stop on the south side of 115 th Street approximately 60-90 meters to the east, on the east side of the intersection of 115 th Street & Vickies Avenue to create a more appealing crossing location and ensure that busses do not block crosswalk.
6	115 th Street between Laura Avenue to Dunlop Street	Install missing sidewalk on the south side of 115 th Street	Sidewalk gap	Supportive	Supportive	Supportive	n/a	n/a	Carried.

Item	Location	Recommendation	Reason	Chelsea's Group	Nathalie's Group	Carly's Group	Sheliza's Group	Comments Received After Public Meeting	Decision
7	115 th Street & Kellough Road	Install a Rectangular Rapid Flashing Beacon pedestrian device on the west leg (reposition crossing area so that it is not impacted by driveway)	To enhance pedestrian safety	Supportive	Supportive	Good, lighting concerns at night.	n/a	n/a	Carried. East crosswalk will be removed to encourage the use of the pushbutton device.
8	Kellough Road & Constain Place	Change the standard crosswalk on the south leg of Kellough Road to a zebra crosswalk.	To enhance pedestrian safety	Supportive	Supportive	Supportive	n/a	n/a	Carried.
9	Kellough Road & Addie Crescent (south intersection)	Change the standard crosswalk on the north leg of Kellough Road to a zebra crosswalk.	To enhance pedestrian safety	Supportive	Supportive	Supportive	n/a	n/a	Carried.
10	Gray Avenue & Cruise Street	Install median island on southeast leg of Gray Avenue	Reduce driver speed and enhance pedestrian safety	Some are not sure about the median islands. Most of the table supported this.	Supportive	Supportive	n/a	n/a	Carried.
11	Gray Avenue & James Street	Install median island on northwest leg of Gray Avenue	Reduce driver speed and enhance pedestrian safety	Supportive	Supportive	Supportive	n/a	n/a	Carried.
12	Gray Avenue between Fitzgerald Street and Grant Street	Install speed display boards for both directions	Reduce driver speed	Supportive	Police should enforce speeding downstream of the boards.	Prefer speed humps, speed display boards aren't always effective.	n/a	n/a	Carried. Speed data has been forwarded to Saskatoon Police Service to consider for enforcement. A pilot project is underway for vertical traffic calming devices (e.g. speed humps). A report summarizing the findings will be taken to Council in 2019.
13	Rossmo Road & Bradwell Avenue	Install median islands on east and west legs of Rossmo Road	Reduce driver speed and enhance pedestrian safety	Generally, we can overdo it. People need to teach their kids road safety. Not fair that there is an overabundance of 'stuff'. Add crosswalk. Most of the table supported this.	Change the recommendation to a stop sign on Bradwell Avenue instead of median islands on Rossmo Road.	Supportive	n/a	Proposed median islands may reduce speed but they make turning difficult, especially for trailers. Also cause issues for snow clearance.	Carried. Unmarked crosswalk meets the Traffic Control at Pedestrian Crossing Policy. Yield control on Bradwell Avenue meets Traffic Control – Use of Stop and Yield Signs Policy. Change to stop sign not recommended. Median islands will be designed with the appropriate design vehicle and will be initially installed temporarily to monitor their effectiveness at reducing speeds on Rossmo Road.

Item	Location	Recommendation	Reason	Chelsea's Group	Nathalie's Group	Carly's Group	Sheliza's Group	Comments Received After Public Meeting	Decision
14	Rossmo Road & Pitt Avenue	Install median islands on east and west legs of Rossmo Road	Reduce driver speed and enhance pedestrian safety	Add crosswalk.	Supportive	Good since there is shortcutting on Rossmo Road.	n/a	Proposed median islands may reduce speed but they make turning difficult, especially for trailers. Also cause issues for snow clearance.	Carried. Unmarked crosswalk meets the Traffic Control at Pedestrian Crossing Policy. Median islands will be designed with the appropriate design vehicle and will be initially installed temporarily to monitor their effectiveness at reducing speeds on Rossmo Road.
15	Rossmo Road/Forest Drive from Rossmo Road to Spruce Drive	Relocate advisory speed sign for southbound traffic	Enhance visibility of advisory speed sign	Supportive	Supportive	Supportive	n/a	n/a	Carried.
16	Rossmo Road/Forest Drive & Spruce Drive	Install advance pedestrian crossing sign for southbound traffic and install a standard crosswalk on the south leg of Rossmo Road/Forest Drive	Reduce driver speed and enhance pedestrian safety	Supportive	Supportive	Add a crossing at Rossmo Road & Kellins Crescent to facilitate residents from north Forest Grove accessing Forestry Farm tunnel. People cross at the tunnel mid-block.	n/a	n/a	Carried. Unmarked crosswalk at Rossmo Road & Kellins Crescent meets the Traffic Control at Pedestrian Crossing Policy.
17	Central Avenue between Rossmo Road and 116 th Street	Install speed display boards for both directions	Reduce driver speed	Supportive	Supportive	Too many signs on Central Avenue.	n/a	n/a	Carried.
18	Spark Avenue & Evans Street	Tree trimming on north corner	Clear sight lines	Supportive	Supportive	Supportive	n/a	n/a	Carried.
19	Grant Street between half a block northeast from Spark Avenue to cul-de-sac	Install missing sidewalk	Sidewalk gap	Supportive	Supportive	Supportive	n/a	n/a	Carried.
20	Various Locations	Install yield signs as indicated on the map	To assign right of way	Supportive	Add yield sign at Wilkinson Crescent & Wilkinson Place on Wilkinson Place.	Supportive	n/a	n/a	Carried. Added yield sign at Wilkinson Crescent & Wilkinson Place on Wilkinson Place to recommendation.

Other Projects in the area:

Item	Location	Recommendation	Reason	Chelsea's Group	Nathalie's Group	Carly's Group	Sheliza's Group	Comments Received After Public Meeting	Decision
21	Central Avenue & Rossmo Road/Reid Road	Re-evaluate intersection to capture changes in the traffic patterns due to the Chief Mistawasis Bridge opening	Ensure adequate gaps in traffic to allow safe and efficient access to Central Avenue	Add sidewalk access to the bus stop on both sides of Central.	Some residents use this intersection instead of Birch Crescent because traffic can pass them on the right when they making a southbound left turn. Some felt that this intersection is too close to Central Avenue & Attridge Drive for signals which could cause back-ups. Some felt that this there was too much activity at this intersection and signals would be welcome.	Traffic u-turns at Dutch Growers entrance. Southbound on Central Avenue right lane must turn right.	Difficult to cross Rossmo Road on the east leg of the intersection. Since transit stop moved on the west side of Rossmo, it is difficult to cross on the south leg of Rossmo Road. Concerns for the pedestrians that use this intersection. Want to see traffic signals here. Want right lane for southbound traffic to be a designated right hand turn only lane.	n/a	Carried.
22	Attridge Drive & Berini Drive	Re-evaluate traffic signal timing and the need for a northbound to eastbound left turn phase to capture the changes in the traffic patterns due to the Chief Mistawasis Bridge and McOrmond Interchange opening	Improve traffic signal efficiency	Needed especially when school lets out. Pedestrians also affect it. Recommendation should say westbound not eastbound.	Traffic signal timing is too short for northbound traffic. Correct recommendation to westbound rather than eastbound.	Supportive	n/a	Would like a northbound left turn arrow.	Carried. Recommendation corrected to 'westbound' not 'eastbound' left turn.
23	Central Avenue & 115 th Street	On the intersection improvement review list; will continue to monitor this intersection	Improve traffic operations and intersection safety	Think it works fairly well. With more traffic northbound, left and thru lane can get backed up.	Move bus stop further north and allow through movements northbound on curb lane.	Supportive	n/a	n/a	Carried.

Appendix H

Additional Concerns Received
After Presentation of Draft Plan

Appendix H: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
City wide	Do not agree with reduced speed zones for school zones	A residential speed limit review is underway which will consider school zones and playground zones.
City wide	City considering residential speed limit reduction to 30km/h seems extreme.	A residential speed limit review is underway. A report will be provided to Council in fall 2019.
Central Avenue & 108 th Street	Northbound direction – better marking ahead for lane designation.	Lane designation signs and pavement markings are provided at the intersection. There are advance lane designation signs north of 107 th Street.
Central Avenue & Gray Avenue	Add advance signs for westbound left turn restrictions.	This location will be reviewed for an advanced signage to notify drivers of the left turn restriction onto Central Avenue.
	Want more enforcement for the westbound left turn restriction.	Concern has been forwarded to the Saskatoon Police Service.
	Add zebra crosswalk on north leg on Central Avenue.	A review of pedestrian crossing devices for arterial corridors will be undertaken after the Neighbourhood Traffic Review program has been completed.
Central Avenue	Want more frequent transit service down Central Avenue.	Concern has been forwarded to Saskatoon Transit.
Central Avenue	Would like to see Central Avenue changed to a four lane roadway eliminating the parking on Central Avenue.	A review of arterial corridors will be undertaken after the Neighbourhood Traffic Review program has been completed.
Central Avenue & Old Dutch Growers Access	Remove concrete boulevard right across from the old Dutch Growers entrance.	A review of the median at the old Dutch Growers entrance will be conducted.
Attridge Drive	Increase speed from 60 to 70km/h from Forest Grove church to westbound to Circle Drive overpass.	This change will not be considered at this time.
Attridge Drive & Central Avenue	South leg – Northbound bump out on median island comes out of nowhere in the dark.	A review of the median at the old Dutch Growers entrance will be conducted.
Attridge Drive & Rever Road	Bus stop is affecting traffic flow on Attridge Drive.	Concern has been forwarded to Saskatoon Transit.
Attridge Drive & Berini Drive	Provide a longer right turn lane for eastbound to southbound traffic.	This eastbound right turn is a channelized right turn not a right turn bay. Right turn storage bays are provided at intersections with high right turn turning volumes. A review of the intersection will be completed to determine the traffic patterns changes that may have occurred due to the Chief Mistawasis Bridge and McOrmond Interchange opening.

Location	Concerns	Decision
Berini Drive & 115 th Street	Traffic signals are not needed. It is currently used for u-turns. Has traffic changed since the completion of the Central Avenue & Attridge Drive intersection construction work?	Traffic signals are warranted at the intersection and are currently planned.
Dunlop Street	Transit is speeding on Dunlop Street.	Concern has been forwarded to Saskatoon Transit.
Rossmo Road & Delayen Crescent (east intersection)	Yield sign on Delayen Crescent should be changed to a stop sign.	Yield control on Delayen Crescent meets Traffic Control – Use of Stop and Yield Signs Policy. Change to stop sign not recommended.
Rossmo Road & Vickies Avenue	Yield signs on Vickies Avenue should be changed to stop signs.	Yield control on Vickies Avenue meets Traffic Control – Use of Stop and Yield Signs Policy. Change to stop signs not recommended.
Forest Drive & Webster Street	Concerned for pedestrian safety for kids (cars speeding from Rossmo Road).	Unmarked crosswalk meets the Traffic Control at Pedestrian Crossing Policy.
McKercher Drive to Berini Drive railway crossing	More grade separated railway crossings need to be done. Overpass from McKercher Drive to Berini Drive should be built, it would resolve train delay issues on Central Avenue.	Railway grade separations were discussed at the March 2018 meeting of the Standing Policy Committee on Transportation; the <i>Rail Relocation versus Grade Separation Feasibility Study – Phase 1</i> can be consulted for more information and a resolution of the matter. The report can be found at: https://www.saskatoon.ca/city-hall/city-council-boards-committees/council/minutes-and-agendas
Vickies Avenue	Shortcutting on Vickies Avenue.	Traffic may have diverted to Vickies Avenue due to the construction on 115 th Street in the summer of 2018. Traffic volumes are expected to return to normal levels since construction is complete.

Appendix I

Resident and Stakeholder Comments

Forest Grove Neighbourhood Traffic Review

Kelts, Sheliza

From:
Sent: Tuesday, April 10, 2018 5:40 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic Concerns Forest Grove

Trying to exit off Reid Rd on to Central Ave, turning either direction is all most impossible at certain times of the morning and afternoon even outside of rush hr it can be time consuming

If your back tire lasts more than a season, then your not riding enough

Kelts, Sheliza

From:
Sent: Wednesday, April 11, 2018 11:21 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Improvements in Forest Grove area

Hi! We live at [redacted] and are requesting City of Saskatoon to improve dip in pavement close to mailbox on Adolph Crescent opposite the new development project in this area. It is becoming worse again this spring.

Thanks for your consideration,

Sent from my iPad

Kelts, Sheliza

From:
Sent: Thursday, April 12, 2018 8:05 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood Traffic Review

Good morning

May will be 3 years we have lived in the . I still work shift work and the noise from the bus and noisy mufflers is unbelievable. We cannot use our deck cause it's so noisy, had we known this we wouldn't have bought here.

The 4 way stop sign on the corner of Berini and 115th is the culprit. You have nothing but stop and start and racing and gearing to leave the stop sign. Please, please, please consider putting in a set of lights at this intersection with the majority of traffic that travels 115 through to kinderdine and visa versa. There are a number of vehicles with rapper mufflers I'm thinking go against the noise bylaw but how do you catch them?

Thank you for listening to my opinion.

Sent from my iPad

Kelts, Sheliza

From:
Sent: Friday, April 13, 2018 10:47 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Forest Grove

Hi,
People travelling on Central Ave are often speeding! Can something be done about this?
Sincerely,

Sent from my iPhone

Kelts, Sheliza

From:
Sent: Saturday, April 14, 2018 10:21 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Engage: Neighborhood Traffic review for Forest Grove

Hello,

Thank you for the opportunity to provide feedback on our experiences with traffic concerns in our neighborhood. Below are some of our concerns.

1. On Central Avenue, the railway crossing causes significant traffic congestion. We would like to see the switching moved away from that area, to outside the perimeters of the city.
2. On Attridge Drive, we DO NOT like the traffic passing on the right hand side each day on the shoulder of the road (especially during rush hour between Circle and Central) as this is a perfect setting for accidents.
3. On Attridge Drive, most days the traffic is congested in all lanes during rush hour. We would like to see the traffic steadily flowing without significant start and stops during the drive.
4. On Attridge Drive, there are no lines on the road to guide lane perimeters so drivers get confused as to which lane they are in. The problem is compounded when there is snow on the ground.
5. On Attridge Drive, we would like the speed limit restored to its previous 80 kms per hour from 60 kms per hour on the section of road west of Central Avenue.
6. In general, traffic consistently is congested both along Attridge Drive as well as Central Avenue.
7. On Gray Avenue, there are still people making a left hand turn on to Central Avenue.
8. We would like to see potholes in the neighborhood fixed in a more timely manner.
9. It is often difficult to turn safely from Kellough Road onto 115th Street (both ways) due to the heavy 115th Street traffic.
10. There are RVs parked against or over the sidewalk blocking visibility of pedestrians on sidewalks.

Thank you again for the opportunity to provide our comments.

Kelts, Sheliza

From:
Sent: Sunday, April 15, 2018 1:47 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: [SPAM] - Forest grove traffic review - Found word(s) cartridge in the Text body

My concerns are the speed of some vehicles down central going south off of cartridge.also the LG. Volume of vehicles. Hard to get onto central from our home on .our sidewalk on the Block of central is Non Walkable...very low so the water just sits on it.terrible this time of the year. People have to walk on the street because you can't not walk thru all that water in front of garden village condos.The road along the curb has high spot so water doesn't drain well to the catch drain to the sewer on the corner at 116th st.thankyou for your time in reading my concerns

Sent from my Galaxy Tab® E

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Monday, April 16, 2018 2:23 PM
To:
Subject: FW: Traffic concerns

Hello

Thank you for providing your comments regarding neighbourhood traffic in the Forest Grove neighbourhood. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, and Facebook posts and at the upcoming public meeting on May 1st, 2018. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by following the online Facebook group, or subscribing for Neighbourhood Traffic Review updates at Saskatoon.ca/NTR. Instructions on how to join the Facebook group are below:

1. Login to Facebook
2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Forest Grove
3. Choose Groups from menu choices across top
4. Click Join beside our Group

I also wanted to let you know that the intersection of Ludlow Street and Lowe Road is within the neighbourhood of University Heights SC, I will ensure that your comments for that intersection are captured for that neighbourhood traffic review.

Thank you again for your email,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From: _____
Sent: Wednesday, April 11, 2018 1:00 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic concerns

Hello, and thanks for providing input regarding traffic flow concerns in Saskatoon.

I moved here last November, and I can point out the following issues in my neighbour hood. I live on

The intersection of Central Avenue, Reid Road, and Rossmo Road: Very dodgy. Bus stops, poor sight lines due to buses obstructing views, and pedestrians crossing Central, walking to or from bus stops. Large traffic flow from the north especially. Turning north onto Central Avenue from Reid Road is an accident waiting to happen. It definitely should be controlled. I think bus stops should be set back farther from this intersection as well.

The intersection of Ludlow and Lowe:

Very difficult when attempting to turn left from Ludlow onto Lowe.

I've also wondered about having the green light on, after the flashing green arrow stops, where there is no off-set turning lane provided.

For example on Attridge. When attempting to turn left onto Kenderdine when travelling west, or turning left onto Lowe when travelling east, it presents issues with oncoming traffic that is often difficult to see, when higher built vehicles are waiting to turn.

Saskatoon is a nice city! I hope something can be done vis-a-vis these traffic flow concerns.

Sent from my BlackBerry 10 smartphone on the SaskTel network.

Kelts, Sheliza

From:
Sent: Friday, April 20, 2018 10:27 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Forest Grove Traffic Review
Attachments: circle drive attrage drive - Google Maps.pdf; circle drive attrage drive - central ave Google Maps.pdf

Hello

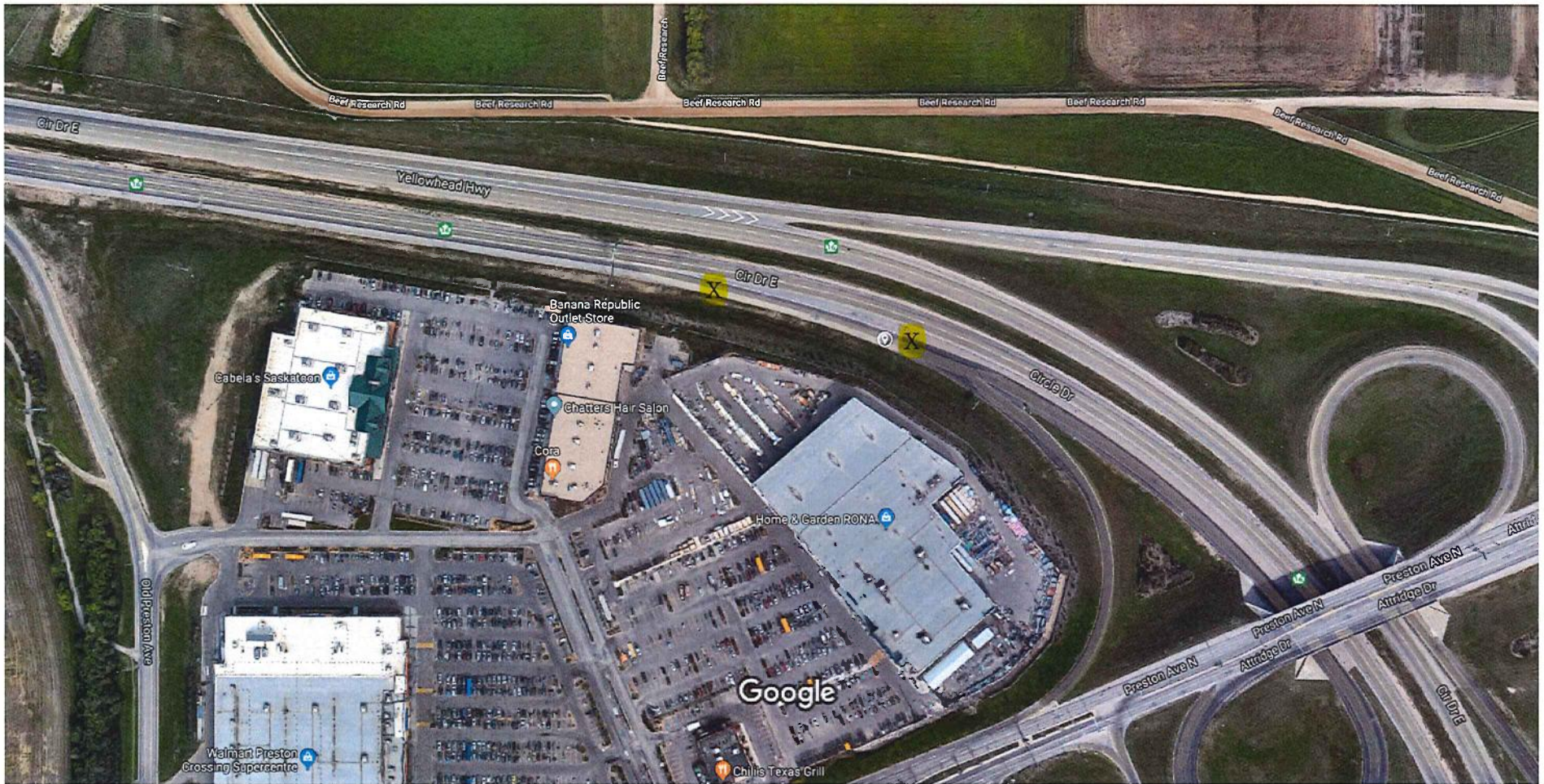
Thank you for allowing the public to give there opinions. I'm sure the response is overwhelming, I do have a couple suggestions that affect the designated area. Hopefully it helps.

I believe my suggestions are cost effective and will greatly increase traffic flow. the suggestions only require the removal of a small amount of concrete.

Please see attached marked up google maps.

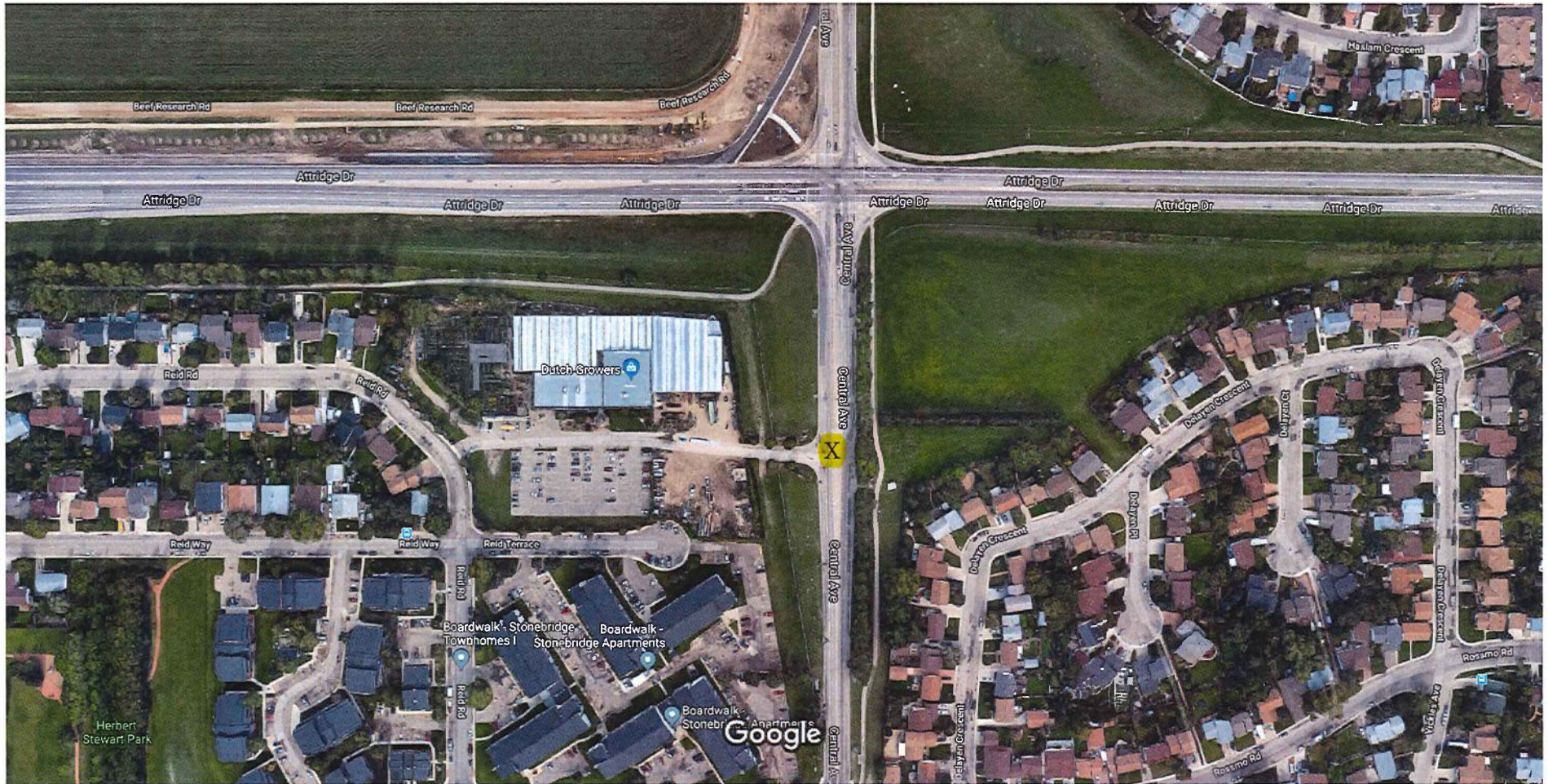
Thanks

Google Maps circle drive attrage drive



WHEN TRAVELING EAST / SOUTH ON CIRCLE DRIVE:
 TRAFFIC EXITING ON TO ATTRAGE HAS ONE LANE TO EXIT THAN IT GROWES TO
 TWO LANES. WE SHOULD BE ABLE TO EXIT CIRCLE FROM THE MIDDLE LANE AS
 WELL GIVING TRAFFIC A CONSISTANT TWO LANES
 - AREA OF ISSUE MARKED WITH A "x"

Google Maps circle drive attrage drive



Imagery ©2018 Google, Map data ©2018 Google 20 m

WHEN TRAVELING NORTH ON CENTRAL AVE ACROSS FROM DUTCH GROWERS THERE IS A CONCRETE MEDIAN THAT IS SHAPED IN A WAY THAT RESTRICTS TRAFFIC FROM USING THE LEFT TURNING LANE TO ACCESS ATTRAGE WEST BOUND. TRAFFIC BACKS UP ALONG WAYS ON CENTRAL IN THE MORNING AND THE LEFT LANE IS SELDOM USED BECAUSE OF THIS CONCRETE. SUGGEST REMOVAL OF THE SHAPED PIECE OF CONCRETE ALLOWING ACCESS TO THE LEFT TURN LANE AREA OF ISSUE MARKED WITH A "X"

Kelts, Sheliza

From:
Sent: Wednesday, April 25, 2018 1:18 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood traffic review - Forest Grove

Hello,

The intersection of Grey and Central has a "no left turn" sign.

Many people are still turning left anyway. Some get tickets on some days.

Many people will enter the driveway located by the doughnut shop to make a loop in the mud and a legal turn, many will enter the intersection with the traffic lights, and enter the small mall. The mall parking lot is almost as busy as the street as a consequence.

I know the grade of Grey is not proper to allow for a left turn but this whole situation creates a lot of unnecessary traffic and unpredictable turns in the area. Add a train to it and a line up of cars and it becomes very hard to get around that area at moments with everyone waiting to turn somewhere.

Thank you,

Kelts, Sheliza

From:
Sent: Friday, April 27, 2018 12:31 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Issues - Sutherland/Forest Grove area Concerns

Good Afternoon,

We received a flyer to encourage us to let the city know if there are any concerns. We live on [redacted] and there is a pot hole (among many others) that actually has a cone placed in it so people driving down street won't hit it. Sometimes the cone is removed so someone is putting it back. Could we just not fill that in?

Also, please note the intersection on Central Avenue and Reid Road is impossible to turn out of, especially at 730am and 4pm onward. It is an issue all day long most days. Could we see lights there?

Regards

Kelts, Sheliza

From:
Sent: Sunday, April 29, 2018 4:21 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns

Hi my is [redacted] and I live on [redacted]. One of the complaints I have is on Gray and Central. There is a sign showing that left turns aren't allowed but many make an illegal left turn. There's been numerous times I almost got hit turning off of Central to get onto Gray because of vehicles making an illegal left turn as quickly as possible. Also if you're on Gray trying to turn right onto Central, the ones making the illegal left turn can cause a line up waiting for their opportunity to make the left turn.

Also another complaint I have has to do with Attridge. There should of been another lane on Attridge heading eastbound to get onto Central because at rush hour it gets bad. Coming off of circle there shouldn't be a merge on Attridge, it should be going straight to Central. Many people wait to go into the left lanes and that causes a long line.

I know the second complaint would be hard to make any changes but should be looked into, especially how rapidly the city is expanding. Thank you for taking the time to listen to my concerns and hope something can be done.

Kelts, Sheliza

From:
Sent: Tuesday, May 01, 2018 12:37 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: ENGAGE Traffic Concerns for Forest Grove

To Whom It May Concern:

The following are my traffic concerns:

- It has become extremely difficult to access 115th Street E via Kellough Road for some time now. I have often gone east (further away) to Berini which at least has a four way stop at Berini and 115th.
- Drivers from new subdivisions east of Forest Grove have been defaulting to 115th for years. Avoiding Attridge, even now; is commonplace. They take 115th, turn left on Central (which also manifests in traffic backups due to the railroad tracks) and then 108th to Circle Drive.
- 115th is not suitable for high density traffic. Forest Grove School has had to deal with this increased traffic for a long time. At least the Forest Grove Parent Council fought for lights at 115th and Forest Drive to deal with student safety.
- Speeding on Berini- The perfect thoroughfare as no schools and few intersections.
- Gray Avenue - This road is also conducive to speeding. There is no left turn onto Central so that promotes shortcuts through residential areas (any right off of Gray to 115th) as well as having to go down Egbert in Sutherland to get south. Due to this there is a hold up at Egbert & 108th.
- The corner at Gray and Central could certainly be re-constructed. It is a tight turn right off of Central (especially bad when icy). Perhaps lights could be added. I realize this is tough due to the rail tracks. However, you can often observe drivers making the illegal turn left from Gray onto Central.

Thank-you

Kelts, Sheliza

From:
Sent: Monday, May 14, 2018 12:45 PM
To:
Cc: Web E-mail - Transportation
Subject: RE: Re Berini Drive and rogers road

Good afternoon

Thank you for the enquiry. I will ask our Senior Engineer to review this location.

There are a few options when it comes to crosswalks:

- Unmarked
- Standard
- Zebra
- Pedestrian Corridor
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

In addition there are a number of conditions that must be met for each installation:

- Total pedestrians crossing
- Distance to cross
- Speed of traffic
- Proximity to a signalized intersection
- Etc.

Prior to any installation or changes for any crosswalk our Engineering Section will review the request, and if necessary, do some counts, pedestrian and vehicular.

Please feel free to contact me directly with any transportation related concern,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

-----Original Message-----

From:
Sent: Friday, May 4, 2018 2:23 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Re Berini Drive and rogers road

Submitted on Friday, May 4, 2018 - 14:23

Submitted by user: Anonymous

Submitted values are:

First Name

Last Name:

Email:

Confirm Email

Neighbourhood where you live: Forest Grove

Phone Number:

==Your Message==

Service category: Traffic Issues

Subject: Re Berini Drive and rogers road

Message:

Hi,

I would like to bring this to attention. This intersection has a cross walk, it seems that vehicles rarely stop for pedestrians. As well, the length of the street causes the vehicles to have a higher than normal speed. A set of flashing cross walk lights would be highly effective in this intersection. The same set up as 115th street and Dunlop street & spruce Drive. The set up should have a trigger for pedestrians to engage the lights. The consideration of this proposition would be highly appreciated.

Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.:
Yes

For internal use only :

<https://www.saskatoon.ca/node/405/submission/228102>

Kelts, Sheliza

From: _____
Sent: Friday, September 28, 2018 1:34 PM
To: Kelts, Sheliza
Subject: Forest Grove Neighbourhood Traffic Review

Good afternoon Sheliza,

This morning was very bad morning for traffic in the Forest Grove area. With the Train at 7:45 and with 115th street closed, there was more than normal traffic on Grey avenue. The main problem this morning was not anything to do with the no left hand turn onto Central (which is a good thing), or the traffic from the train, it was the "only right hand turn/Bus lane" at 115th. The traffic would have flowed way better if only that lane was designated as the straight/right turn lane. Just as done all along Central business area. There is no need to change any signal lights or add anything. Just allow people to go straight in that lane. This morning, there was one car trying to turn West onto 115th, and tons of cars behind it trying to go straight, causing a backup all the way up Grey Avenue.

Thank you for your time to consider this solution.

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Wednesday, October 17, 2018 10:27 AM
To:
Subject: RE: Draft plan for Forest Grove traffic?

Hi

Sorry for the confusion, the Draft Traffic Plan that will outline the proposed traffic control measures for the Forest Grove community are not available just yet. They will first be presented at the public meeting on Thursday November 1st at 7pm at St. Volodymyr School in the Gymnasium (302 Kellough Road).

If you are unable to attend this meeting, the meeting material (presentation, Draft Traffic Plan and minutes) will be posted online a few days after the meeting. We then provide about 4 weeks after the meeting for people to review all of this information and submit any comments or feedback that they have.

I look forward to receiving your feedback on the proposed traffic control measures.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

-----Original Message-----

From:
Sent: Tuesday, October 16, 2018 10:36 AM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Draft plan for Forest Grove traffic?

Hello.

I would like to know exactly what traffic control measures are being proposed for Forest Grove. I can't find that document on the city website. Can you please provide me with a link?

Thanks,

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, October 19, 2018 2:33 PM
To: |
Subject: RE: Forest Grove Neighborhood Traffic Review

Hello

Please follow the link below:

<https://www.saskatoon.ca/engage/forest-grove>

This link will take you to the City's Engage page for the Forest Grove Neighbourhood Traffic Review. Under past engagement you can find the presentation and meeting minutes from the May 1st, 2018 meeting. In terms of the Draft Traffic Plan, this will be presented at the November 1st, 2018 meeting. It will also be added to this Engage page approximately one week after the November 1st meeting and there will be approximately one month allocated for individuals to review the information and provide comments prior to having the plan finalized.

I look forward to seeing you at the public meeting and receiving your input on the Draft Traffic Plan. Please let me know if you have any further questions.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From: |
Sent: Friday, October 19, 2018 1:58 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Forest Grove Neighborhood Traffic Review

Somehow I missed the previous information and meeting notifications on this plan. I would appreciate if I could have copies of any relevant information from previous sessions and a copy of the "draft plan" to review same before attending the meeting on November 1, 2018. I do not use Facebook so would appreciate having the above on line, via e-mail, or postal mail.

Thanks,

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Monday, October 22, 2018 2:14 PM
To:
Subject: RE: Traffic Plan

Hi

Thank you for sharing your concerns.

I am not sure if you are aware but there are a few points in the City of Saskatoon Bylaw No. 7200 The Traffic Bylaw that may help in your current situation. One point states that a vehicle shall not park on a street for more than 36 hours straight. The other point states that any vehicle or vehicle connected to a trailer 6 or more meters in length shall not park for more than an hour straight on a street. If either of these items are occurring you can call parking enforcement (306-975-8344) to report it.

Thanks again,

Sheliza Kelts, P. Eng. | tel 306.986.3141

Transportation Engineer
City of Saskatoon

From:
Sent: Friday, October 19, 2018 4:22 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Traffic Plan

Hi,

I live in Forest Grove. Ideas about traffic plan is that there are too many parked vehicles and trailers on the streets. My neighbor has 8 vehicles and 1 trailer. No parking here for my family when they come over, is this fair as a tax payer? In my opinion, I would say no. With all these vehicles and trailers moving on streets, causes more road repair. Why don't city charge \$100 for every vehicle and \$50 for every trailer and put this towards road repairs. It would have to have owners go down to city hall or online and pay this fee, which would be good for 1 year from purchase, and then they would get a confirmation number. Now when they go register their vehicles, they would need this confirmation number in order to get registration. If no confirmation number from city, then they can't drive their vehicle. This way it would help with budget and people won't have that many unused vehicles on streets. Plus there are landlords who rent out properties but there are way too many vehicles for that one house.
thanks

Kelts, Sheliza

From: City of Saskatoon - Mail Administrator
Sent: Friday, October 19, 2018 4:55 PM
To: "Sheliza.Kelts,"@Saskatoon.ca
Subject: traffic review Forest Grove

FORWARDED MESSAGE:

The original message did not make it to your mailbox because of a mistake with your email address. See below.

The Original Message came from:

The Original Message was sent to this address : "Sheliza.Kelts,"@Saskatoon.ca

If you correspond with this person on a regular basis, please let them know your correct email address.

Original Message below

Hello Shiliza

I just thought I would like to mention that traffic traveling north on Bernie have a very difficult time making a left turn onto Attridge to go westbound, especially just before high school starts, over the noon hour and just after school is done for the day. At times only 1-2 vehicles may be able to make this left turn due to southbound traffic on Bernie as well as students walking on don't walk signs assuming that if the traffic light is green they can still walk.

Might I suggest that the traffic committee take a look at perhaps installing an advanced left turn light from Bernie to then travel west on Attridge.

Just something to perhaps take a look at.

Thank you.

Saskatoon, Sask.

Kelts, Sheliza

From:
Sent: Saturday, October 20, 2018 7:56 AM
To: Kelts, Sheliza
Subject: Potential Traffic Concerns - Forest Grove area

Hello Ms. KELTS

I saw the pamphlet in the mail and thought this would be an ideal opportunity to identify a potential traffic concern in the Forest Grove area.

The intersection of Berni and Attridge should be perhaps looked at. It is a bottleneck during the school year, just before high school starts, over the noon hour and at the end of the school day. Vehicles traveling north on Berni attempting to make a left turn is the issue. At present only 1-2 vehicle are able to make this left turn during these peak times as there is excessive southbound traffic on Berni as well as student pedestrian traffic crossing that intersection. Might I suggest you perhaps consider putting in an advanced left turn arrow for northbound traffic on Berni to make the left turn onto Attridge to go westbound.

Thank you for your consideration on this matter.

Kelts, Sheliza

From:
Sent: Wednesday, October 24, 2018 10:29 AM
To: Kelts, Sheliza (TU - Transportation)
Cc: Hill, Darren (City Councillor)
Subject: Re: NTR - Forest Grove

Thank you for your response.

I appreciate your supplying the rationale regarding the NTR - Forest Grove, but as someone who takes considerable interest in civic affairs I find it lacking in the extreme because it makes no reasonable sense.

To attend a meeting with a "blank slate" so to speak, is a time- and resource-wasting endeavor for all involved (as pointed out previously), as well as a waste of rate-payers' financial input to the running of the city.

Just as the "Talking Trash" meetings seem to have been a complete waste of everyone's time and efforts, the Engage exercise promises to be the same.

On 10/24/18, Kelts, Sheliza (TU - Transportation)
<Sheliza.Kelts@saskatoon.ca> wrote:

> Hi
>
> There are a few reasons that we provide the information at the meeting and
> do not post it online in advance of the meeting date, including:
> • To present background information on the process and steps taken to
> develop the plan before discussing the recommendations.
> • To provide consistent messaging at the same time to the largest audience
> possible.
> • To allow residents to hear feedback from other participants regarding the
> recommendations (which can affect their thoughts / perceptions of the
> recommendations).
>
> As I have previously outlined, the materials (presentation, recommendations,
> map and minutes) will be posted online within a couple of days of the
> meeting. The comment period will be open for 4 weeks after the meeting. You
> can send in thoughts or comments via email, phone or posting on the engage
> discussion page.
>
> Councillor Hill is aware of this process as he has been involved in previous
> Neighbourhood Traffic Review. Please feel free to share your concerns with
> him if you so choose.

>
> Thank you,
>
>
> Sheliza Kelts, P. Eng. | tel 306.986.3141
> Transportation Engineer
> City of Saskatoon
>
>
> -----Original Message-----
> From:
> Sent: Wednesday, October 24, 2018 4:20 AM
> To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
> Subject: Re: NTR - Forest Grove
>
> Thank you for the response.
> However, if you will look at the third and fourth paragraphs of the
> Oct 15 flyer, which state:
> "We have reviewed all the concerns and followed up with data
> collection The result is a draft Traffic Plan"
> "We would appreciate the opportunity to get your thoughts on our draft
> plan. The draft plan will be discussed at the public meeting [on Nov
> 1]"
> Comments and queries:
> 1. The draft apparently already exists.
> 2. How could the public discuss it intelligently/knowledgeably at a
> public meeting without having first reviewed it?
> 3. Attending such a meeting would be a complete waste of time for all
> concerned under the circumstances.
> 4. Perhaps your office should discuss this with Darren Hill, Ward 1
> councillor.
>
>
>
> On 10/23/18, Kelts, Sheliza (TU - Transportation)
> <Sheliza.Kelts@saskatoon.ca> wrote:
>> Hello
>>
>> Sorry for the confusion, the Draft Traffic Plan for the Forest Grove
>> community is not available just yet. It will first be presented at the
>> public meeting on Thursday November 1st at 7pm at St. Volodymyr School in
>> the Gymnasium (302 Kellough Road).
>>
>> If you are unable to attend this meeting, the meeting material
>> (presentation, Draft Traffic Plan and minutes) will be posted online a
>> few
>> days after the meeting. We then provide about 4 weeks after the meeting
>> for
>> people to review all of this information and submit any comments or
>> feedback
>> that they have.

>>
>> I look forward to receiving your feedback on the Draft Traffic Plan.
>>
>> Thanks,
>>
>>
>> Sheliza Kelts, P. Eng. | tel 306.986.3141
>> Transportation Engineer
>> City of Saskatoon
>>
>>
>> -----Original Message-----
>> From:
>> Sent: Tuesday, October 23, 2018 2:46 PM
>> To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
>> Subject: NTR - Forest Grove
>>
>> A few hours ago I left you a lengthy voice-message pointing out some
>> defects in the city's Engage webpage as it relates to the
>> above-captioned and the flyer dated 2018-10-15.
>>
>> The NTR - Forest Grove site states explicitly that NO engagement is
>> possible via same at the present time. Nor at
>> <https://www.saskatoon.ca/engage/forest-grove> is it possible
>> (apparently) to acquire a copy of the draft plan so that it can be
>> examined and commented upon, as requested in the flyer.
>>
>> As Project Manager, you should correct those problems, as well as
>> forward to me the draft traffic plan as described in the flyer and as
>> requested in my earlier voice-message.
>>
>>
>>
>

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Wednesday, October 24, 2018 10:21 AM
To:
Subject: RE: Forest Grove Traffic Plan

Hello

Unfortunately, the Draft Traffic Plan is not available until the November 1st meeting. There are a few reasons that we provide the information at the meeting and do not post it online in advance of the meeting date, including:

- To present background information on the process and steps taken to develop the plan before discussing the recommendations.
- To provide consistent messaging at the same time to the largest audience possible.
- To allow residents to hear feedback from other participants regarding the recommendations (which can affect their thoughts / perceptions of the recommendations).

I hope that you are able to attend the November 1st meeting but if you are not, the material from the meeting (presentation, recommendations, map and meeting minutes) will all be available within days of the meeting. The comment period for this information will be open for approximately 4 weeks after the meeting. During this time you can send in thoughts or comments via email, phone or posting on the engage discussion page.

I look forward to receiving your feedback on the Draft Traffic Plan.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Tuesday, October 23, 2018 8:12 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Forest Grove Traffic Plan

Hello,

I received notice of the meeting on November 1st about the new neighborhood traffic plan for Forest Grove. I have checked the website (<https://www.saskatoon.ca/engage/forest-grove>) but cannot find the details of the plan online. Is there somewhere else I should be looking, or, is the plan is not available for review until the November 1st meeting?

I would prefer to review the plan and provide written comments. Is that possible?

Thank you,

Kelts, Sheliza

From:
Sent: Saturday, October 27, 2018 6:15 PM
To: Kelts, Sheliza
Subject: forest grove nightmare traffic

I own I travel this area many times per day. I want to say how disappointed I am in planning traffic in this area. When I saw construction going on Attridge and Central I was happy to see but ended up being disappointed as they did not correct the problem what so ever.

Coming from the south on Circle and taking the Attridge exit one has to merge into traffic only to be held up by traffic trying to get into the left hand lane because they don't want to turn onto Central. This is so annoying and has been for years! That exit should NOT have to merge at all, they could have easily kept that entire lane as a turning lane to Central. As it is now they need to put concrete pillars up to keep traffic moving and forcing the turn similar to 22nd st. Every day one has to swerve around cars. This is not acceptable. There could easily be 2 lanes turning onto Central and block that useless lane coming from Silverspring area. Silverspring does not need 2 lanes on Central.

Also, the concrete curb in the middle of the road by Dutch Growers needs to go! It is blocking entire turning lane and people seem to only use the right turning lane and nobody can access the left lane because of concrete. There is no need to put concrete in the middle of roads that are busy.

Central Ave needs to get rid of all the onstreet parking so traffic can move more quickly. One lane is not sufficient.

Kelts, Sheliza

From: .
Sent: Sunday, October 28, 2018 8:24 PM
To: Kelts, Sheliza
Subject: Neighborhood Traffic Review - Forest Grove

Hi Sheliza,

Thank you for the opportunity to provide input regarding the above. Below please find our comments.

- Berini and 115th Street – We've experienced very few problems at this intersection. We found the four way stop operates well.
- Attridge Drive and Berini – North-South direction – the green light is too short to accommodate traffic turning left onto Attridge. We agree that a protected left turn is needed (especially when school lets out).
- Kellough and 115th Street – We find it extremely difficult to turn from Kellough onto 115th Street (both east and west directions) at times. We would like to see either a 3 way stop or traffic lights installed at this intersection and that should correct the pedestrian issues as well.
- Central Avenue and Attridge Drive – We feel an interchange is still required at this intersection to manage traffic flows even after the opening of the North Commuter bridge as the opening of that bridge has not resolved the traffic problems. We don't feel that changing the timing of the traffic lights at this intersection alone will correct the increasing traffic problems at this intersection. We've witnessed almost daily when driving along Attridge toward Central Avenue (eastbound), cars passing on the right-hand shoulder, when traffic is very congested.
- Bus stops on Attridge between Berini and Central Avenue – We feel that it is highly dangerous to have bus stops along a high traffic route with only two lanes where the bus interferes with traffic flow when it makes stops. If the bus stops are required along Attridge, we would like a third lane added in order to improve the traffic flow.
- Attridge between Circle and Central Avenue – We'd like to see the speed limit increased from 60 km/hr to 70 km/hr in this section of Attridge as this change will improve traffic flow.

Kelts, Sheliza

From: >
Sent: Tuesday, October 30, 2018 6:05 PM
To: Kelts, Sheliza
Subject: RE: Forest Grove Neighborhood Traffic Review

Sheliza=-

Something has come up that will prevent me from attending the traffic review meeting. The issue I was planning to raise was the lack of directional signage on Attridge Drive. When one is driving West on Attridge West of Central there is no sign to indicate that the access to Circle Drive North/West is the exit ramp on the right nor is there any notice about the straight through lanes going to Preston Ave and the left turn lane onto Circle Drive South/East. There has been a large post on the centre median for a long time but has never been a sign. In addition I would suggest that when approaching the Central & Attridge intersection both North and West bound there should be signs indicating the route to the new Chief Mistiwasis Bridge (possibly including the words "Saskatoon North").

From: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Sent: October 19, 2018 2:33 PM
To:
Subject: RE: Forest Grove Neighborhood Traffic Review

Hello

Please follow the link below:

<https://www.saskatoon.ca/engage/forest-grove>

This link will take you to the City's Engage page for the Forest Grove Neighbourhood Traffic Review. Under past engagement you can find the presentation and meeting minutes from the May 1st, 2018 meeting. In terms of the Draft Traffic Plan, this will be presented at the November 1st, 2018 meeting. It will also be added to this Engage page approximately one week after the November 1st meeting and there will be approximately one month allocated for individuals to review the information and provide comments prior to having the plan finalized.

I look forward to seeing you at the public meeting and receiving your input on the Draft Traffic Plan. Please let me know if you have any further questions.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Friday, October 19, 2018 1:58 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Forest Grove Neighborhood Traffic Review

Somehow I missed the previous information and meeting notifications on this plan. I would appreciate if I could have copies of any relevant information from previous sessions and a copy of the "draft plan" to review same before attending the meeting on November 1, 2018. I do not use Facebook so would appreciate having the above on line, via e-mail, or postal mail.

Thanks,

Kelts, Sheliza

From:
Sent: Monday, November 05, 2018 3:29 PM
To: Kelts, Sheliza
Subject: forest grove traffic

Hi Sheliza,

Unfortunately, I was unable to attend the public meeting on November 1st or to comment before. However, I am hoping it is not too late to offer this suggestion: installation of a NBLT arrow at Attridge/Berini. With the volume of traffic making left-turns (especially evident when 115th was closed), the arrow is warranted particularly during the AM/PM peaks. This would not be too much of a stretch to have this addition as I had a left turn loop installed when repaving of the approach was done last year. A little programming and the addition of a four head signal it is good to go.

Thank you.

Kelts, Sheliza

From:
Sent: Tuesday, November 06, 2018 12:19 PM
To: Kelts, Sheliza
Subject: Traffic changes

Good morning,

Some how I just found this letter in regards to traffic changes. I do realize I may be to late and if I am just disregard my input. I have two different ideas I have thought about while living here.

- 1) I have heard numerous times, from many people how we should be able to turn left onto central coming off of gray avenue. Maybe the possibility of a turning light there?
- 2) As well I don't know if this pertains to traffic but the train always runs at 5pm, it would be great if it could avoid running around rush hour because it backs up all of central where as when it runs at a regular time it isn't to terribly backed up.

Thanks for collecting input from residents, truly appreciated.

With kind regards,

Kelts, Sheliza

From:
Sent: Thursday, November 08, 2018 1:49 PM
To: Kelts, Sheliza
Subject: RE: forest grove

Sheliza:

I was thinking of showing you the issues we have with city sidewalks along Rainbows property and the drainage issue we with our access lane.
Hopefully if you aren't the person I need to talking with, the proper person will get a hold of me before too much snow falls on the ground.

Thanks for your help with this.

----- Original Message -----

From: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
To:
Sent: Thu, 08 Nov 2018 10:49:36 -0700 (MST)
Subject: RE: forest grove

Hi .

I am the project lead for the Forest Grove Neighbourhood Traffic Review. In order to ensure that I am the right City representative for you, please outline what you would like to show me on a tour of the Rainbow Housing Co-operative. I want to ensure that if I do come out and have a tour that these items are something that I can address through this Neighbourhood Traffic Review process. If I am not the right individual for you to talk to I can help you find the right City contact.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Thursday, November 01, 2018 9:36 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
<NTR@Saskatoon.ca<mailto:NTR@Saskatoon.ca>>
Subject: forest grove

To whom it may concern:

I was at the Engage session at ST. V. elementary school November 1, 2018. It was great to have our concerns listened to about the Forest Grove traffic concerns. I would like to invite the project lead

person come here to Rainbow Housing Co-operative, I would like to give her a tour of our grounds so that she may see our concerns, that have been brought up with Darrin Hill two years ago and nothing has been done to date. She may contact me via email or leave a message at my home or my cell. Home number is _____ cell _____

thanks

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Thursday, November 08, 2018 4:56 PM
To:
Subject: FW: Forest Grove Traffic meeting

Hi

Please find all of the information from the November 1st meeting here:

<https://www.saskatoon.ca/engage/forest-grove>

It is located under the Past Engagement tab. This is all public information and can be shared.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

-----Original Message-----

From: mitch.riabko@greatworksconsulting.ca [mailto:mitch.riabko@greatworksconsulting.ca]
Sent: Tuesday, November 06, 2018 3:42 PM
To:
Cc: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Forest Grove Traffic meeting

Hi

I'll pass your request on to the Forest Grove NTR Project Manager;
Sheliza Keltz.

Mitch

On 2018-11-06 15:24,
Development) wrote:

> Hello,

>

> First off, I'm sorry I couldn't attend the traffic meeting last week
> in Forest Grove. I hope it went well for you, and that you had a
> responsive crowd.

>

> Would it be possible please to get any info about what was shared with
> the public?

>

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, November 09, 2018 5:10 PM
To:
Subject: RE: Forest Grove Traffic Review

Hi

Thank you for contacting me and yes you have the correct person.

Although not included in the Draft Traffic Plan, traffic data was collected and reviewed for both Cruise Street and Dunlop Street. The data showed that the 85th percentile speeds and daily traffic were:

Street	Between	Speed (kph)	Average Daily Traffic (vpd)
Cruise Street	Spark Avenue to Prairie Avenue	40	245
Dunlop Street	Spark Avenue to Prairie Avenue	43	573

According to the Neighbourhood Traffic Management Guidelines and Tools (2016), if the 85th percentile speed is 5 kph above the posted speed limit, traffic calming will be considered if supported by the community. Since the Cruise Street and Dunlop Street speeds were not above 5 kph over the speed limit, traffic calming measures have not been recommended.

Since Boyd Street is a shorter street than Cruise Street and Dunlop Street, we do not expect speeding beyond the posted speed limit. It is possible that the 50 kph is uncomfortable for you and your neighbours. City Council has requested that the Administration review the posted speed limit on residential streets and report back in 2019. If you support a speed limit reduction for your street, I suggest that you contact your Councillor Darren Hill at 306-384-9273 or Darren.Hill@Saskatoon.ca.

Speed humps are not currently considered as a traffic calming measure in the City. We have recently completed a pilot project for vertical traffic calming devices this year. We are compiling the speed data and public feedback and will be summarizing the findings to present to City Council in early 2019. Should City Council endorse the use of speed humps, the request for these types of devices would be completed through the new Traffic Calming Policy which has been recently approved by City Council (<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=3d7d7ea1-ee0b-49ae-875a-7231c6fc83d8&Agenda=Agenda&lang=English#49>).

We are still accepting comments on the Forest Grove Neighbourhood Draft Traffic Plan. Once the comment period closes, we will finalize the Traffic Plan and prepare the Final Report. For the latest updates on the project, please visit Saskatoon.ca/ntr and click on "Subscribe to Traffic Review Notifications".

Take care,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:

Sent: Monday, November 05, 2018 12:22 PM

To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>

Subject: Forest Grove Traffic Review

Hi there,

I am unsure if I have the correct address for this, I apologize if I have emailed the wrong person. I have just finished reading the proposed traffic plan for Forest Grove. Although I think the suggested actions in the plan are good, there is nothing that addresses the concerns regarding speeding on Boyd, Cruise and Dunlop. I live on _____, and I know myself and my neighbors are increasingly concerned regarding the speeding on _____.

Someone has even go so far as to make their own signs about it. (Photo attached to this email). Our street is becoming dangerous. A simple solution like a speed bump or two would cut down on speeding substantially and I would like it to be considered.

Thank you,

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, November 16, 2018 9:10 AM
To:
Subject: RE: Forest Grove Traffic Plan

Hello

Thank you for taking the time to review the Draft Traffic Plan and providing your comments and feedback.

Since the first public meeting with your neighbours on May 1st, 2018, I have been hearing concerns about vehicles speeding down Rossmo Road. I have collected speed data down this roadway to confirm that vehicles are travelling over the 50 kph posted speed limit. Median islands are a traffic calming tool that can be used to reduce vehicle speeds. These median islands will be designed to ensure that they do not conflict with typical usage of this roadway and they will initially be installed temporarily so that if an issue does occur it can easily be addressed.

Please let me know if you have any further concerns.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From: |
Sent: Thursday, November 15, 2018 12:53 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Forest Grove Traffic Plan

Hi Sheliza,

I would also suggest increasing the speed limit on Attridge Drive from 60 to 70 kph from Forrest Grove church westbound to the Circle Drive overpass as there are adequate traffic controls, double lane and relatively straight therefore not presenting a safety issue and helping the flow of traffic.

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From:

Sent: November 13, 2018 2:07 AM

To: Sheliza.Kelts@Saskatoon.ca

Subject: Forest Grove Traffic Plan

Hello Sheliza,

As a resident in FG I would like to respectfully suggest the following two traffic changes.

I am a regular user of Rossmo Rd. The following items may be anticipated to reduce traffic speed on the listed sections of Rossmo, but they will also congest the road making turning and maneuvering difficult for vehicles, especially with trailers if curbs are used to create a median. This will be compounded in the winter with the snow piles that reduce the width of the road.

13 Rossmo Road & Bradwell Avenue Install median islands on east and west legs of Rossmo Road Reduce driver speed and enhance pedestrian safety

14 Rossmo Road & Pitt Avenue Install median islands on east and west legs of Rossmo Road Reduce driver speed and enhance pedestrian safety

I would recommend that a separate and exclusive exit 4th lane be added from exiting on Circle Drive north to Attridge Drive east to Central Ave south. This will significantly alleviate the congestion, especially at rush hour time in this merge situation, by allowing drivers who are only using Attridge to Central Ave a straight designated lane with the existing 3rd lane to the right merging within about 200 meters of Central rather than turning south onto Central Ave as it currently does.

Sincerely,

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Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, November 16, 2018 9:30 AM
To:
Subject: RE: Forest Grove Traffic Review

Hello

In terms of your first comments about signage around Attridge Drive & Central Avenue, I have been informed that additional signage is planned for the area and that some signage was removed during the improvements at the intersection that are also planned to be re-installed.

The intersection of Gray Avenue & Central Avenue has been brought up several times throughout this process. It was discussed at the first public meeting on May 1st, 2018. Staff Sergeant Patrick Barbour attended this meeting and heard all about the vehicles performing this prohibited left turn.

Thank you for your email,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Thursday, November 15, 2018 10:10 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Forest Grove Traffic Review

Sheliza-

I am sorry I was unable to attend the November 1st meeting but based on a review of the minutes there was a lot of good discussions. I did not see any mention of my comment about the lack of informational/directional signs on Attridge Drive East of Central Avenue but assume that was not included due to being outside the geographical area being reviewed. Hopefully it can still be addressed and rectified in the near future. Left turns from Gray Avenue onto Central have been a contentious issue for the 40 plus years I have lived in the community. A simple solution to this problem could be a triangular island in the North-East portion of Gray Avenue at the intersection effectively making a single vehicle width lane with a right turn the only option without driving over a curb.

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Tuesday, November 20, 2018 4:43 PM
To:
Subject: RE: Forest Grove Traffic Plan
Attachments: Council RS Bylaw 7200 Speed Limit Amendments 2011.doc

Hello

City Council has requested that the Administration review the posted speed limits on residential streets and report back in 2019. If the ultimate decision is to reduce posted speed limits on residential streets then these traffic calming methods may need to be reassessed. The speed data was collected using pneumatic tubes over the course of a week in the spring of 2018.

I was not involved in the change in posted speed for Attridge Drive. This roadway is outside of the scope of the Forest Grove Neighbourhood Traffic Review which focuses on your neighbourhood roadways. I have found and attached the Council report that I believe triggered the speed reduction if you would like to review it.

Take care,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Friday, November 16, 2018 10:48 AM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Forest Grove Traffic Plan

Hello Sheliza,

Thank you for your reply about Rossmo Rd and the speed related concerns on that residential road. Will the proposed reduced speed limits on residential streets not mitigate this concern? What speed data has been collected to give evidence to this concern? As a suggestion, the use of sidewalk extensions medians would narrow the road but not provide a maneuvering restriction for longer vehicles with recreational or utility trailers.

In regards to Attridge Drive I also remember when that previously mentioned section of road used to be 70 kph which did not seem to cause any issues at that time nor does it seem over the years it would present any issues at this time.

Sincerely,

From: Sheliza.Kelts@Saskatoon.ca
Sent: November 16, 2018 09:09

To:
Subject: RE: Forest Grove Traffic Plan

Hello

Thank you for taking the time to review the Draft Traffic Plan and providing your comments and feedback.

Since the first public meeting with your neighbours on May 1st, 2018, I have been hearing concerns about vehicles speeding down Rossmo Road. I have collected speed data down this roadway to confirm that vehicles are travelling over the 50 kph posted speed limit. Median islands are a traffic calming tool that can be used to reduce vehicle speeds. These median islands will be designed to ensure that they do not conflict with typically usage of this roadway and they will initially be installed temporarily so that if an issues does occur it can easily be addressed.

Please let me know if you have any further concerns.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Thursday, November 15, 2018 12:53 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Forest Grove Traffic Plan

Hi Sheliza,

I would also suggest increasing the speed limit on Attridge Drive from 60 to 70 kph from Forrest Grove church westbound to the Circle Drive overpass as there are adequate traffic controls, double lane and relatively straight therefore not presenting a safety issue and helping the flow of traffic.

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From:
Sent: November 13, 2018 2:07 AM
To: Sheliza.Kelts@Saskatoon.ca
Subject: Forest Grove Traffic Plan

Hello Sheliza,

As a resident in FG I would like to respectfully suggest the following two traffic changes.

I am a regular user of Rossmo Rd. The following items may be anticipated to reduce traffic speed on the listed sections of Rossmo, but they will also congest the road making turning and maneuvering difficult for vehicles, especially with trailers if curbs are used to create a median. This will be compounded in the winter with the snow piles that reduce the width of the road.

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Kelts, Sheliza

From:
Sent: Saturday, November 17, 2018 11:14 AM
To: Kelts, Sheliza
Subject: Forest Grove Neighbourhood Traffic Review

Wanted to mention a continuing problem with vehicles, including school buses, that speed on the long stretch of Addie Crescent.

Sent from Samsung tablet.

Kelts, Sheliza

From:
Sent: Friday, November 23, 2018 2:50 PM
To:
Subject: RE: Engage - Feedback

Hi

Thank you for bringing your concern forward. In terms of the Forest Grove Neighbourhood Traffic Review, this location is not included in the study boundaries which focus on your neighbourhood roadways (local and collector roadways). I will however bring this up with my supervisor to see if something can be done.

Thanks again,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Wednesday, November 21, 2018 6:22 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Engage - Feedback

Hello Shelizam,

Something I'd like the city to seriously consider in regards to traffic in our Forest Grove area is the boulevard on central by Dutch growers. The traffic backs up significantly every morning and evening on central due to the concrete boulevard right across from the old Dutch growers entrance. If the concrete was removed, both lanes could be used and traffic wouldn't back up past Rossomo because there would be two lanes to use.

This is a simple and cheap fix that would greatly improve the flow of traffic in our area.

Thank you,



[See all \(4\)](#)



Traffic Review shared a link.

Admin · 3 December 2018

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.

The City of Saskatoon undertook a Neighbourhood Traffic Review in Forest Grove in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making improvements. Resident input was gathered through this page between May 1 and December 1.

For questions or more information about Neighbourhood Traffic Reviews please contact NTR@saskatoon.ca or visit saskatoon.ca/NTR.



saskatoon.ca

Neighbourhood Traffic Reviews

Did you know #yxeGreenStrategy is made up of 10 Principles? Principle 6,...

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NEW ACTIVITY



Traffic Review shared a link.

Admin · 3 December 2018

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Bottom of Form

OLDER

29 October 2018

It is funny we were not asked about the bus stop along circle drive, not even sure how the folks get to the stop on the south side as there is no access to the neighbourhood from the bus stop on that side?

Why would you not have the bus turn left Rever Road into Silverspring off of Attridge. This way you not having pedestrians trying to cross Attridge and causing traffic to slow even more on an already plugged road.

Top of Form

3 Comments
Seen by 99

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They would rather cause an accident then use common sense!!

11

[Manage](#)

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[Reply](#) · 11w



The bus stop has always been there FYI...

11

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 11w



I have lived here 30 years and have seen a bus stop on Attridge drive and stop traffic, weird

11

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 11w



Write a reply...

Too late on the accident, I have witnessed one. Placing a bus stop on a limited access road is the same as placing it on a freeway. Very bad choice.

11

Manage

Like Show More Reactions

· Reply · 6w



/ yes agreed it should not be on Attridge

Manage

Like Show More Reactions

· Reply · 6w



Write a reply...



Write a comment...

Bottom of Form



Traffic Review shared a link.

Admin · 2 November 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Forest Grove is midnight, December 1st. The plan, which was released for comment on November 1, 2018, is available at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review; Forest Grove, November 1, materials) See link below.

The new Traffic Plan sets out changes to how all types of neighbourhood traffic move around your neighbourhood. The recommendations are based on resident feedback (in...

[See more](#)

saskatoon.ca

[Neighbourhood Traffic Reviews](#)

School is out for the day on November 9th. We have a fun, active program...

[Top of Form](#)

4 Comments
Seen by 89

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[Comments](#)

1

When will last night's meeting minutes be put up online?

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 10w

How do you want comments?

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 10w

I just sent an email to the address on the engage page. I am unsure if it was the correct place to send it, as it has not be clearly stated how you want to receive comments.

I notice in the minutes that the issue of speeding on Boyd, Cruise and Dunlop was brought up but none of the recommended actions address this issue. I urge the city to PLEASE consider putting a speed bump or two on these streets. They are becoming unsafe.

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 10w



Traffic Review Hi [redacted] - thanks for the question. Comments can be submitted directly onto this Facebook page. You can also contact the City Project Manager directly through email or phone. <https://www.saskatoon.ca/engage/forest-grove>

Manage

Like Show More Reactions

· Reply · 7w · Edited

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29 October 2018

Why don't they do the overpass over the train tracks connecting McKercher drive to Bernini ??? For years there has been open space left to do so! So must of been a plan to for that to happen at one point!! Would take some congestion off Central Ave. Help avoid the tracks on Central!

Top of Form

4 Comments
Seen by 97

4155

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Comments

[redacted] I also heard that was a plan and it never happened...would have alleviated a lit of traffic problems

11

Manage

Like Show More Reactions

· Reply · 11w



And who pays for this?

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 11w



Overall the city has done a terrible job in pre- planning, seems we are always reacting to situation.

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 11w



I agree. They had a plan, left a giant gap, and didn't do anything about it. It would solve many traffic problems.

[Manage](#)

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· [Reply](#) · 11w



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Bottom of Form



29 October 2018

as much as we need control at central and Rossmo/ Reid Roads I would not want lights as it will back traffic north on Central right across Attridge to the North and those turning right onto Central from Attridge. Not sure the answer but causing more congestion. At that intersection I think will make for more yellow light runners and less attention to the pedestrians as well.

Top of Form

[3 Comments](#)
[Seen by 102](#)

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[Comments](#)

Four way stop? Not only for traffic but this is also justified for the bus stop that has been moved there.

11

Manage

LikeShow More Reactions

· Reply · 11w · Edited

1 Maybe or a controlled light based on traffic so in the evening rush hour less time to turn left off central or left off Reid onto central

Manage

LikeShow More Reactions

· Reply · 11w

Write a reply...

Central needs to be double lane all the way to College Dr. That way you have room for left hand turns, with traffic moving in the right hand lane or turning right if needed. Central shouldn't be single lane just too much traffic on that road way. Also ...[See more](#)

11

Manage

LikeShow More Reactions

· Reply · 11w

1 Double lane to College a great idea

Manage

LikeShow More Reactions

· Reply · 11w

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1 May 2018

This is totally ridiculous train holding up traffic at rush hour for 45 min.

Top of Form

5 Comments
Seen by 112

4155

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[Comments](#)

s It's ridiculous they are spending money building overpasses in every new neighborhood but can't build one to avoid The train in our neighborhood! Obviously you know who the city cares most about

33

[Manage](#)

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[Reply](#) · 37w · Edited

In a perfect world we could download an app that notifies you of current train crossings and especially if they are planned ahead. An even better scenario would restrict trains from that crossing during morning and afternoon/evening rush hour. Just thoughts from my brain :)

22

[Manage](#)

LikeShow More Reactions
· Reply · 37w

What exactly is a ridiculous train? 😊 Perhaps It's dressed in drag? ☐

Manage
LikeShow More Reactions
· Reply · 37w

Was it really a 45 minute wait cause I've been there and timed it and at the outside it's been approximately 18 minutes.

Manage
LikeShow More Reactions
· Reply · 37w

Hide 15 Replies

18 minutes is still a ridiculously long wait, the difference between being on time and late to work...

Manage
LikeShow More Reactions
· Reply · 37w

Yes it was. They stopped 3 times to let a few cars go through then continued with whatever they were doing

Manage
LikeShow More Reactions
· Reply · 37w

And I have definitely been stuck in traffic because of the back up of traffic from the train, over 45 minutes

Manage
LikeShow More Reactions
· Reply · 37w

So the traffic was the problem!

Manage
LikeShow More Reactions
· Reply · 37w

the traffic caused by the train, if the train hadn't backed up the traffic there would be no problem, and waiting for the train has still caused me issues

[Manage](#)

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[Reply](#) · 37w

Quite frankly if you are cutting it that close to being on time then you might want to consider leaving a little earlier??

[Manage](#)

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[Reply](#) · 37w

[Report](#)

Well they traffic was caused by the train stopping traffic

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 37w

[Report](#)

I work 5-10 minutes drive to work so I am leaving early

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 37w

Obviously this guy just wants to argue. Who would possibly vouch for a train that runs through a busy intersection

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 37w

Point being either move the railway switch or dont block roadways at rush hour

11

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 37w

Your assumption is crap, this issue has been an ongoing thing for many years and the

Railroad has stated on many occasions... “ we were here first and you put roads there, remember that initially there was not the amount of traffic as there is now and the RR could care less!!

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 37w

and guess what? Times change and so do situations and this is one of them. This is the issue with your older generation they are stubborn and unable to accept changes like this need to happen

11

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 37w



[Manage](#)

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perhaps it is time for the RR to start caring and realize they now share the area with many people. The city and the RR should be able to negotiate a less disruptive train schedule.

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 11w

At our cost cause the RR has always said... we were here first and Sutherland/City developed around the tracks.

We did not lay tracks around the development....[See more](#)

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 11w

Write a reply...

The trains were already here when I bought my house 32 years ago.

11

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w



Write a comment...

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23 October 2018

In regards to traffic flow at the intersection of Central Ave & Reid Road: When making a left turn onto Central, it has been an ongoing issue that poses a problem. Quite often vehicles end up making a right turn, turn left onto a side street, then turn right to head north on Central.....or they have the passenger jump out and press the pedestrian cross walk button so they are able to make a left turn onto Central Ave. Turning left during rush hour is virtually impossible. Ask anyone that lives on Reid Road or Adolph. I propose a traffic light at this intersection.

Top of Form

[4 Comments](#)
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[Comments](#)

I'm with you.

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w

It is a definite necessity

22

[Manage](#)

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· [Reply](#) · 11w

To add to this issue, the city has moved the bus stop to the right of Reid Road. This now creates visibility problems.

22

[Manage](#)

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· [Reply](#) · 11w

I know it is a concern as I come off the other side Rossmo Rd and turn right and even that has challenges at certain times of the day. I have started turning right on to central from birch cres less contested there maybe an option for Reid Rd side as well going one street further south then turn on to Central Ave.

11

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 11w

Agreed / Making a right hand turn is always easier...south on Central...then turning left on Birch Cres, then turning again to go North on Central Ave.

11

[Manage](#)

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· [Reply](#) · 11w · Edited

Write a reply...



Write a comment...

Bottom of Form

23 October 2018

Both north and south bound lanes have signs that vehicles cannot pass on the far right lanes, yet when I am at that intersection that is all you see, irregardless if pedestrians are crossing - they still go flying through. And lately it has become common place to see vehicles turn right onto Central from Attridge, then do a u-turn just before Reid to get back onto Attridge eastbound. More than likely because they are too "important" to have to wait with the regular flow of traffic on Attridge. The Reid intersection has a high number of vehicles due to the pocket streets and multi-family dwellings - we need a solution before someone gets killed...lights maybe set to operate during peak times, sensors??? Or a parked cop to sit and hand out tickets!

Top of Form

[5 Comments](#)
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I'm not sure exactly how it works, or how expensive it would be, but a set of traffic lights at Central/Reid/Rossmo with sensors to activate the lights when a few (??) vehicles are lined up to turn left from either Reid or Rossmo would help a lot and still keep traffic flowing on Central when there are no cars seeking to turn.

22

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w

4

I would like to see this happen.

[Manage](#)

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· [Reply](#) · 12w

These all seem like things a roundabout would cure (well, maybe not the drivers pulling u-eyes to skip the Attridge lights, but it would at least be safer)

[Manage](#)

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· [Reply](#) · 12w

Turning left from Central to Reid or Rossmo is also difficult at certain times of the day.

[Manage](#)

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· [Reply](#) · 12w

[Dennis Birtles Jan Andreae](#) I agree, so again, lights with a left-turn arrow would be helpful. Sensor controlled if possible.

11

[Manage](#)

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· [Reply](#) · 12w

Write a reply...

Put a Commissionaire there to photograph them and then let the authorities do there thing.

The ones that bother me make a U-turn at the nursery.

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

just witnessed a near miss with a truck pulling a cross both lanes u-turn right in front of someone at the old entrance to Dutch Growers. This is a problem.

112

[Manage](#)

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[Reply](#) · 12w

Every day I see cars passing on the right and today when I was turning right onto Reid Rd. and stopped for the amber flashing light, a car in the through lane had to slam on his brakes for the kid crossing right in front of him. Please do something about this.

[Manage](#)

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[Reply](#) · 12w

he same situation arises on 115th at Spruce Drive. The flashing amber there has already resulted in one childs death a few years ago. Those crossing lights should be a full red light, like at Forest Grove School. Then all traffic stops until safe to proceed.

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

Write a reply...

There are two things that should happen in this instance... Driver needs to be aware of surroundings and the Pedestrian needs to be aware of the surroundings.

11

[Manage](#)

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· [Reply](#) · 12w

Both are true, however if the amber lights are flashing, vehicles must stop. Once the intersection is safely clear is the only time to slowly proceed.

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w

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· [Reply](#) · 12w

Write a reply...

Write a comment...

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23 October 2018

Are they really putting bus stops on Attridge Drive? Perhaps Circle Drive will be next. That is beyond comprehension. It seems like every effort lately has been towards reducing the efficient flow of traffic.

Top of Form

3 Comments
Seen by 107

4377

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1 This is the Cities mantra of how to CONTROL its citizens!!

[Manage](#)

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[Reply](#) · 12w

1 Their solution to speeding is to reduce speed limits. sounds like pretzel logic to me.

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

That's a good way of putting it... Pretzel logic!!

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

1 Thts a safety concern also

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

1 Of course. An attempt at enforcing present speed laws would be a far better solution than simply decreasing the speed limit, and expecting the same speeders to adhere to the new limit.

11

[Manage](#)

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· [Reply](#) · 12w

Write a reply...

They bus stops have always been right in the middle of the road, but now there is a curb for riders to walk onto instead of stepping into the ditch and breaking their ankles.

22

[Manage](#)
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· [Reply](#) · 12w

At first I thought they were making an indent lane for the buses to stop, so they didn't stop on the main drag, but I was wrong 😊

11

[Manage](#)
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· [Reply](#) · 12w · Edited

Write a reply...

I fully agree with you, !!

[Manage](#)
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· [Reply](#) · 12w

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22 October 2018

Hi there, I was unaware that there was a traffic review of Forest Grove until just this week, so I apologize that this is so late.

I live on [redacted] and have a growing concern how fast people drive down this street. Because people cannot make a left turn on to Central Ave from Gray, they use Boyd to cut across to 115th so that they can make a left turn on to Central there. Unfortunately people do this at very high speeds. This has been a problem for years. In addition, th...

[See more](#)



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888

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[Comments](#)

2 Comments
Seen by 108

I drove down Boyd a few days ago at 29 K and got "looks" from a couple of people so I'm not sure what the answer is... speed bumps maybe???

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w

Yes!! Speed bumps!! People using Boyd as a cut across is totally fine and will happen no matter what. I just want them to do it at reasonable speeds.

[Manage](#)

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· [Reply](#) · 12w · [Edited](#)



Write a reply...

I live on [redacted] we have the same issue with the domino drivers using it as a racetrack. They recently put in a stop sign at cruise and prairie and it's rare for someone to actually stop... speed bump might be a better idea!

[Manage](#)

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· [Reply](#) · 12w



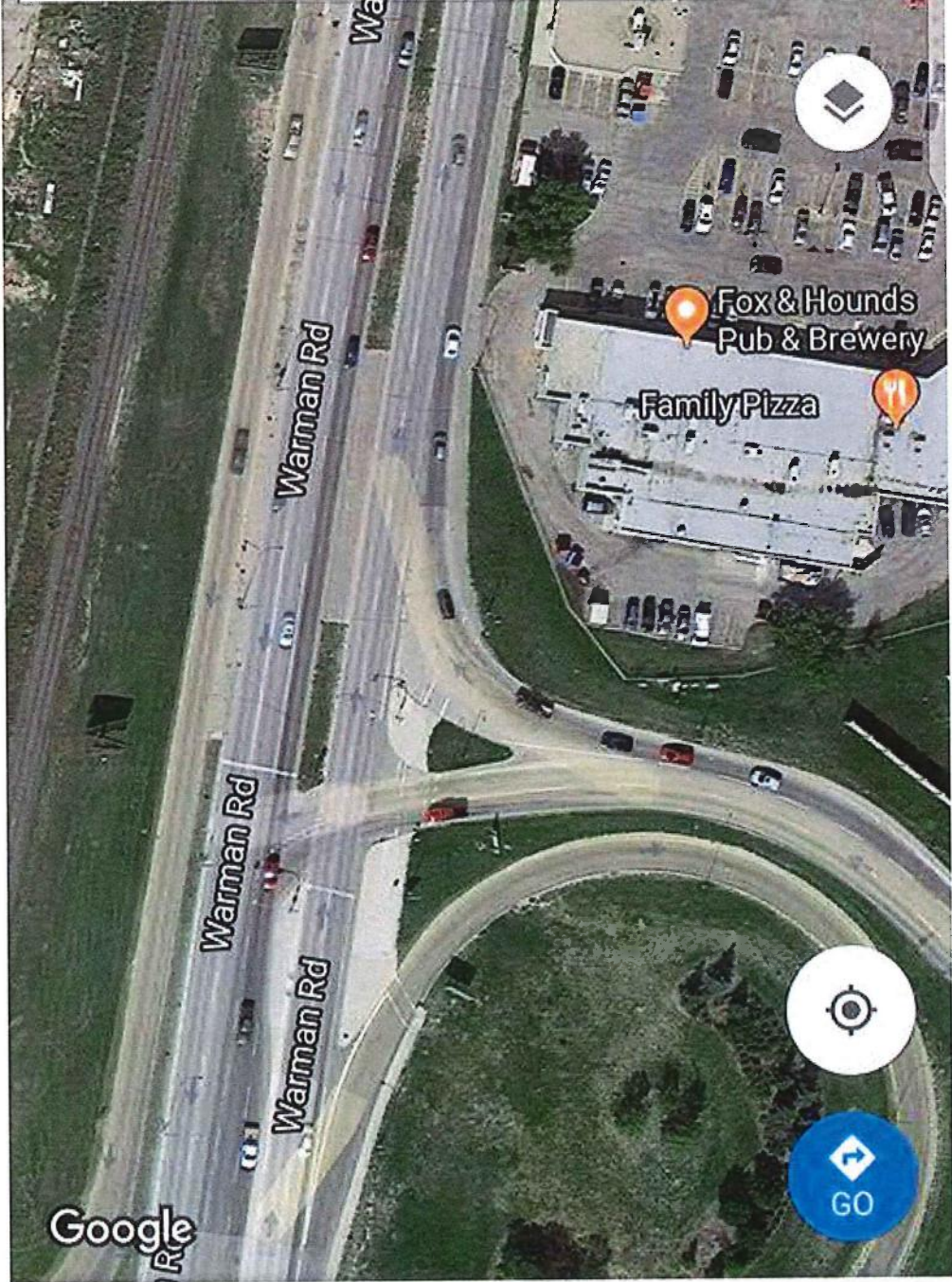
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My concern is the intersection of Grey Ave and Central. People continue to do left turns off of Grey onto Central and I've almost been hit several times, monthly. Is there any way to make it extremely difficult or prevent people from doing this turn by using cement barricades? Maybe like a dedicated lane similar to the top exit off Circle onto Warman heading north? I've included a picture showing which turning lane I've suggested. I don't think it would slow traffic down much.

Try petrol stations, cash machines



Explore Driving Transit



Top of Form

1 Comment
Seen by 113

555

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Comment Share

Comments



I like that idea, and it would be awesome to have a left turn lane too

22

Manage

Like Show More Reactions

· Reply · 12w



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Traffic Review

Admin · 10 September 2018

On May 1, 2018, a community meeting was held in Forest Grove to engage area residents and hear about their transportation concerns. <https://www.saskatoon.ca/engage/forest-grove>

The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Community residents are invited to join us at St. Volodymyr School on Thursday, November 1 at 7 pm to review the draft plan.

Before you parti...

[See more](#)



October 15th, 2018

Give us your feedback on proposed traffic changes in your neighbourhood!

The City is undertaking a Neighbourhood Traffic Review for Forest Grove and inviting your input. The neighbourhood is bound by Attridge Drive (north), Berini Drive (east), Gray Avenue (south) and Central Avenue (west).

This review was initiated in January 2018. Thank you to everyone that has offered us input so far. We received your feedback via the Facebook Group page, email, phone calls and in-person at the first meeting held on May 1st, 2018.

We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.). The result is a draft Traffic Plan that proposes changes to the way traffic moves around your neighbourhood.

We would appreciate the opportunity to get your thoughts on our draft plan. There are three ways to participate and provide us with your feedback:

In Person: Public Meeting	Facebook: Public Group	Website: Saskatoon.ca/Engage
Thursday, Nov. 1 st 7:00 pm – 9:00 pm St. Volodymyr School, Gymnasium 302 Kellough Road	<ol style="list-style-type: none"> 1. Login to Facebook 2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Forest Grove 3. Choose Groups from menu choices across top 4. Click Join beside our Group 	Find the tile for Neighbourhood Traffic Review – Forest Grove

Next Steps?

- ✓ WINTER 2018-19: Traffic plan finalized based on feedback received.
- ✓ WINTER 2018-19: Plan presented to Standing Policy Committee for Transportation.
- ✓ SPRING/SUMMER 2019: Implementation of recommendations expected to begin.

Contact Us:

You may also submit your comments directly:
Email: Sheliza.Kelts@Saskatoon.ca
Phone: 306-986-3141

Subscribe for Neighbourhood Traffic Review updates at saskatoon.ca/NTR

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1 share
Seen by 111

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Comments



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30 August 2018

There needs to be additional enforcement at the turn off to Reid Rd.. I understand that after work, many residence of Rossmo Rd. need to turn left and as a resident of Reid Rd., I am scared to pass the vehicles in the left lane, because they are not doing shoulder checks and automatically want to pass and turn into the right lane. The right lane is not for passing, and there is a sign indicating this already. Even when I turn onto Central, vehicles are passing in the right lane, and can cause accidents.

Dutch Growers

Central Ave
Central Ave

Central Ave

Top of Form

1 Comment
Seen by 110

and 6 others

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Comments

You're absolutely right. It is just a matter of time.

22

Manage

Like Show More Reactions

· Reply · 19w

Write a comment...

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28 June 2018

I have some concerns about pedestrian traffic at the intersection of Rossmo/Reid & Central. I would like to see ramps suitable for strollers/bikes/wheelchairs actually facing Central Ave & close to where you push the button for the walk light. I would also like to see an actual walk light while crossing Central, in addition to the overhead flashing lights, so it's more clear when it is safe to cross. Finally, I'd like to see a sidewalk installed along Central from Reid Rd to the entrance to Dutch Growers.

Top of Form

Seen by 112

101010

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Comments

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19 June 2018

Anyone else wondwring about the set of tracks that still run across 108th? They are brutal right now and the pins are loose and rattle everytime you drive over them. The potholes right at the track are deep and you really feel these tracks on your car. Its unfortunate that they are still there, they haven't been used in YEARS, or at least maintain the road around them.

Top of Form

1 Comment
Seen by 113

555

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Comments

The money is being spent on bicycle lanes, a real essential need in this town!!

11

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 30w

Write a comment...

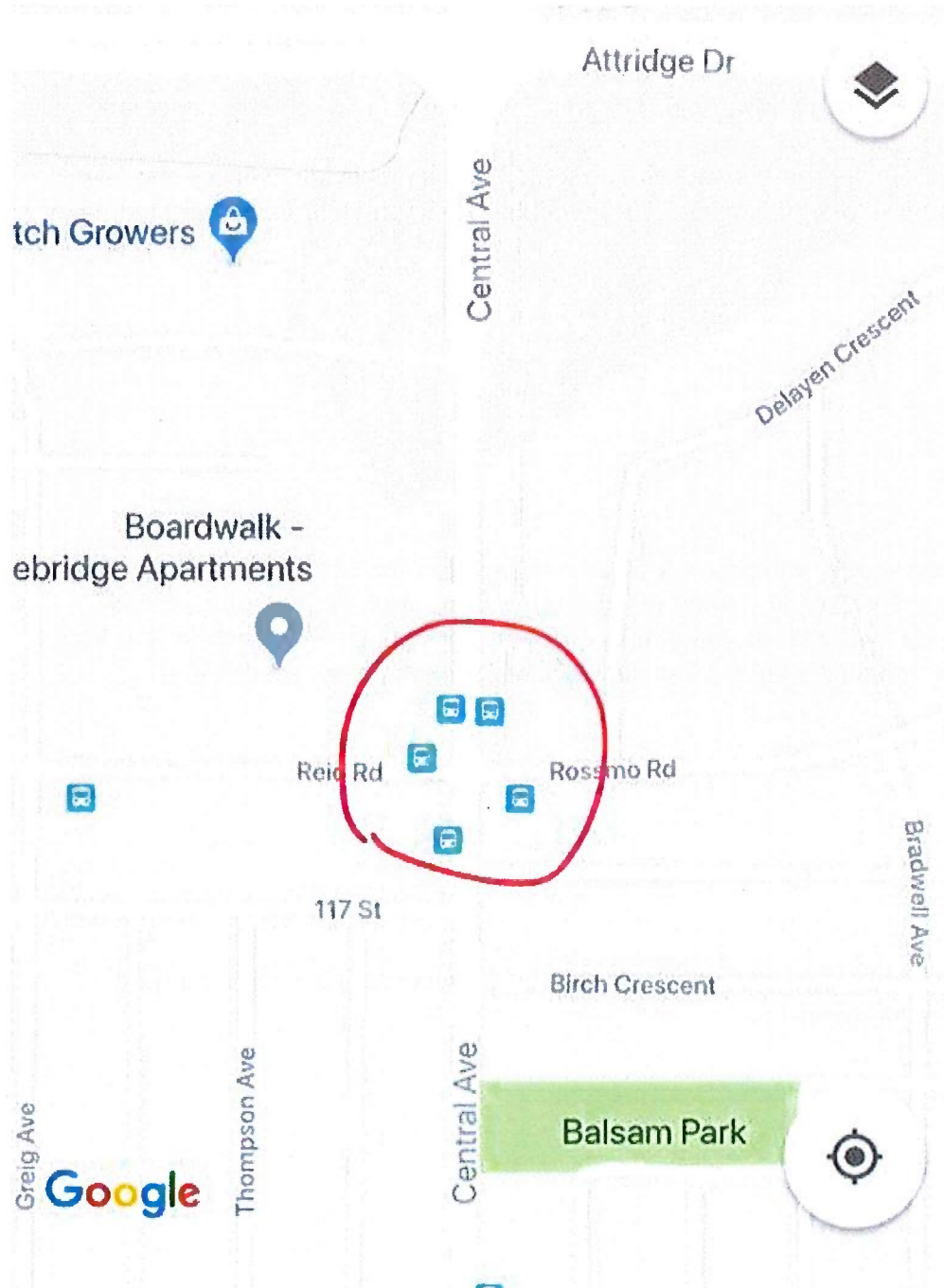
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18 April 2018

While there are a number of problematic intersections in this area, my increasing primary concern is the intersection of Reid and Central for several reasons:

1) This is the only main artery out of the Dutch Growers subdivision. As a resident of this area, there is no traffic control for a left turn onto busy Central or to cross over to Rosmo. Traffic flow on Central has increased substantially as the NE of Saskatoon continues to develop and turning left has become increasin...

[See more](#)



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3 Comments
Seen by 113

101010

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[Comments](#)

All of this is exactly how I feel. The Reid and central intersection is dangerous and no one follows the no passing signs. Also the employees of Dutch growers who park on Reid rd are a real inconvenience and make the road curve dangerous a lot of the time. They should be parking in their giant parking lot not on our street.

22

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 39w

I would second the call for a traffic assessment after the North commuter bridge opens. It could impact the traffic on Central in a very significant way. I'm not a fan of the concrete 'calming device' with the amount of traffic flowing through this intersection. It is very tight already and I fear it would simply cause more accidents. In reality, it needs lights.

33

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 38w

Yes! Lights like the intersection on attridge and rever rd. That was a horrible intersection before they put lights up.

22

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 38w

Write a reply...

This is a very dangerous intersection. I frequently need to turn left onto Central from Reid Rd. Cars coming south from Attridge are often still traveling 60 - 70 Kms and then they pass on the right if someone is stopped to turn left onto Rossmo. This is a pedestrian crosswalk - there should be no passing on the right either direction. I would like to see lights here.

22

Manage

Like Show More Reactions

· Reply · 32w

I've lived in the area 17 years and personally seen many pedestrian/vehicle close calls...even after the pedestrian crossing light was installed. My children are 15 and 12 and refuse to cross here...they would rather cross a block or two south on Central. Hopefully it can be made safer and more comfortable for everyone with this review!

Manage

Like Show More Reactions

· Reply · 32w

Write a reply...

Write a comment...

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9 May 2018 · Saskatoon, SK

I would also like to suggest adding a left turn light on Central Ave and 115th for northbound Central traffic turning left onto 115th at the same time southbound central traffic turns left (east). Because of cars using the turning lane to go straight, I've hit two cars because they've snuck around the turning cars.



Top of Form

1 Comment
Seen by 110

444
[Like](#)[Show More Reactions](#)
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I agree, it's crazy busy at rush hour and dangerous.

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 36w



Write a comment...

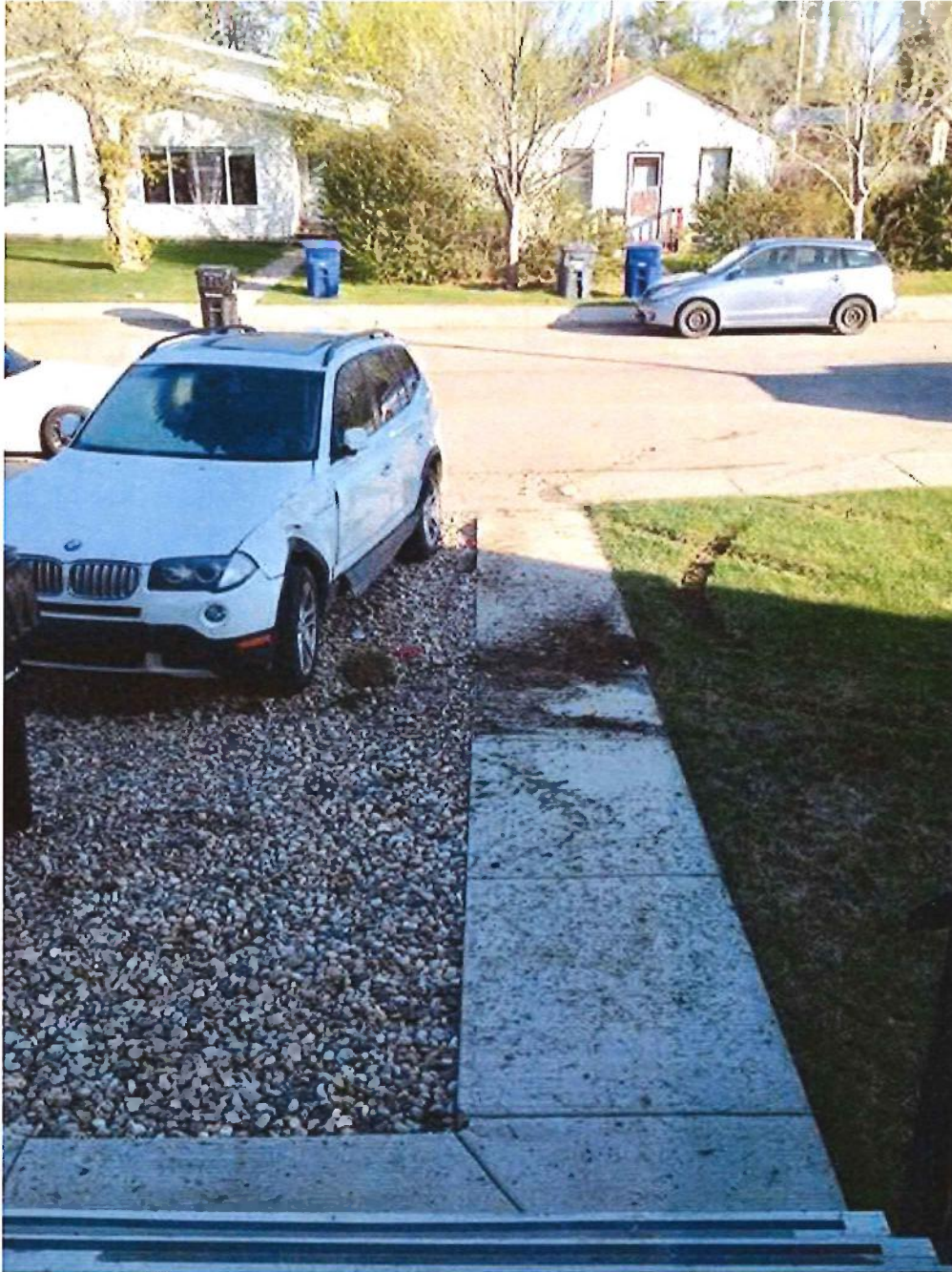
Bottom of Form

9 May 2018

Traffic cannot turn left from grey ave onto central many people cut through Cruise/Boyd/Doyle streets while speeding and not yielding. My suv was totaled ON MY DRIVEWAY in 2016 as someone blew a yield sign and took out mine and my neighbors lawn as well.

They have since changed the cruise street and prairie ave intersection to a stop sign but there continues to be many accidents at this corner and the neighbors' car pictured across the street was totaled in 2017 ending up on the sidewalk and bushes.

My suggestion would be to put a speed bump in or due to high speeds from both directions to change it to a four way stop. There are many small kids in the area walking to and from the schools and their homes. Alternatively to make a change to the grey/central ave intersection. Thank you for asking for our input!



Top of Form

222

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[Comments](#)

Seen by 111

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9 May 2018

There are two things I would like to see. There is no sidewalk leading to the transit stop on Central Ave. Southbound just before Reid Rd. Transit users are force to walk through slush/mud/snow drifts for a good portion of the year on this stretch. Please change this.

I would also like to see a marked crosswalk across 115th Ave at Prairie Ave/Vickies Rd, being that there is a transit stop on both sides of this intersection. Traffic rarely slows down for pedestrians, despite their requirement to do so.

Top of Form

Seen by 112

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Comments



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Traffic Review

Admin · 8 May 2018

The Forest Grove Neighbourhood Traffic Review presentation and minutes are now on the City's Engage page.

Top of Form

Seen by 112

111

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Comments

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1 May 2018

115th and Kellough needs a 3 way stop it is very hard to get onto 115th when its busy and maybe it will slow down people in the school zone.,

Top of Form

1 Comment
Seen by 112

555

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Comments

Agreed! I always avoid this intersection during peak traffic hours for this reason

11

[Manage](#)

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[Reply](#) · 37w

Write a comment...

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16 April 2018

We need a 4 way stop exit from Reid Rd to Central Ave been calling and letting your traffic control know for several years it is almost impossible to turn left from Reid Rd to Central Ave when traffic backed up in the morning or afternoon intersection is highly prone to accidents as too many take the risk to turn left when traffic is too close!

Top of Form

3 Comments
Seen by 113

and 12 others

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[Comments](#)

Every time I drive by this intersection I feel bad for the lineup up cars when traffic is heavy! I've never even lived in this area and totally agree there has to be a better flow system

11

[Manage](#)

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[Reply](#) · 39w · Edited

use this intersection daily and although this would be an option, I am not sure a 4 way stop is the best solution. It would allow for, potentially if people obeyed the rules, more opportunity for the left hand turn both from Reid Rd to Central Ave as... [See more](#)

22

[Manage](#)

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· Reply · 39w

I agree with this as well traffic lights would help with flow issues we often have with central backing up during rush hour or when trains are running

[Manage](#)

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· [Reply](#) · 39w

I asked for lights about 7 years ago however for lights to be put in need a certain amount of traffic (traffic count was done for 2 years in a row as I have been asking since I moved to this neighbourhood and we never qualified as there is not en... [See more](#)

11

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 38w · Edited

Write a reply...

Well folks coming onto Central from Birch have the same issues so should we put up stop lights there too?

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 38w

No, Birch would have a better drain onto Central if there was a light at Reid/Rossmo and Central. But I think the light would only work if it was on a sensor and this city really seems to hate those.

22

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 37w

A sensor might be to common sense for them!

11

Manage

LikeShow More Reactions

· Reply · 37w



Write a reply...



Write a comment...

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28 April 2016

Just a quick note to the Sutherland Business group on your great job of cleaning Central Avenue 🇸🇦 🇵🇰

Top of Form

Seen by 112

4155

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Comments



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17 April 2018

I just watched a city crew do a pot hole fix that appeared to be covered in water... good work guys that will last till noon maybe!!!

Top of Form

Seen by 113

111

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18 April 2018

The train tracks!! I get the wait when there is train coming through but when they switch tracks at rush hour am and pm that is something that can be fixed. Whether its moving where they do that or do a better job planning when that is being done

Top of Form

Seen by 113

2133

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[Reply](#) · 39w



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Bottom of Form



18 April 2018

I agree my street is terrible and being middle of 3 uncontrolled intersections(Imperial) on Spark sucks!! Especially with a dozen kids in this 1short block. I would also really like a sidewalk on Spark so we can walk with kids and NOT be on the road people speed down.

Top of Form

Seen by 114

666

[Like](#) [Show More Reactions](#)

[Comment](#) [Share](#)

Comments



Write a comment...

Bottom of Form



12 April 2018

Comments

Write a comment...

Bottom of Form



I
18 April 2018

I'm tired of birch cres being a secondary road for people trying to avoid attridge . The speed people travel is ridicules and living here for 8 years I've seen multiple accidents. Also the road itself is in terrible condition due to the high number of vehicles. Thanks

Top of Form

2 Comments
Seen by 113

444
[Like](#)[Show More Reactions](#)
[Comment](#)[Share](#)
Comments



or the past 30 odd years our Crescent seems to be either a bypass street or race track for cars and trucks and it has to stop!!

11

[Manage](#)
[Like](#)[Show More Reactions](#)
· [Reply](#) · 39w



As for the road itself, horrible and absolutely NO drainage.... like most roads in Saskatoon !!

11

People fly through the intersection of sparks and imperial. It is an uncontrolled intersection. There is 2 uncontrolled intersections together so they have a long stretch to pick up speed.

Top of Form

1 Comment
1 share
Seen by 113

d 1 other

Like Show More Reactions
Comment Share
Comments

1 Agree!!!! The fence is a blind spot and there are a crap load of kids in this area

Manage
Like Show More Reactions
Reply · 39w

Write a comment...

Bottom of Form

12 April 2018

The intersection that I think needs work is the intersection by the gas plus there has to be a better design for that intersection one that makes it possible for a person to turn both ways maybe put some lights there and take that median out and redesign it so you can turn both ways. I guess to the intersection of spark and James needs a stop sign so many times I have been driving on spark and people aren't watching at the yield sign on James and they almost hit you.

Top of Form

Seen by 113

444
Like

CommentShare

Comments

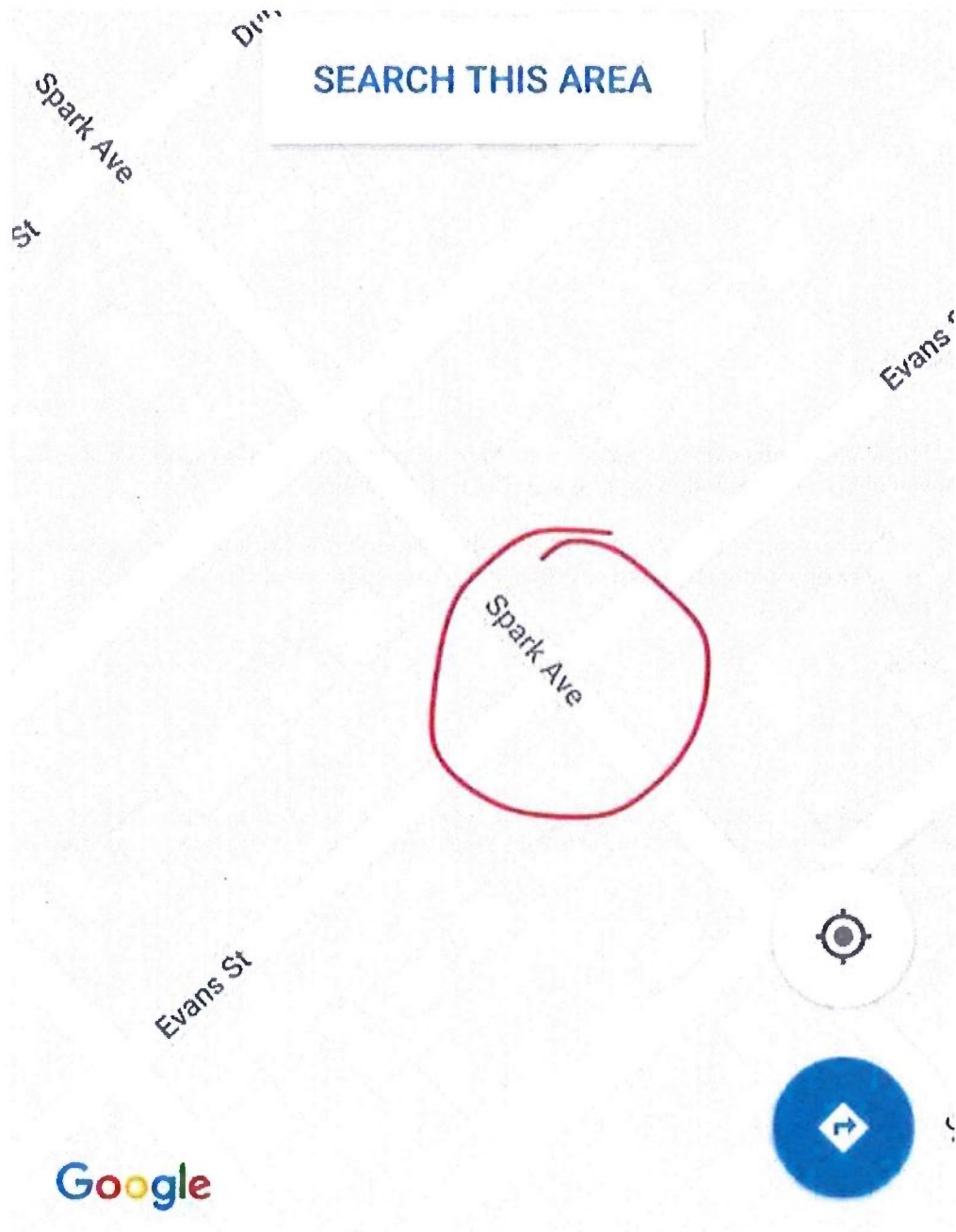
Write a comment...

Bottom of Form



12 April 2018

At the corner of Spark and Evans Street, cars CONSTANTLY fly through the yield sign in this busy intersection, I'm surprised I haven't seen anyone get hit but Ive only lived here a few years, so I'm sure there has been incidents. I think the yield should be changed to a stop sign on Spark Ave.



Top of Form

Seen by 113

222

[Like](#) [Show More Reactions](#)

[Comment](#) [Share](#)

[Comments](#)

Write a comment...

Bottom of Form



Traffic Review shared a link.

Admin · 6 April 2018

Welcome! We're pleased that you've joined our Group and want to participate in discussions about area traffic concerns. We'd ask that you please read the following post and 'LIKE' it to confirm.

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in Forest Grove. This page is for residents of this neighbourhood inclusively, bound by Attridge Dr (north), Berini Dr (east), Gray Ave (south), and Central Ave (west).

The award-winning Neighbo...

[See more](#)

saskatoon.ca

[Neighbourhood Traffic Reviews](#)

The City of Saskatoon started undertaking Neighbourhood Traffic Reviews in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood holistically. Prior to 2014, neighbourhood transportation issues were addressed on a less effective case-by-case basis. Ap...

Kelts, Sheliza

From:
Sent: Tuesday, April 10, 2018 5:40 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic Concerns Forest Grove

Trying to exit off Reid Rd on to Central Ave, turning either direction is all most impossible at certain times of the morning and afternoon even outside of rush hr it can be time consuming

If your back tire lasts more than a season, then your not riding enough

Kelts, Sheliza

From:
Sent: Wednesday, April 11, 2018 11:21 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Improvements in Forest Grove area

Hi! We live at [redacted] and are requesting City of Saskatoon to improve dip in pavement close to mailbox on Adolph Crescent opposite the new development project in this area. It is becoming worse again this spring.

Thanks for your consideration,

Sent from my iPad

Kelts, Sheliza

From:
Sent: Thursday, April 12, 2018 8:05 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood Traffic Review

Good morning

May will be 3 years we have lived in the . I still work shift work and the noise from the bus and noisy mufflers is unbelievable. We cannot use our deck cause it's so noisy, had we known this we wouldn't have bought here.

The 4 way stop sign on the corner of Berini and 115th is the culprit. You have nothing but stop and start and racing and gearing to leave the stop sign. Please, please, please consider putting in a set of lights at this intersection with the majority of traffic that travels 115 through to kinderdine and visa versa. There are a number of vehicles with rapper mufflers I'm thinking go against the noise bylaw but how do you catch them?

Thank you for listening to my opinion.

Sent from my iPad

Kelts, Sheliza

From:
Sent: Friday, April 13, 2018 10:47 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Forest Grove

Hi,
People travelling on Central Ave are often speeding! Can something be done about this?
Sincerely,

Sent from my iPhone

Kelts, Sheliza

From:
Sent: Saturday, April 14, 2018 10:21 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Engage: Neighborhood Traffic review for Forest Grove

Hello,

Thank you for the opportunity to provide feedback on our experiences with traffic concerns in our neighborhood. Below are some of our concerns.

1. On Central Avenue, the railway crossing causes significant traffic congestion. We would like to see the switching moved away from that area, to outside the perimeters of the city.
2. On Attridge Drive, we DO NOT like the traffic passing on the right hand side each day on the shoulder of the road (especially during rush hour between Circle and Central) as this is a perfect setting for accidents.
3. On Attridge Drive, most days the traffic is congested in all lanes during rush hour. We would like to see the traffic steadily flowing without significant start and stops during the drive.
4. On Attridge Drive, there are no lines on the road to guide lane perimeters so drivers get confused as to which lane they are in. The problem is compounded when there is snow on the ground.
5. On Attridge Drive, we would like the speed limit restored to its previous 80 kms per hour from 60 kms per hour on the section of road west of Central Avenue.
6. In general, traffic consistently is congested both along Attridge Drive as well as Central Avenue.
7. On Gray Avenue, there are still people making a left hand turn on to Central Avenue.
8. We would like to see potholes in the neighborhood fixed in a more timely manner.
9. It is often difficult to turn safely from Kellough Road onto 115th Street (both ways) due to the heavy 115th Street traffic.
10. There are RVs parked against or over the sidewalk blocking visibility of pedestrians on sidewalks.

Thank you again for the opportunity to provide our comments.

Kelts, Sheliza

From:
Sent: Sunday, April 15, 2018 1:47 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: [SPAM] - Forest grove traffic review - Found word(s) cartridge in the Text body

My concerns are the speed of some vehicles down central going south off of cartridge.also the LG. Volume of vehicles. Hard to get onto central from our home on .our sidewalk on the Block of central is Non Walkable...very low so the water just sits on it.terrible this time of the year. People have to walk on the street because you can't not walk thru all that water in front of garden village condos.The road along the curb has high spot so water doesn't drain well to the catch drain to the sewer on the corner at 116th st.thankyou for your time in reading my concerns

Sent from my Galaxy Tab® E

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Monday, April 16, 2018 2:23 PM
To:
Subject: FW: Traffic concerns

Hello

Thank you for providing your comments regarding neighbourhood traffic in the Forest Grove neighbourhood. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, and Facebook posts and at the upcoming public meeting on May 1st, 2018. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by following the online Facebook group, or subscribing for Neighbourhood Traffic Review updates at Saskatoon.ca/NTR. Instructions on how to join the Facebook group are below:

1. Login to Facebook
2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Forest Grove
3. Choose Groups from menu choices across top
4. Click Join beside our Group

I also wanted to let you know that the intersection of Ludlow Street and Lowe Road is within the neighbourhood of University Heights SC, I will ensure that your comments for that intersection are captured for that neighbourhood traffic review.

Thank you again for your email,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Wednesday, April 11, 2018 1:00 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic concerns

Hello, and thanks for providing input regarding traffic flow concerns in Saskatoon.

I moved here last November, and I can point out the following issues in my neighbour hood. I live on

The intersection of Central Avenue, Reid Road, and Rossmo Road: Very dodgy. Bus stops, poor sight lines due to buses obstructing views, and pedestrians crossing Central, walking to or from bus stops. Large traffic flow from the north especially. Turning north onto Central Avenue from Reid Road is an accident waiting to happen. It definitely should be controlled. I think bus stops should be set back farther from this intersection as well.

The intersection of Ludlow and Lowe:

Very difficult when attempting to turn left from Ludlow onto Lowe.

I've also wondered about having the green light on, after the flashing green arrow stops, where there is no off-set turning lane provided.

For example on Attridge. When attempting to turn left onto Kenderdine when travelling west, or turning left onto Lowe when travelling east, it presents issues with oncoming traffic that is often difficult to see, when higher built vehicles are waiting to turn.

Saskatoon is a nice city! I hope something can be done vis-a-vis these traffic flow concerns.

Sent from my BlackBerry 10 smartphone on the SaskTel network.

Kelts, Sheliza

From:
Sent: Friday, April 20, 2018 10:27 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Forest Grove Traffic Review
Attachments: circle drive attrage drive - Google Maps.pdf; circle drive attrage drive - central ave Google Maps.pdf

Hello

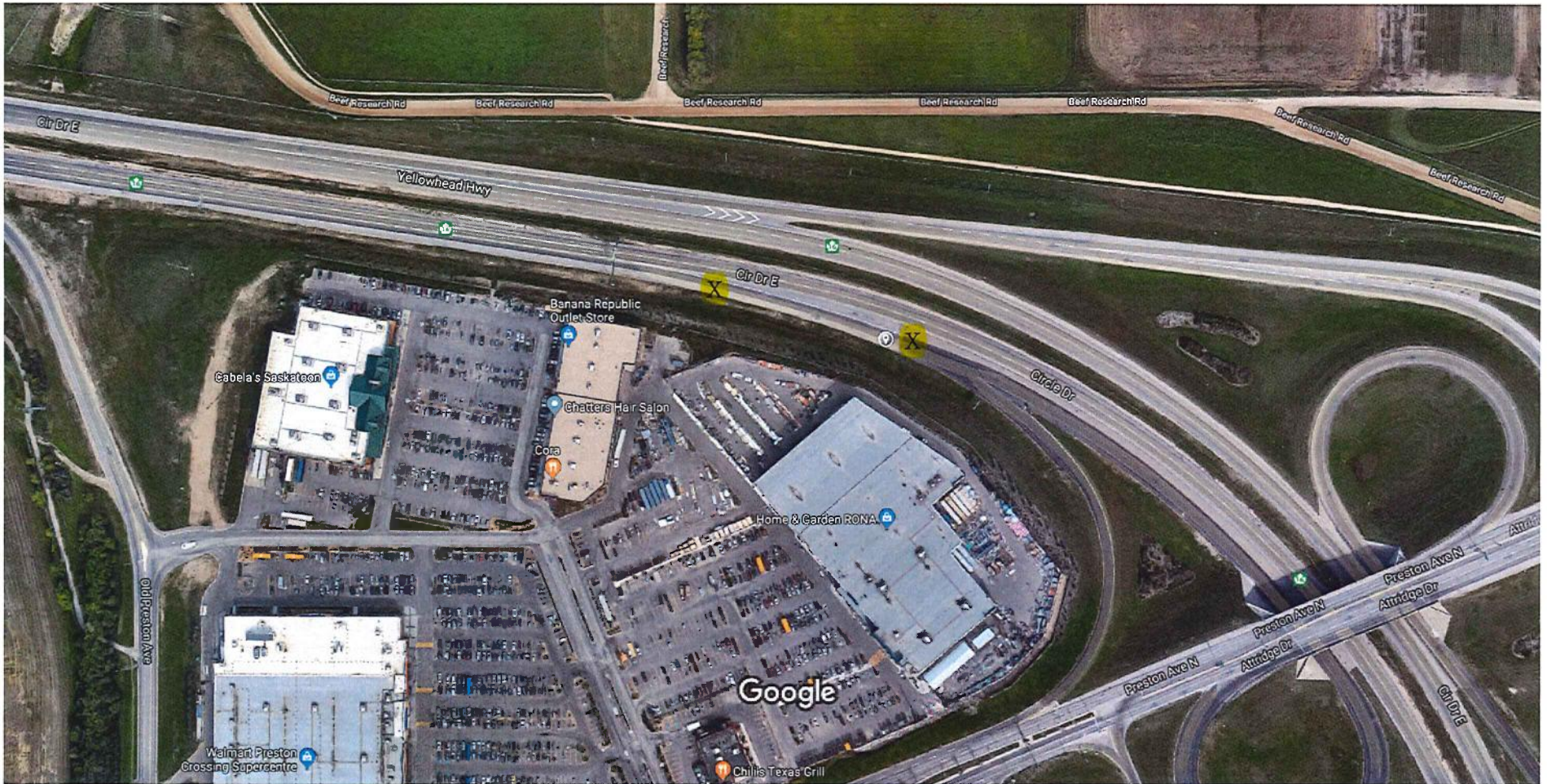
Thank you for allowing the public to give there opinions. I'm sure the response is overwhelming, I do have a couple suggestions that affect the designated area. Hopefully it helps.

I believe my suggestions are cost effective and will greatly increase traffic flow. the suggestions only require the removal of a small amount of concrete.

Please see attached marked up google maps.

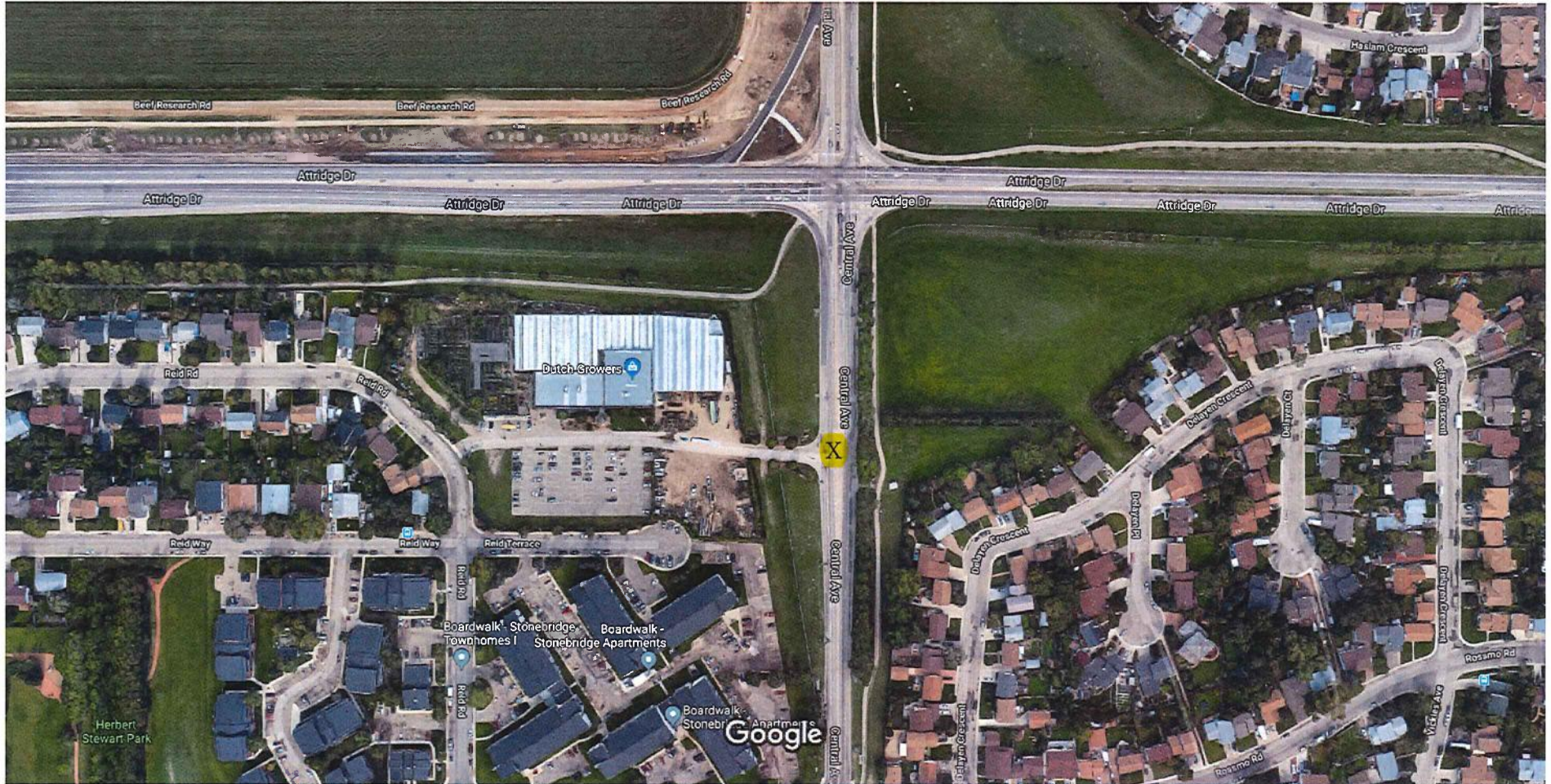
Thanks

Google Maps circle drive attrage drive



WHEN TRAVELING EAST / SOUTH ON CIRCLE DRIVE:
TRAFFIC EXITING ON TO ATTRAGE HAS ONE LANE TO EXIT THAN IT GROWES TO
TWO LANES. WE SHOULD BE ABLE TO EXIT CIRCLE FROM THE MIDDLE LANE AS
WELL GIVING TRAFFIC A CONSISTANT TWO LANES
- AREA OF ISSUE MARKED WITH A "x"

Google Maps circle drive attrage drive



Imagery ©2018 Google, Map data ©2018 Google 20 m

WHEN TRAVELING NORTH ON CENTRAL AVE ACROSS FROM DUTCH GROWERS THERE IS A CONCRETE MEDIAN THAT IS SHAPED IN A WAY THAT RESTRICTS TRAFFIC FROM USING THE LEFT TURNING LANE TO ACCESS ATTRAGE WEST BOUND. TRAFFIC BACKS UP ALONG WAYS ON CENTRAL IN THE MORNING AND THE LEFT LANE IS SELDOM USED BECAUSE OF THIS CONCRETE. SUGGEST REMOVAL OF THE SHAPED PIECE OF CONCRETE ALLOWING ACCESS TO THE LEFT TURN LANE
 AREA OF ISSUE MARKED WITH A "X"

Kelts, Sheliza

From:
Sent: Wednesday, April 25, 2018 1:18 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood traffic review - Forest Grove

Hello,

The intersection of Grey and Central has a "no left turn" sign.

Many people are still turning left anyway. Some get tickets on some days.

Many people will enter the driveway located by the doughnut shop to make a loop in the mud and a legal turn, many will enter the intersection with the traffic lights, and enter the small mall. The mall parking lot is almost as busy as the street as a consequence.

I know the grade of Grey is not proper to allow for a left turn but this whole situation creates a lot of unnecessary traffic and unpredictable turns in the area. Add a train to it and a line up of cars and it becomes very hard to get around that area at moments with everyone waiting to turn somewhere.

Thank you,

Kelts, Sheliza

From:
Sent: Friday, April 27, 2018 12:31 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Issues - Sutherland/Forest Grove area Concerns

Good Afternoon,

We received a flyer to encourage us to let the city know if there are any concerns. We live on [redacted] and there is a pot hole (among many others) that actually has a cone placed in it so people driving down street won't hit it. Sometimes the cone is removed so someone is putting it back. Could we just not fill that in?

Also, please note the intersection on Central Avenue and Reid Road is impossible to turn out of, especially at 730am and 4pm onward. It is an issue all day long most days. Could we see lights there?

Regards

Kelts, Sheliza

From:
Sent: Sunday, April 29, 2018 4:21 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns

Hi my is [redacted] and I live on [redacted]. One of the complaints I have is on Gray and Central. There is a sign showing that left turns aren't allowed but many make an illegal left turn. There's been numerous times I almost got hit turning off of Central to get onto Gray because of vehicles making an illegal left turn as quickly as possible. Also if you're on Gray trying to turn right onto Central, the ones making the illegal left turn can cause a line up waiting for their opportunity to make the left turn.

Also another complaint I have has to do with Attridge. There should of been another lane on Attridge heading eastbound to get onto Central because at rush hour it gets bad. Coming off of circle there shouldn't be a merge on Attridge, it should be going straight to Central. Many people wait to go into the left lanes and that causes a long line.

I know the second complaint would be hard to make any changes but should be looked into, especially how rapidly the city is expanding. Thank you for taking the time to listen to my concerns and hope something can be done.

Kelts, Sheliza

From:
Sent: Tuesday, May 01, 2018 12:37 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: ENGAGE Traffic Concerns for Forest Grove

To Whom It May Concern:

The following are my traffic concerns:

- It has become extremely difficult to access 115th Street E via Kellough Road for some time now. I have often gone east (further away) to Berini which at least has a four way stop at Berini and 115th.
- Drivers from new subdivisions east of Forest Grove have been defaulting to 115th for years. Avoiding Attridge, even now, is commonplace. They take 115th, turn left on Central (which also manifests in traffic backups due to the railroad tracks) and then 108th to Circle Drive.
- 115th is not suitable for high density traffic. Forest Grove School has had to deal with this increased traffic for a long time. At least the Forest Grove Parent Council fought for lights at 115th and Forest Drive to deal with student safety.
- Speeding on Berini- The perfect thoroughfare as no schools and few intersections.
- Gray Avenue - This road is also conducive to speeding. There is no left turn onto Central so that promotes shortcuts through residential areas (any right off of Gray to 115th) as well as having to go down Egbert in Sutherland to get south. Due to this there is a hold up at Egbert & 108th.
- The corner at Gray and Central could certainly be re-constructed. It is a tight turn right off of Central (especially bad when icy). Perhaps lights could be added. I realize this is tough due to the rail tracks. However, you can often observe drivers making the illegal turn left from Gray onto Central.

Thank-you

Kelts, Sheliza

From:
Sent: Monday, May 14, 2018 12:45 PM
To:
Cc: Web E-mail - Transportation
Subject: RE: Re Berini Drive and rogers road

Good afternoon

Thank you for the enquiry. I will ask our Senior Engineer to review this location.

There are a few options when it comes to crosswalks:

- Unmarked
- Standard
- Zebra
- Pedestrian Corridor
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

In addition there are a number of conditions that must be met for each installation:

- Total pedestrians crossing
- Distance to cross
- Speed of traffic
- Proximity to a signalized intersection
- Etc.

Prior to any installation or changes for any crosswalk our Engineering Section will review the request, and if necessary, do some counts, pedestrian and vehicular.

Please feel free to contact me directly with any transportation related concern,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

-----Original Message-----

From:
Sent: Friday, May 4, 2018 2:23 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Re Berini Drive and rogers road

Submitted on Friday, May 4, 2018 - 14:23

Submitted by user: Anonymous

Submitted values are:

First Name:

Last Name:

Email:

Confirm Email

Neighbourhood where you live: Forest Grove

Phone Number:

==Your Message==

Service category: Traffic Issues

Subject: Re Berini Drive and rogers road

Message:

Hi,

I would like to bring this to attention. This intersection has a cross walk, it seems that vehicles rarely stop for pedestrians. As well, the length of the street causes the vehicles to have a higher than normal speed. A set of flashing cross walk lights would be highly effective in this intersection. The same set up as 115th street and Dunlop street & spruce Drive. The set up should have a trigger for pedestrians to engage the lights. The consideration of this proposition would be highly appreciated.

Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.:
Yes

For internal use only :

<https://www.saskatoon.ca/node/405/submission/228102>

Kelts, Sheliza

From:
Sent: Friday, September 28, 2018 1:34 PM
To: Kelts, Sheliza
Subject: Forest Grove Neighbourhood Traffic Review

Good afternoon Sheliza,

This morning was very bad morning for traffic in the Forest Grove area. With the Train at 7:45 and with 115th street closed, there was more than normal traffic on Grey avenue. The main problem this morning was not anything to do with the no left hand turn onto Central (which is a good thing), or the traffic from the train, it was the "only right hand turn/Bus lane" at 115th. The traffic would have flowed way better if only that lane was designated as the straight/right turn lane. Just as done all along Central business area. There is no need to change any signal lights or add anything. Just allow people to go straight in that lane. This morning, there was one car trying to turn West onto 115th, and tons of cars behind it trying to go straight, causing a backup all the way up Grey Avenue.

Thank you for your time to consider this solution.

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Wednesday, October 17, 2018 10:27 AM
To:
Subject: RE: Draft plan for Forest Grove traffic?

Hi

Sorry for the confusion, the Draft Traffic Plan that will outline the proposed traffic control measures for the Forest Grove community are not available just yet. They will first be presented at the public meeting on Thursday November 1st at 7pm at St. Volodymyr School in the Gymnasium (302 Kellough Road).

If you are unable to attend this meeting, the meeting material (presentation, Draft Traffic Plan and minutes) will be posted online a few days after the meeting. We then provide about 4 weeks after the meeting for people to review all of this information and submit any comments or feedback that they have.

I look forward to receiving your feedback on the proposed traffic control measures.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

-----Original Message-----

From:
Sent: Tuesday, October 16, 2018 10:36 AM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Draft plan for Forest Grove traffic?

Hello.

I would like to know exactly what traffic control measures are being proposed for Forest Grove. I can't find that document on the city website. Can you please provide me with a link?

Thanks,

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, October 19, 2018 2:33 PM
To: |
Subject: RE: Forest Grove Neighborhood Traffic Review

Hello

Please follow the link below:

<https://www.saskatoon.ca/engage/forest-grove>

This link will take you to the City's Engage page for the Forest Grove Neighbourhood Traffic Review. Under past engagement you can find the presentation and meeting minutes from the May 1st, 2018 meeting. In terms of the Draft Traffic Plan, this will be presented at the November 1st, 2018 meeting. It will also be added to this Engage page approximately one week after the November 1st meeting and there will be approximately one month allocated for individuals to review the information and provide comments prior to having the plan finalized.

I look forward to seeing you at the public meeting and receiving your input on the Draft Traffic Plan. Please let me know if you have any further questions.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From: |
Sent: Friday, October 19, 2018 1:58 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Forest Grove Neighborhood Traffic Review

Somehow I missed the previous information and meeting notifications on this plan. I would appreciate if I could have copies of any relevant information from previous sessions and a copy of the "draft plan" to review same before attending the meeting on November 1, 2018. I do not use Facebook so would appreciate having the above on line, via e-mail, or postal mail.

Thanks,

1

Kelts, Sheliza

From: City of Saskatoon - Mail Administrator
Sent: Friday, October 19, 2018 4:55 PM
To: "Sheliza.Kelts,"@Saskatoon.ca
Subject: traffic review Forest Grove

FORWARDED MESSAGE:

The original message did not make it to your mailbox because of a mistake with your email address. See below.

The Original Message came from:
The Original Message was sent to this address : "Sheliza.Kelts,"@Saskatoon.ca

If you correspond with this person on a regular basis, please let them know your correct email address.

Original Message below

Hello Shiliza

I just thought I would like to mention that traffic traveling north on Bernie have a very difficult time making a left turn onto Attridge to go westbound, especially just before high school starts, over the noon hour and just after school is done for the day. At times only 1-2 vehicles may be able to make this left turn due to southbound traffic on Bernie as well as students walking on don't walk signs assuming that if the traffic light is green they can still walk.

Might I suggest that the traffic committee take a look at perhaps installing an advanced left turn light from Bernie to then travel west on Attridge.

Just something to perhaps take a look at.

Thank you.

Saskatoon, Sask.

Kelts, Sheliza

From:
Sent: Saturday, October 20, 2018 7:56 AM
To: Kelts, Sheliza
Subject: Potential Traffic Concerns - Forest Grove area

Hello Ms. KELTS

I saw the pamphlet in the mail and thought this would be an ideal opportunity to identify a potential traffic concern in the Forest Grove area.

The intersection of Berni and Attridge should be perhaps looked at. It is a bottleneck during the school year, just before high school starts, over the noon hour and at the end of the school day. Vehicles traveling north on Berni attempting to make a left turn is the issue. At present only 1-2 vehicle are able to make this left turn during these peak times as there is excessive southbound traffic on Berni as well as student pedestrian traffic crossing that intersection. Might I suggest you perhaps consider putting in an advanced left turn arrow for northbound traffic on Berni to make the left turn onto Attridge to go westbound.

Thank you for your consideration on this matter.

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Monday, October 22, 2018 2:14 PM
To:
Subject: RE: Traffic Plan

Hi

Thank you for sharing your concerns.

I am not sure if you are aware but there are a few points in the City of Saskatoon Bylaw No. 7200 The Traffic Bylaw that may help in your current situation. One point states that a vehicle shall not park on a street for more than 36 hours straight. The other point states that any vehicle or vehicle connected to a trailer 6 or more meters in length shall not park for more than an hour straight on a street. If either of these items are occurring you can call parking enforcement (306-975-8344) to report it.

Thanks again,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Friday, October 19, 2018 4:22 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Traffic Plan

Hi,

I live in Forest Grove. Ideas about traffic plan is that there are too many parked vehicles and trailers on the streets. My neighbor has 8 vehicles and 1 trailer. No parking here for my family when they come over, is this fair as a tax payer? In my opinion, I would say no. With all these vehicles and trailers moving on streets, causes more road repair. Why don't city charge \$100 for every vehicle and \$50 for every trailer and put this towards road repairs. It would have to have owners go down to city hall or online and pay this fee, which would be good for 1 year from purchase, and then they would get a confirmation number. Now when they go register their vehicles, they would need this confirmation number in order to get registration. If no confirmation number from city, then they can't drive their vehicle. This way it would help with budget and people won't have that many unused vehicles on streets. Plus there are landlords who rent out properties but there are way too many vehicles for that one house.
thanks

Kelts, Sheliza

From:
Sent: Wednesday, October 24, 2018 10:29 AM
To: Kelts, Sheliza (TU - Transportation)
Cc: Hill, Darren (City Councillor)
Subject: Re: NTR - Forest Grove

Thank you for your response.

I appreciate your supplying the rationale regarding the NTR - Forest Grove, but as someone who takes considerable interest in civic affairs I find it lacking in the extreme because it makes no reasonable sense.

To attend a meeting with a "blank slate" so to speak, is a time- and resource-wasting endeavor for all involved (as pointed out previously), as well as a waste of rate-payers' financial input to the running of the city.

Just as the "Talking Trash" meetings seem to have been a complete waste of everyone's time and efforts, the Engage exercise promises to be the same.

On 10/24/18, Kelts, Sheliza (TU - Transportation)
<Sheliza.Kelts@saskatoon.ca> wrote:

> Hi

>

> There are a few reasons that we provide the information at the meeting and
> do not post it online in advance of the meeting date, including:

- > • To present background information on the process and steps taken to
> develop the plan before discussing the recommendations.
- > • To provide consistent messaging at the same time to the largest audience
> possible.
- > • To allow residents to hear feedback from other participants regarding the
> recommendations (which can affect their thoughts / perceptions of the
> recommendations).

>

> As I have previously outlined, the materials (presentation, recommendations,
> map and minutes) will be posted online within a couple of days of the
> meeting. The comment period will be open for 4 weeks after the meeting. You
> can send in thoughts or comments via email, phone or posting on the engage
> discussion page.

>

> Councillor Hill is aware of this process as he has been involved in previous
> Neighbourhood Traffic Review. Please feel free to share your concerns with
> him if you so choose.

>
> Thank you,
>
>
> Sheliza Kelts, P. Eng. | tel 306.986.3141
> Transportation Engineer
> City of Saskatoon
>
>
> -----Original Message-----
> From:
> Sent: Wednesday, October 24, 2018 4:20 AM
> To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
> Subject: Re: NTR - Forest Grove
>
> Thank you for the response.
> However, if you will look at the third and fourth paragraphs of the
> Oct 15 flyer, which state:
> "We have reviewed all the concerns and followed up with data
> collection The result is a draft Traffic Plan"
> "We would appreciate the opportunity to get your thoughts on our draft
> plan. The draft plan will be discussed at the public meeting [on Nov
> 1]"
> Comments and queries:
> 1. The draft apparently already exists.
> 2. How could the public discuss it intelligently/knowledgeably at a
> public meeting without having first reviewed it?
> 3. Attending such a meeting would be a complete waste of time for all
> concerned under the circumstances.
> 4. Perhaps your office should discuss this with Darren Hill, Ward 1
> councillor.
>
>
>
> On 10/23/18, Kelts, Sheliza (TU - Transportation)
> <Sheliza.Kelts@saskatoon.ca> wrote:
>> Hello
>>
>> Sorry for the confusion, the Draft Traffic Plan for the Forest Grove
>> community is not available just yet. It will first be presented at the
>> public meeting on Thursday November 1st at 7pm at St. Volodymyr School in
>> the Gymnasium (302 Kellough Road).
>>
>> If you are unable to attend this meeting, the meeting material
>> (presentation, Draft Traffic Plan and minutes) will be posted online a
>> few
>> days after the meeting. We then provide about 4 weeks after the meeting
>> for
>> people to review all of this information and submit any comments or
>> feedback
>> that they have.

>>
>> I look forward to receiving your feedback on the Draft Traffic Plan.
>>
>> Thanks,
>>
>>
>> Sheliza Kelts, P. Eng. | tel 306.986.3141
>> Transportation Engineer
>> City of Saskatoon
>>
>>
>> -----Original Message-----
>> From:
>> Sent: Tuesday, October 23, 2018 2:46 PM
>> To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
>> Subject: NTR - Forest Grove
>>
>> A few hours ago I left you a lengthy voice-message pointing out some
>> defects in the city's Engage webpage as it relates to the
>> above-captioned and the flyer dated 2018-10-15.
>>
>> The NTR - Forest Grove site states explicitly that NO engagement is
>> possible via same at the present time. Nor at
>> <https://www.saskatoon.ca/engage/forest-grove> is it possible
>> (apparently) to acquire a copy of the draft plan so that it can be
>> examined and commented upon, as requested in the flyer.
>>
>> As Project Manager, you should correct those problems, as well as
>> forward to me the draft traffic plan as described in the flyer and as
>> requested in my earlier voice-message.
>>
>>
>>
>

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Wednesday, October 24, 2018 10:21 AM
To:
Subject: RE: Forest Grove Traffic Plan

Hello

Unfortunately, the Draft Traffic Plan is not available until the November 1st meeting. There are a few reasons that we provide the information at the meeting and do not post it online in advance of the meeting date, including:

- To present background information on the process and steps taken to develop the plan before discussing the recommendations.
- To provide consistent messaging at the same time to the largest audience possible.
- To allow residents to hear feedback from other participants regarding the recommendations (which can affect their thoughts / perceptions of the recommendations).

I hope that you are able to attend the November 1st meeting but if you are not, the material from the meeting (presentation, recommendations, map and meeting minutes) will all be available within days of the meeting. The comment period for this information will be open for approximately 4 weeks after the meeting. During this time you can send in thoughts or comments via email, phone or posting on the engage discussion page.

I look forward to receiving your feedback on the Draft Traffic Plan.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Tuesday, October 23, 2018 8:12 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Forest Grove Traffic Plan

Hello,

I received notice of the meeting on November 1st about the new neighborhood traffic plan for Forest Grove. I have checked the website (<https://www.saskatoon.ca/engage/forest-grove>) but cannot find the details of the plan online. Is there somewhere else I should be looking, or, is the plan is not available for review until the November 1st meeting?

I would prefer to review the plan and provide written comments. Is that possible?

Thank you,

Kelts, Sheliza

From:
Sent: Saturday, October 27, 2018 6:15 PM
To: Kelts, Sheliza
Subject: forest grove nightmare traffic

I own I travel this area many times per day. I want to say how disappointed I am in planning traffic in this area. When I saw construction going on Attridge and Central I was happy to see but ended up being disappointed as they did not correct the problem what so ever.

Coming from the south on Circle and taking the Attridge exit one has to merge into traffic only to be held up by traffic trying to get into the left hand lane because they don't want to turn onto Central. This is so annoying and has been for years! That exit should NOT have to merge at all, they could have easily kept that entire lane as a turning lane to Central. As it is now they need to put concrete pillars up to keep traffic moving and forcing the turn similar to 22nd st. Every day one has to swerve around cars. This is not acceptable. There could easily be 2 lanes turning onto Central and block that useless lane coming from Silverspring area. Silverspring does not need 2 lanes on Central. Also, the concrete curb in the middle of the road by Dutch Growers needs to go! It is blocking entire turning lane and people seem to only use the right turning lane and nobody can access the left lane because of concrete. There is no need to put concrete in the middle of roads that are busy. Central Ave needs to get rid of all the onstreet parking so traffic can move more quickly. One lane is not sufficient.

Kelts, Sheliza

From: .
Sent: Sunday, October 28, 2018 8:24 PM
To: Kelts, Sheliza
Subject: Neighborhood Traffic Review - Forest Grove

Hi Sheliza,

Thank you for the opportunity to provide input regarding the above. Below please find our comments.

- Berini and 115th Street – We’ve experienced very few problems at this intersection. We found the four way stop operates well.
- Attridge Drive and Berini – North-South direction – the green light is too short to accommodate traffic turning left onto Attridge. We agree that a protected left turn is needed (especially when school lets out).
- Kellough and 115th Street – We find it extremely difficult to turn from Kellough onto 115th Street (both east and west directions) at times. We would like to see either a 3 way stop or traffic lights installed at this intersection and that should correct the pedestrian issues as well.
- Central Avenue and Attridge Drive – We feel an interchange is still required at this intersection to manage traffic flows even after the opening of the North Commuter bridge as the opening of that bridge has not resolved the traffic problems. We don’t feel that changing the timing of the traffic lights at this intersection alone will correct the increasing traffic problems at this intersection. We’ve witnessed almost daily when driving along Attridge toward Central Avenue (eastbound), cars passing on the right-hand shoulder, when traffic is very congested.
- Bus stops on Attridge between Berini and Central Avenue – We feel that it is highly dangerous to have bus stops along a high traffic route with only two lanes where the bus interferes with traffic flow when it makes stops. If the bus stops are required along Attridge, we would like a third lane added in order to improve the traffic flow.
- Attridge between Circle and Central Avenue – We’d like to see the speed limit increased from 60 km/hr to 70 km/hr in this section of Attridge as this change will improve traffic flow.

Kelts, Sheliza

From:
Sent: Tuesday, October 30, 2018 6:05 PM
To: Kelts, Sheliza
Subject: RE: Forest Grove Neighborhood Traffic Review

Sheliza=-

Something has come up that will prevent me from attending the traffic review meeting. The issue I was planning to raise was the lack of directional signage on Attridge Drive. When one is driving West on Attridge West of Central there is no sign to indicate that the access to Circle Drive North/West is the exit ramp on the right nor is there any notice about the straight through lanes going to Preston Ave and the left turn lane onto Circle Drive South/East. There has been a large post on the centre median for a long time but has never been a sign. In addition I would suggest that when approaching the Central & Attridge intersection both North and West bound there should be signs indicating the route to the new Chief Mistiwasis Bridge (possibly including the words "Saskatoon North").

From: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Sent: October 19, 2018 2:33 PM
To:
Subject: RE: Forest Grove Neighborhood Traffic Review

Hello

Please follow the link below:

<https://www.saskatoon.ca/engage/forest-grove>

This link will take you to the City's Engage page for the Forest Grove Neighbourhood Traffic Review. Under past engagement you can find the presentation and meeting minutes from the May 1st, 2018 meeting. In terms of the Draft Traffic Plan, this will be presented at the November 1st, 2018 meeting. It will also be added to this Engage page approximately one week after the November 1st meeting and there will be approximately one month allocated for individuals to review the information and provide comments prior to having the plan finalized.

I look forward to seeing you at the public meeting and receiving your input on the Draft Traffic Plan. Please let me know if you have any further questions.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Friday, October 19, 2018 1:58 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Forest Grove Neighborhood Traffic Review

Somehow I missed the previous information and meeting notifications on this plan. I would appreciate if I could have copies of any relevant information from previous sessions and a copy of the "draft plan" to review same before attending the meeting on November 1, 2018. I do not use Facebook so would appreciate having the above on line, via e-mail, or postal mail.

Thanks,

Kelts, Sheliza

From:
Sent: Monday, November 05, 2018 3:29 PM
To: Kelts, Sheliza
Subject: forest grove traffic

Hi Sheliza,

Unfortunately, I was unable to attend the public meeting on November 1st or to comment before. However, I am hoping it is not too late to offer this suggestion: installation of a NBLT arrow at Attridge/Berini. With the volume of traffic making left-turns (especially evident when 115th was closed), the arrow is warranted particularly during the AM/PM peaks. This would not be too much of a stretch to have this addition as I had a left turn loop installed when repaving of the approach was done last year. A little programming and the addition of a four head signal it is good to go.

Thank you.

Kelts, Sheliza

From:
Sent: Tuesday, November 06, 2018 12:19 PM
To: Kelts, Sheliza
Subject: Traffic changes

Good morning,

Some how I just found this letter in regards to traffic changes. I do realize I may be to late and if I am just disregard my input. I have two different ideas I have thought about while living here.

- 1) I have heard numerous times, from many people how we should be able to turn left onto central coming off of gray avenue. Maybe the possibility of a turning light there?
- 2) As well I don't know if this pertains to traffic but the train always runs at 5pm, it would be great if it could avoid running around rush hour because it backs up all of central where as when it runs at a regular time it isn't to terribly backed up.

Thanks for collecting input from residents, truly appreciated.

With kind regards,

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Thursday, November 08, 2018 4:56 PM
To:
Subject: FW: Forest Grove Traffic meeting

Hi

Please find all of the information from the November 1st meeting here:

<https://www.saskatoon.ca/engage/forest-grove>

It is located under the Past Engagement tab. This is all public information and can be shared.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

-----Original Message-----

From: mitch.riabko@greatworksconsulting.ca [mailto:mitch.riabko@greatworksconsulting.ca]
Sent: Tuesday, November 06, 2018 3:42 PM
To:
Cc: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Forest Grove Traffic meeting

Hi

I'll pass your request on to the Forest Grove NTR Project Manager;
Sheliza Keltz.

Mitch

On 2018-11-06 15:24,
Development) wrote:

> Hello,

>

> First off, I'm sorry I couldn't attend the traffic meeting last week
> in Forest Grove. I hope it went well for you, and that you had a
> responsive crowd.

>

> Would it be possible please to get any info about what was shared with
> the public?

>

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, November 09, 2018 5:10 PM
To:
Subject: RE: Forest Grove Traffic Review

Hi

Thank you for contacting me and yes you have the correct person.

Although not included in the Draft Traffic Plan, traffic data was collected and reviewed for both Cruise Street and Dunlop Street. The data showed that the 85th percentile speeds and daily traffic were:

Street	Between	Speed (kph)	Average Daily Traffic (vpd)
Cruise Street	Spark Avenue to Prairie Avenue	40	245
Dunlop Street	Spark Avenue to Prairie Avenue	43	573

According to the Neighbourhood Traffic Management Guidelines and Tools (2016), if the 85th percentile speed is 5 kph above the posted speed limit, traffic calming will be considered if supported by the community. Since the Cruise Street and Dunlop Street speeds were not above 5 kph over the speed limit, traffic calming measures have not been recommended.

Since Boyd Street is a shorter street than Cruise Street and Dunlop Street, we do not expect speeding beyond the posted speed limit. It is possible that the 50 kph is uncomfortable for you and your neighbours. City Council has requested that the Administration review the posted speed limit on residential streets and report back in 2019. If you support a speed limit reduction for your street, I suggest that you contact your Councillor Darren Hill at 306-384-9273 or Darren.Hill@Saskatoon.ca.

Speed humps are not currently considered as a traffic calming measure in the City. We have recently completed a pilot project for vertical traffic calming devices this year. We are compiling the speed data and public feedback and will be summarizing the findings to present to City Council in early 2019. Should City Council endorse the use of speed humps, the request for these types of devices would be completed through the new Traffic Calming Policy which has been recently approved by City Council (<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=3d7d7ea1-ee0b-49ae-875a-7231c6fc83d8&Agenda=Agenda&lang=English#49>).

We are still accepting comments on the Forest Grove Neighbourhood Draft Traffic Plan. Once the comment period closes, we will finalize the Traffic Plan and prepare the Final Report. For the latest updates on the project, please visit Saskatoon.ca/ntr and click on "Subscribe to Traffic Review Notifications".

Take care,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:

Sent: Monday, November 05, 2018 12:22 PM

To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>

Subject: Forest Grove Traffic Review

Hi there,

I am unsure if I have the correct address for this, I apologize if I have emailed the wrong person. I have just finished reading the proposed traffic plan for Forest Grove. Although I think the suggested actions in the plan are good, there is nothing that addresses the concerns regarding speeding on Boyd, Cruise and Dunlop. I live on _____, and I know myself and my neighbors are increasingly concerned regarding the speeding on _____.

Someone has even go so far as to make their own signs about it. (Photo attached to this email). Our street is becoming dangerous. A simple solution like a speed bump or two would cut down on speeding substantially and I would like it to be considered.

Thank you,

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, November 16, 2018 9:10 AM
To:
Subject: RE: Forest Grove Traffic Plan

Hello

Thank you for taking the time to review the Draft Traffic Plan and providing your comments and feedback.

Since the first public meeting with your neighbours on May 1st, 2018, I have been hearing concerns about vehicles speeding down Rossmo Road. I have collected speed data down this roadway to confirm that vehicles are travelling over the 50 kph posted speed limit. Median islands are a traffic calming tool that can be used to reduce vehicle speeds. These median islands will be designed to ensure that they do not conflict with typically usage of this roadway and they will initially be installed temporarily so that if an issues does occur it can easily be addressed.

Please let me know if you have any further concerns.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From: | |
Sent: Thursday, November 15, 2018 12:53 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Forest Grove Traffic Plan

Hi Sheliza,

I would also suggest increasing the speed limit on Attridge Drive from 60 to 70 kph from Forrest Grove church westbound to the Circle Drive overpass as there are adequate traffic controls, double lane and relatively straight therefore not presenting a safety issue and helping the flow of traffic.

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From:

Sent: November 13, 2018 2:07 AM

To: Sheliza.Kelts@Saskatoon.ca

Subject: Forest Grove Traffic Plan

Hello Sheliza,

As a resident in FG I would like to respectfully suggest the following two traffic changes.

I am a regular user of Rossmo Rd. The following items may be anticipated to reduce traffic speed on the listed sections of Rossmo, but they will also congest the road making turning and maneuvering difficult for vehicles, especially with trailers if curbs are used to create a median. This will be compounded in the winter with the snow piles that reduce the width of the road.

13 Rossmo Road & Bradwell Avenue Install median islands on east and west legs of Rossmo Road Reduce driver speed and enhance pedestrian safety

14 Rossmo Road & Pitt Avenue Install median islands on east and west legs of Rossmo Road Reduce driver speed and enhance pedestrian safety

I would recommend that a separate and exclusive exit 4th lane be added from exiting on Circle Drive north to Attridge Drive east to Central Ave south. This will significantly alleviate the congestion, especially at rush hour time in this merge situation, by allowing drivers who are only using Attridge to Central Ave a straight designated lane with the existing 3rd lane to the right merging within about 200 meters of Central rather than turning south onto Central Ave as it currently does.

Sincerely,

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Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, November 16, 2018 9:30 AM
To:
Subject: RE: Forest Grove Traffic Review

Hello

In terms of your first comments about signage around Attridge Drive & Central Avenue, I have been informed that additional signage is planned for the area and that some signage was removed during the improvements at the intersection that are also planned to be re-installed.

The intersection of Gray Avenue & Central Avenue has been brought up several times throughout this process. It was discussed at the first public meeting on May 1st, 2018. Staff Sergeant Patrick Barbour attended this meeting and heard all about the vehicles performing this prohibited left turn.

Thank you for your email,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Thursday, November 15, 2018 10:10 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Forest Grove Traffic Review

Sheliza-

I am sorry I was unable to attend the November 1st meeting but based on a review of the minutes there was a lot of good discussions. I did not see any mention of my comment about the lack of informational/directional signs on Attridge Drive East of Central Avenue but assume that was not included due to being outside the geographical area being reviewed. Hopefully it can still be addressed and rectified in the near future. Left turns from Gray Avenue onto Central have been a contentious issue for the 40 plus years I have lived in the community. A simple solution to this problem could be a triangular island in the North-East portion of Gray Avenue at the intersection effectively making a single vehicle width lane with a right turn the only option without driving over a curb.

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Tuesday, November 20, 2018 4:43 PM
To:
Subject: RE: Forest Grove Traffic Plan
Attachments: Council RS Bylaw 7200 Speed Limit Amendments 2011.doc

Hello

City Council has requested that the Administration review the posted speed limits on residential streets and report back in 2019. If the ultimate decision is to reduce posted speed limits on residential streets then these traffic calming methods may need to be reassessed. The speed data was collected using pneumatic tubes over the course of a week in the spring of 2018.

I was not involved in the change in posted speed for Attridge Drive. This roadway is outside of the scope of the Forest Grove Neighbourhood Traffic Review which focuses on your neighbourhood roadways. I have found and attached the Council report that I believe triggered the speed reduction if you would like to review it.

Take care,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Friday, November 16, 2018 10:48 AM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Forest Grove Traffic Plan

Hello Sheliza,

Thank you for your reply about Rossmo Rd and the speed related concerns on that residential road. Will the proposed reduced speed limits on residential streets not mitigate this concern? What speed data has been collected to give evidence to this concern? As a suggestion, the use of sidewalk extensions medians would narrow the road but not provide a manouvering restriction for longer vehicles with recreational or utility trailers.

In regards to Attridge Drive I also remember when that previously mentioned section of road used to be 70 kph which did not seem to cause any issues at that time nor does it seem over the years it would present any issues at this time.

Sincerely,

From: Sheliza.Kelts@Saskatoon.ca
Sent: November 16, 2018 09:09

To:
Subject: RE: Forest Grove Traffic Plan

Hello

Thank you for taking the time to review the Draft Traffic Plan and providing your comments and feedback.

Since the first public meeting with your neighbours on May 1st, 2018, I have been hearing concerns about vehicles speeding down Rossmo Road. I have collected speed data down this roadway to confirm that vehicles are travelling over the 50 kph posted speed limit. Median islands are a traffic calming tool that can be used to reduce vehicle speeds. These median islands will be designed to ensure that they do not conflict with typically usage of this roadway and they will initially be installed temporarily so that if an issues does occur it can easily be addressed.

Please let me know if you have any further concerns.

Thanks,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From:
Sent: Thursday, November 15, 2018 12:53 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Forest Grove Traffic Plan

Hi Sheliza,

I would also suggest increasing the speed limit on Attridge Drive from 60 to 70 kph from Forrest Grove church westbound to the Circle Drive overpass as there are adequate traffic controls, double lane and relatively straight therefore not presenting a safety issue and helping the flow of traffic.

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From:
Sent: November 13, 2018 2:07 AM
To: Sheliza.Kelts@Saskatoon.ca
Subject: Forest Grove Traffic Plan

Hello Sheliza,

As a resident in FG I would like to respectfully suggest the following two traffic changes.

I am a regular user of Rossmo Rd. The following items may be anticipated to reduce traffic speed on the listed sections of Rossmo, but they will also congest the road making turning and maneuvering difficult for vehicles, especially with trailers if curbs are used to create a median. This will be compounded in the winter with the snow piles that reduce the width of the road.

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Sincerely,

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Kelts, Sheliza

From:
Sent: Saturday, November 17, 2018 11:14 AM
To: Kelts, Sheliza
Subject: Forest Grove Neighbourhood Traffic Review

Wanted to mention a continuing problem with vehicles, including school buses, that speed on the long stretch of Addie Crescent.

Sent from Samsung tablet.

Kelts, Sheliza

From:
Sent: Friday, November 23, 2018 2:50 PM
To:
Subject: RE: Engage - Feedback

Hi

Thank you for brining your concern forward. In terms of the Forest Grove Neighbourhood Traffic Review, this location is not included in the study boundaries which focus on your neighbourhood roadways (local and collector roadways). I will however bring this up with my supervisor to see if something can be done.

Thanks again,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

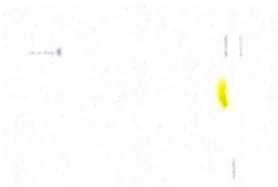
From:
Sent: Wednesday, November 21, 2018 6:22 PM
To: Kelts, Sheliza (TU - Transportation) <Sheliza.Kelts@Saskatoon.ca>
Subject: Engage - Feedback

Hello Shelizam,

Something I'd like the city to seriously consider in regards to traffic in our Forest Grove area is the boulevard on central by Dutch growers. The traffic backs up significantly every morning and evening on central due to the concrete boulevard right across from the old Dutch growers entrance. If the concrete was removed, both lanes could be used and traffic wouldn't back up past Rossomo because there would be two lanes to use.

This is a simple and cheap fix that would greatly improve the flow of traffic in our area.

Thank you,



See all (4)



Traffic Review shared a [link](#).
Admin · 3 December 2018

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.
The City of Saskatoon undertook a Neighbourhood Traffic Review in Forest Grove in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making improvements. Resident input was gathered through this page between May 1 and December 1.
For questions or more information about Neighbourhood Traffic Reviews please contact NTR@saskatoon.ca or visit saskatoon.ca/NTR.



saskatoon.ca

Neighbourhood Traffic Reviews

Did you know #yxeGreenStrategy is made up of 10 Principles? Principle 6,...

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NEW ACTIVITY



Traffic Review shared a link.

Admin · 3 December 2018

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.

The City of Saskatoon undertook a Neighbourhood Traffic Review in Forest Grove in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making improvements. Resident input was gathered through this page between May 1 and December 1.

For questions or more information about Neighbourhood Traffic Reviews please contact NTR@saskatoon.ca or visit saskatoon.ca/NTR.

Bottom of Form

OLDER

29 October 2018

It is funny we were not asked about the bus stop along circle drive, not even sure how the folks get to the stop on the south side as there is no access to the neighbourhood from the bus stop on that side?
Why would you not have the bus turn left Rever Road into Silverspring off of Attridge. This way you not having pedestrians trying to cross Attridge and causing traffic to slow even more on an already plugged road.

Top of Form

3 Comments
Seen by 99

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They would rather cause an accident then use common sense!!

11

Manage
LikeShow More Reactions
Reply · 11w



The bus stop has always been there FYI...

11

Manage
LikeShow More Reactions
Reply · 11w



I have lived here 30 years and have seen a bus stop on Attridge drive and stop traffic, weird

11

Manage
LikeShow More Reactions
Reply · 11w



Write a reply...



Too late on the accident, I have witnessed one. Placing a bus stop on a limited access road is the same as placing it on a freeway. Very bad choice.

11

Manage

Like Show More Reactions

· Reply · 6w



... / yes agreed it should not be on Attridge

Manage

Like Show More Reactions

· Reply · 6w



Write a reply...



Write a comment...

Bottom of Form



Traffic Review shared a [link](#).

Admin · 2 November 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Forest Grove is midnight, December 1st. The plan, which was released for comment on November 1, 2018, is available at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review; Forest Grove, November 1, materials) See link below.

The new Traffic Plan sets out changes to how all types of neighbourhood traffic move around your neighbourhood. The recommendations are based on resident feedback (in...

[See more](#)

saskatoon.ca

[Neighbourhood Traffic Reviews](#)

School is out for the day on November 9th. We have a fun, active program...

Top of Form

4 Comments
Seen by 89

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r When will last night's meeting minutes be put up online?

[Manage](#)

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[Reply](#) · 10w

How do you want comments?

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I just sent an email to the address on the engage page. I am unsure if it was the correct place to send it, as it has not be clearly stated how you want to receive comments.

I notice in the minutes that the issue of speeding on Boyd, Cruise and Dunlop was brought up but none of the recommended actions address this issue. I urge the city to PLEASE consider putting a speed bump or two on these streets. They are becoming unsafe.

[Manage](#)

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Traffic Review Hi [redacted] - thanks for the question. Comments can be submitted directly onto this Facebook page. You can also contact the City Project Manager directly through email or phone. <https://www.saskatoon.ca/engage/forest-grove>

Manage

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· Reply · 7w · Edited



Write a comment...

Bottom of Form



29 October 2018

Why don't they do the overpass over the train tracks connecting McKercher drive to Bernini ??? For years there has been open space left to do so! So must of been a plan to for that to happen at one point!! Would take some congestion off Central Ave. Help avoid the tracks on Central!

Top of Form

4 Comments
Seen by 97

4155

Like Show More Reactions

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Comments



[redacted] I also heard that was a plan and it never happened...would have alleviated a lit of traffic problems

11

Manage

Like Show More Reactions

· Reply · 11w



And who pays for this?

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 11w



Overall the city has done a terrible job in pre- planning, seems we are always reacting to situation.

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 11w



I agree. They had a plan, left a giant gap, and didn't do anything about it. It would solve many traffic problems.

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 11w



Write a comment...

Bottom of Form



29 October 2018

as much as we need control at central and Rossmo/ Reid Roads I would not want lights as it will back traffic north on Central right across Attridge to the North and those turning right onto Central from Attridge. Not sure the answer but causing more congestion. At that intersection I think will make for more yellow light runners and less attention to the pedestrians as well.

Top of Form

[3 Comments](#)
[Seen by 102](#)

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[Comments](#)

Four way stop? Not only for traffic but this is also justified for the bus stop that has been moved there.

11

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 11w · Edited

1 Maybe or a controlled light based on traffic so in the evening rush hour less time to turn left off central or left off Reid onto central

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 11w

Write a reply...

1 Central needs to be double lane all the way to College Dr. That way you have room for left hand turns, with traffic moving in the right hand lane or turning right if needed. Central shouldn't be single lane just too much traffic on that road way. Also ...[See more](#)

11

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 11w

1 Double lane to College a great idea

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 11w

Write a comment...

Bottom of Form

1 May 2018

This is totally ridiculous train holding up traffic at rush hour for 45 min.

Top of Form

5 Comments
Seen by 112

4155
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[Comments](#)

s It's ridiculous they are spending money building overpasses in every new neighborhood but can't build one to avoid The train in our neighborhood! Obviously you know who the city cares most about

33

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[Reply](#) · 37w · Edited

In a perfect world we could download an app that notifies you of current train crossings and especially if they are planned ahead. An even better scenario would restrict trains from that crossing during morning and afternoon/evening rush hour. Just thoughts from my brain :)

22

[Manage](#)

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· [Reply](#) · 37w

What exactly is a ridiculous train? 😊 Perhaps It's dressed in drag? ☐

[Manage](#)

[Like](#)[Show More Reactions](#)
· [Reply](#) · 37w

Was it really a 45 minute wait cause I've been there and timed it and at the outside it's been approximately 18 minutes.

[Manage](#)

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· [Reply](#) · 37w

[Hide 15 Replies](#)

18 minutes is still a ridiculously long wait, the difference between being on time and late to work...

[Manage](#)

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· [Reply](#) · 37w

Yes it was. They stopped 3 times to let a few cars go through then continued with whatever they were doing

[Manage](#)

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· [Reply](#) · 37w

And I have definitely been stuck in traffic because of the back up of traffic from the train, over 45 minutes

[Manage](#)

[Like](#)[Show More Reactions](#)
· [Reply](#) · 37w

So the traffic was the problem!

[Manage](#)

[Like](#)[Show More Reactions](#)
· [Reply](#) · 37w

the traffic caused by the train, if the train hadn't backed up the traffic there would be no problem, and waiting for the train has still caused me issues

[Manage](#)

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· [Reply](#) · 37w

Quite frankly if you are cutting it that close to being on time then you might want to consider leaving a little earlier??

[Manage](#)

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· [Reply](#) · 37w

· [Report](#)

Well they traffic was caused by the train stopping traffic

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 37w

· [Report](#)

I work 5-10 minutes drive to work so I am leaving early

[Manage](#)

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· [Reply](#) · 37w

Obviously this guy just wants to argue. Who would possibly vouch for a train that runs through a busy intersection

[Manage](#)

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· [Reply](#) · 37w

Point being either move the railway switch or dont block roadways at rush hour

11

[Manage](#)

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· [Reply](#) · 37w

Your assumption is crap , this issue has been an ongoing thing for many years and the

Railroad has stated on many occasions... “ we were here first and you put roads there, remember that initially there was not the amount of traffic as there is now and the RR could care less!!

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 37w

and guess what? Times change and so do situations and this is one of them. This is the issue with your older generation they are stubborn and unable to accept changes like this need to happen

11

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 37w



[Manage](#)

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· [Reply](#) · 37w

perhaps it is time for the RR to start caring and realize they now share the area with many people. The city and the RR should be able to negotiate a less disruptive train schedule.

[Manage](#)

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· [Reply](#) · 11w

At our cost cause the RR has always said... we were here first and Sutherland/City developed around the tracks.

We did not lay tracks around the development....[See more](#)

[Manage](#)

[Like](#)[Show More Reactions](#)

· [Reply](#) · 11w

Write a reply...

The trains were already here when I bought my house 32 years ago.

11

Manage

Like Show More Reactions

· Reply · 12w

Write a comment...

Bottom of Form

23 October 2018

In regards to traffic flow at the intersection of Central Ave & Reid Road: When making a left turn onto Central, it has been an ongoing issue that poses a problem. Quite often vehicles end up making a right turn, turn left onto a side street, then turn right to head north on Central.....or they have the passenger jump out and press the pedestrian cross walk button so they are able to make a left turn onto Central Ave. Turning left during rush hour is virtually impossible. Ask anyone that lives on Reid Road or Adolph. I propose a traffic light at this intersection.

Top of Form

4 Comments
Seen by 103

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Comments

I'm with you.

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 12w

It is a definite necessity

22

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 11w

To add to this issue, the city has moved the bus stop to the right of Reid Road. This now creates visibility problems.

22

[Manage](#)

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[Reply](#) · 11w

I know it is a concern as I come off the other side Rossmo Rd and turn right and even that has challenges at certain times of the day. I have started turning right on to central from birch cres less contested there maybe an option for Reid Rd side as well going one street further south then turn on to Central Ave.

11

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 11w

Agreed / Making a right hand turn is always easier...south on Central...then turning left on Birch Cres, then turning again to go North on Central Ave.

11

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 11w · Edited

Write a reply...



Write a comment...

Bottom of Form

23 October 2018

Both north and south bound lanes have signs that vehicles cannot pass on the far right lanes, yet when I am at that intersection that is all you see, irregardless if pedestrians are crossing - they still go flying through. And lately it has become common place to see vehicles turn right onto Central from Attridge, then do a u-turn just before Reid to get back onto Attridge eastbound. More than likely because they are too "important" to have to wait with the regular flow of traffic on Attridge. The Reid intersection has a high number of vehicles due to the pocket streets and multi-family dwellings - we need a solution before someone gets killed...lights maybe set to operate during peak times, sensors??? Or a parked cop to sit and hand out tickets!

Top of Form

[5 Comments](#)
[Seen by 104](#)

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[Comments](#)

I'm not sure exactly how it works, or how expensive it would be, but a set of traffic lights at Central/Reid/Rossmo with sensors to activate the lights when a few (??) vehicles are lined up to turn left from either Reid or Rossmo would help a lot and still keep traffic flowing on Central when there are no cars seeking to turn.

22

[Manage](#)

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[Reply](#) · 12w



I would like to see this happen.

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

These all seem like things a roundabout would cure (well, maybe not the drivers pulling u-eyes to skip the Attridge lights, but it would at least be safer)

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

Turning left from Central to Reid or Rossmo is also difficult at certain times of the day.

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

[Dennis Birtles](#) [Jan Andreae](#) I agree, so again, lights with a left-turn arrow would be helpful. Sensor controlled if possible.

11

[Manage](#)

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[Reply](#) · 12w

Write a reply...

Put a Commissionaire there to photograph them and then let the authorities do there thing.

The ones that bother me make a U-turn at the nursery.

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

just witnessed a near miss with a truck pulling a cross both lanes u-turn right in front of someone at the old entrance to Dutch Growers. This is a problem.

112

[Manage](#)

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[Reply](#) · 12w

Every day I see cars passing on the right and today when I was turning right onto Reid Rd. and stopped for the amber flashing light, a car in the through lane had to slam on his brakes for the kid crossing right in front of him. Please do something about this.

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

The same situation arises on 115th at Spruce Drive. The flashing amber there has already resulted in one child's death a few years ago. Those crossing lights should be a full red light, like at Forest Grove School. Then all traffic stops until safe to proceed.

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 12w

Write a reply...

There are two things that should happen in this instance... Driver needs to be aware of surroundings and the Pedestrian needs to be aware of the surroundings.

11

[Manage](#)

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· [Reply](#) · 12w

Both are true, however if the amber lights are flashing, vehicles must stop. Once the intersection is safely clear is the only time to slowly proceed.

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w

[Manage](#)

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· [Reply](#) · 12w

Write a reply...

Write a comment...

Bottom of Form



23 October 2018

Are they really putting bus stops on Attridge Drive? Perhaps Circle Drive will be next. That is beyond comprehension. It seems like every effort lately has been towards reducing the efficient flow of traffic.

Top of Form

3 Comments
Seen by 107

4377

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[Comments](#)

----- 1 This is the Cities mantra of how to CONTROL its citizens!!

[Manage](#)

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· [Reply](#) · 12w

! Their solution to speeding is to reduce speed limits. sounds like pretzel logic to me.

[Manage](#)

[LikeShow More Reactions](#)

· [Reply](#) · 12w

That's a good way of putting it... Pretzel logic!!

[Manage](#)

[LikeShow More Reactions](#)

· [Reply](#) · 12w

! Thts a safety concern also

[Manage](#)

[LikeShow More Reactions](#)

· [Reply](#) · 12w

Of course. An attempt at enforcing present speed laws would be a far better solution than simply decreasing the speed limit, and expecting the same speeders to adhere to the new limit.

11

[Manage](#)

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· [Reply](#) · 12w

Write a reply...

They bus stops have always been right in the middle of the road, but now there is a curb for riders to walk onto instead of stepping into the ditch and breaking their ankles.

22

[Manage](#)
[Like](#) [Show More Reactions](#)
· [Reply](#) · 12w

At first I thought they were making an indent lane for the buses to stop, so they didn't stop on the main drag, but I was wrong 😞

11

[Manage](#)
[Like](#) [Show More Reactions](#)
· [Reply](#) · 12w · Edited

Write a reply...

I fully agree with you, !!

[Manage](#)
[Like](#) [Show More Reactions](#)
· [Reply](#) · 12w

Write a comment...

Bottom of Form

22 October 2018

Hi there, I was unaware that there was a traffic review of Forest Grove until just this week, so I apologize that this is so late.

I and have a growing concern how fast people drive down this street. Because people cannot make a left turn on to Central Ave from Gray, they use Boyd to cut across to 115th so that they can make a left turn on to Central there. Unfortunately people do this at very high speeds. This has been a problem for years. In addition, th...

[See more](#)



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888

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[Comments](#)

2 Comments
Seen by 108

I drove down Boyd a few days ago at 29 K and got "looks" from a couple of people so I'm not sure what the answer is... speed bumps maybe???

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w

Yes!! Speed bumps!! People using Boyd as a cut across is totally fine and will happen no matter what. I just want them to do it at reasonable speeds.

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w · Edited



Write a reply...

I live on [redacted] we have the same issue with the domino drivers using it as a racetrack. They recently put in a stop sign at cruise and prairie and it's rare for someone to actually stop... speed bump might be a better idea!

[Manage](#)

[Like](#) [Show More Reactions](#)

· [Reply](#) · 12w

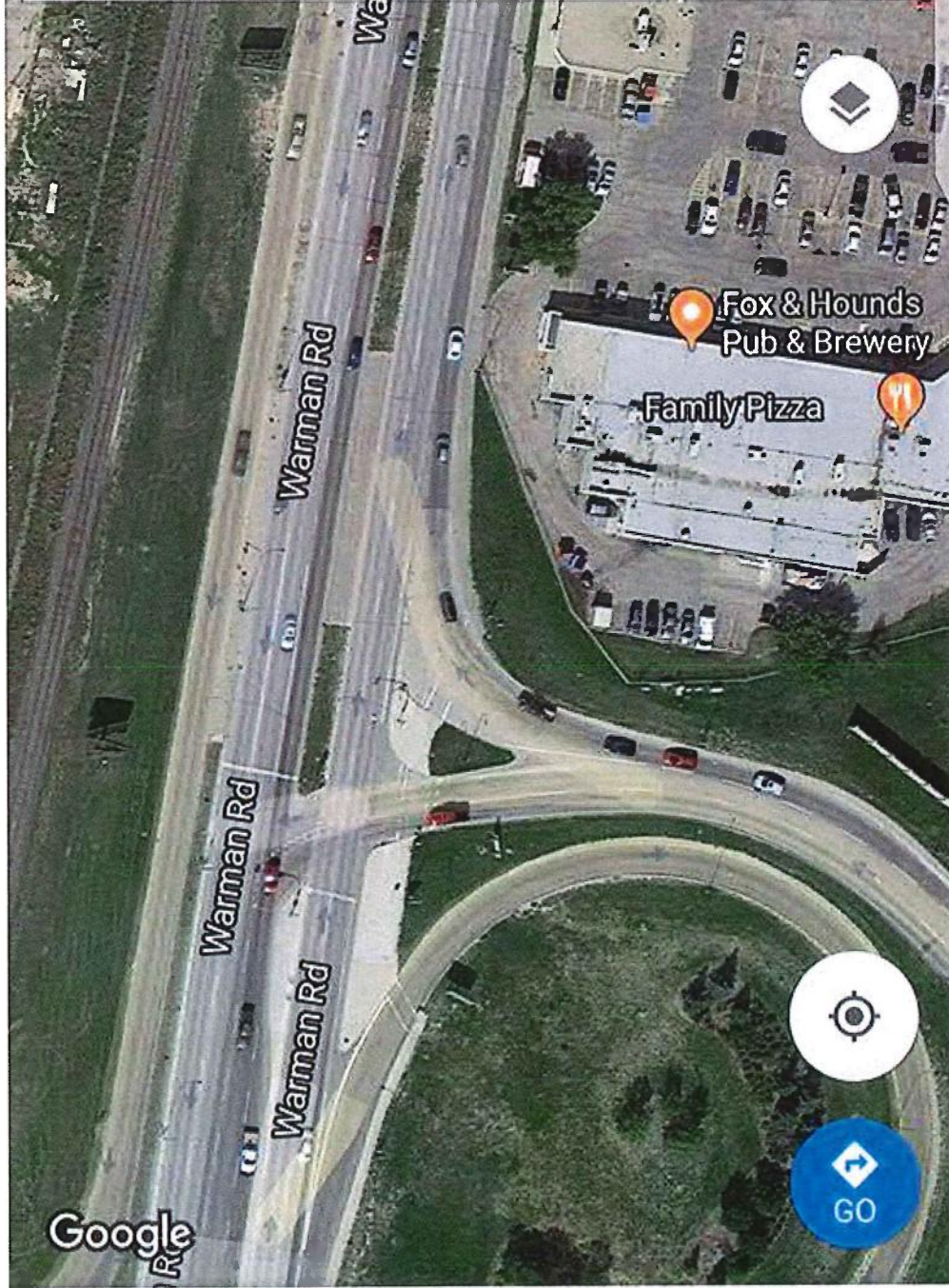


Write a comment...

Bottom of Form

My concern is the intersection of Grey Ave and Central. People continue to do left turns off of Grey onto Central and I've almost been hit several times, monthly. Is there any way to make it extremely difficult or prevent people from doing this turn by using cement barricades? Maybe like a dedicated lane similar to the top exit off Circle onto Warman heading north? I've included a picture showing which turning lane I've suggested. I don't think it would slow traffic down much.

Try petrol stations, cash machines



- Explore
- Driving
- Transit

Top of Form

1 Comment
Seen by 113

555

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Comment Share

Comments



I like that idea, and it would be awesome to have a left turn lane too

22

Manage

Like Show More Reactions

· Reply · 12w



Write a comment...

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Traffic Review

Admin · 10 September 2018

On May 1, 2018, a community meeting was held in Forest Grove to engage area residents and hear about their transportation concerns. <https://www.saskatoon.ca/engage/forest-grove>

The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Community residents are invited to join us at St.

Volodymyr School on Thursday, November 1 at 7 pm to review the draft plan.

Before you parti...

[See more](#)

October 15th, 2018

Give us your feedback on proposed traffic changes In your neighbourhood!

The City is undertaking a Neighbourhood Traffic Review for Forest Grove and inviting your input. The neighbourhood is bound by Attridge Drive (north), Berini Drive (east), Gray Avenue (south) and Central Avenue (west).

This review was initiated in January 2018. Thank you to everyone that has offered us input so far. We received your feedback via the Facebook Group page, email, phone calls and in-person at the first meeting held on May 1st, 2018.

We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.). The result is a draft Traffic Plan that proposes changes to the way traffic moves around your neighbourhood.

We would appreciate the opportunity to get your thoughts on our draft plan. There are three ways to participate and provide us with your feedback:

In Person: Public Meeting	Facebook: Public Group	Website: Saskatoon.ca/Engage
<p>Thursday, Nov. 1st 7:00 pm – 9:00 pm St. Volodymyr School, Gymnasium 302 Kellogg Road</p>	<ol style="list-style-type: none"> 1. Login to Facebook 2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Forest Grove 3. Choose Groups from menu choices across top 4. Click Join beside our Group 	<p>Find the tile for Neighbourhood Traffic Review – Forest Grove</p>

Next Steps?

- ✓ WINTER 2018-19: Traffic plan finalized based on feedback received.
- ✓ WINTER 2018-19: Plan presented to Standing Policy Committee for Transportation.
- ✓ SPRING/SUMMER 2019: Implementation of recommendations expected to begin.

Contact Us:

You may also submit your comments directly:
Email: Sheliza.Kelts@Saskatoon.ca
Phone: 306-986-3141

Subscribe for Neighbourhood Traffic Review updates at saskatoon.ca/NTR

Top of Form

1 share
Seen by 111

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Comments



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30 August 2018

There needs to be additional enforcement at the turn off to Reid Rd.. I understand that after work, many residence of Rossmo Rd. need to turn left and as a resident of Reid Rd., I am scared to pass the vehicles in the left lane, because they are not doing shoulder checks and automatically want to pass and turn into the right lane. The right lane is not for passing, and there is a sign indicating this already. Even when I turn onto Central, vehicles are passing in the right lane, and can cause accidents.

Dutch Growers

Central Ave
Central Ave

Central Ave

Top of Form

1 Comment
Seen by 110

and 6 others

Like Show More Reactions
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Comments

You're absolutely right. It is just a matter of time.

22

Manage

Like Show More Reactions

· Reply · 19w

Write a comment...

Bottom of Form

28 June 2018

I have some concerns about pedestrian traffic at the intersection of Rossmo/Reid & Central. I would like to see ramps suitable for strollers/bikes/wheelchairs actually facing Central Ave & close to where you push the button for the walk light. I would also like to see an actual walk light while crossing Central, in addition to the overhead flashing lights, so it's more clear when it is safe to cross. Finally, I'd like to see a sidewalk installed along Central from Reid Rd to the entrance to Dutch Growers.

Top of Form

Seen by 112

101010

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Comments

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Bottom of Form

19 June 2018

Anyone else wondwring about the set of tracks that still run across 108th? They are brutal right now and the pins are loose and rattle everytime you drive over them. The potholes right at the track are deep and you really feel these tracks on your car. Its unfortunate that they are still there, they haven't been used in YEARS, or at least maintain the road around them.

Top of Form

1 Comment
Seen by 113

555

[Like](#) [Show More Reactions](#)

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Comments

The money is being spent on bicycle lanes, a real essential need in this town!!

11

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 30w

Write a comment...

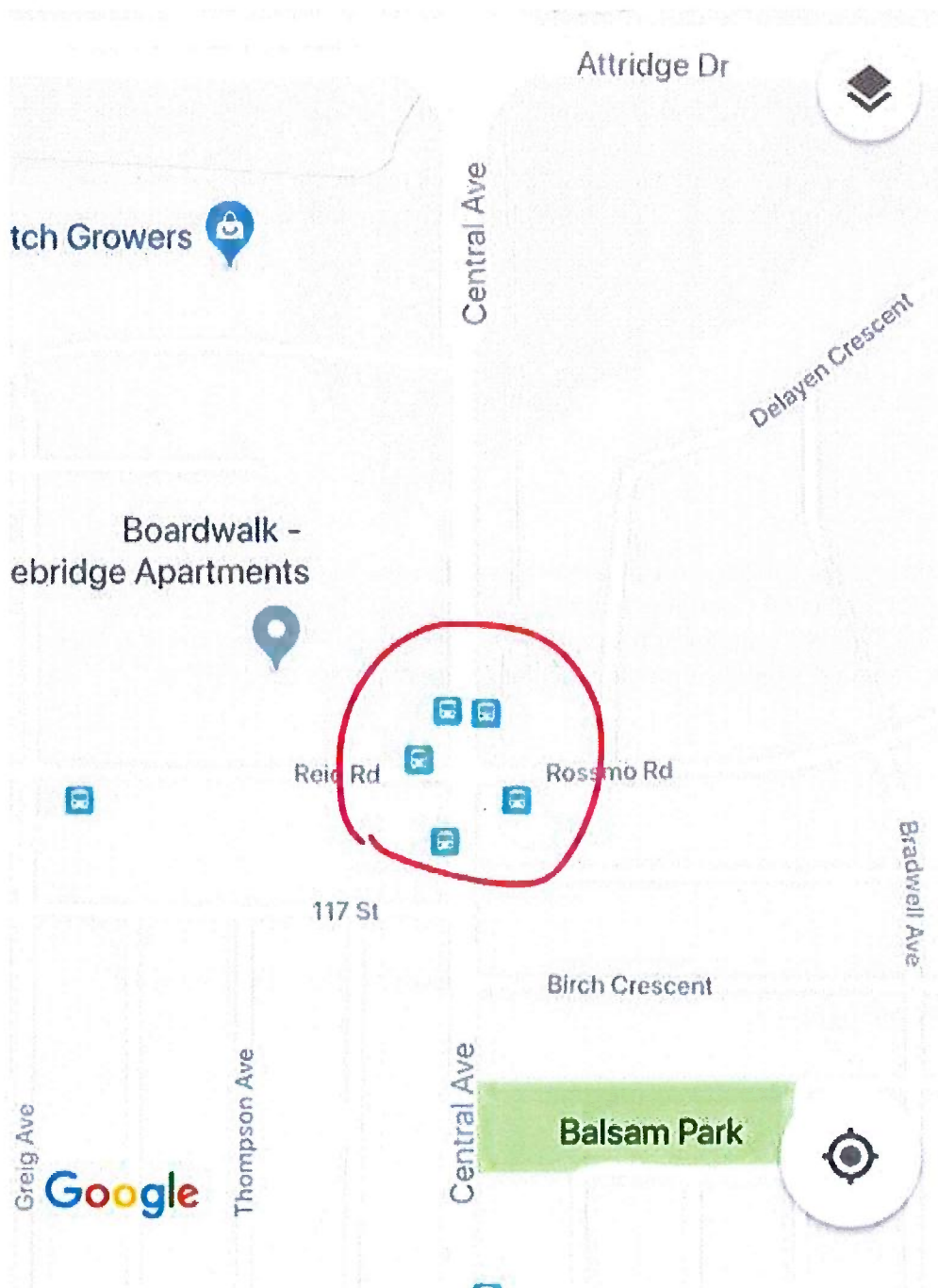
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18 April 2018

While there are a number of problematic intersections in this area, my increasing primary concern is the intersection of Reid and Central for several reasons:

1) This is the only main artery out of the Dutch Growers subdivision. As a resident of this area, there is no traffic control for a left turn onto busy Central or to cross over to Rosmo. Traffic flow on Central has increased substantially as the NE of Saskatoon continues to develop and turning left has become increasin...

[See more](#)



Top of Form

3 Comments
Seen by 113

101010

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[Comments](#)



All of this is exactly how I feel. The Reid and central intersection is dangerous and no one follows the no passing signs.

Also the employees of Dutch growers who park on Reid rd are a real inconvenience and make the road curve dangerous a lot of the time. They should be parking in their giant parking lot not on our street.

22

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 39w

I would second the call for a traffic assessment after the North commuter bridge opens. It could impact the traffic on Central in a very significant way. I'm not a fan of the concrete 'calming device' with the amount of traffic flowing through this intersection. It is very tight already and I fear it would simply cause more accidents. In reality, it needs lights.

33

[Manage](#)

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[Reply](#) · 38w

Yes! Lights like the intersection on attridge and rever rd. That was a horrible intersection before they put lights up.

22

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 38w

Write a reply...

This is a very dangerous intersection. I frequently need to turn left onto Central from Reid Rd. Cars coming south from Attridge are often still traveling 60 - 70 Kms and then they pass on the right if someone is stopped to turn left onto Rossmo. This is a pedestrian crosswalk - there should be no passing on the right either direction. I would like to see lights here.

22

[Manage](#)

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[Reply](#) · 32w

I've lived in the area 17 years and personally seen many pedestrian/vehicle close calls...even after the pedestrian crossing light was installed. My children are 15 and 12 and refuse to cross here...they would rather cross a block or two south on Central. Hopefully it can be made safer and more comfortable for everyone with this review!

[Manage](#)

[Like](#)[Show More Reactions](#)

[Reply](#) · 32w



Write a reply...



Write a comment...

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9 May 2018 · Saskatoon, SK

I would also like to suggest adding a left turn light on Central Ave and 115th for northbound Central traffic turning left onto 115th at the same time southbound central traffic turns left (east). Because of cars using the turning lane to go straight, I've hit two cars because they've snuck around the turning cars.



Top of Form

444

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[Comments](#)

1 Comment
Seen by 110

I agree, it's crazy busy at rush hour and dangerous.

Manage

Like Show More Reactions

· Reply · 36w

Write a comment...

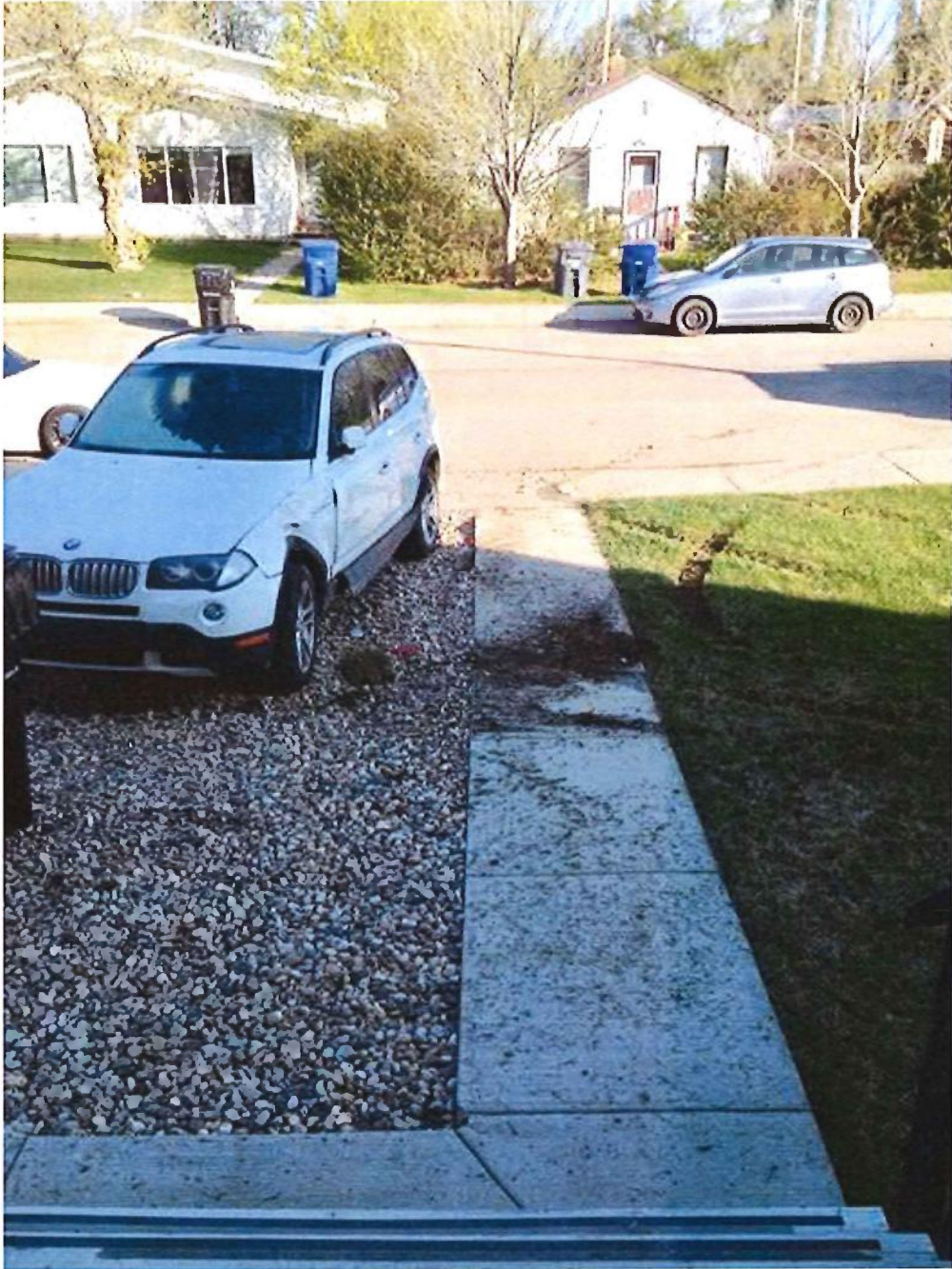
Bottom of Form

9 May 2018

Traffic cannot turn left from grey ave onto central many people cut through Cruise/Boyd/Doyle streets while speeding and not yielding. My suv was totaled (2016 as someone blew a yield sign and took out mine and my neighbors lawn as well.

They have since changed the cruise street and prairie ave intersection to a stop sign but there continues to be many accidents at this corner and the neighbors' car pictured across the street was totaled in 2017 ending up on the sidewalk and bushes.

My suggestion would be to put a speed bump in or due to high speeds from both directions to change it to a four way stop. There are many small kids in the area walking to and from the schools and their homes. Alternatively to make a change to the grey/central ave intersection. Thank you for asking for our input!



Top of Form

222
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[Comments](#)

Seen by 111

Write a comment...

Bottom of Form

9 May 2018

There are two things I would like to see. There is no sidewalk leading to the transit stop on Central Ave. Southbound just before Reid Rd. Transit users are force to walk through slush/mud/snow drifts for a good portion of the year on this stretch. Please change this.

I would also like to see a marked crosswalk across 115th Ave at Prairie Ave/Vickies Rd, being that there is a transit stop on both sides of this intersection. Traffic rarely slows down for pedestrians, despite their requirement to do so.

Top of Form

Seen by 112

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Comments



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Traffic Review

Admin · 8 May 2018

The Forest Grove Neighbourhood Traffic Review presentation and minutes are now on the City's Engage page.

Top of Form

Seen by 112

111

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[Comments](#)



Write a comment...

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1
1 May 2018

115th and Kellough needs a 3 way stop it is very hard to get onto 115th when its busy and maybe it will slow down people in the school zone.,

Top of Form

1 Comment
Seen by 112

555

[Like](#) [Show More Reactions](#)

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[Comments](#)



Agreed! I always avoid this intersection during peak traffic hours for this reason

11

[Manage](#)

[Like](#) [Show More Reactions](#)

[Reply](#) · 37w



Write a comment...

Bottom of Form

16 April 2018

We need a 4 way stop exit from Reid Rd to Central Ave been calling and letting your traffic control know for several years it is almost impossible to turn left from Reid Rd to Central Ave when traffic backed up in the morning or afternoon intersection is highly prone to accidents as too many take the risk to turn left when traffic is too close!

Top of Form

3 Comments
Seen by 113

and 12 others

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Comments

Every time I drive by this intersection I feel bad for the lineup up cars when traffic is heavy! I've never even lived in this area and totally agree there has to be a better flow system

11

Manage

LikeShow More Reactions

· Reply · 39w · Edited

use this intersection daily and although this would be an option, I am not sure a 4 way stop is the best solution. It would allow for, potentially if people obeyed the rules, more opportunity for the left hand turn both from Reid Rd to Central Ave as...[See more](#)

22

Manage

LikeShow More Reactions

· Reply · 39w

I agree with this as well traffic lights would help with flow issues we often have with central backing up during rush hour or when trains are running

[Manage](#)

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· [Reply](#) · 39w

I asked for lights about 7 years ago however for lights to be put in need a certain amount of traffic (traffic count was done for 2 years in a row as I have been asking since I moved to this neighbourhood and we never qualified as there is not en... [See more](#)

11

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Write a reply...



Well folks coming onto Central from Birch have the same issues so should we put up stop lights there too?

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No, Birch would have a better drain onto Central if there was a light at Reid/Rossmo and Central. But I think the light would only work if it was on a sensor and this city really seems to hate those.

22

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A sensor might be to common sense for them!

11

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28 April 2016

Just a quick note to the Sutherland Business group on your great job of cleaning Central Avenue 🌍👍

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Seen by 112

4155

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17 Apr 2018

I just watched a city crew do a pot hole fix that appeared to be covered in water... good work guys that will last till noon maybe!!!

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Seen by 113

111

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18 April 2018

The train tracks!! I get the wait when there is train coming through but when they switch tracks at rush hour am and pm that is something that can be fixed. Whether its moving where they do that or do a better job planning when that is being done

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Seen by 113

2133

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18 April 2018

I agree my street is terrible and being middle of 3 uncontrolled intersections(Imperial) on Spark sucks!!
Especially with a dozen kids in this 1short block.

I would also really like a sidewalk on Spark so we can walk with kids and NOT be on the road people speed down.

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Seen by 114

666

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12 April 2018

Comments

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18 April 2018

I'm tired of birch cres being a secondary road for people trying to avoid attridge . The speed people travel is ridicules and living here for 8 years I've seen multiple accidents. Also the road itself is in terrible condition due to the high number of vehicles. Thanks

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2 Comments
Seen by 113

444
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or the past 30 odd years our Crescent seems to be either a bypass street or race track for cars and trucks and it has to stop!!

11

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As for the road itself, horrible and absolutely NO drainage.... like most roads in Saskatoon !!

11

People fly through the intersection of sparks and imperial. It is an uncontrolled intersection. There is 2 uncontrolled intersections together so they have a long stretch to pick up speed.

Top of Form

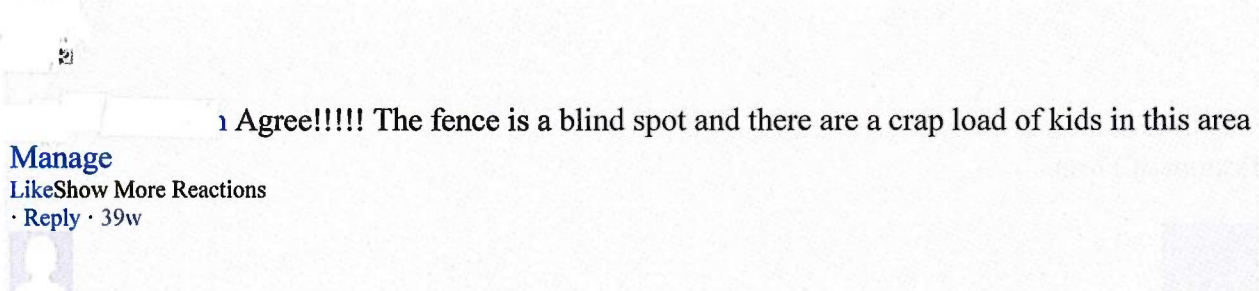
1 Comment
1 share
Seen by 113

d 1 other

Like Show More Reactions

Comment Share

Comments

A screenshot of a social media comment. The comment text reads: "1 Agree!!!! The fence is a blind spot and there are a crap load of kids in this area". Above the text is a "Manage" link and below it are "Like Show More Reactions", "Reply · 39w", and a profile picture icon.

1 Agree!!!! The fence is a blind spot and there are a crap load of kids in this area

Manage

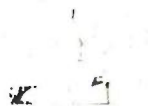
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· Reply · 39w



Write a comment...

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12 April 2018

The intersection that I think needs work is the intersection by the gas plus there has to be a better design for that intersection one that makes it possible for a person to turn both ways maybe put some lights there and take that median out and redesign it so you can turn both ways. I guess to the intersection of spark and James needs a stop sign so many times I have been driving on spark and people aren't watching at the yield sign on James and they almost hit you.

Top of Form

Seen by 113

444
Like

[CommentShare](#)

Comments



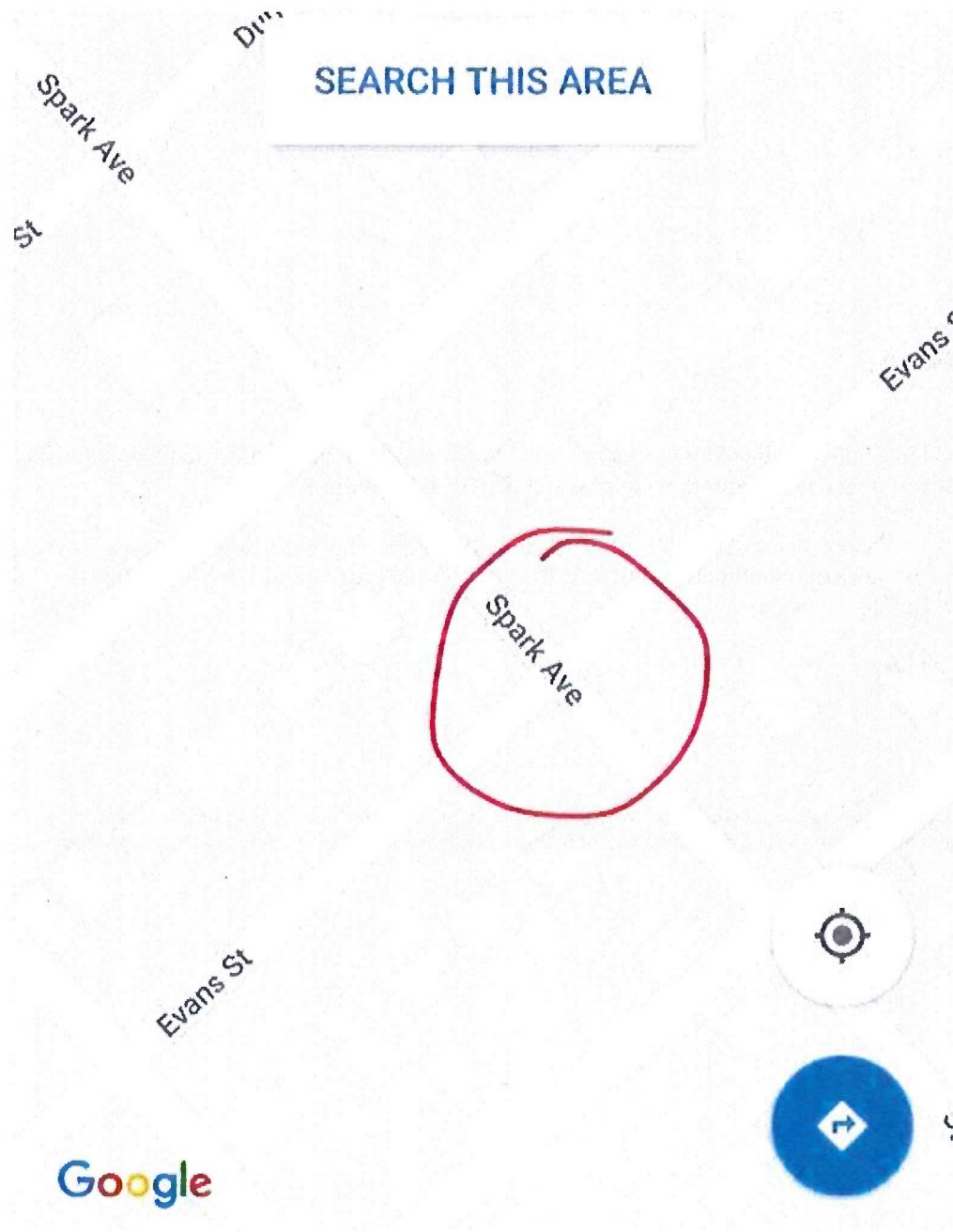
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12 April 2018

At the corner of Spark and Evans Street, cars CONSTANTLY fly through the yield sign in this busy intersection, I'm surprised I haven't seen anyone get hit but Ive only lived here a few years, so I'm sure there has been incidents. I think the yield should be changed to a stop sign on Spark Ave.



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Seen by 113

222

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Traffic Review shared a [link](#).

Admin · 6 April 2018

Welcome! We're pleased that you've joined our Group and want to participate in discussions about area traffic concerns. We'd ask that you please read the following post and 'LIKE' it to confirm.

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in Forest Grove. This page is for residents of this neighbourhood inclusively, bound by Attridge Dr (north), Berini Dr (east), Gray Ave (south), and Central Ave (west).

The award-winning Neighbo...

[See more](#)

saskatoon.ca

[Neighbourhood Traffic Reviews](#)

The City of Saskatoon started undertaking Neighbourhood Traffic Reviews in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood holistically. Prior to 2014, neighbourhood transportation issues were addressed on a less effective case-by-case basis. Ap...