Forest Grove
Neighbourhood Traffic Review

Tuesday, May 1, 2018
7:00pm - 9:00pm
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

Phase 1
Responding to Issues

Phase 2
Neighbourhood Selection

Phase 3
Plan and Development Approval

Phase 4
Permanent Implementation

Stage 1
Identify Problems

Stage 2
Develop Traffic Plan

Stage 3
Approval

Stage 4
Implementation

Stage 5
Evaluation

We are here
Neighbourhood Traffic Review Schedule

Stage 1
Identify Problems
- Spring 2018
- Public meeting
- Collect input via calls, emails, letters, Facebook

Stage 2
Develop Traffic Plan
- Summer 2018
- Data collection
- Field observation
- Prepare Traffic Plan

Stage 3
Review and Approval
- Fall 2018
- Public meeting
- Collect feedback via calls, emails, etc.
- Prepare report
- Council meeting

Stage 4
Implementation
- Beginning Spring 2019
- Prepare plans
- Installation of Traffic Plan
- Traffic calming measures will be installed temporarily

Stage 5
Evaluation
- 2020 and beyond
- Follow up assessments
- Permanent installation for measures that are deemed effective (budget permitting)
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
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
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
How Did You Hear About the Meeting?

• Please take a minute to fill out the evaluation form
Forest Grove Study Area
Next Steps

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Stage 5: Evaluation
- 2020 and beyond
- Follow up assessments
- Permanent installation for measures that are deemed effective (budget permitting)
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
thank you

transportation division