

Central Avenue, Reid Road and Rossmo Road Intersection Traffic Study Update

ISSUE

This report provides information on the status of traffic studies at the intersection of Central Avenue, Reid Road, and Rossmo Road in the Sutherland and Forest Grove neighbourhoods.

BACKGROUND

At the November 27, 2024, Regular Business Meeting of City Council, the following [motion](#) was passed:

“Whereas residents have expressed safety and traffic operations concerns regarding the intersection of Central Ave, Reid Road, and Rossmo Road.

Therefore, be it resolved that Administration report back on previous traffic reviews and studies at this intersection, including traffic impact studies since the opening of the Chief Mistawasis Bridge, and the findings and recommendations of the studies and reviews, traffic impact studies completed or planned related to new development that will impact the intersection, and future safety improvements and/or traffic studies and reviews planned for this intersection by Administration.”

CURRENT STATUS

The City of Saskatoon (City) follows the guidance provided by the Transportation Association of Canada for the installation of traffic signals. The traffic signal warrant considers many factors such as the number of lanes, posted speed limit, distance to the nearest traffic signal, and the volume of pedestrians and vehicles. For traffic signals to be warranted, the intersection needs to have 100 points or more. Collision history may also support the installation of traffic signals. An intersection with a traffic signal warrant score of 100 or greater requires further engineering analysis to confirm the appropriate traffic control.

The Administration has completed several traffic and safety reviews at the intersection of Central Avenue, Reid Road, and Rossmo Road, including:

[Sutherland Neighbourhood Traffic Review](#) (2016) – Traffic signals requested by residents at the intersection of Central Avenue and Reid Road / Rossmo Road. The traffic signal warrant review resulted in a score of 38. As a result, traffic signals were not recommended.

[Forest Grove Neighbourhood Traffic Review](#) (2019) – Traffic signals requested by residents at the intersection of Central Avenue, Reid Road, and Rossmo Road. The traffic signal warrant review resulted in a score of 62. As a result, traffic signals were not recommended. The Neighbourhood Traffic Review recommended a review of full

traffic signals be undertaken as part of the Chief Mistawasis Bridge Impact Assessment Study.

The [Chief Mistawasis Impact Assessment Study](#) (2019) - Reviewed traffic impacts at several locations, including the intersection of Central Avenue, Reid Road, and Rossmo Road. The traffic signal warrant review resulted in a score of 74. As a result, traffic signals were not recommended.

Pedestrian Crossing Review (2023) – In response to resident concerns, the City reviewed the pedestrian crossing on the north leg at the intersection of Central Avenue, Reid Road, and Rossmo Road. Based on the data collected during this review, the existing Active Pedestrian Corridor (APC) was found to be the appropriate pedestrian crossing device for this location.

Signing and Pavement Marking Review (2024) – Minor changes were recommended to deter passing, encourage use of the APC, and clarify the southbound lane designation. The signage and pavement marking changes were implemented in summer 2025.

DISCUSSION/ANALYSIS

The intersection is currently configured with an APC and zebra crosswalk on the north side of the intersection and a standard crosswalk on the south side of the intersection. Transit stops are located on the far side for northbound buses and southbound buses. This intersection also marks the transition where Central Avenue changes from a two-lane cross section south of the intersection to a four-lane cross section north of the intersection.

On October 2, 2024, a turning movement count was completed at the intersection. This count was used to review traffic control warrants for the intersection.

All-Way Stop

All-way stops in the city must comply with [Council Policy C07-007 – Traffic Control – Use of Stop and Yield Signs](#). The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 35% of the total volume for an all-way stop to be considered. At this intersection, the traffic volume entering from Reid Road and Rossmo Road was 12%, indicating an all-way stop is not warranted.

Pedestrian Crossings

Pedestrian crossings in the city comply with Council Policy [Council Policy C07-018 - Traffic Control at Pedestrian Crossings](#). The City follows national guidance for locating pedestrian devices and selecting the type of pedestrian device using a treatment matrix which considers traffic volume, posted speed limit, and number of lanes for pedestrian crossing.

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During the seven peak traffic hours, 75 pedestrians crossed the north leg of Central Avenue at the APC, while seven pedestrians crossed the south leg. Based on this data and traffic volumes, an APC is the appropriate device for pedestrians crossing Central Avenue.

Traffic Signals

Based on the 2024 data, the traffic signal warrant completed resulted in a score of 79.

A review of the most recent collision history (2019-2023) indicates that there have been 19 collisions in the last five years at the intersection, with five collisions resulting in injuries. There were no collisions resulting in fatalities and there were no collisions involving vulnerable road users.

Year	Property Damage Only Collisions	Injury Collisions	Total Collisions
2019	4	0	4
2020	4	1	5
2021	2	1	3
2022	2	2	4
2023	2	1	3
Total	14	5	19

Collision Configuration (2019-2023)	Property Damage Only	Injury	Total
Left turn/Straight – Opposite Direction	1	0	1
Left turn/Straight	3	3	6
Lost Control	1	0	1
Other	1	0	1
Rear End	5	1	6
Right Angle	1	0	1
Right Turn-Same Direction	0	1	1
Sideswipe – Same Direction	2	0	2
Total	14	5	19

This collision history does not indicate any collision patterns or trends that would be susceptible to correction by the installation of traffic signals. As a result, traffic signals are not recommended based on collision data.

Adolph Crescent Development

A multi-family residential complex is being constructed on Adolph Crescent. Once completed, this development will generate new vehicle trips on Reid Road and will increase the volume of turning movements at the intersection of Central Avenue, Reid Road, and Rossmo Road.

As part of the development review process, a Traffic Impact Assessment (TIA) was completed to assess the impact of additional trips on adjacent roads and intersections.

Based on the TIA analysis, traffic volumes at the intersection are projected to increase by 7% in the morning peak hour and 5% in the afternoon peak hour. This increase in traffic volumes would be sufficient to exceed the 100-point threshold of the traffic signal warrant.

The TIA's recommendation to install traffic signals at the intersection of Central Avenue, Reid Road, and Rossmo Road has been accepted by the Transportation Department and the intersection will be added to the prioritized list of future traffic signal locations.

FINANCIAL IMPLICATIONS

This report is for information only and there are no financial impacts.

As part of the development review process, the Administration will work with the developer of the multi-family development on Adolph Crescent to determine an appropriate cost sharing agreement for the installation of traffic signals at the intersection of Central Avenue, Reid Road, and Rossmo Road based on the increase in traffic volumes due to the development. The Administration will include the installation of traffic signals at Central Avenue, Reid Road, and Rossmo Road in a future Multi-Year Business Plan and Budget process.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified.

NEXT STEPS

1. Develop a cost estimate for the traffic signals, including consideration of lane configuration options, queuing impacts to the intersection at Attridge Drive and Central Avenue, implications of the overhead power line on west side of the intersection, and accommodations for active transportation users.
2. Complete the development review process for the Adolph Crescent development, including finalizing infrastructure requirements and determining a cost sharing agreement.
3. Submit a funding request for the traffic signals in a future Multi-Year Business Plan and Budget process.

Report Approval

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