

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

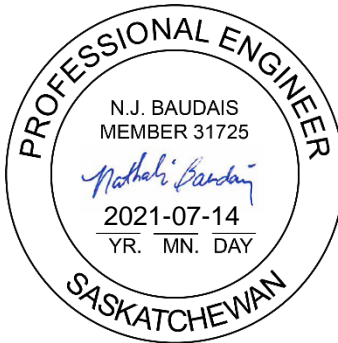


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- Rosewood Community Association
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- City of Saskatoon Transportation
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Executive Summary

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 August 2020 to identify traffic concerns and potential solutions within the Rosewood and Lakewood Suburban Centre neighbourhoods. 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 April 2021.

A summary of recommended improvements for the Rosewood and Lakewood Suburban Centre neighbourhoods 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 years); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the goals for implementing the improvements ranges from 1 to 5 years.

The Rosewood and Lakewood Suburban Centre Traffic Plan is illustrated in Exhibit ES-1.

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

Table ES-1: Rosewood and Lakewood Suburban Centre Neighbourhoods Recommended Improvements

Item #	Location	Recommendation	Justification
1	Herold Road and Herold Terrace/ Pawlychenko Lane	Extend the parking restriction on west side of Herold Road south of the intersection by 5 m	Improve pedestrian safety
2	Herold Road between Slimmon Road and Pawlychenko Lane	10 m parking restriction on west side of Herold Road on both sides of the driveway entrance	Improve sight lines
3	Slimmon Road and Slimmon Place	15 m parking restriction on north side of Slimmon Road east of its intersection with Slimmon Place	Improve pedestrian safety
		Extend parking restriction on north side of Slimmon Road west of its intersection with Slimmon Place by 5 m	
		Extend existing parking restriction on south side of Slimmon Road west of its intersection with Slimmon Place by 4 m	
4	Taylor Street and Slimmon Road	Add intersection to the list of locations to be reviewed for pedestrian devices	Improve pedestrian safety
5	Rosewood Gate North and Meadows Boulevard/Hastings Crescent	Pedestrian crosswalk pavement markings on all four approaches to the intersection	Improve sight lines and traffic operations
		Median islands on east and west approaches	
		15 m parking restriction on north side of Hastings Crescent	
		15 m parking restriction on south side of Meadows Boulevard	
		10 m parking restriction on north side of Meadows Boulevard	
Relocate stop signs and install additional stop signs in median islands			
6	Meadows Boulevard and Pritchard Crescent (E)	Replace existing yellow pedestrian crossing warning signs with regulatory pedestrian crossing signs	Improve pedestrian safety
		Pedestrian crosswalk and associated parking restrictions on west side	
7	Struthers Park	Playground signs	Improve pedestrian safety
8	Werschner Crescent and Werschner Lane	Remove existing yield sign on north approach	Improve traffic operations
		Yield sign on west approach	

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Item #	Location	Recommendation	Justification
9	Rosewood Gate North and Werschner Street	Pedestrian crosswalk and associated parking restrictions on south side of the intersection	Improve pedestrian safety
		Repair existing pedestrian ramp on east side of Rosewood Gate North	Improve pedestrian accessibility
		Fix name blade to show "Werschner St" instead of "Werschner Cr"	Improve navigation
10	Rosewood Boulevard West and Tweed Lane/ Ledingham Way	RRFB device on east side	Improve pedestrian safety
11	Rosewood Boulevard West and Rosewood Drive/ Ledingham Drive	Replace existing temporary curb extensions on east and west corners with permanent installations	Reduce speeds and improve pedestrian safety
12	Rosewood Boulevard West and Ledingham Crescent /Gillies Crescent	Move the bus stop sign 5 m to the southwest to ensure buses are not blocking the crosswalk	Improve sight lines and pedestrian safety
13	Rosewood Boulevard West and Schumacher Bay/ Gillies Way	Curb extensions on northwest and southeast corners	Reduce speeds and improve pedestrian safety
14	Rosewood Boulevard West and Olson Lane	RRFB device on east side	Improve pedestrian safety
		Reconfigure the existing curb extension and consolidate the crosswalks to east side	
		Median islands on northeast and southwest approaches	Reduce speeds
15	Rosewood Boulevard West and Hastings Crescent/ Jeanneau Way	Pedestrian crosswalk and associated parking restrictions on west side	Improve pedestrian safety
16	Olson Lane between Flynn Manor and Gillies Lane	Sidewalk ramps, zebra crosswalk, and associated parking restrictions between the northwestern linear park pathways	Improve pedestrian safety and accessibility
17	Olson Lane and Flynn Manor	10 m parking restriction on east side of Flynn Manor	Improve compliance with parking prohibitions listed in Bylaw 7200 - The Traffic Bylaw
18	Gillies Bay	Cul-de-sac centre island in Gillies Bay	Increase availability of on-street parking
19	Pichler Cove	Cul-de-sac sign	Improve traffic operations

ROSEWOOD & LAKEWOOD S.C. TRAFFIC PLAN



FOR COMMENTS & INFORMATION VISIT:

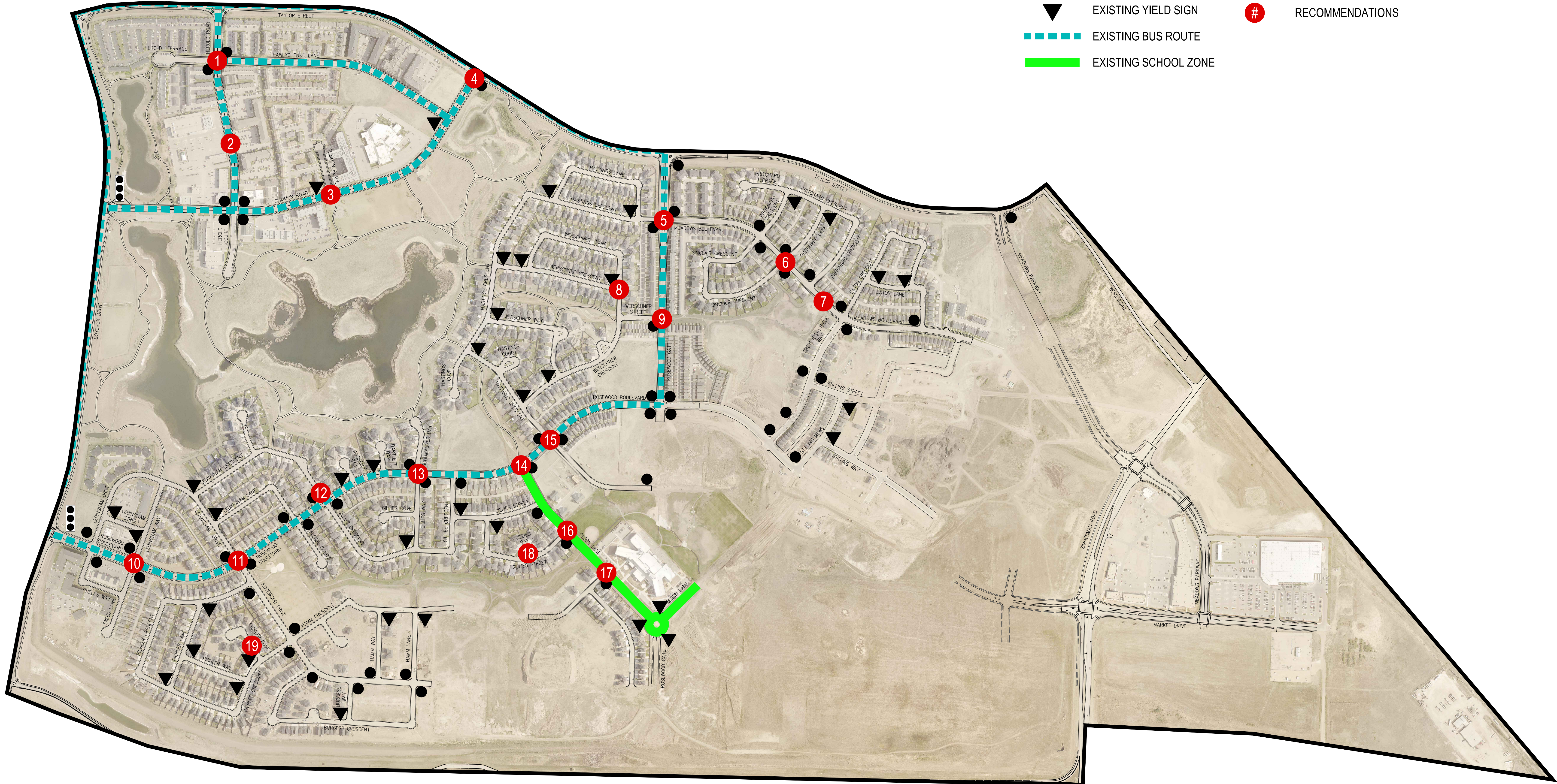
www.saskatoon.ca/NTR

www.saskatoon.ca/engage/rosewood-lakewood

Exhibit ES-1 Rosewood and Lakewood Suburban Centre Traffic Plan

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- # RECOMMENDATIONS



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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 manner. Accordingly, this report provides the Traffic Plan for the Rosewood and Lakewood Suburban Centre neighbourhoods.

The Rosewood and Lakewood Suburban Centre neighbourhoods are bound by Highway 16 to the south, Wess Road and Zimmerman Road to the east, Boychuk Drive to the west and Taylor Street to the north. The land use is primarily residential with some commercial areas. There are two schools and a number of parks.

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 departments for feedback; make adjustments as needed; and present the plan to Standing Policy Committee on Transportation.
- **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 August 2020 to identify traffic concerns within the Rosewood and Lakewood Suburban Centre neighbourhoods. 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, 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:

- Meadows Boulevard
 - between Sinclair Crescent and Sterling Gate
 - near Struthers Park
- Rosewood Boulevard West
 - between Hastings Crescent/Jeanneau Way and Rosewood Gate North
 - between Hastings Crescent/Jeanneau Way and Olson Lane
 - near Swick Park
 - at Gillies Way/Schumacher Bay
 - between Tweed Lane/Ledingham Way and Rosewood Drive/Ledingham Drive
- Rosewood Gate North
 - near Werschner Street
 - between Taylor Street and Meadows Boulevard/Hastings Crescent
- Slimmon Road
 - near Pawlychenko Lane
 - near Slimmon Place
- Pawlychenko Lane between Herold Road and Slimmon Road
- Rosewood Drive near Pichler Crescent
- Taylor Street
- Boychuk Drive between Rosewood Boulevard West and Slimmon Road

The residents suggested the following solutions:

- Reduce the speed limit
- Install speed humps
- Install traffic calming
- Install additional signage
- Extend the existing school zone

2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, which states that 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:

- Rosewood Boulevard West at:
 - Hastings Crescent/Jeanneau Way
 - Olson Lane
 - Ledingham Drive/Rosewood Drive
 - Ledingham Lane/Flegel Court
 - Meadows Boulevard
 - Tweed Lane/Ledingham Way
 - Gillies Way/Schumacher Bay
 - Phelps Way/Ledingham Drive
- Herold Road at:
 - Pawlychenko Lane/Herold Terrace
 - the Independent Grocery store driveway
- Rosewood Drive at:
 - Pichler Crescent (N)
 - Pichler Crescent (S)
- Slimmon Road at:
 - Slimmon Place
 - Pawlychenko Lane
- Rosewood Gate North and Werschner Street
- Werschner Crescent and Werschner Street
- Olson Lane and Gillies Lane
- Taylor Street and Slimmon Road

The residents suggested the following solutions:

- Install a marked pedestrian crosswalk
- Upgrade the existing pedestrian crosswalk with an activated device
- Reduce the speed limit
- Install an all-way stop

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 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:

- Rosewood Gate North and Meadows Boulevard/Hastings Crescent
- Hastings Crescent and Werschner Crescent
- Hastings Crescent and Hastings Cove
- Werschner Crescent and Werschner Lane
- Slimmon Road and Slimmon Place

Proposed solutions identified by residents:

- Install an all-way stop
- Upgrade from yield sign to stop sign
- Install a stop sign
- Install a yield 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, 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:

- Herold Road at the Independent Grocery store driveway
- Flynn Manor and Olson Lane
- Slimmon Place
- Rosewood Boulevard West and Rosewood Gate North

Possible solutions identified by residents:

- Install a parking restriction

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:

- Pawlychenko Lane
- Meadows Boulevard
- Pichler Crescent near Pichler Lane
- Rosewood Gate North and Meadows Boulevard/Hastings Crescent

2.6. Major Intersections and 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:

- Boychuk Drive and Rosewood Boulevard West
- Taylor Street

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 neighbourhoods.
- 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.

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

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

Characteristic	Classifications									
	Back Lanes		Locals		Collectors		Arterials		Freeways / Expressways	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major		
Traffic Service Function	Land access function only (traffic movement not a consideration)		Land access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration	Traffic movement primary consideration	
Land Service/ Access	Land access only function		Land access primary function		Traffic movement and land access of equal importance		Some access control	Rigid access control	No access	
Typical Traffic Volume (veh/day)	<500	<1,000	<1,000	<5,000	<5,000	8,000 to 10,000	5,000 to 25,000		>20,000 >10,000	
Traffic Flow Characteristics	Interrupted flow		Interrupted flow		Interrupted flow		Uninterrupted flow except at signals and crosswalks		Uninterrupted flow except at signals Free-flow (grade separated)	
Typical Posted Speed Limit (km/h)	20		50		50		50 to 70		80 to 90	
Typical Vehicle Type	Passenger and service vehicles	All types	Passenger and service vehicles	All types	Passenger and service vehicles	All types	All types	All types, large portion of trucks	All types, large portion of trucks	
Desirable Network Connections	Lanes, Locals		Lanes, Locals, Collectors		Locals, Collectors, Arterials		Collectors, Arterials, Freeways/Expressways		Arterials, Freeways/ Expressways	
Transit Service	Not permitted		Generally avoided		Permitted		Permitted		Express buses only	
Cyclist Facilities	No restrictions or special facilities		No restrictions or special facilities		No restrictions; special facilities considered		No restrictions; special facilities considered		Prohibited*	
Pedestrians Facilities	Permitted, no special facilities		Sidewalks provided both sides		Sidewalks provided both sides, separation from traffic lanes preferred		Sidewalks provided both sides, separation from traffic lanes required		Prohibited*	
Typical Parking Restrictions	Some restrictions		No restrictions or restrictions one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions	Prohibited	
Minimum Intersection Spacing (m)	As needed		60		60		200	400	800 or 1,600 between interchanges	
Typical Right-of-Way Width (m)	6		15 to 22		21 to 41		33 to 43		75 to 125	

*May be considered beyond the clear zone

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 Rosewood and Lakewood Suburban Centre neighbourhoods is 50 km/h, except for school zones where the speed limit is 30 km/h from September to June, Monday to Friday, 8:00 a.m. to 5:00 p.m.

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 (2020)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (km/h)
Slimmon Road	Pawlychenko Lane and Slimmon Place	Collector	1,233	52
Rosewood Boulevard West	Olson Lane and Gillies Crescent	Collector	4,154	55
Rosewood Boulevard West	Rosewood Drive/Ledingham Drive and Flegel Court/ Ledingham Lane	Collector	5,532	53
Pawlychenko Lane	Herold Road and Slimmon Road	Local	1,266	46
Rosewood Gate North	Werschner Street and Meadows Boulevard/ Hastings Crescent	Collector	2,102	53
Meadows Boulevard	Pritchard Lane/ Sinclair Crescent and Pritchard Crescent (E)	Collector	2,084	48

3.3. Traffic Control Assessments

Yield, stop, and all-way stop controls need to meet the City of Saskatoon Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs.

Turning movement counts were completed to determine the need for an all-way (i.e. three-way or four-way) stop control. Criteria outlined in Council Policy C07-007 that may warrant an all-way stop include:

- a peak hour count greater than 600 vehicles;
- an ADT greater than 6,000 vehicles per day; or
- when five or more collisions are reported in a one-year period within the last three years and are of a type susceptible to correction by an all-way stop control.

Further conditions that must be met for an all-way stop to be warranted are:

1. At least 35% of the traffic entering the intersection from the minor street for a four-way stop and 25% for a three-way stop.
2. No other all-way stop or traffic signals within 200 m.

Results of the studies are shown in Table 3-3 and Table 3-4.

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Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Rosewood Boulevard West and Tweed Lane/Ledingham Way	1,073	12,430	4	Check warrant conditions
Rosewood Gate North and Meadows Boulevard/Hastings Crescent	505	5,550	2	Not warranted
Slimmon Road and Slimmon Place	229	2,490	0	Not warranted

Provided one of the above criteria are met, continue to Step 2 to check the condition requirements.

Table 3-4: All-Way Stop Warrant Condition Requirements

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Rosewood Boulevard West and Tweed Lane/Ledingham Way	11%	219 m	Not warranted

Details of the all-way stop assessments are provided in **Appendix C**.

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 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 4:00 p.m. to 6:00 p.m.

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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 3-5.

Table 3-5: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
Herold Road and Herold Terrace/ Pawlychenko Lane	19	Traffic signals not warranted
Meadows Boulevard and Pritchard Crescent (E)	1	Traffic signals not warranted
Olson Lane and Gilles Lane	1	Traffic signals not warranted
Rosewood Boulevard West and Hastings Crescent/Jeanneau Way	8	Traffic signals not warranted
Rosewood Boulevard West and Schumacher Bay/Gillies Way	4	Traffic signals not warranted
Rosewood Boulevard West and Tweed Lane/Ledingham Way	42	Traffic signals not warranted
Rosewood Gate North and Meadows Boulevard/Hastings Crescent	12	Traffic signals not warranted
Rosewood Gate North and Werschner Street	2	Traffic signals not warranted
Slimmon Road and Slimmon Place	2	Traffic signals not warranted
Rosewood Boulevard West and Olson Lane	10	Traffic signals not warranted

Details of the traffic signal assessments are provided in **Appendix D**.

3.5. 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.

Pedestrian crossing devices include:

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

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- 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.

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

A summary of the pedestrian studies is provided in Table 3-6 and details are provided in **Appendix E**.

Table 3-6: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Herold Road and Herold Terrace/Pawlychenko Lane	Yes	Existing standard crosswalk is appropriate. Extension of parking restriction on west side of Herold Road recommended.
Meadows Boulevard and Pritchard Crescent (E)	Yes	Provides connection to the park. Standard crosswalk recommended on west leg.
Olson Lane between Flynn Manor and Gillies Lane	Yes	Provides linear park connection. Zebra crosswalk recommended.
Olson Lane and Gillies Lane	Yes	Less than 60 metres from zebra crosswalk recommended at linear park connection on Olson Lane. Unmarked crosswalk appropriate.
Rosewood Boulevard West and Hastings Crescent/Jeanneau Way	Yes	Although in close proximity to the Olson Lane crosswalk, this intersection has high pedestrian demand because it provides a connection to the school and school playground. Standard crosswalk recommended for the west crossing
Rosewood Boulevard West and Olson Lane	Yes	Provides connection to linear park system and schools. Rectangular rapid flashing beacon recommended.
Rosewood Boulevard West and Schumacher Bay/Gillies Way	Yes	Provides connection to linear park system. Existing standard crosswalk is appropriate.
Rosewood Boulevard West and Tweed Lane/Ledingham Way	Yes	Provides connection to businesses. Rectangular rapid flashing beacon recommended (east leg).

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Location	Pedestrian Desire Confirmation	Results
Rosewood Gate North and Meadows Boulevard/Hastings Crescent	Yes	Provides connection to linear park system. Existing standard crosswalk on south leg appropriate.
Rosewood Gate North and Werschner Street	Yes	Provides connection to linear park system. Standard crosswalk recommended (south leg).
Slimmon Road and Slimmon Place	Yes	Provides connection to linear park system and playground. Existing standard crosswalk appropriate.

3.6. Collision Analysis

The most recently available five-year collision data (2015 to 2019) 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 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. Intersections with two or more collisions per year within the Rosewood and Lakewood Suburban Centre neighbourhoods include:

- Herold Road and Slimmon Road
- Rosewood Boulevard West and Rosewood Drive/Ledingham Drive
- Rosewood Boulevard West and Tweed Lane

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

4. Present Traffic Plan

4.1. Methodology

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

- Based on the assessments, prepare a draft 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 departments 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, “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
Rosewood Boulevard West and Rosewood Drive/ Ledingham Drive	Replace existing temporary curb extensions on east and west corners with permanent installations	Reduce speeds and improve pedestrian safety
Rosewood Boulevard West and Schumacher Bay/Gillies Way	Curb extensions on northwest and southeast corners	Reduce speeds and improve pedestrian safety
Rosewood Boulevard West and Olson Lane	Median islands on northeast and southwest approaches	Reduce speeds

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
Herold Road and Herold Terrace/Pawlychenko Lane	Extend parking restriction on west side of Herold Road, south of the intersection by 5 metres	Improve pedestrian safety
Slimmon Road and Slimmon Place	15 m parking restriction on north side of Slimmon Road east of Slimmon Place	Improve pedestrian safety
	Extend parking restriction on north side of Slimmon Road west of Slimmon Place by 5 m	
	Extend parking restriction on south side of Slimmon Road west of Slimmon Place by 4 m	
Taylor Street and Slimmon Road	Add intersection to the list of locations to be reviewed for pedestrian devices	Improve pedestrian safety
Rosewood Gate North and Meadows Boulevard/Hastings Crescent	Pedestrian crosswalk pavement markings on all approaches	Improve pedestrian safety
Meadows Boulevard and Pritchard Crescent (E)	Replace existing yellow pedestrian crossing warning signs with regulatory pedestrian crossing signs	Improve pedestrian safety
	Pedestrian crosswalk and associated parking restrictions at west side	
Struthers Park	Playground signs	Improve pedestrian safety
Rosewood Gate North and Werschner Street	Pedestrian crosswalk and associated parking restrictions on south side	Improve pedestrian safety
	Repair the existing pedestrian ramp on east side of Rosewood Gate North	Improve pedestrian accessibility
Rosewood Boulevard West and Tweed Lane/Ledingham Way	RRFB on east side	Improve pedestrian safety
Rosewood Boulevard West and Rosewood Drive/Ledingham Drive	Replace existing temporary curb extensions on east and west corners with permanent installations	Reduce speeds and improve pedestrian safety
Rosewood Boulevard West and Ledingham Crescent/Gillies Crescent	Move the bus stop sign 5 m to the southwest to ensure buses are not blocking the crosswalk	Improve sight lines and pedestrian safety
Rosewood Boulevard West and Schumacher Bay/Gillies Way	Curb extensions on the northwest and southeast corners of the intersection of Rosewood Blvd and Schumacher Bay/Gillies Way	Reduce speeds and improve pedestrian safety
Rosewood Boulevard West and Olson Lane	RRFB on east side	Improve pedestrian safety
	Reconfigure the existing curb extension and consolidate the crosswalks to east side	

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

Location	Recommended Improvement	Justification
Rosewood Boulevard West and Hastings Crescent/ Jeanneau Way	Pedestrian crosswalk and associated parking restrictions at the west crossing of the intersection	Improve pedestrian safety
Olson Lane between Flynn Manor and Gillies Lane	Zebra crosswalk and associated parking restrictions between the northwestern linear park pathways	Improve pedestrian safety
	Pedestrian ramps between the northwestern linear park pathways	Improve pedestrian 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
Rosewood Gate North and Meadows Boulevard/Hastings Crescent	Median islands on east and west approaches	Improve sight lines and traffic operations
	15 m parking restriction on north side of Hastings Crescent	
	15 m parking restriction on south side of Meadows Boulevard	
	10 m parking restriction on north side of Meadows Boulevard	
	Relocate the stop signs and install additional stop signs in the median islands	
Werschner Crescent and Werschner Lane	Remove the existing yield sign on north approach	Improve traffic operations
	Yield sign on west approach	
Rosewood Gate North and Werschner Street	Fix name blade to show "Werschner St" instead of "Werschner Cr"	Improve navigation
Pichler Cove	Cul-de-sac sign	Improve navigation

4.5. Parking

The recommended improvements to parking that will improve the level of safety are provided in Table 4-4.

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Herold Road between Slimmon Road and Pawlychenko Lane	10 m parking restriction on west side of Herold Road on both sides of the driveway entrance	Improve sight lines
Olson Lane and Flynn Manor	10 m parking restriction on east side of Flynn Manor	Improve compliance with parking prohibitions listed in Bylaw 7200 - The Traffic Bylaw
Gillies Bay	Cul-de-sac centre island in Gillies Bay	Increase availability of on-street parking

4.6. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in April 2021. The meeting minutes and presentation are provided in **Appendix G**. 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 H**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix I**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet and Support and Saskatoon Transit.

4.7. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-5.

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 August 18, 2020 Microsoft Teams Online Meeting 17 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 April 29, 2021 Microsoft Teams Online Meeting 10 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

Residents and stakeholders in Rosewood and the Lakewood Suburban Centre were notified of the meetings via:

- a flyer delivered to each residence in the neighbourhoods;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- billboard placed on Rosewood Boulevard West, near Swick Park, prior to the first meeting;
- requesting the neighbourhood community association and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

The Engage 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.

Twenty-five residents subscribed for email updates. Study updates were provided to these residents at several milestones throughout the project.

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

- saskatoon.ca/engage webpage;
- 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 saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix J**.

5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements. 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 Rosewood and the Lakewood Suburban Centre are likely to begin in summer/fall 2021.

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

- Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate
- Table 5-2: Additional Traffic Counts Cost Estimate
- Table 5-3: Pedestrian Safety Devices Cost Estimate
- Table 5-4: Permanent Traffic Calming Cost Estimate
- Table 5-5: Pedestrian Ramps Cost Estimate
- Table 5-6: Other Measures Cost Estimate
- Table 5-7: Total Cost Estimate

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

Location	Device	Cost Estimate	Implementation Goal
Herold Road and Herold Terrace/ Pawlychenko Lane	No Parking sign	\$250	1-2 Years (All traffic calming devices will be installed temporarily for at least one year to measure effectiveness)
Herold Road between Slimmon Road and Pawlychenko Lane	No Parking signs (2)	\$500	
Slimmon Road and Slimmon Place	No Parking sign	\$250	
	Relocate signs (2)	\$200	
Rosewood Gate North and Meadows Boulevard/Hastings Crescent	Pedestrian crosswalk pavement markings (3)	\$750	
	Temporary median islands (2)	\$1,000	
	No Parking signs (3)	\$750	
	Stop signs (2)	\$500	

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

Location	Device	Cost Estimate	Implementation Goal
	Relocate stop signs (2)	\$500	1-2 Years (All traffic calming devices will be installed temporarily for at least one year to measure effectiveness)
Meadows Boulevard and Pritchard Crescent (E)	Remove pedestrian crossing warning signs (2)	\$200	
	Standard crosswalk	\$500	
Struthers Park	Playground warning signs (2)	\$500	
Werschner Crescent and Werschner Lane	Relocate yield sign	\$200	
Rosewood Gate North and Werschner Street	Standard crosswalk	\$500	
	Street name blades	\$250	
Rosewood Boulevard West and Ledingham Crescent / Gillies Crescent	Relocate bus stop	\$200	
Rosewood Boulevard West and Schumacher Bay/Gillies Way	Temporary curb extensions (2)	\$1,000	
Rosewood Boulevard West and Olson Lane	Temporary median islands (2)	\$1,000	
	Remove pedestrian crosswalk signs (2)	\$200	
	Reconfigure curb extension	\$500	
Rosewood Boulevard West and Hastings Crescent/Jeanneau Way	Standard crosswalk	\$250	
Olson Lane between Flynn Manor and Gillies Lane	Standard crosswalk	\$250	
Olson Lane and Flynn Manor	No Parking sign	\$250	
Pichler Cove	Cul-de-sac Sign	\$250	
Total		\$10,750	

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

Table 5-2: Additional Traffic Counts Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Taylor Street and Slimmon Road	Traffic and pedestrian volume count	\$500	1-2 Years
Total		\$500	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Rosewood Boulevard West and Tweed Lane/ Ledingham Way	RRFB crosswalk	\$25,000	3-5 Years
Rosewood Boulevard West and Olson Lane	RRFB crosswalk	\$25,000	
Total		\$50,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Rosewood Boulevard West and Rosewood Drive/Ledingham Drive	Permanent curb extensions (2)	\$90,000	3-5 Years
Total		\$90,000	

Table 5-5: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Rosewood Gate North and Werschner Street	Repair existing pedestrian ramp	\$3,500	5 Plus Years
Olson Lane between Flynn Manor and Gillies Lane	Pedestrian ramps (2)	\$7,000	
Total		\$10,500	

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

Table 5-6: Other Measures Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Gillies Bay	Island	\$100,000	5 Plus Years
Total		\$100,000	

Table 5-7: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings and Temporary Traffic Calming	\$10,750	-	-
Additional Traffic Counts	\$500	-	-
Pedestrian Safety Devices	-	\$50,000	-
Permanent Traffic Calming	-	\$90,000	-
Pedestrian Ramps	-	-	\$10,500
Other Measures	-	-	\$100,000
Total	\$11,250	\$140,000	\$110,500

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$11,250. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks/multi-use paths) is \$250,500.

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

The resulting recommended Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

Table 5-8: Rosewood and Lakewood Suburban Centre Recommended Improvements

Item #	Location	Recommendation	Justification
1	Herold Road and Herold Terrace/ Pawlychenko Lane	Extend the parking restriction on west side of Herold Road south of the intersection by 5 m	Improve pedestrian safety
2	Herold Road between Slimmon Road and Pawlychenko Lane	10 m parking restriction on west side of Herold Road on both sides of the driveway entrance	Improve sight lines
3	Slimmon Road and Slimmon Place	15 m parking restriction on north side of Slimmon Road east of its intersection with Slimmon Place	Improve pedestrian safety
		Extend parking restriction on north side of Slimmon Road west of its intersection with Slimmon Place by 5 m	
		Extend existing parking restriction on south side of Slimmon Road west of its intersection with Slimmon Place by 4 m	
4	Taylor Street and Slimmon Road	Add intersection to the list of locations to be reviewed for pedestrian devices	Improve pedestrian safety
5	Rosewood Gate North and Meadows Boulevard/Hastings Crescent	Pedestrian crosswalk pavement markings on all four approaches to the intersection	Improve sight lines and traffic operations
		Median islands on east and west approaches	
		15 m parking restriction on north side of Hastings Crescent	
		15 m parking restriction on south side of Meadows Boulevard	
		10 m parking restriction on north side of Meadows Boulevard	
Relocate stop signs and install additional stop signs in median islands			
6	Meadows Boulevard and Pritchard Crescent (E)	Replace existing yellow pedestrian crossing warning signs with regulatory pedestrian crossing signs	Improve pedestrian safety
		Pedestrian crosswalk and associated parking restrictions on west side	
7	Struthers Park	Playground signs	Improve pedestrian safety
8	Werschner Crescent and Werschner Lane	Remove existing yield sign on north approach	Improve traffic operations
		Yield sign on west approach	

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review

Item #	Location	Recommendation	Justification
9	Rosewood Gate North and Werschner Street	Pedestrian crosswalk and associated parking restrictions on south side of the intersection	Improve pedestrian safety
		Repair existing pedestrian ramp on east side of Rosewood Gate North	Improve pedestrian accessibility
		Fix name blade to show "Werschner St" instead of "Werschner Cr"	Improve navigation
10	Rosewood Boulevard West and Tweed Lane/ Ledingham Way	RRFB device on east side	Improve pedestrian safety
11	Rosewood Boulevard West and Rosewood Drive/ Ledingham Drive	Replace existing temporary curb extensions on east and west corners with permanent installations	Reduce speeds and improve pedestrian safety
12	Rosewood Boulevard West and Ledingham Crescent /Gillies Crescent	Move the bus stop sign 5 m to the southwest to ensure buses are not blocking the crosswalk	Improve sight lines and pedestrian safety
13	Rosewood Boulevard West and Schumacher Bay/ Gillies Way	Curb extensions on northwest and southeast corners	Reduce speeds and improve pedestrian safety
14	Rosewood Boulevard West and Olson Lane	RRFB device on east side	Improve pedestrian safety
		Reconfigure the existing curb extension and consolidate the crosswalks to east side	
		Median islands on northeast and southwest approaches	Reduce Speeds
15	Rosewood Blvd and Hastings Crescent/ Jeanneau Way	Pedestrian crosswalk and associated parking restrictions on west side	Improve pedestrian safety
16	Olson Lane between Flynn Manor and Gillies Lane	Sidewalk ramps, zebra crosswalk, and associated parking restrictions between the northwestern linear park pathways	Improve pedestrian safety and accessibility
17	Olson Lane and Flynn Manor	10 m parking restriction on east side of Flynn Manor	Improve compliance with parking prohibitions listed in Bylaw 7200 - The Traffic Bylaw
18	Gillies Bay	Cul-de-sac centre island in Gillies Bay	Increase availability of on-street parking
19	Pichler Cove	Cul-de-sac sign	Improve traffic operations

ROSEWOOD & LAKEWOOD S.C. TRAFFIC PLAN

FOR COMMENTS & INFORMATION VISIT:

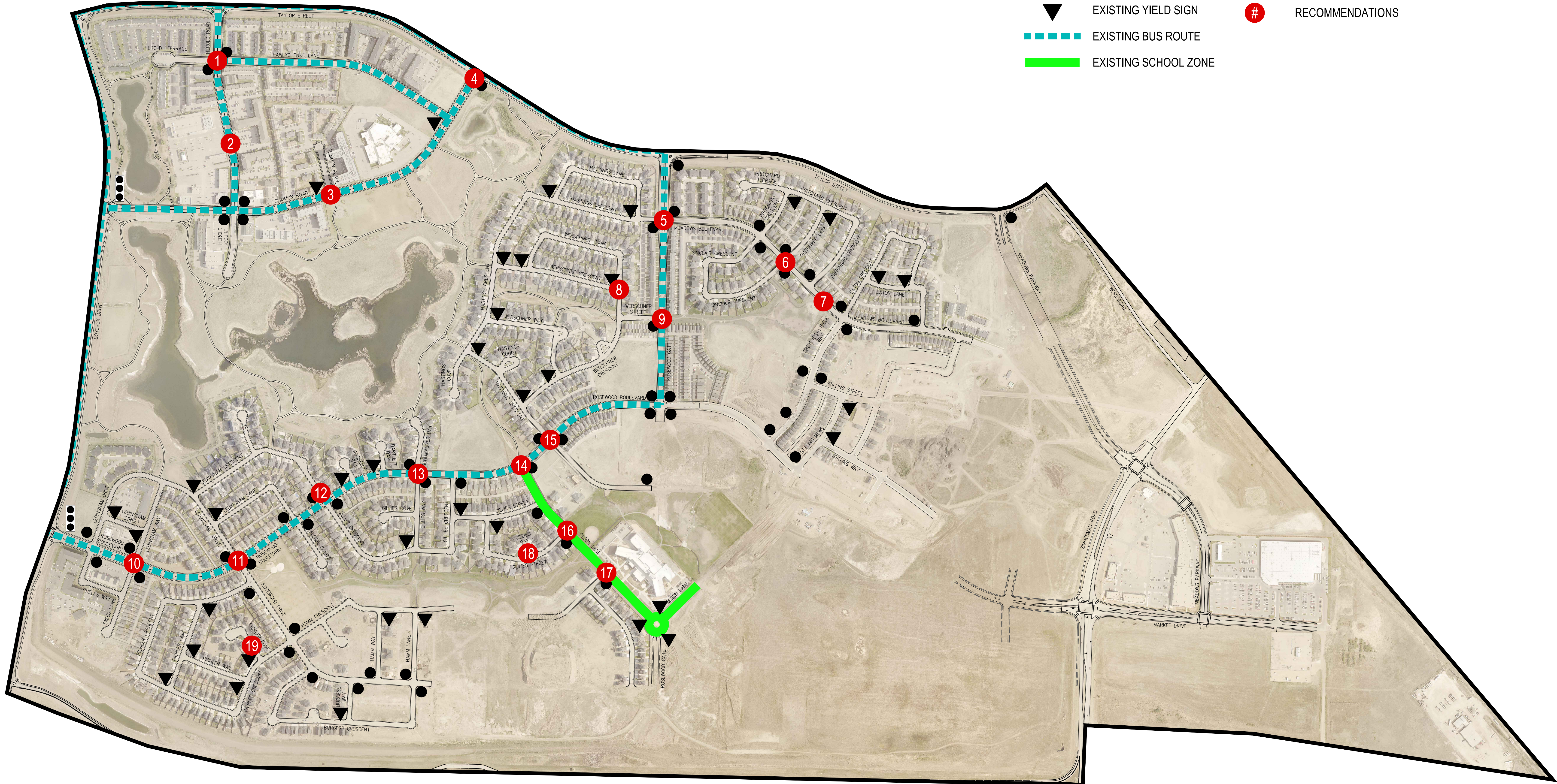
www.saskatoon.ca/NTR

www.saskatoon.ca/engage/rosewood-lakewood

Exhibit 5-1 Recommended Rosewood and Lakewood Suburban Centre Traffic Plan

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- # RECOMMENDATIONS



Appendix A

Public Meeting #1 – August 18, 2020



Neighbourhood Traffic Review Rosewood and Lakewood Suburban Centre Neighbourhoods



Study Area

ROSEWOOD & LAKEWOOD S.C.

FOR COMMENTS & INFORMATION VISIT:

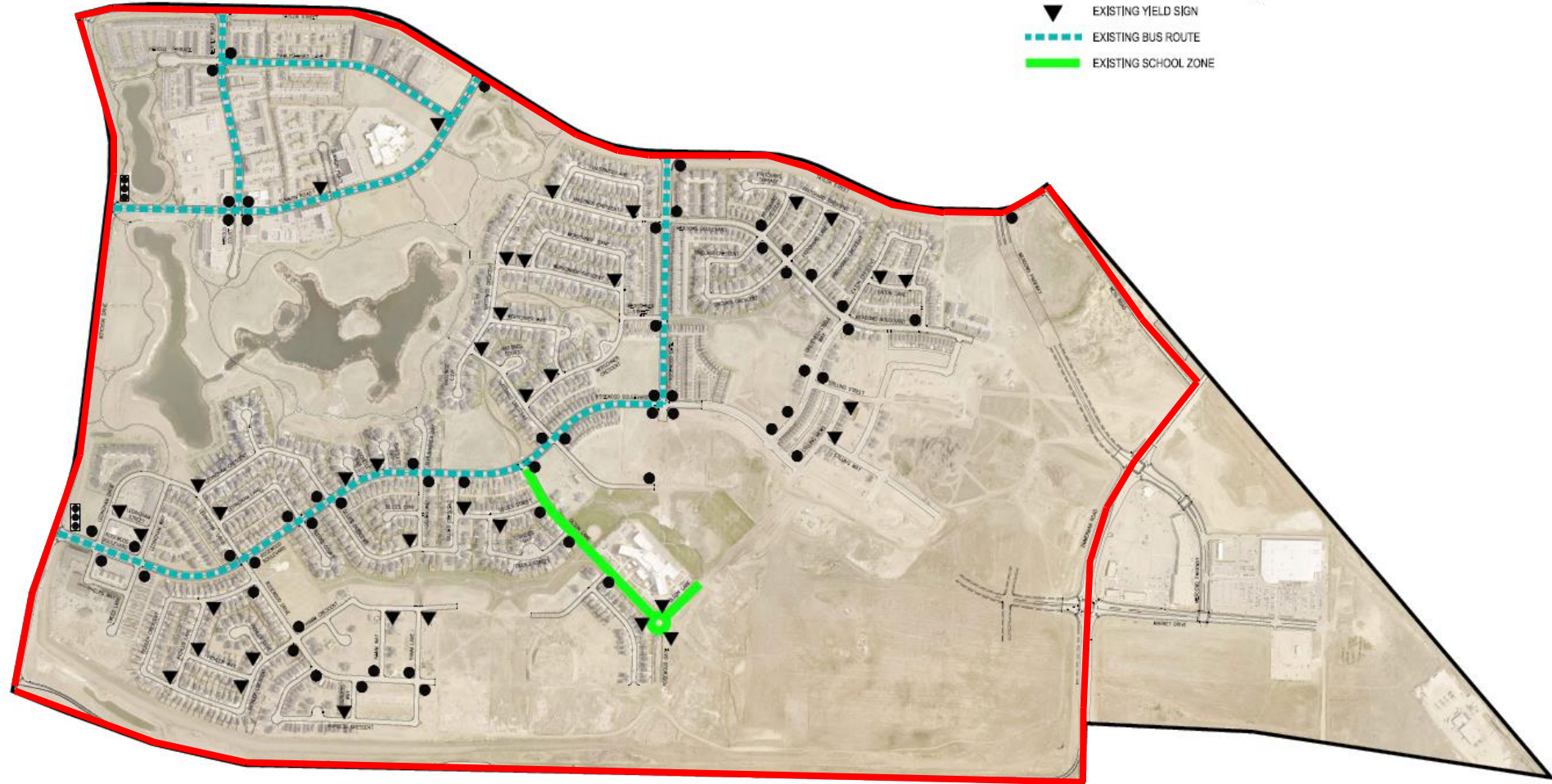
www.saskatoon.ca/NTR

www.saskatoon.ca/engage/rosewood-lakewood



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- Ⓜ EXISTING TRAFFIC SIGNAL



- Study limits
 - Boychuk Drive
 - Taylor Street
 - Wess Road
 - Zimmerman Road
 - Highway 16
- Local and collector roads

Previous Concerns

ROSEWOOD & LAKEWOOD S.C.

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

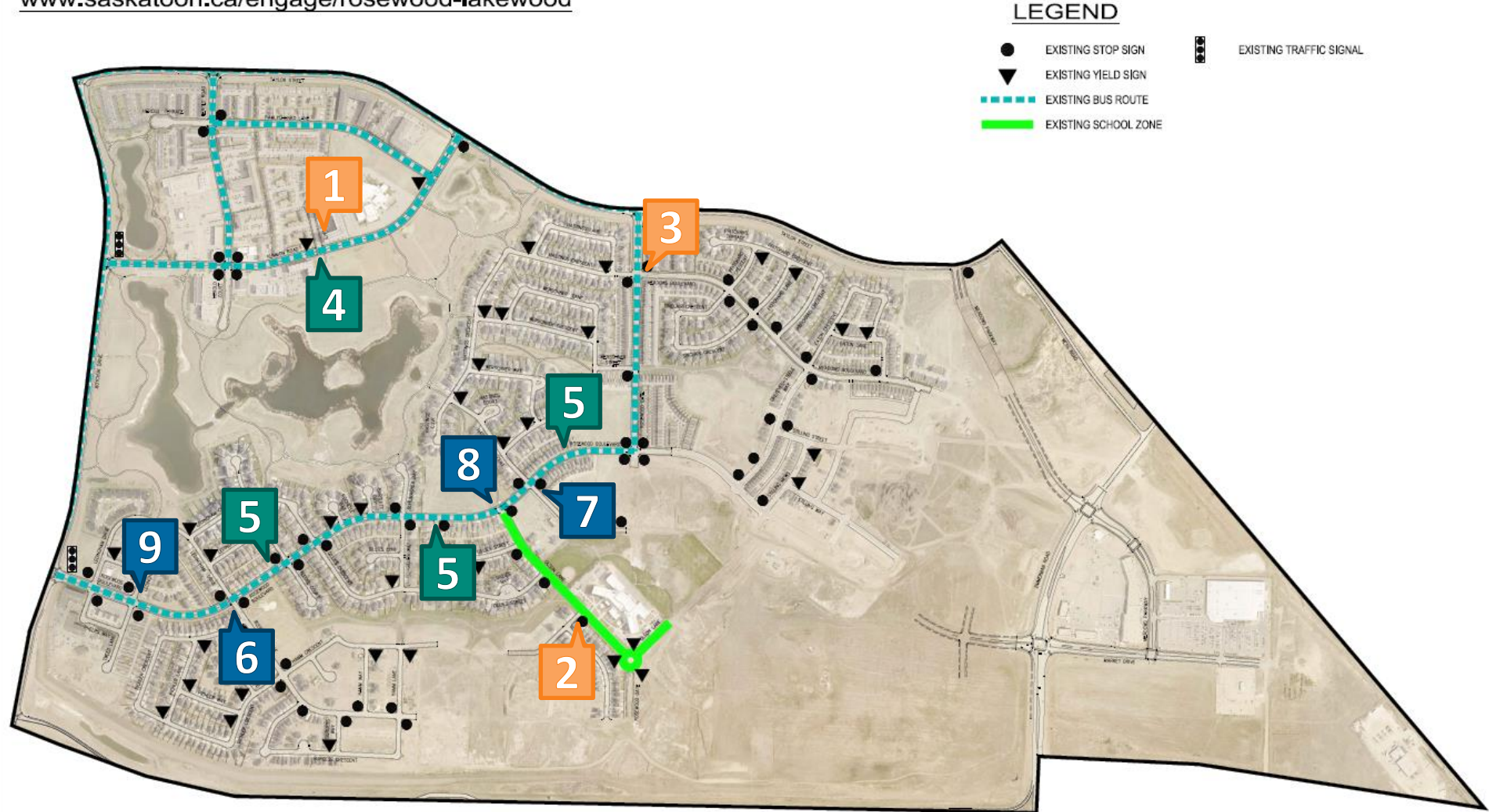
www.saskatoon.ca/engage/rosewood-lakewood



 Operations



 Speeding

 Pedestrian Safety



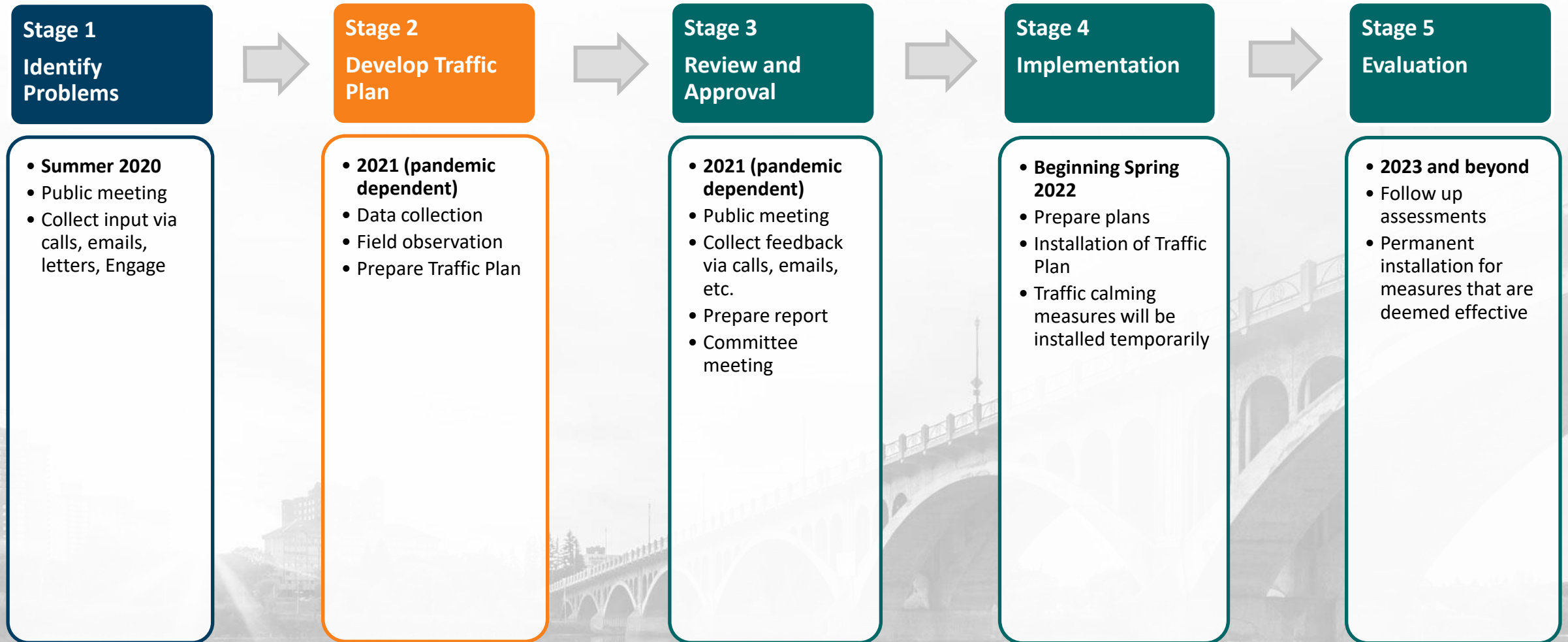
Additional Studies / Projects

Taylor Street Extension

-  Meadows Parkway to Wess Road (August 2020)
-  Rosewood Gate to Meadows Parkway (October 2020)



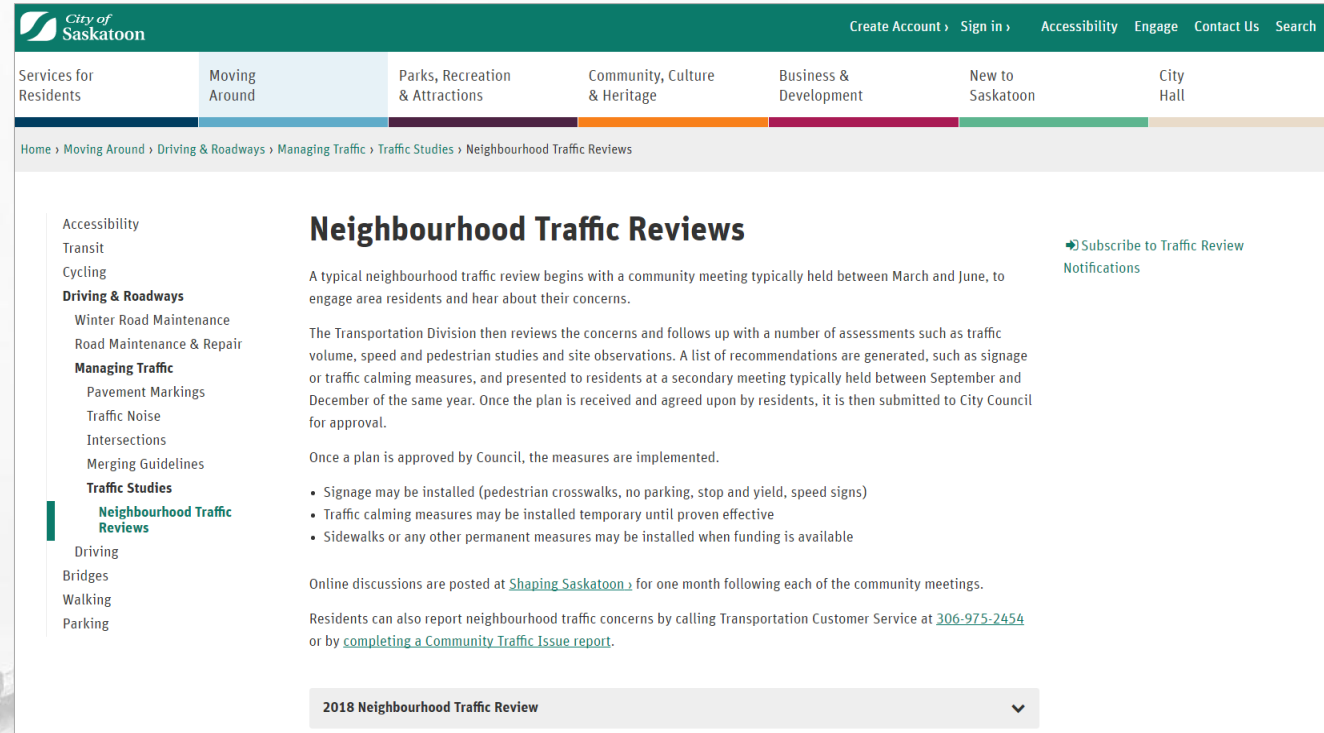
Next Steps



Join the Discussion

- Post comments at www.saskatoon.ca/engage
- Subscribe for updates at www.saskatoon.ca/NTR
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Julian at 306-975-3663
- Email us at ntr@saskatoon.ca
- Send us a letter

Attn: Julian Petras, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



The screenshot shows the City of Saskatoon website's 'Neighbourhood Traffic Reviews' page. The header includes the City of Saskatoon logo and navigation links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. A secondary navigation bar lists various services: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. On the left, a sidebar menu lists categories like 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways', 'Managing Traffic', 'Traffic Studies', and 'Neighbourhood Traffic Reviews'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' button. The text describes the process of a traffic review, from community meetings to Council approval, and lists measures like signage and traffic calming. It also provides contact information for reporting concerns.

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review Meeting #1 Minutes

Date: Tuesday, August 18th, 2020

Time: 7:00 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Julian Petras	City of Saskatoon Transportation Engineer Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer
Councillor Bev Dubois	Ward 9 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Julian Petras – Transportation Engineer)

See Video – Online meeting video recording – August 18th, 2020

Concerns received since preparing the slides:

1. A request for a yield sign at the intersection of Flynn Lane and Flynn Manor.
2. A request for a parking restriction near one of the exits to the commercial area on Herold Road to increase sight lines.
3. A concern with speeding and pedestrian safety at the park near Meadows Blvd and Prichard Crescent.
4. A concern with speeding and sight lines around the curve on Meadows Boulevard near Sinclair Crescent.
5. A concern with speeding and shortcutting on Meadows Boulevard to reach the commercial area near Costco.
6. A concern with drivers making U-turns in the school zone on Olson Lane.
7. A request for a no-exit sign at the entrance to Pichler Cove.

8. A concern with speeding and pedestrian safety at the intersection of Rosewood Drive and Pichler Crescent.

Question and Answer Session

1. Rosewood Access and Road Construction

- a. **Question:** Just wondering when a second entrance into Rosewood will be completed as the traffic flow on Rosewood Boulevard is very busy and fast and someone is going to get hurt soon.

Julian: Meadows Parkway and the two eastbound lanes on the south side of Taylor Street between Wess Road and Meadows Parkway is expected to open to traffic this month or even in the next week or two.

The two eastbound lanes on the south side of Taylor Street between Rosewood Gate and Meadows Parkway is expected to open to two-way traffic at the end of October. Only the two lanes on the south side of Taylor Street will be constructed at this time, but they will be open to two-way traffic.

Once these projects are completed there will be an additional main access into Rosewood from Zimmerman Road. Hopefully that answers your question and can alleviate some of that congestion coming into Rosewood.

- b. **Question:** What is the timeline for completing the extension of Rosewood Drive exit to Zimmerman?

Nathalie: I think that one is development driven, so as the neighbourhood builds out it will make its way further east.

- c. **Question:** I was late joining so this may have been asked already, but is there a timeline for the completion of the Taylor Street East extension to Meadows Parkway?

Julian: The section of Meadows Parkway and then the small section of Taylor Street between Wess Road and Meadows Parkway is expected to open to 2-way traffic this month. Then the two eastbound lanes on the south side of Taylor Street between Rosewood Gate and Meadows parkway is expected to open to traffic at the end of October. It will be the two southern lanes but it will be open to traffic in both directions until they build the northern lanes.

- d. **Question:** Is there any way they can move the timeline for completion up by 2-3 weeks on completion of Taylor? Early snow is what stopped the other extension from being completed last year. Mid-October is more realistic for beating the -0 temperatures and snow.

Julian: Our construction group is handling that project, so I'm not sure if there is any way to move it up. They did say by the end of October so it's possible they will be done earlier depending on weather and how the work goes.

Nathalie: I'm sure they are doing their best to get it done this season, but it is all weather dependant and contractor dependant. When you're doing field work, there are always unforeseen circumstances that can crop up. I'm sure they are aiming to be done sooner, but they don't want to promise sooner in case something comes up.

- e. **Question:** When will the Rosewood Square be worked on? What will it look like? Is it commercial?

Nathalie: These local internal roads are the responsibility of the developer to build so it's up to their schedule. As development progresses, they roll out these roads. I do believe there is some commercial in there and we can provide a link to the concept plan for the neighbourhood in the minutes.

Rosewood Concept Plan:

https://www.saskatoon.ca/sites/default/files/documents/community-services/planning-development/mapping/concept-plans/concept_plan_063_approved.pdf

- f. **Question:** Market Drive road heading toward the school. Is there a timeline for that road?

Nathalie: Similar to Rosewood square, this roadway is development driven. We can check with our Construction and Design group, otherwise we will provide a link to the concept plan in the minutes.

2. Traffic Noise

- a. **Question:** Are there plans to install a sound barrier in Rosewood along Highway 16 (similar to the sound wall in Lakeridge)? Or, how can Rosewood be placed on the Traffic Noise Attenuation study?

Nathalie: Our traffic noise sound attenuation program is intended to address traffic noise for recreational backyards and the program was created to maintain the quality of that outdoor amenity space. The only locations on the monitoring list are the ones that are considered for additional sound attenuation.

Arterial streets in new neighbourhoods where a berm has been built already have sound attenuation for that outdoor space. So although traffic noise may be increasing with time, locations with berms are not eligible for additional sound attenuation measures. It's not feasible to build a sound wall above a berm and there is only a certain level of height that is feasible for construction.

Comment: It is feasible to add a sound wall with a berm when you pay hundreds of thousands of dollars to custom build a home and the berm is not blocking traffic noise.

Nathalie: That's a bit of a tricky one. We can double check whether the berm has settled from its original intended height. But as mentioned earlier, it won't be eligible for a sound attenuation wall.

3. Rosewood Boulevard Questions

- a. **Question:** We have concerns about the speed at which people drive past Swick park coming from Boychuk Drive...there are many kids and family that play at the park.

Julian: We've heard some concerns about speeding on Rosewood Boulevard in a few places throughout the neighbourhood, especially near all the parks. This fall, once we start doing data collection, we will be completing speed studies to see how fast people are going and looking at what sort of mitigation measures we could put in there. Whether that's a speed display board that shows how fast you are driving, a curb extension, or we could even look at speed humps as a last option.

We did have a video on the NTR page that goes over our traffic calming measures if you are interested in learning about some of those.

- b. **Question:** Why have there never been any study for speed restriction (e.g. playground speeds) for Rosewood Boulevard - specifically Swick Park. Secondly - why are there no dedicated crosswalks to allow for crossing Rosewood Boulevard to the schools (specifically Rosewood Boulevard and Olson Lane)?

Julian: Recently, we have been requested by City Council to undertake a speed limit review for residential streets, more specifically, we are reviewing the posted speed limits on residential streets, including the possibility of lowering the posted speed limit. We are going to be looking at removing reduced speed limits for high schools, potentially reducing speed limits in playground areas, and potentially establishing senior zones. This is all going to be in a report that we anticipate will be presented to Council in 2021. So this is something we are looking at for the whole city, not just Rosewood or any one neighbourhood.

As I mentioned, playgrounds are included in this study. So if we do decide to reduce speed limits near playground zones that may happen near Swick Park.

For the pedestrian crossing request, that's something we will need to look into after we have collected data at that location. We will have to wait until school

starts to actually be able to capture those kids making the trip to and from school.

Nathalie: We will also consider the proximity of the curves. I know some people have mentioned that you can't see oncoming vehicles due to the curve to the east of Olson Lane.

- c. Question:** Can you provide the reasoning for the black rubber curbing that was installed at Rosewood Drive and Rosewood Boulevard? It makes it extremely difficult to turn on to Rosewood Boulevard from Rosewood Drive, especially with oncoming traffic (due to the wide turn you have to make).

Julian: The temporary rubber curbs you can see at a few locations in the neighbourhood come from an interim NTR that we did back in 2017. We had enough requests coming from the neighbourhood that we wanted to take a look at a few key intersections. There were a couple recommendations for curb extensions which are those black rubber curbs that you see. The goal of the curbs is to encourage traffic to slow down. Like many of our improvements there are some downsides. So yes, we're hoping it decrease traffic speeds, but they can make it a bit more difficult to make that turn.

Nathalie: We're still reviewing the effectiveness of those devices so if we need to adjust them as part of the neighbourhood traffic review we can change the geometry of them if needed.

- d. Question:** Speed displays, vertical speed measures AND traffic congestion measures have already been attempted on Rosewood Boulevard at Swick Park. This is asked and answered. Please come up with another solution other than what has already been done.

Julian: I'll have to take a look through our files to see exactly what we have tried there in the past and see what other options we have in our toolkit.

Nathalie: The speed display boards are a temporary measure. I know when they were installed there, they were vandalized so they stopped working for a bit. We had to go out and repair them so it does seem like that won't be an effective measure at that location. I don't believe we have tried any vertical measures, it's just been the horizontal curb extensions. When we review the effectiveness of those measures we can either change the configuration or consider something new.

Follow-up Question: In regards to posting up the speed display board on Rosewood Boulevard West by Swick Park. Drivers will slow down for these signs therefore it will not be an accurate measure.

The display boards are temporary notation as people slow down to go past them and then speed up again once they have gone by.

Nathalie: The speed display devices don't actually collect data. They are just a passive device that flashes the information to the driver to passively get them to reduce their speeds. So if they didn't realize how fast they were going, they will see it flash at them and lay off the pedal a little bit. They don't actually collect any data, so when we collect speed data it's not when the speed display device is in place.

- e. **Question:** Can there be a 4 way stop at the intersection on Rosewood Boulevard by the Tim Horton's? I know myself trying to cross the street, no one sees you. Being on maternity leave trying to cross the street with a stroller is scary. Today a child tried to cross the street and it took a while for people to stop. Can a cross walk also be installed?

Julian: We will definitely be looking at the crosswalk there as we have heard concerns from a few people. We can assess for a 4-way stop, but generally we try to avoid putting those stop conditions on the main roads like Rosewood Boulevard because it does impede the traffic flow so much. Ideally if you are having trouble crossing as a pedestrian, our solution would be to increase your safety with a pedestrian crossing device.

Nathalie: Our stop and yield policy also gives a certain minimum distance from a traffic signal. If it's too close to Boychuk, we won't be able to recommend a 4-way stop there even if the volumes would reflect the need for one.

- f. **Question:** I would like your recommendation for the safest crossing point for a 7 year old to cross the busy Rosewood Boulevard at Olson Lane --- considering there are currently none.... While I understand the need for measurement - how would the numbers or lack thereof inform you further if there is currently no method to cross? Seems like a classic type II error.

Nathalie: There is a zebra crosswalk and curb extensions at this location so I wouldn't say there is no method to cross. There is something in place and drivers should be yielding to pedestrians wanting to cross at any intersection. The zebra crosswalk does provide further notification to the driver at that location and this location is on Julian's list to look at.

Julian: As Nathalie said earlier, there is a curve nearby that can make it more difficult to see people crossing so even if there are a few less people crossing here, we take those other things into account.

Nathalie: We also factor in the age of the pedestrians waiting to cross. When we do our warrants, children and seniors get a few extra points because they need a little bit more time or assistance to cross.

- g. Question:** Can the postal mailboxes be removed from Rosewood Boulevard to prevent drivers from trying to stop and get mail during rush hour? Even crossing to the wrong side of the road to get mail!

Julian: I don't think we would typically remove mailboxes, but if there is enough traffic we might want to look at some sort of crossing or even a timed parking restriction that might allow people to move in and out of the stall right by the post box quicker.

Nathalie: Canada Post selects the postal mailbox locations, so that's not up to us and that's not something we want to get into. As Julian mentioned, we can look at a loading zone in front of the mailboxes to facilitate movement.

Follow-up Question: Crossing the road = pulling in front of the mailbox from the opposite side of the road, so they are parked on the wrong side of the road.

Julian: In that case it sounds like more of an enforcement issue. I'm not sure if we have anything in our toolbox to address that.

- h. Question:** I echo the concerns brought forth regarding the intersection of Rosewood Boulevard and Ledingham Way / Tweed Lane where the Tim Hortons and 7/11 are across from each other. There needs to be some controls at this intersection for both pedestrians who are crossing, and for vehicles making left hand turns from either Ledingham or Tweed onto Rosewood Boulevard. It's so dangerous!

Nathalie: I know the last time I made a left hand turn there, I think it was the fence line that was really restricting my visibility in the northeast corner. There is also a curve to the east.

Julian: We have heard from a few people that there is some work to do at this intersection for both pedestrians and vehicles.

- i. Question:** A controlled intersection at Rosewood Blvd West and Tweed Lane / Ledingham Way may offer a more attractive way for people exiting Tim Hortons to get onto Rosewood Boulevard going westbound and onto Boychuk Drive southbound.

Julian: I think this is one of those ones where we do have guidance on how close traffic signals can be spaced from each other. I'm not sure on the exact

distances here, but it's definitely something we will at least have to consider to see if it's feasible.

- j. Question:** What is the plan to navigate traffic flow with Tim Horton's?

Julian: I've heard that in the mornings there can be a large queue near the Tim Hortons with people trying to exit Rosewood on Rosewood Boulevard that can back up all the way to Tweed Lane. We won't be looking at the Boychuk Drive and Rosewood Boulevard intersection as part of the NTR, but one of our other groups within Transportation that deals with traffic signals will be looking to see if there is any way to reduce the queuing.

Nathalie: For an intersection like this, it's tricky because it may be too close to the signals at Boychuk Drive for us to consider another set of traffic signals. We've also heard about it as a location that may require a pedestrian crossing.

Julian: It seems like there are a few problems with all the intersections so close together and people coming in and out of the commercial area so I will have to go out and take a look at it in the morning peak.

- k. Question:** Would it be possible to restrict traffic from Ledingham Way onto Rosewood Boulevard so that they can only make a right turn? Not trying to cross two lanes of traffic to turn south on Boychuk Drive?

Julian: One of the things we can look at is a directional closure, which would restrict certain movements. We have implemented these at other locations in the city so it's something we are at least going to have to consider at some of these locations with long queues or difficult turns.

- l. Question:** Rosewood bus stop at corner of Ledingham Crescent and Rosewood Boulevard. --- inability of oncoming drivers to see as they turn the corner --- suggest moving the bus stop to northeast side of interaction

Julian: We can certainly look into the sight lines at this intersection and if we do need to move the bus stop we would have to have discuss it with Saskatoon Transit.

- m. Question:** Move bus stop - Ledingham Crescent and Rosewood Boulevard - from beside mailbox (north west corner) to north east corner to improve sight lines please

Nathalie: I think often our Transit group does a far side stop, which is why it would be across the intersection. So we can talk to them about that. It could be because there are driveways on that northeast corner that they didn't want to block. That could be why they selected that location.

Follow-up Question: wrong bus stop -- Ledingham and Gillies

Nathalie: There are no driveways in the northeast corner so it's something for us to look at.

- n. **Question:** Have you consulted with school officials? There is significant concern about the ability of kids to cross Rosewood Boulevard to get to the school. So much that pre-Covid they were considering asking older kids to gather up younger kids to safely cross the busy road together. Can a pedestrian crosswalk (temporary) not be installed sooner rather than in two years?

Nathalie: We do work with the school officials quite closely on their requests. With the pedestrian devices already in place, we are not going to be installing anything more than that until the outcome of this study is complete.

Follow-up Question: Especially with the ask to walk/bike/scooter to the school rather than use buses this year.

Nathalie: I think it is pretty innovative of the school to consider these walking school bus plans that have the older kids helping the younger kids. We have not heard from the school officials from either school yet this fall. I expect they have a lot of logistical things that they are working through before contacting us. If they reach out to us we will be working with them like we do every year.

4. Rosewood Gate Questions

- a. **Question:** Rosewood Gate N and Werschner Street could use either a pedestrian crossing or four way stop or something - the recent accident brought it to more urgent attention, as many, many people cross at this intersection to get to the greenspace (which is lovely, by the way).

Julian: I've heard this comment from a few people and I think Werschner Street Connects Swan Park and Struthers Park. I might have those names wrong, but Werschner Street forms that connection between the two parks and there isn't a pedestrian crossing at the intersection with Rosewood Gate. So that's definitely one of the locations we're going to be looking at closer to see if we can put something in.

- b. **Question:** Is there an option to put speed bumps in neighborhood areas where speeding is an issue? For instance, Rosewood Gate N and also on Werschner Street? As there are people who feel the need to accelerate from one corner to another....and it's a short stretch of road!?!

Julian: Yes, speed bumps are an option we look at for reducing speeds. Like I said earlier we also look at things like speed display boards and curb extensions. In some places we will install speed humps, but we try to avoid

putting them on some of the main entrances and exits to neighbourhoods as they can slow down emergency vehicles.

We recently installed some speed humps on Glasgow Street. There was a speeding issue there, but it wasn't a main street so we were able to install them. It's definitely something to consider, but there are downsides to putting in speed humps and that's something we also consider when making that decision.

Nathalie: Yes, we tend to start with horizontal deflection devices and see if that's effective because it's a lot easier for our operations crews to work around curves than to work over speed humps. Speed humps can also have pretty significant transit impacts so if it's on a transit route we really want to try other methods first.

- c. **Question:** I've submitted this online and via Rosewood Community Association before, but haven't seen anything done. A 4-way stop is needed at Rosewood Gate N & Meadows Boulevard / Hastings Crescent intersection. It's impossible to see traffic driving north on Rosewood Gate when you're at the stop sign on Meadows Boulevard to turn left or right. Left turns are particularly dangerous. Also, that area of road is always icy in the cold months because there's a dip in the road, so drivers often slide through the stop sign. It's my understanding there have been accidents. It's also a busy pedestrian crosswalk intersection.

Julian: This is definitely the location I've received the most comments on so far. I was out there a few weeks ago just to take a look at it and I understand what people are saying with the restricted sight lines. With the position of the stop sign, the median, and the parking on the south side of the intersection makes it difficult to see northbound traffic.

I can see what the concern is and we are going to try to figure out how we can improve that for the drivers. It's also good to know about the issues with ice in the winter.

5. Olson Lane West Questions

- a. **Question:** My concern is with respect to the before and after school traffic surrounding our new P3 schools. There are many small children walking and attempting to cross Olson Ln and there is currently only one controlled location to do so safely. This cross walk in front of the school makes most sense arriving to the schools but does not work well at the end of the day. The flow of pedestrian traffic moves along the existing sidewalk (on the school side) toward Rosewood Boulevard but then have limited safe spots to cross Olson toward Gillies. The road traffic is hectic while the roundabout is not complete closer to the school. Overall, the student pedestrian cohort is at risk. Drop off car and bus traffic makes walking to our schools dangerous. Please help keep our kids walking and safe!

Julian: I've had a few concerns come in about the pedestrian crossings on Olson Lane. The other ones have talked about provided more crossing into the parks. So it's definitely a street we are going to be taking a look at to see if we can add some more crossings or upgrade the existing ones.

- b. Question:** Could lowered curbs be put in where the paths of the two parks meet (Mackay Park and the baseball diamond) for bikes and strollers to cross?

Julian: I think this is on Olson Lane near the school. We've heard about the missing pedestrian ramps, and that is something we would like to know about so that we can plan on how to address it. So we will have to look into this location.

- c. Question:** The ramp that doesn't line up is across from Gillies Lane, MacKay Park is further south along Olson, lining up with the walking path between the ball diamond and the school parking lot.

Nathalie: I think this is related to the McKay Park comment we heard earlier. We will have to double check and go out to to take a look.

6. Slimmon Road Questions

- a. Question:** My first concern is Pawlychenko and Slimmon Road. I am mainly a pedestrian and have noticed that since the new apartment buildings have begun to be built, there has been an increase in close misses when crossing from Pawlychenko to the park on the other side of Slimmon. Vehicles parked on Slimmon Road has reduced the visibility for both pedestrians and vehicles, making crossing an issue. I only see this getting worse as more people move into the neighbourhood. I have also noticed people tend to speed in this area, making it that much more dangerous. I would like to see some sort of crossing notification on that street.

Julian: We've heard from a few different people that they have concerns with speeding on Slimmon Road. Any place where we are looking at putting in a pedestrian crossing we need to get an idea of how many people are actually crossing there and how many vehicles are driving down the road. Looking at those factors will allow us to see whether we need a regular pedestrian crossing with signs on either side of the road, or crossing with a push button, or a crossing with an overhead sign. There are a few different options depending on how many people cross there.

- b. Question:** We are seeing lots of people utilizing Slimmon Road to fix their vehicles and park their work vehicle. Is there any way we can limit parking on Slimmon Road?

Julian: In terms of parking their work vehicles, I think that would just fall under the City's standard parking bylaw. I'll have to double check, but I believe you can't leave it for more than a day or two without moving it.

Nathalie: I'm not too sure about working on the car in the street, but there is definitely a time restriction and a size restriction for vehicles parked on the road. If you have concerns I encourage you to reach out to parking enforcement at Parking Enforcement Dispatch, 306-975-8344.

7. Taylor Street Questions

- a. **Question:** Is there any plan to add pedestrian crossing lights at Taylor and Slimmon when Taylor opens up further? It is not an issue now as there is mostly local traffic and people are mindful of pedestrians crossing from Hyde Park to Donna Birkmaier Park, but that is going to change when Taylor is open to the new shopping area that contains Costco.

Nathalie: Taylor Street is an arterial road so it is outside the scope of the neighbourhood traffic review. It's something our group would still look at so we will assemble those comments for Taylor and take a look at it outside of the NTR process.

- b. **Question:** To help slow down some traffic on Taylor (and other park areas), it could be helpful to have some Wildlife Crossing Warning signs, there are often rabbits crossing roads!

Nathalie: Wildlife crossing signs are not speed control devices. We follow the Transportation Association of Canada's guidelines for signs, when to install them, and where they are appropriate. The wildlife crossing signs outlined in that guide usually relate to deer or moose, not rabbits. That is not something that we would be doing for Taylor.

- c. **Question:** The speed limit on Taylor Street east of Boychuck Drive should be increased to 60 km/hr. This road is multi-lane, divided, with limited access, no houses facing it and no driveways. In these regards it is no different than Boychuck Drive south of 8th Street, on which the speed limit is 60.

Julian: We've heard this comment from a few different people and once again, this NTR mainly looks at the roads inside the neighbourhoods. We are not specifically looking at the arterial roads, but since we have heard this a few times it will be something we look at through a separate process, not necessarily through this neighbourhood traffic review.

8. Questions for Other Locations

- a. **Question:** I'm concerned about the traffic on Phelps Way and Tweed Lane off of Rosewood Blvd. It's supposed to be two way but at most times only one car can pass because cars are parked on both sides of the street. On garbage

day we are dodging cars as well as garbage cans. Cars are parked too close to the intersection and the stop sign, someone is going to get hurt.

Julian: I've heard from a few different people for a few different locations in the neighbourhood where the street seems too narrow when there are cars parked on both sides. This is something we have heard from various neighbourhoods throughout the city. In general, for these types of concerns, the majority of the local roads involved have been designed to have parking on both sides of the street. This type of design with a narrow roadway is becoming the norm in most cities because it reduces speeds in residential neighbourhoods.

Any sort of parking restriction to provide additional space must comply with the city's policy on parking and parking prohibitions. As part of the NTR we will be able to look into whether or not a parking restriction would be implemented at locations where those cars are blocking sightline for motorists entering an alley, driveway, or at an intersection. We won't be considering a parking restriction for the entire length of the street at this time.

If you are interested in more information on the parking restrictions, it is outlined in the City's Traffic Bylaw which says that drivers shouldn't park within 1 meter of any private driveway or within 10 m of an intersection. If someone is violating those rules and causing an issue you can all call parking enforcement at 306-975-8344.

- b. Question:** Another concern is at Pawlychenko Lane and Herold Road. There are two city bus stops and at least 2 school bus stops that I know of. This crossing is not as big an issue during the daylight hours, but in the mornings and evening when it is dark, cars do not stop at this intersection for pedestrians. I have seen a number of people almost get hit, and I worry about children crossing there in the dark winter mornings.

Julian: One of the possible pedestrian crossing devices we have is an overhead crossing that has a downward facing light that can help to illuminate the crosswalk. If there is an issue with crossing in the dark at this location we will consider that as one of the possible options. But again, it's just about collecting the data to see how many people are crossing there and how many vehicles are driving through.

Nathalie: We also work with our colleagues at the power companies, so if it is illumination at the corner, sometimes it's on their end, and they can install an additional streetlight near the crosswalk.

- c. Question:** There is a sidewalk missing and a large unkempt lot across from 142 Pawlychenko Lane which inhibits pedestrian ability to walk down that area.

Julian: I was looking at this one the other day and I'll have to verify it, but I believe that sidewalk is missing because of the undeveloped lot or the land that is currently being developed there. Once that development is complete the sidewalk should be filled in.

- d. **Question:** We have concerns with traffic driving on the left side of the road going around the curve of Pichler Crescent in the 300 block. There have been many near misses and this needs to be addressed before someone on a bike is hurt.

Julian: We can take a look at that location to see if there is any sort of signage we can put up or if a parking restriction is required to maintain the sight lines around the curve. I'll have to get out there and take a look at this one.

- e. **Question:** Meadows Boulevard has become a heavy traffic road as it's the only one that has access to the Costco shopping area short cut. (Except this past month while it's signed closed road, I think they're paving the extension.) We're getting a lot of heavy trucks passing through as well, driving fast. This road wasn't expected to be the main thoroughfare road and it's got a lot of crescent roads off of it, and visibility is limited with so many parked cars. People often are crossing over to the park as well, and have a tough time. Suggest some slowing barrier curbs to deter traffic and at least slow them down, especially around the park, and where the road curves and visibility is limited at the connecting roads.

Julian: We can definitely look into the issues with speeding. I'm hoping once the rest of Taylor Street and Meadows Parkway are finished in the next month or so that a lot of that shortcutting issue will be eliminated. Those drivers and drivers will want to take those major roads to access Costco and not have to divert through the neighbourhood. So hopefully these issues will be resolved with the new roadways.

Nathalie: Julian will make sure his data collection for Meadows Boulevard is done after all that is open so that it is more reflective of the after condition.

- f. **Question:** Gillies Bay. All the home owners park in the middle of the cul-de-sac because there is nowhere else to park. Every day for last 2 weeks, parking enforcement comes and gives tickets. I've been parking there for 4 years and no problems until now. We should be allowed to park in the middle.

Nathalie: I haven't seen one quite like this in my time at the City. I know in our traffic bylaw it does say you can't park in a cul-de-sac. I'm assuming parking enforcement is treating it as a cul-de-sac. You have to parallel park along the

curve and not in the middle unless otherwise signed. So they are enforcing the traffic bylaw as it is written.

It will be hard for us to sign that parking is allowed if there is nowhere to place the sign posts. We can't just have them floating there in empty space because that would be a hazard. We can take a look at this location.

Follow-up Question: Please tell the city to allow parking. I've talked to everybody in Gillies Bay and they will all sign a petition to enable parking in the middle.

Nathalie: That's helpful when everyone is in agreement and that indicates it is a good solution for everyone living there. Like I said, they are enforcing the bylaw as it is written. Until we can sign it otherwise that will be what they enforce.

- g. Question:** Driveways are often so wide there isn't any room for parallel parking in some of those small cul-de-sacs.

Nathalie: It's tricky in our new developments when there is rolled curb. We have maximum widths for driveway crossings. Often with rolled curb people will construct wider driveways than what is allowed which restricts the amount of on-street parking. So it is a tricky situation. We can take a look at it but I make no promises on what the outcome will be.

9. NTR Process and Schedule Questions

- a. Question:** In anticipation for the previously outlined traffic review elements, I'm wondering why the need for continued study. Despite many of the same elements being highlighted are not new. Pandemic planning aside - speeding, sightlines and associated elements are not fundamentally new issues. Certainly hopeful that given the inherently long timelines that have been outlined (e.g. 2023 for final installation) - some elements including testing and associated study may be accelerated. There is no excuse for determination of necessity for another 36 months.

Julian: Some of the improvements can be implemented sooner than others. However, there is a base amount of time that will be required to collect feedback from all of the residents in the neighbourhood, put together the traffic plan, present the plan to the residents, and then get feedback on the plan itself. Once we have completed that process, we can implement some of the easier and quicker recommendations. For example, if there are recommendations for additional signs or pavement markings, those are relatively quick and easy to implement. Any of the larger recommendations have to be budgeted for and scheduled for installation so they take longer.

Nathalie: I just want to expand on why things take so long and why we don't necessarily accelerate one issue over another. The neighbourhood traffic review is intended to look at the neighbourhood as a whole. Historically, we would address one issue on one street, such as installing a stop sign, and then we would hear from another street that everyone is now using their street to avoid the stop sign. So that's why we really intend to look at the neighbourhood as a whole and some of the decisions are co-related. That's why we hang on to the recommendations until we can come to the neighbourhood with the whole plan.

- b. Question:** What is your plan to address potentially lowered traffic volumes as a result of pandemic (e.g. working from home) creating possible lower than 'real world' scenarios and measurement of traffic flow, volume and speed?

Julian: This is something we have actually been tracking for quite a few months now. We have been comparing the traffic volumes on a few key streets throughout the city with their 2019 volumes compared to their 2020 volumes. We saw pretty significant drops in the 50% - 60% range in March, April, and May, but they have started creeping back up to those normal volumes. We are going to continue to monitor those traffic volumes and see if it is okay to start doing those counts. We will also consider if we need to make some adjustments to the counts to get a more normal value.

Nathalie: We are starting data collection for some neighbourhoods already because they have climbed up very close to normal levels, maybe about a 20% reduction. Overall, that wouldn't create a huge impact to the solutions we are recommending. We don't know if the traffic volumes will ever return to what they used to be because these work from home scenarios may become more permanent than what we expected. We couldn't in good conscience sit and wait for a scenario that may never occur and we really wanted to get into your neighbourhood and address the ongoing issues as soon as we could. That means we will have to count during the pandemic and as Julian mentioned, make adjustments if needed.

- c. Question:** I would also like to point out that during your data collection there are intrinsic factors that might not be captured --- most notably - due to street orientation there is often full sun glare during rush hour times (ingress in morning and school drop off) and egress (end of day) along Rosewood Boulevard from Rosewood Gate N to Tweed Lane for several intervals of greater than 250 m

Julian: I guess we will have to do some field observations at different times of the day to capture some of those other issues you are seeing. We do the solid data collection to get the numbers, but we also conduct field visits to observe the locations and get a feel for some of the other factors that might not be obvious.

- d. Question:** So this could take 2 more years before any of these changes are made?

Julian: The data collection will be this fall and then I will be presenting the draft traffic plan next year. After that it will depend on the pandemic, but some of the quicker recommendations like signs and pavement marking can be put up a bit sooner than the other larger ones. We still need to get through that data collection and decision making processes first though.

Nathalie: We will have a better idea on the schedule at the second meeting once we know when we can have that meeting and how extensive the traffic plan is. Without the pandemic we were typically installing the signage and pavement markings the same summer as when the report was presented. The other devices like pedestrian push buttons or traffic signals are scheduled about three to five years depending on funding. If it's a larger budget item that we put in our budget request to Council which is prioritized with all locations throughout the city and then gets installed when funded. So timing is dependent on what the recommendations are.

Follow-up Question: So adding a ramp for strollers could take 3 years?

Nathalie: We have an ongoing inventory of missing ramps throughout the city and right now we are funded at a level that allows us to install about 40 pedestrian ramps per year. We tend to prioritize locations where we have a disabled user request or that it is their route or transit route. After that we look at parks and schools as our next priority.

At a council meeting on July 27th, they did approve some funding through the Municipal Economic Enhancement Program for \$1,000,000 for additional pedestrian ramps. We are coming up with a strategy on how to roll out that \$1,000,000 throughout the city. So I can't guarantee the timing for pedestrian ramps. That is a longer term solution that requires funding. It is not something that we can install through our normal operating budget.

- e. Question:** Why is the pandemic slowing down the process so much? Is everyone laid off?

Nathalie: No, not everyone is laid off. The reason the pandemic slows things down so much is that we have to take extra safety precautions for our staff. Things that were fairly quick and easy to do as a team before now involves maybe two trucks going out, or maybe there are extra cleaning protocols for the equipment they are using. We are hoping it won't slow us down as much as we say in the schedule, but we just want to prepare you if there is a fall outbreak. If staff get sick it will slow us down. We are a team, so we do have some extra capability to do the work if someone gets sick, but we also have multiple neighbourhoods to look at, so we do have a maximum capacity.

Updates on other relevant projects

Taylor Street and Meadows Parkway Construction:

Meadows Parkway and the two eastbound lanes on the south side of Taylor Street between Wess Road and Meadows Parkway is expected to be open to traffic this month. You can see that portion of the project in orange on the map.

The two eastbound lanes on the south side of Taylor Street between Rosewood Gate and Meadows Parkway is expected to be open to traffic at the end of October. That section of the project is shown in green on the map.



Vehicle Noise Study:

Vehicle noise has been an ongoing issue throughout the City. The existing traffic noise sound attenuation program addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy. To address noise for these other locations, we need to investigate traffic noise mitigation strategies that could apply to the entire City. There is a report going to Council on Monday, July 27, 2020 for approval to apply for provincial funding for a Vehicle Noise Study. We hope that these actions will help us make progress on the vehicle noise issue throughout Saskatoon.

Speed Limit Review:

As requested by City Council, we are undertaking a speed limit review for residential streets. More specifically we are reviewing:

- Posted speed limits on residential streets, including lowering the posted speed limit
- Removing reduced speed limits for high schools
- Potentially reducing speed limits in playground zones
- The potential for establishing senior zones.

We anticipate that this work will be presented to Council in 2021.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 18th, 2020
3. Additional public input via Engage Page no later than September 18th, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
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 Standing Policy Committee on Transportation

Adjournment

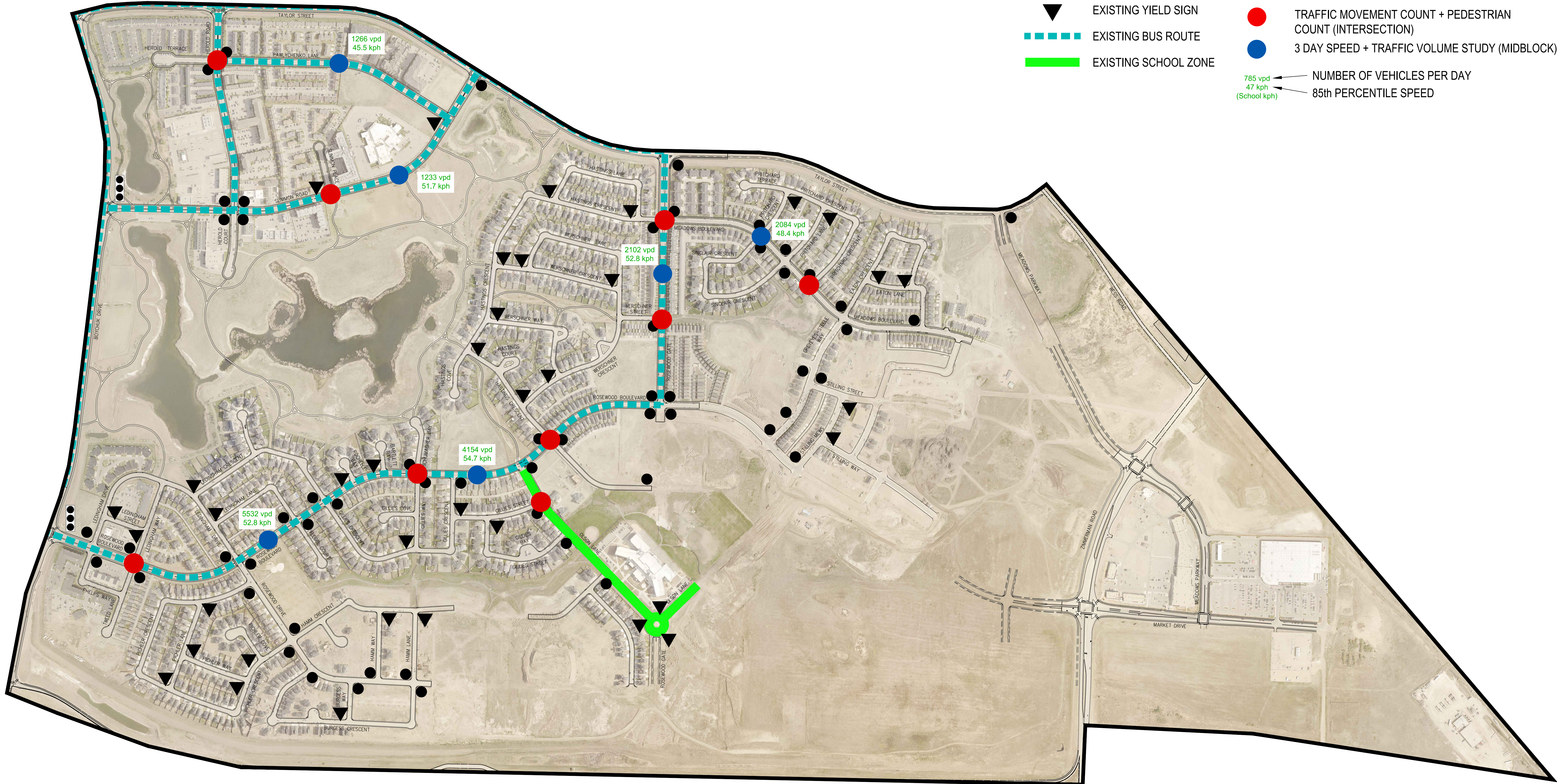
Appendix B

Traffic Data Collection

ROSEWOOD & LAKEWOOD S.C. TRAFFIC DATA

LEGEND

- EXISTING STOP SIGN
 - ▼ EXISTING YIELD SIGN
 - — — — — EXISTING BUS ROUTE
 - — — — — EXISTING SCHOOL ZONE
 - EXISTING TRAFFIC SIGNAL
 - TRAFFIC MOVEMENT COUNT + PEDESTRIAN COUNT (INTERSECTION)
 - 3 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 785 vpd — NUMBER OF VEHICLES PER DAY
 47 kph (School kph) — 85th PERCENTILE SPEED



Appendix C

All-Way Stop Assessments

All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

Step 1:

One of the following criteria must be met to warrant an all-way stop:

- i) When five or more collisions are reported in a one-year period within the last three years and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour OR the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.
- v) When an engineering study has identified a safety concern dangerous pattern of traffic that is susceptible to correction by an all-way stop control.

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
Rosewood Boulevard West and Tweed Lane / Ledingham Way	4	1,073 12,430	28.37	No	No	Criteria met. Proceed to Step 2.
Rosewood Gate North and Meadows Boulevard / Hastings Crescent	2	505 5,550	14.10	No	No	Criteria NOT met. Do NOT proceed to Step 2.
Slimmon Road and Slimmon Place	0	229 2,490	9.39	No	No	Criteria NOT met. Do NOT proceed to Step 2.

Continue to Step 2 if one of the criteria are met.

Step 2:

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
Rosewood Boulevard West and Tweed Lane / Ledingham Way	11% - Condition NOT met	No – Condition met	Conditions NOT met. All-way stop NOT warranted.

Appendix D

Traffic Signal Warrants

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Herold Rd	Direction (EW or NS)	NS
Side Street (name)	Herold Terr / Pawlychenko L	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Oct 21, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excel LT	Th & LT	Through	Th+RT+LT	Th & RT	Excel RT	UpStream Signal (m)	# of Thru Lanes
Herold Rd	NB				1			1,000	1
Herold Rd	SB				1			130	1
Herold Terr / Pawlychenko Lr	WB				1				
Herold Terr / Pawlychenko Lr	EB				1				
Herold Terr / Pawlychenko Ln WB right turns significantly impeded by through movements? (y/n)									n
Herold Terr / Pawlychenko Ln EB right turns significantly impeded by through movements? (y/n)									n

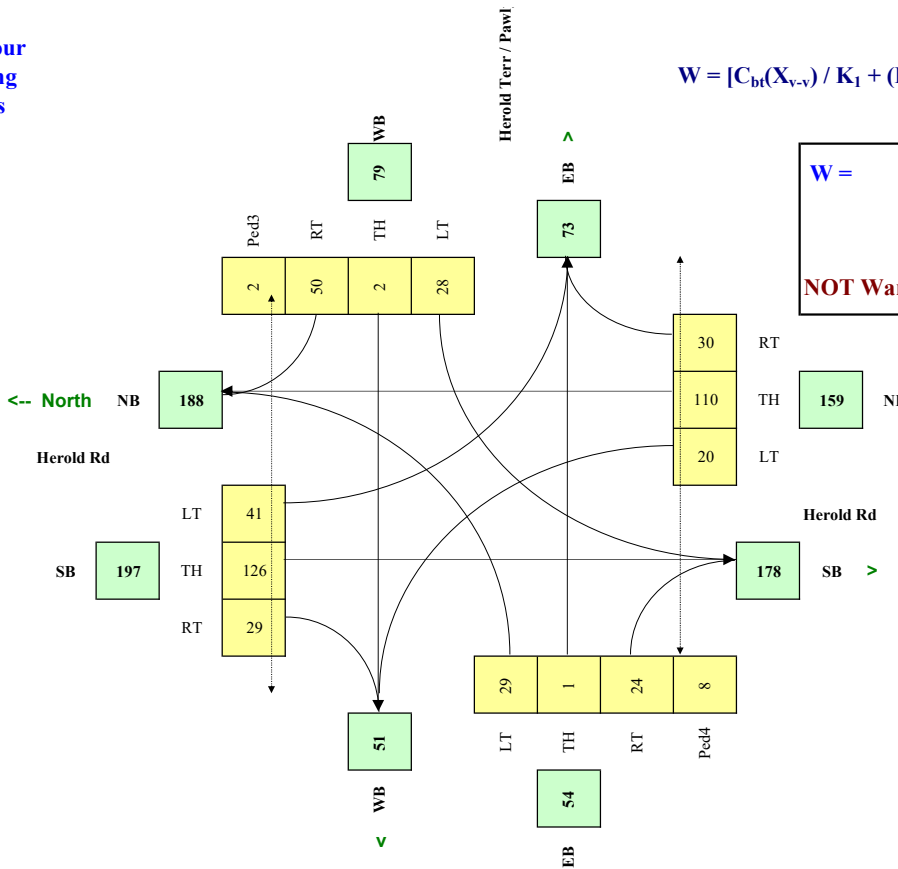
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Herold Rd	NS	50	2.0%	y	0.0
Herold Terr / Pawlychenko Lr	EW	50	2.0%	y	

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	5	49	12	15	52	6	37	3	51	41	1	26	1	2	3
8:00 - 9:00	16	77	22	24	94	14	32	1	62	46	1	28	11	4	1	7
11:30 - 12:30	15	110	20	32	127	26	24	1	47	16	0	20	3	10	2	4
12:30 - 13:30	16	111	22	38	106	17	19	2	53	18	2	21	6	2	1	4
16:00 - 17:00	38	141	51	68	199	55	26	0	39	22	2	24	12	6	2	16
17:00 - 18:00	27	170	53	71	180	58	31	3	45	31	1	24	11	9	2	10
Total (6-hour peak)	117	658	180	248	758	176	169	10	297	174	7	143	44	33	11	45
Average (6-hour peak)	20	110	30	41	126	29	28	2	50	29	1	24	7	6	2	8

Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$



W =	19	16	3
		<i>Veh</i>	<i>Ped</i>
NOT Warranted			

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Meadows Blvd	Direction (EW or NS)	EW
Side Street (name)	Pritchard Cr	Direction (EW or NS)	NS
Quadrant / Int #	#####	Comments	
	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Oct 21, Wed
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
Meadows Blvd	WB				1			1,000	1
Meadows Blvd	EB				1			1,000	1
Pritchard Cr	NB								
Pritchard Cr	SB				1				

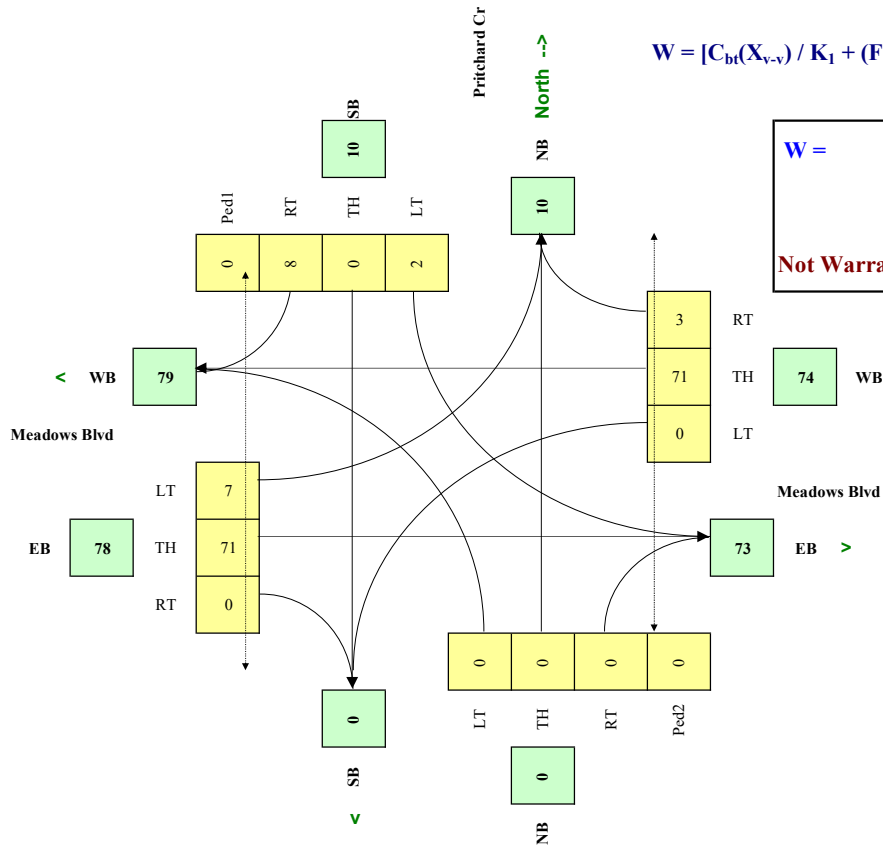
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Are the Pritchard Cr SB right turns significantly impeded by through movements? (y/n)

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Meadows Blvd	EW	50	2.0%	y	0.0
Pritchard Cr	NS	50	2.0%	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	0	0	0	2	0	6	0	44	0	0	48	0	0	0	5	0
8:00 - 9:00	0	0	0	3	0	13	0	72	3	7	79	0	0	1	3	0
11:30 - 12:30	0	0	0	3	0	6	0	75	3	5	71	0	0	1	6	0
12:30 - 13:30	0	0	0	0	0	10	0	64	1	9	57	0	0	0	2	0
16:00 - 17:00	0	0	0	4	0	6	0	86	4	8	85	0	0	0	5	0
17:00 - 18:00	0	0	0	2	0	6	0	86	5	14	83	0	0	0	3	0
Total (6-hour peak)	0	0	0	14	0	47	0	427	16	43	423	0	0	2	24	0
Average (6-hour peak)	0	0	0	2	0	8	0	71	3	7	71	0	0	0	4	0

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	1	1	0
		Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Olson Lane	Direction (EW or NS)	EW	Comments
Side Street (name)	Gillies Lane	Direction (EW or NS)	NS	
Quadrant / Int #	#####			
CHECK SHEET				

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Oct 20, 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
Olson Lane	WB				1			1,000	1
Olson Lane	EB				1			1,000	1
Gillies Lane	NB				1				
Gillies Lane	SB								

Are the Gillies Lane NB right turns significantly impeded by through movements? (y/n)

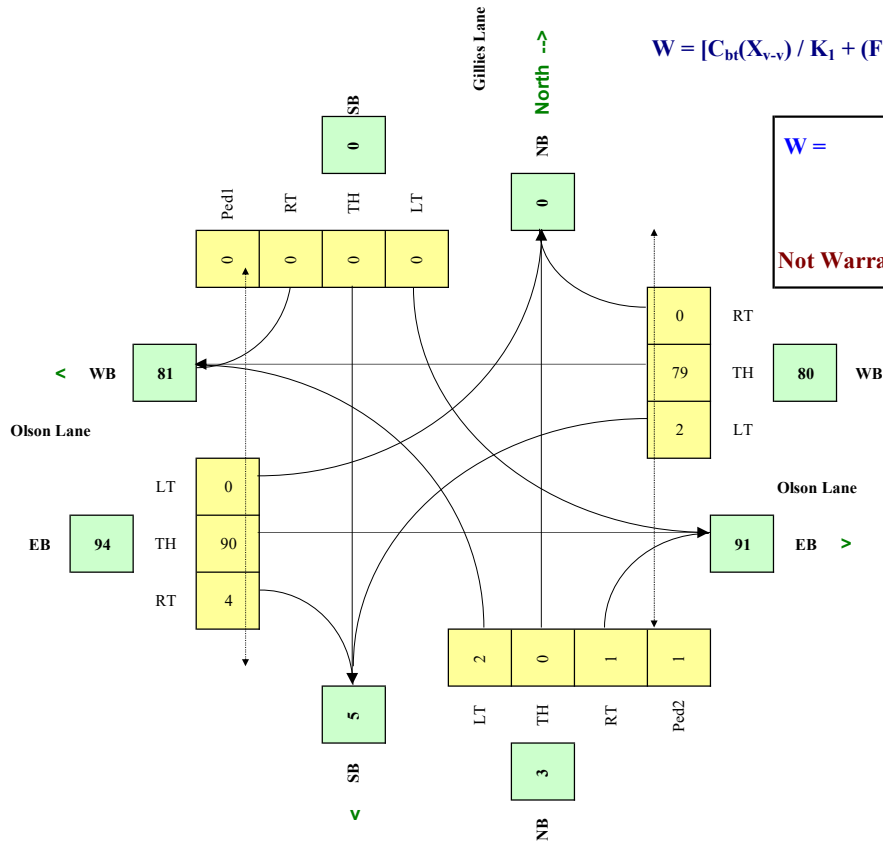
n

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

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Olson Lane	EW	50	2.0%	n	0.0
Gillies Lane	NS	50	2.0%	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	3	0	0	0	0	0	0	41	0	0	64	2	0	0	0
8:00 - 9:00	2	0	3	0	0	0	3	194	0	0	276	1	0	4	0	4
11:30 - 12:30	3	0	2	0	0	0	2	50	0	0	45	7	0	0	0	5
12:30 - 13:30	3	0	0	0	0	0	1	28	0	0	32	2	0	4	0	0
16:00 - 17:00	1	0	1	0	0	0	1	98	0	0	72	4	0	0	0	0
17:00 - 18:00	1	0	1	0	0	0	3	60	0	0	51	6	0	0	0	0
Total (6-hour peak)	13	0	7	0	0	0	10	471	0	0	540	22	0	8	0	9
Average (6-hour peak)	2	0	1	0	0	0	2	79	0	0	90	4	0	1	0	2

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	1	0	1
	<i>Veh</i>	<i>Ped</i>	

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Rosewood Blvd W	Direction (EW or NS)	NS
Side Street (name)	Hastings Cr / Jeanneau Way	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Oct 21, Wed
Date Entry Format:	(yyyy-mm-dd)

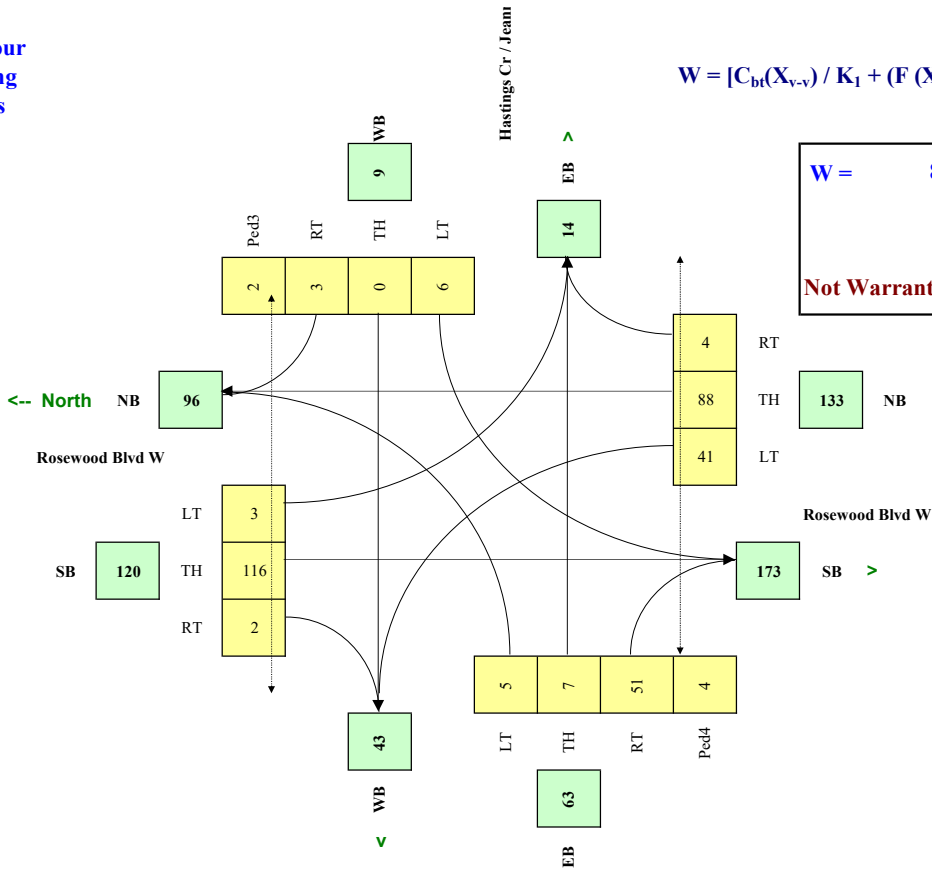
Lane Configuration		Excel LT	Th & LT	Through	Th+RT+LT	Th & RT	Excel RT	UpStream Signal (m)	# of Thru Lanes
Rosewood Blvd W	NB				1			1,000	1
Rosewood Blvd W	SB				1			1,000	1
Hastings Cr / Jeanneau Way	WB				1				
Hastings Cr / Jeanneau Way	EB				1				

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

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Rosewood Blvd W	NS	50	2.0%	n	0.0
Hastings Cr / Jeanneau Way	EW	50	2.0%	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	11	38	3	0	127	0	9	0	0	1	0	76	4	2	0
8:00 - 9:00	51	107	4	12	200	0	9	0	10	2	2	117	3	0	6	0
11:30 - 12:30	34	52	4	1	85	2	5	0	1	23	41	14	4	0	1	1
12:30 - 13:30	19	60	2	3	79	1	3	0	6	1	0	22	2	0	0	0
16:00 - 17:00	59	156	4	0	107	5	8	0	0	0	0	36	3	0	2	12
17:00 - 18:00	71	117	5	0	96	3	4	0	1	1	0	42	4	0	4	7
Total (6-hour peak)	245	530	22	16	694	11	38	0	18	28	43	307	20	2	13	23
Average (6-hour peak)	41	88	4	3	116	2	6	0	3	5	7	51	3	0	2	4

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	8	6	2
		<i>Veh</i>	<i>Ped</i>

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Rosewood Blvd W	Direction (EW or NS)	EW
Side Street (name)	Schumacher Bay / Gillies Way	Direction (EW or NS)	NS
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'			
CHECK SHEET			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Oct 21, Wed
Date Entry Format:	(yyyy-mm-dd)

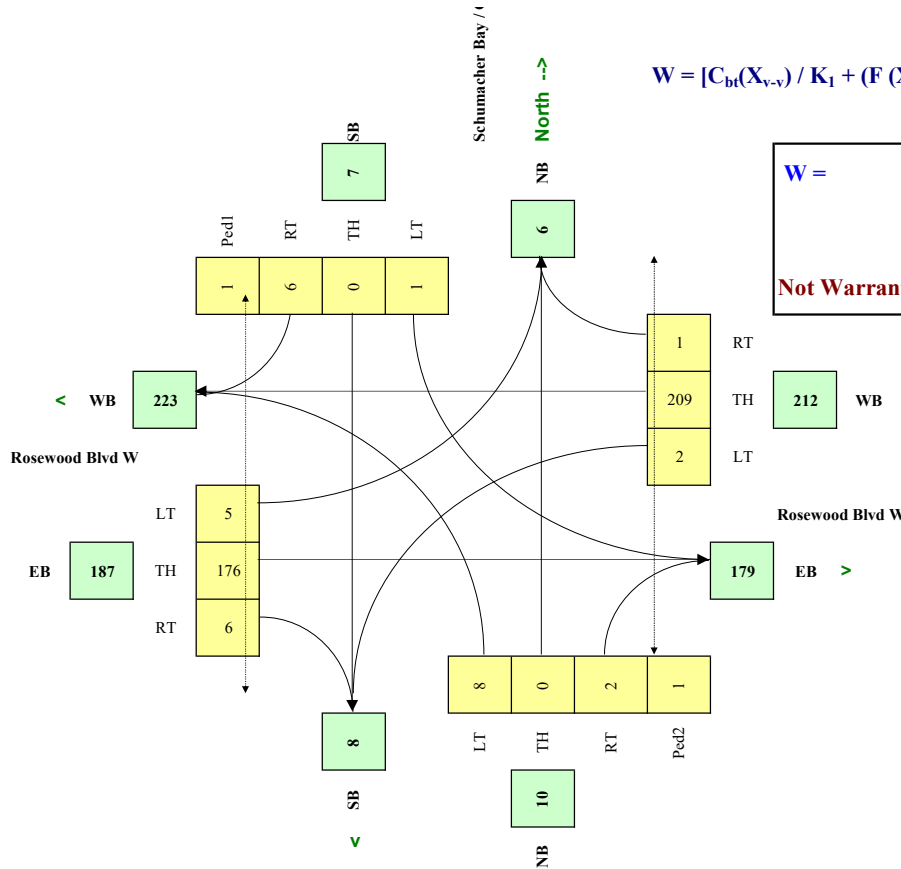
Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Rosewood Blvd W	WB				1			1,000	1
Rosewood Blvd W	EB				1			1,000	1
Schumacher Bay / Gillies Way	NB				1				
Schumacher Bay / Gillies Way	SB				1				
Schumacher Bay / Gillies Way NB right turns significantly impeded by through movements? (y/n)									n
Schumacher Bay / Gillies Way SB right turns significantly impeded by through movements? (y/n)									n

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

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Rosewood Blvd W	EW	50	2.0%	y	0.0
Schumacher Bay / Gillies Way	NS	50	2.0%	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	8	0	1	1	0	9	0	236	0	1	84	0	0	0	3	0
8:00 - 9:00	18	0	2	5	0	6	2	358	1	3	233	3	0	0	10	1
11:30 - 12:30	2	0	1	1	0	2	0	112	1	2	102	5	1	0	1	0
12:30 - 13:30	7	0	0	1	0	5	0	144	2	7	122	2	1	0	3	0
16:00 - 17:00	8	0	2	0	0	5	4	216	2	11	258	13	2	4	7	1
17:00 - 18:00	5	0	3	0	0	8	3	190	0	7	258	13	2	1	2	1
Total (6-hour peak)	48	0	9	8	0	35	9	1,256	6	31	1,057	36	6	5	26	3
Average (6-hour peak)	8	0	2	1	0	6	2	209	1	5	176	6	1	1	4	1

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Rosewood Blvd W	Direction (EW or NS)	EW
Side Street (name)	Tweed Ln / Ledingham Way	Direction (EW or NS)	NS
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'			
CHECK SHEET			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Oct 20, Tue
Date Entry Format:	(yyyy-mm-dd)

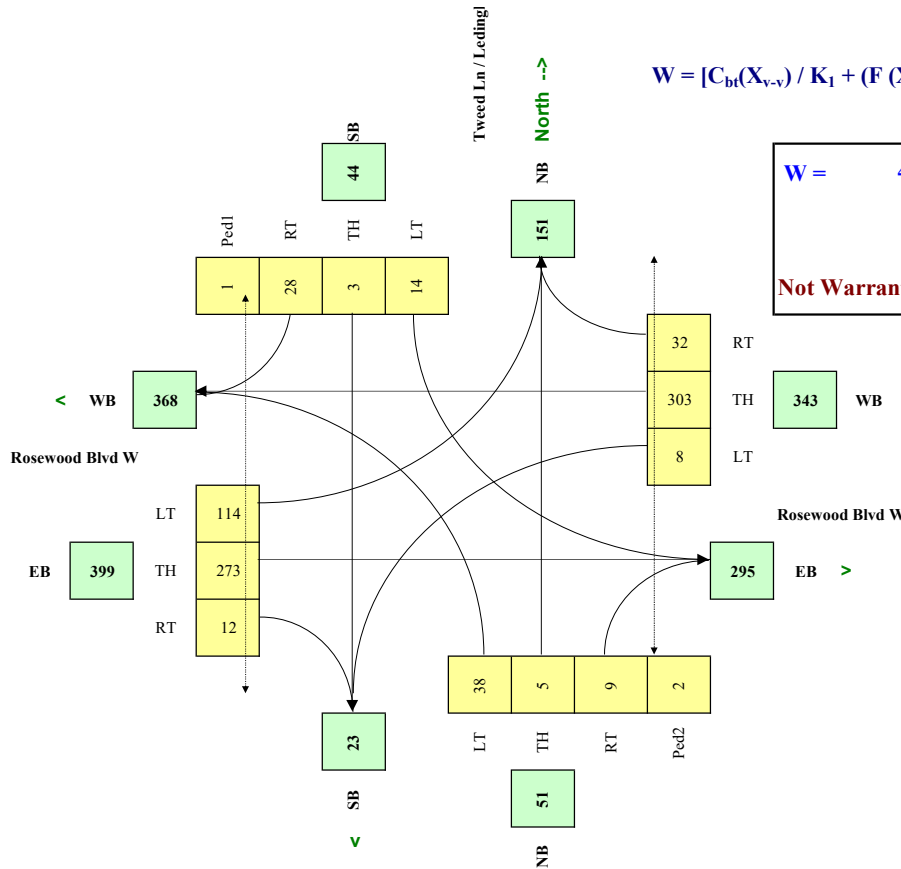
Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Rosewood Blvd W	WB	1				1		1,000	1
Rosewood Blvd W	EB	1		1			1	228	1
Tweed Ln / Ledingham Way	NB				1				
Tweed Ln / Ledingham Way	SB				1				

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

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Rosewood Blvd W	EW	50	2.0%	y	0.0
Tweed Ln / Ledingham Way	NS	50	2.0%	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	30	8	1	11	1	27	3	327	54	105	107	5	0	1	3	0
8:00 - 9:00	33	1	7	18	3	43	4	477	53	152	268	9	1	0	4	5
11:30 - 12:30	20	6	12	9	5	22	12	206	27	103	205	10	0	0	3	0
12:30 - 13:30	43	4	7	17	0	22	7	224	17	100	197	14	1	0	1	2
16:00 - 17:00	43	6	8	14	0	25	10	327	20	113	416	23	1	5	1	4
17:00 - 18:00	56	3	18	12	6	28	12	255	22	109	442	13	0	3	2	0
Total (6-hour peak)	225	28	53	81	15	167	48	1,816	193	682	1,635	74	3	9	14	11
Average (6-hour peak)	38	5	9	14	3	28	8	303	32	114	273	12	1	2	2	2

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	42	41	1
		Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Rosewood Gate N	Direction (EW or NS)	NS
Side Street (name)	Meadows Blvd / Hastings Cr	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Nov 21, Sat
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
Rosewood Gate N	NB				1				1
Rosewood Gate N	SB		1			1			2
Meadows Blvd / Hastings Cr	WB				1				
Meadows Blvd / Hastings Cr	EB				1				

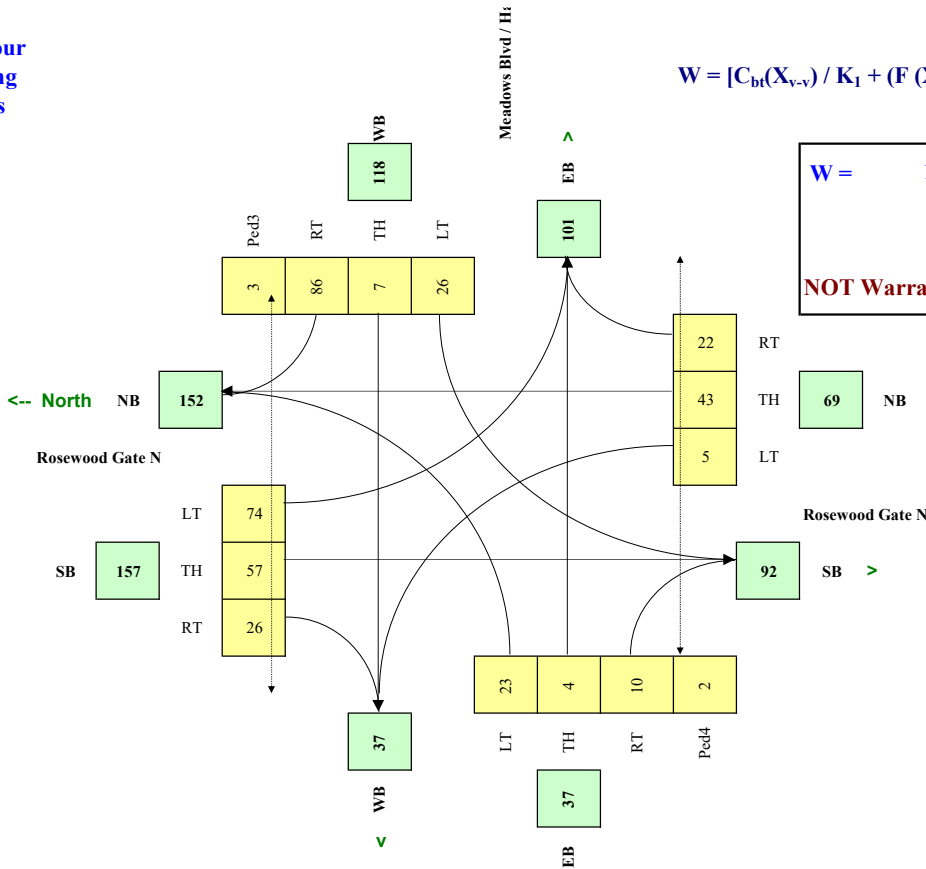
: Meadows Blvd / Hastings Cr WB right turns significantly impeded by through movements? (y/n) n
 e Meadows Blvd / Hastings Cr EB right turns significantly impeded by through movements? (y/n) n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Rosewood Gate N	NS	50	2.0%	y	3.0
Meadows Blvd / Hastings Cr	EW	50	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	3	20	9	21	15	5	24	5	71	18	5	11	0	0	0	1
8:00 - 9:00	3	65	23	53	70	18	56	5	95	37	3	10	1	0	3	0
11:30 - 12:30	2	38	18	67	43	20	21	3	81	19	7	6	0	1	3	1
12:30 - 13:30	5	38	16	73	44	23	15	6	74	22	1	15	0	1	3	1
16:00 - 17:00	10	40	38	112	79	41	18	12	98	22	7	6	1	2	5	2
17:00 - 18:00	4	55	29	120	90	48	21	8	96	21	2	9	1	1	2	8
Total (6-hour peak)	27	256	133	446	341	155	155	39	515	139	25	57	3	5	16	13
Average (6-hour peak)	5	43	22	74	57	26	26	7	86	23	4	10	1	1	3	2

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	12	11	1
		Veh	Ped

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Rosewood Gate N	Direction (EW or NS)	NS
Side Street (name)	Werschner St	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	
	CHECK SHEET		

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Oct 27, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excel LT	Th & LT	Through	Th+RT+LT	Th & RT	Excel RT	UpStream Signal (m)	# of Thru Lanes
Rosewood Gate N	NB				1			1,000	1
Rosewood Gate N	SB				1			1,000	1
Werschner St	WB								
Werschner St	EB				1				

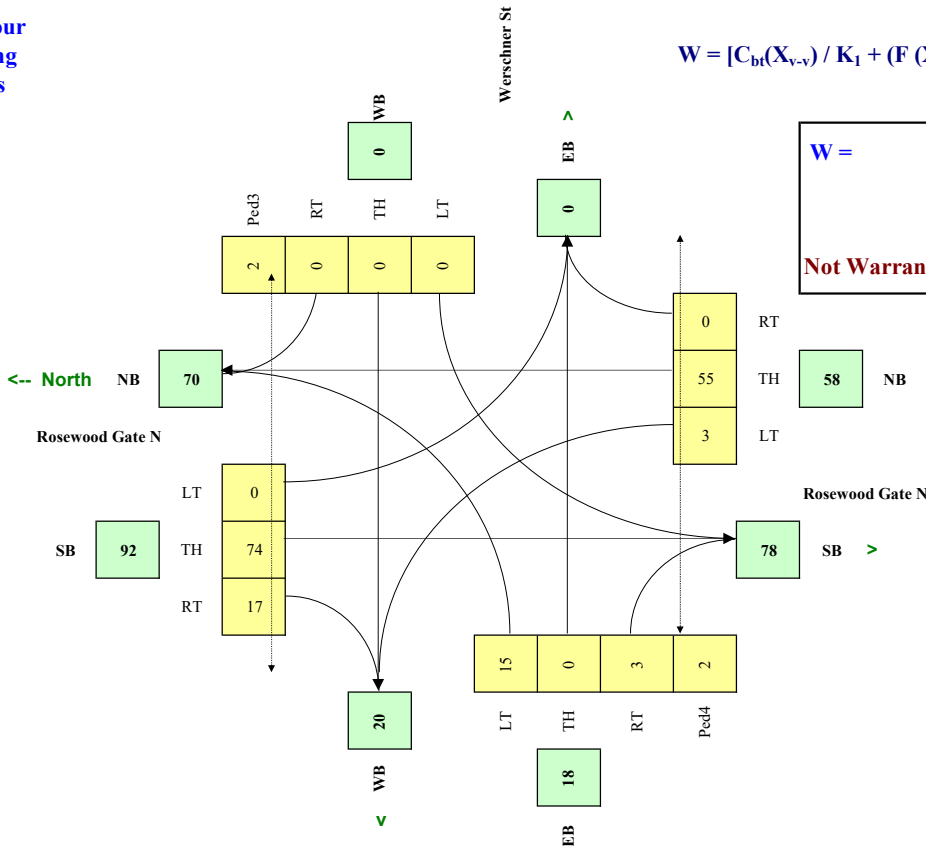
Are the Werschner St EB right turns significantly impeded by through movements? (y/n)

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Rosewood Gate N	NS	50	2.0%	y	0.0
Werschner St	EW	50	2.0%	n	

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	0	25	0	0	65	2	0	0	0	16	0	4	1	0	0	0
8:00 - 9:00	3	70	0	0	112	12	0	0	0	18	0	4	2	0	2	0
11:30 - 12:30	3	43	0	0	58	15	0	0	0	15	0	2	0	0	2	2
12:30 - 13:30	2	31	0	0	54	9	0	0	0	11	0	1	3	0	0	6
16:00 - 17:00	5	78	0	0	76	30	0	0	0	16	0	6	7	0	1	0
17:00 - 18:00	5	82	0	0	80	36	0	0	0	12	0	3	2	0	4	2
Total (6-hour peak)	18	329	0	0	445	104	0	0	0	88	0	20	15	0	9	10
Average (6-hour peak)	3	55	0	0	74	17	0	0	0	15	0	3	3	0	2	2

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	2	1	1
		Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Slimmon Rd	Direction (EW or NS)	EW
Side Street (name)	Slimmon Pl	Direction (EW or NS)	NS
Quadrant / Int #	#####	Comments	
	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2020 Nov 04, Wed
Count Date:	2020 Oct 21, Wed
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
Slimmon Rd	WB				1			490	1
Slimmon Rd	EB				1			500	1
Slimmon Pl	NB								
Slimmon Pl	SB				1				

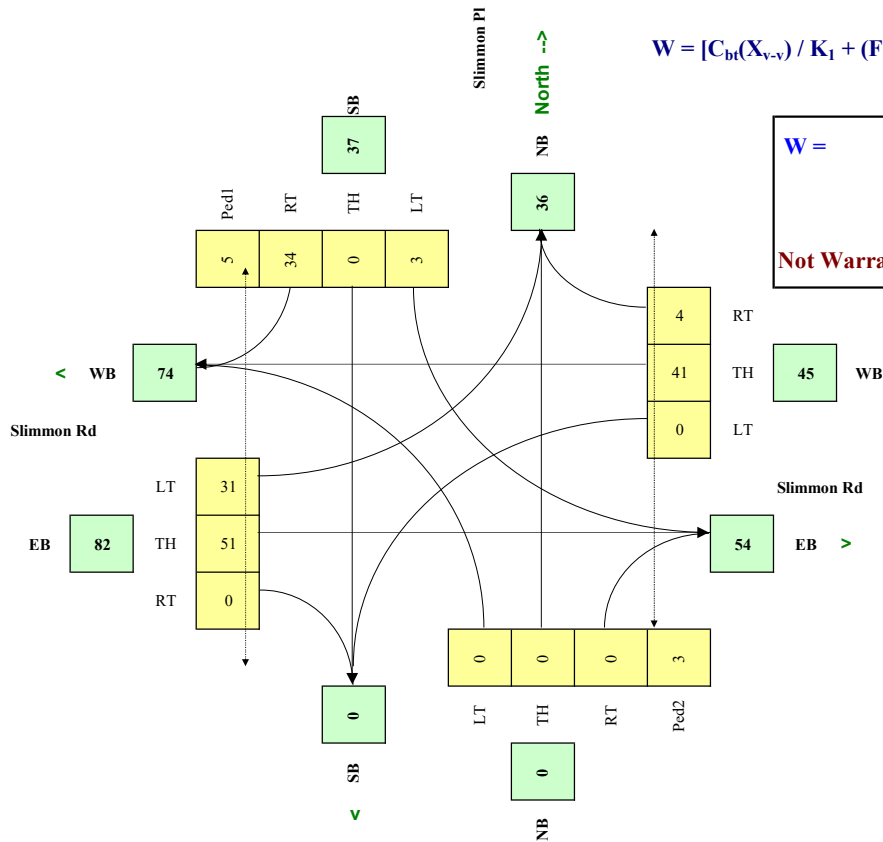
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Are the Slimmon Pl SB right turns significantly impeded by through movements? (y/n)

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Slimmon Rd	EW	50	2.0%	n	0.0
Slimmon Pl	NS	50	2.0%	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	0	0	0	2	0	27	0	25	0	9	15	0	2	1	3	0
8:00 - 9:00	0	0	0	5	0	53	0	31	3	22	43	0	1	5	20	0
11:30 - 12:30	0	0	0	1	0	22	0	44	2	27	48	0	2	1	4	0
12:30 - 13:30	0	0	0	5	0	32	0	48	3	37	52	0	7	1	2	0
16:00 - 17:00	0	0	0	4	0	32	0	49	8	41	67	0	16	4	6	0
17:00 - 18:00	0	0	0	2	0	35	0	48	9	52	78	0	4	5	10	0
Total (6-hour peak)	0	0	0	19	0	201	0	245	25	188	303	0	32	17	45	0
Average (6-hour peak)	0	0	0	3	0	34	0	41	4	31	51	0	5	3	8	0

Average 6-hour Peak Turning Movements



RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Rosewood Blvd W	Direction (EW or NS)	EW
Side Street (name)	Olson Lane	Direction (EW or NS)	NS
Quadrant / Int #	#####	Comments	
	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jul 06, Tue
Count Date:	2017 Nov 22, Wed
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
Rosewood Blvd W	WB				1			1,000	1
Rosewood Blvd W	EB				1			1,000	1
Olson Lane	NB				1				
Olson Lane	SB								

Are the Olson Lane NB right turns significantly impeded by through movements? (y/n)

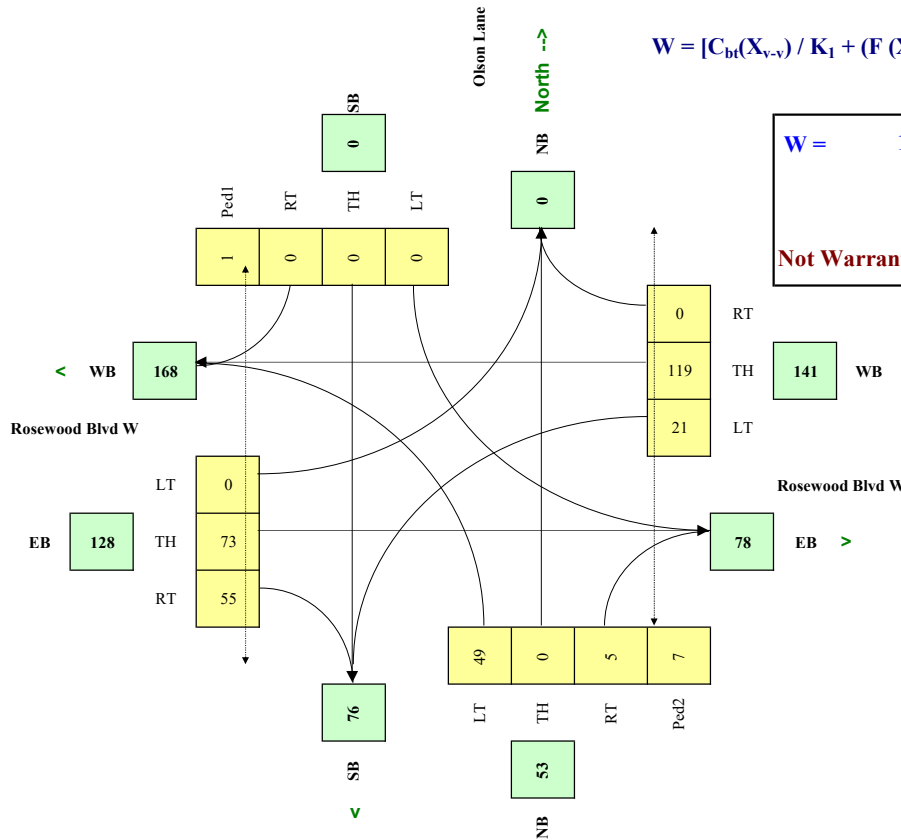
n

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

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Rosewood Blvd W	EW	50	2.0%	y	0.0
Olson Lane	NS	50	2.0%	y	

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	52	0	3	0	0	0	25	183	0	0	35	38	1	1	0	1
8:00 - 9:00	98	0	0	0	0	0	64	181	0	0	38	139	2	23	0	0
11:30 - 12:30	33	0	10	0	0	0	12	84	0	0	54	21	2	1	0	0
12:30 - 13:30	27	0	1	0	0	0	4	72	0	0	75	23	1	2	0	1
16:00 - 17:00	70	0	10	0	0	0	9	97	0	0	104	42	2	9	0	2
17:00 - 18:00	11	0	5	0	0	0	14	99	0	0	130	67	0	6	0	2
Total (6-hour peak)	291	0	29	0	0	0	128	716	0	0	436	330	8	42	0	6
Average (6-hour peak)	49	0	5	0	0	0	21	119	0	0	73	55	1	7	0	1

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	10	8	2
		Veh	Ped

Not Warranted - $V_s < 75$

RESET SHEET

Appendix E

Pedestrian Device Warrants

Herold Road and Herold Terrace / Pawlychenko Lane

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	19
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	0.71 EAU (assumed all adults)
	Vehicular Volume	5,180 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	145 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Bus stop, Park (1 block west)
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is recommended and already installed. Extension of parking restriction on west side of Herold Road recommended to improve visibility of pedestrians wanting to cross.

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.

Meadows Boulevard and Pritchard Crescent (E)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	1
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	9.42 EAU (assumed all children)
	Vehicular Volume	1,980 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>200 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Park (South side of street)
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Recommend a standard crosswalk on the west crossing

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.

Olson Lane between Flynn Manor & Gillies Lane

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	N/A
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	Unknown
	Vehicular Volume	4,730 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	90 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Linear Park on both sides of the street
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Provides linear park connection. Zebra crosswalk recommended

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.

Olson Lane and Gillies Lane (West Crossing)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	1
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	0 EAU (assumed all adults)
	Vehicular Volume	4,730 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	100 m (From recommended linear park crossing on Olson Lane)
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Park, School
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	No treatment recommended

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.

Rosewood Boulevard and Hastings Crescent / Jeanneau Way

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	8
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	6.34 EAU (assumed all children)
	Vehicular Volume	3,310 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	90 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	School Route, Park, Bus Stop
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Although in close proximity to the Olson Lane crosswalk, this intersection has high pedestrian demand because it provides a connection to the school and school playground. Standard crosswalk recommended for the west crossing

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.

Rosewood Boulevard and Olson lane

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	10
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	21.42 EAU (assumed all children)
	Vehicular Volume	3,310 veh/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	90 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Yes
	Required connection?	School Route, Park, Bus Stop
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Provides connection to linear park system and schools. Rectangular rapid flashing beacon recommended.

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.

Rosewood Boulevard and Schumacher Bay / Gillies Way

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	4
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	1.71 EAU (assumed all adults)
	Vehicular Volume	6,210 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	250 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Park (1 block to the north)
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Existing standard crosswalk is recommended and already installed

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.

Rosewood Boulevard and Tweed Lane / Ledingham Way

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	42
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	2.00 EAU (assumed all adults)
	Vehicular Volume	8,440 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	220 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	No
	Answer (Y/N)	No
Treatment Selection	Table-1 in Pedestrian Crossing Guide	RRFB recommended for the east crossing

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.

Rosewood Gate and Meadows Boulevard / Hastings Crescent

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	12
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	2.7 EAU (assumed all adults)
	Vehicular Volume	2,270 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	170 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Bus stop
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Existing standard crosswalk is recommended and already installed

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.

Rosewood Gate and Werschner Street (South Crossing)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	2
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	2.29 EAU (assumed all adults)
	Vehicular Volume	2,270 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	210 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Parks (east side of street and 1 block west)
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is recommended for the south crossing

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.

Slimmon Road and Slimmon Place

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	2
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	4.57 EAU (assumed all adults)
	Vehicular Volume	2,210 veh/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	230 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Park (south side of street)
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalks are recommended and already installed

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.

Appendix F

Collision Analysis

USTREET1	USTREET2	Count (2015-2019)	Count (2019)	Average # of Collisions per Year (2014-2019)	Right Angle, Left Turn & Right Turn (2015-2019)	Right Angle, Left Turn & Right Turn (2019)	U-Grid
HEROLD RD	SLIMMON RD	17	4	3.4	12	2	P12-23
ROSEWOOD BLVD	LEDINGHAM DR - ROSEWOOD DR	12	2	2.4	4	1	P13-14
LEDINGHAM WAY / TWEED LN	ROSEWOOD BLVD W	11	4	2.2	8	3	P13-21
BRIARVALE / HEROLD RD	TAYLOR ST	9	3	1.8	3	1	P11-13
HEROLD RD	HEROLD TERR / PAWLYCHENKO LN	9	1	1.8	2	1	P11-17
PAWLYCHENKO LN	HEROLD RD - SLIMMON RD	7	1	1.4	4	1	P11-29
ROSEWOOD GT N	TAYLOR ST E	6	1	1.2	1	0	R12-1
SLIMMON RD	BOYCHUK DR - HEROLD DR	6	1	1.2	3	1	P12-25
SLIMMON RD	300 Block	5	1	1	2	0	P12-24
BOYCHUK DR	N OF KINGSMERE	5	2	1	0	0	P13-4
MEADOWS BLVD	SINCLAIR CR E - SINCLAIR CR W	3	1	0.6	0	0	R12-5
HASTINGS CR / MEADOWS BLVD	ROSEWOOD GATE N	3	1	0.6	2	1	R12-7
HASTINGS CR	HASTINGS LN E	3	0	0.6	2	0	Q12-2
MARKET DR	MEADOWS PKWY	3	2	0.6	2	2	S13-2
HEROLD RD	300 Block	2	0	0.4	1	0	P11-19
HASTINGS CR	400 Block	2	0	0.4	1	0	R12-2
BOYCHUK DR	EMMELINE - KINGSMERE	2	0	0.4	0	0	P12-16
ROSEWOOD BLVD	JEANNUEAU WAY - ROSEWOOD GATE	2	0	0.4	0	0	Q12-7
ROSEWOOD BLVD	ROSEWOOD GATE N	2	0	0.4	0	0	R12-8
EATON LN	EATON CR - EATON CR	2	0	0.4	1	0	S12-2
SLIMMON RD	PAWLYCHENKO LN - SLIMMON PL	2	0	0.4	1	0	Q12-1
WERSCHNER LN	400 Block	2	0	0.4	0	0	Q12-3
PRITCHARD LN	MEADOWS BLVD - PRITCHARD CR	2	0	0.4	0	0	R12-6
HEROLD TERR	200 Block	2	0	0.4	0	0	P11-20
OLSON LN W	ROSEWOOD BLVD W	2	2	0.4	1	1	Q12-10
PICHLER CR	PICHLER LN N	1	0	0.2	0	0	P13-17
FLYNN MANOR	OLSON LN W	1	0	0.2	0	0	Q13-3
SINCLAIR CR	MEADOWS BLVD - MEADOWS BLVD	1	1	0.2	0	0	R12-9
LEDINGHAM LN	AT BEND	1	0	0.2	0	0	P13-15
LEDINGHAM ST	200 LEDINGHAM DR - LEDINGHAM W	1	0	0.2	0	0	P13-20

USTREET1	USTREET2	Count (2015-2019)	Count (2019)	Average # of Collisions per Year (2014-2019)	Right Angle, Left Turn & Right Turn (2015-2019)	Right Angle, Left Turn & Right Turn (2019)	U-Grid
PHELPS WAY	ROSEWOOD BLVD W - TWEED LN	1	0	0.2	0	0	P13-22
GILLIES CR	GILLIES WAY	1	0	0.2	1	0	Q13-4
BARTLETT BAY	ROSEWOOD BLVD W	1	1	0.2	0	0	Q13-7

Appendix G

Public Meeting #2 – April 29, 2021



Rosewood & Lakewood S.C. Neighbourhood Traffic Review

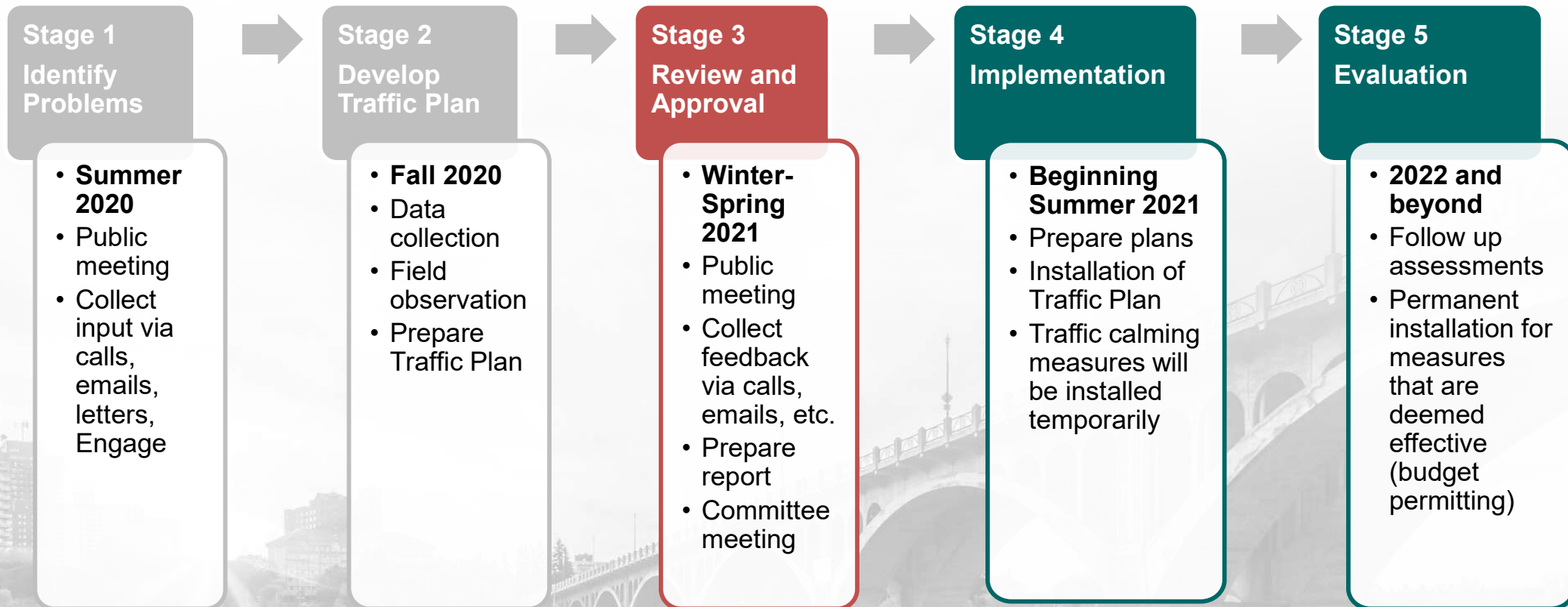


Study Area

- Study limits
 - Boychuk Drive
 - Taylor Street
 - Wess Road
 - Zimmerman Road
 - Highway 16
- Local and collector streets



Neighbourhood Traffic Review Schedule



*Schedule is pandemic dependent

What We Heard – Pedestrian Safety

- Rosewood Blvd
 - Hastings Cr / Jeanneau Way
 - Olson Lane
 - Ledingham Dr / Rosewood Dr
 - Ledingham Ln / Flegel Crt
 - Meadows Blvd
 - Tweed Ln / Ledingham Way
 - Gillies Way / Schumacher Bay
 - At Phelps Way / Ledingham Dr
- Herold Rd
 - At Pawlychenko Ln / Herold Terr
 - At Independent Grocery Store Driveway
- Rosewood Dr
 - At Pichler Cr (N)
 - At Pichler Cr (S)
- Slimmon Rd
 - Slimmon Pl
 - Pawlychenko Ln
- Rosewood Gate & Werschner St
- Werschner Cr & Werschner St
- Olson Ln & Gillies Ln
- Taylor St & Slimmon Rd

What We Heard – Speeding

- Rosewood Blvd
 - between Hastings Cr & Rosewood Gate
 - between Hastings Cr & Olson Ln
 - near Swick Park
 - @ Gillies Way / Schumacher Bay
 - between Tweed Ln & Rosewood Dr
- Rosewood Gate
 - near Werschner St
 - between Taylor St & Meadows Blvd
- Meadows Blvd
 - between Sinclair Cr & Sterling Gate
 - Near Struthers Park
- Slimmon Rd
 - near Pawlychenko Ln
 - near Slimmon Pl
- Pawlychenko Ln
 - between Herold Rd and Slimmon Rd
- Rosewood Dr
 - near Pichler Cr
- Taylor St
- Boychuk Dr
 - between Rosewood Blvd & Slimmon Rd

What We Heard – Traffic Operations

- Rosewood Blvd
 - @ Rosewood Dr / Ledingham Dr
 - @ Ledingham Cr / Gillies Cr
 - @ Tween Ln / Ledingham Way
 - @ Ledingham Dr / Phelps Way
- Rosewood Gate
 - Between Taylor St & Rosewood Dr
 - @ Meadows Blvd / Hastings Cr
- Olson Lane
 - Near Colette Bourgonje School
 - @ Flynn Manor
- Slimmon Pl
 - Between Slimmon Pl & Pawlychenko Ln
 - @ Slimmon Pl
- Hastings Cr
 - @ Hastings Cv
 - @ Werschner Cr
- Meadows Blvd
- Pawlychenko Ln
- Werschner Cr & Werschner Ln
- Taylor St
- Pichler Cr
- Gillies Bay
- Herold Rd & Herold Terr

What We Heard – Other Concerns

- Herold Rd
- Hastings Cr
- Olson Ln
- Flynn Mannor & Olson Ln
- Meadows Blvd & Greyeyes-Steele Way
- Slimmon Pl
- Rosewood Gate & Meadows Blvd
- Pawlychenko Ln
- Pichler Cv
- Rosewood Gate & Rosewood Blvd
- Highway No. 16
- Boychuk Dr
- Taylor St

What We Did

- Field observations
- Data collection
 - 6 traffic volume / speed studies
 - 9 intersection traffic / pedestrian volume studies
- Collision Analysis

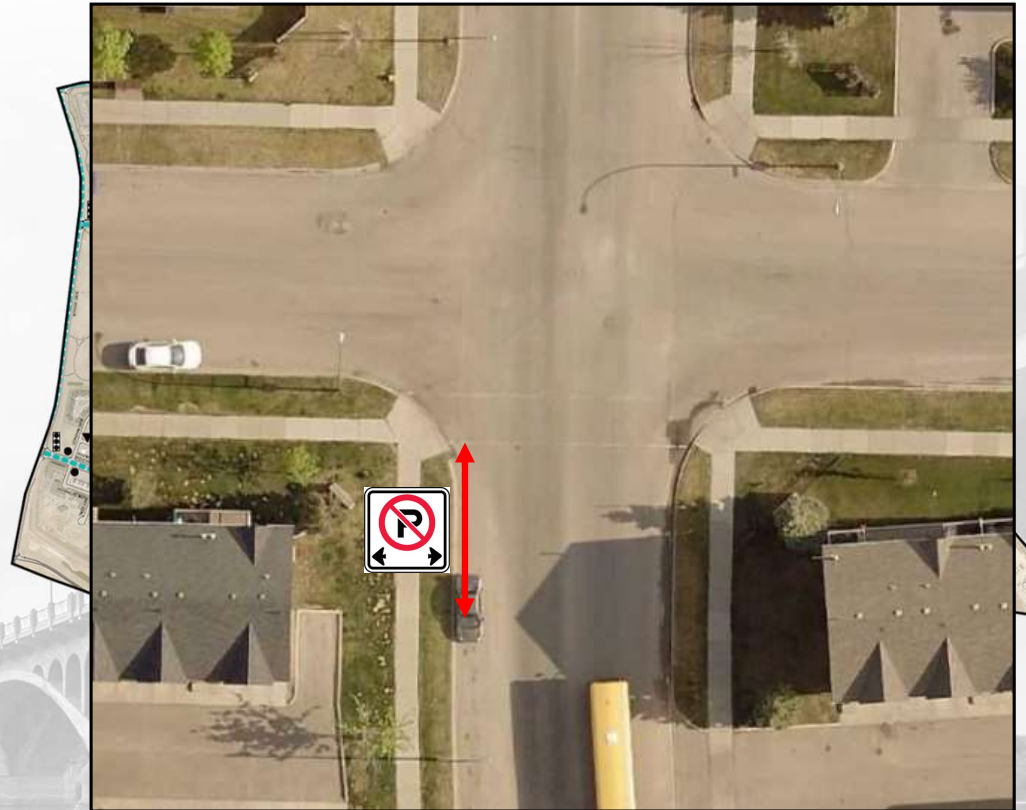
What We Propose

- Parking Restrictions
- Playground Signs
- Pedestrian Crosswalks
- Sidewalk Ramps
- Curb Extensions
- Median Islands
- Signage Improvements
- Permanent Traffic Calming

Recommendation #1

Herold Road & Herold Terrace / Pawlychenko Lane

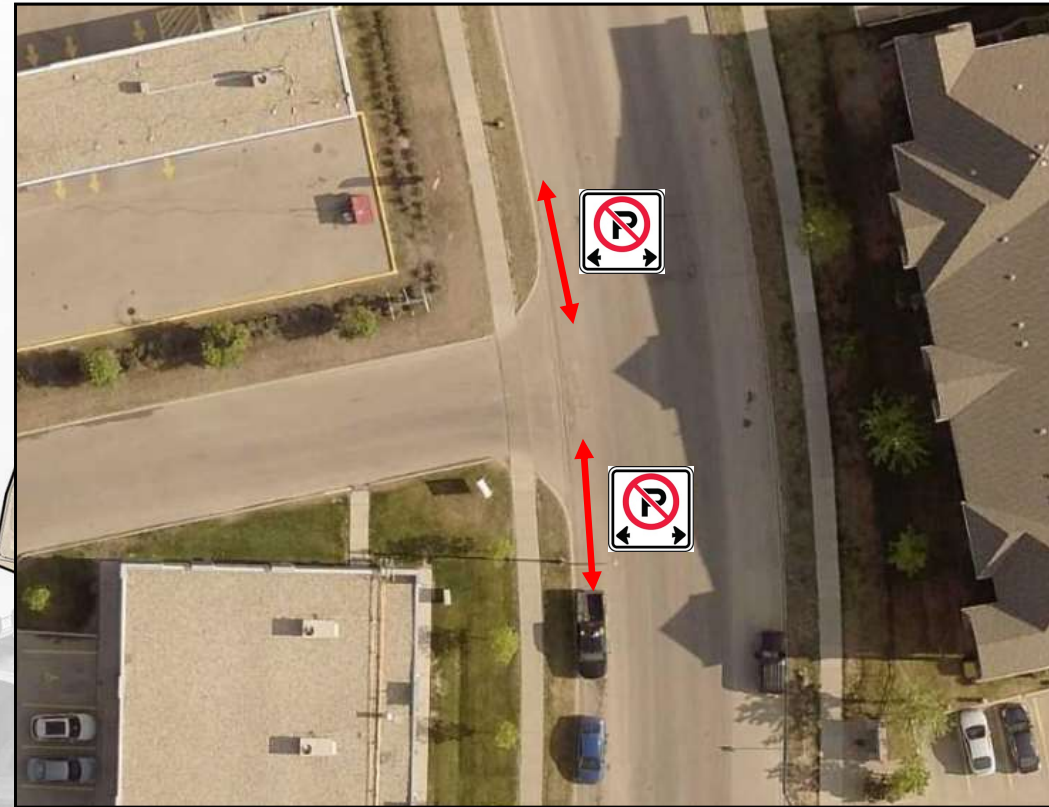
- Extend the existing parking restriction on the west side of Herold Rd farther south of the intersection by 5 m



Recommendation #2

Herold Road between
Slimmon Road and
Pawlychenko Lane

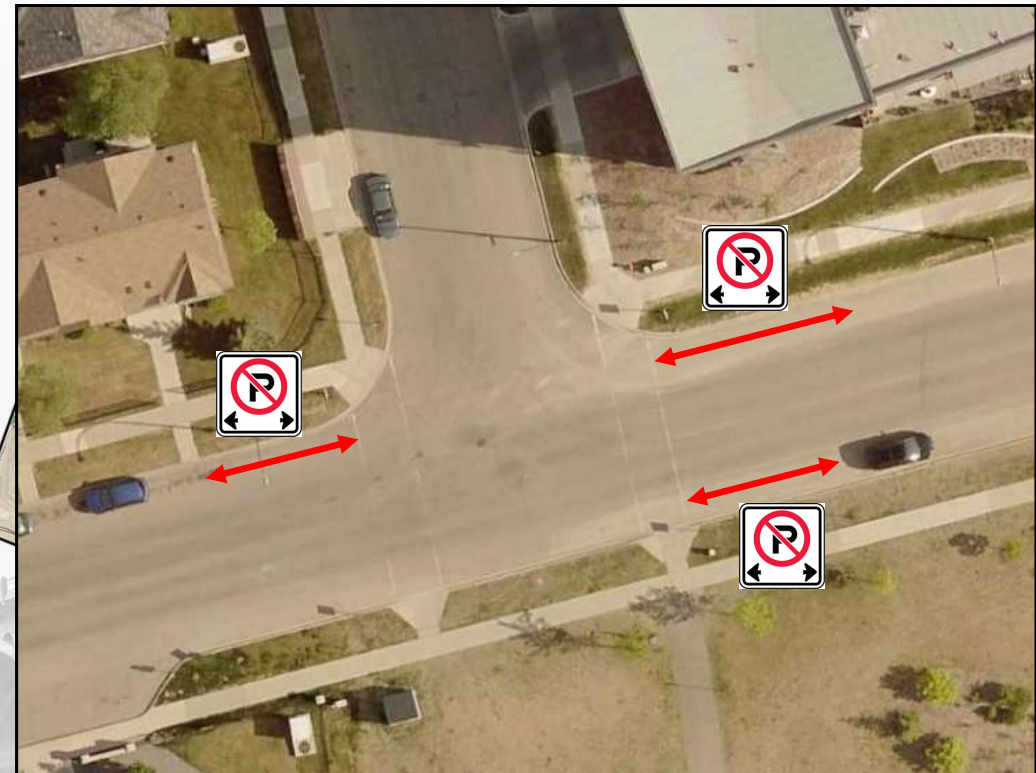
- Install a 10 m parking restriction on the west side of Herold Rd on both sides of the driveway entrance



Recommendation #3

Slimmon Road & Slimmon Place

- Install a 15 m parking restriction on NE corner on Slimmon Rd
- Extend the parking restriction on NW corner of Slimmon Rd by 5 m
- Extend the existing parking restriction on SE corner by 4 m



Recommendation #4

Taylor Street & Slimmon Road

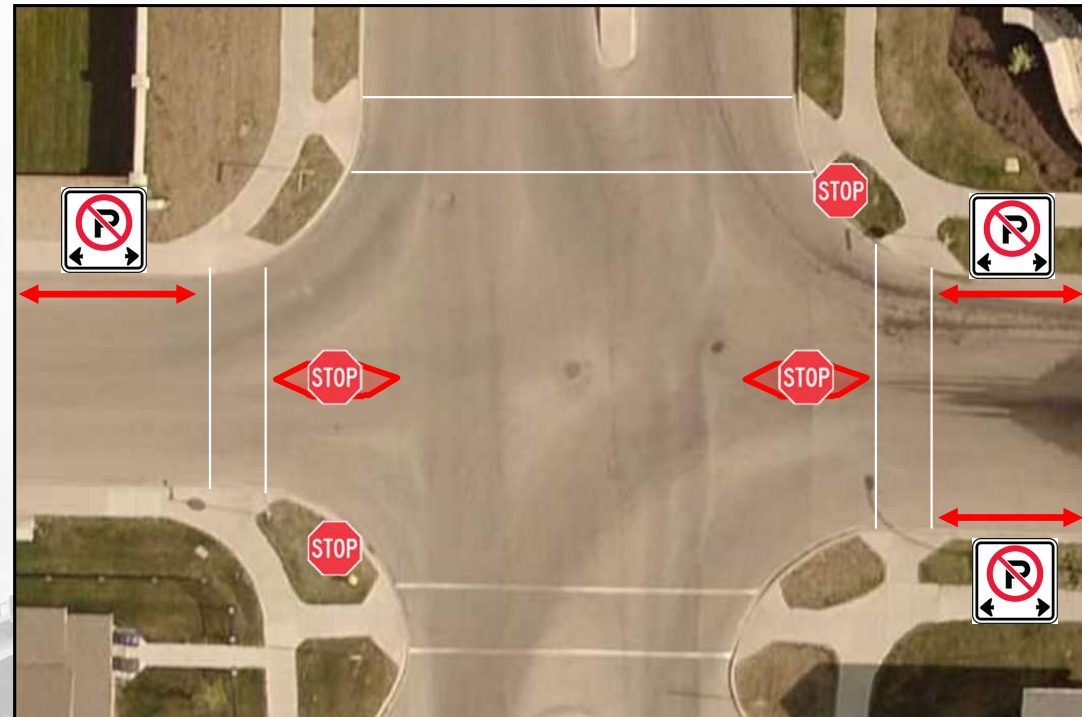
- Add this intersection to the list of locations to be reviewed for pedestrian devices



Recommendation #5

Rosewood Gate & Meadows Boulevard / Hastings Crescent

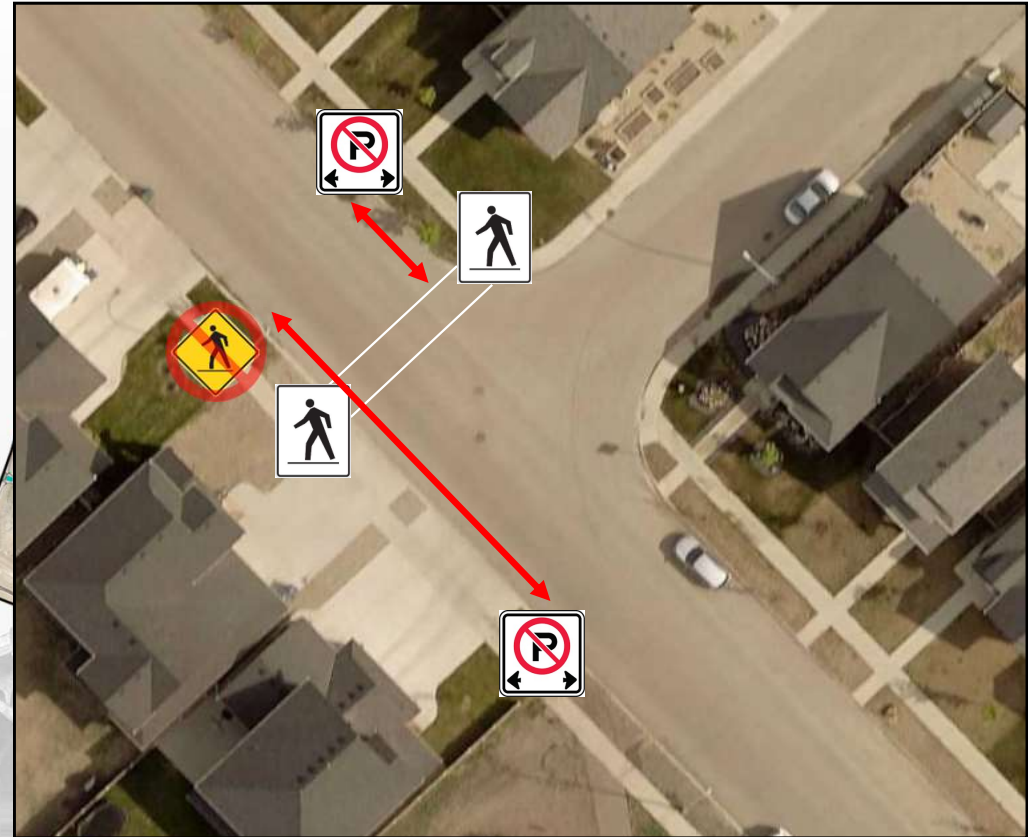
- Install median islands on the east and west legs
- Relocate the stop signs
- Additional stop signs in the median islands
- 15 m parking restriction on the north side of Hastings Cr
- 15 m parking restriction on the south side of Meadows Blvd
- 10 m parking restriction on the north side of Meadows Blvd
- Install pedestrian crossing pavement markings



Recommendation #6

Meadows Boulevard & Pritchard Crescent (E)

- Remove yellow pedestrian crossing warning sign
- Install standard crosswalk on the west leg and associate parking restrictions



Recommendation #7

Struthers Park

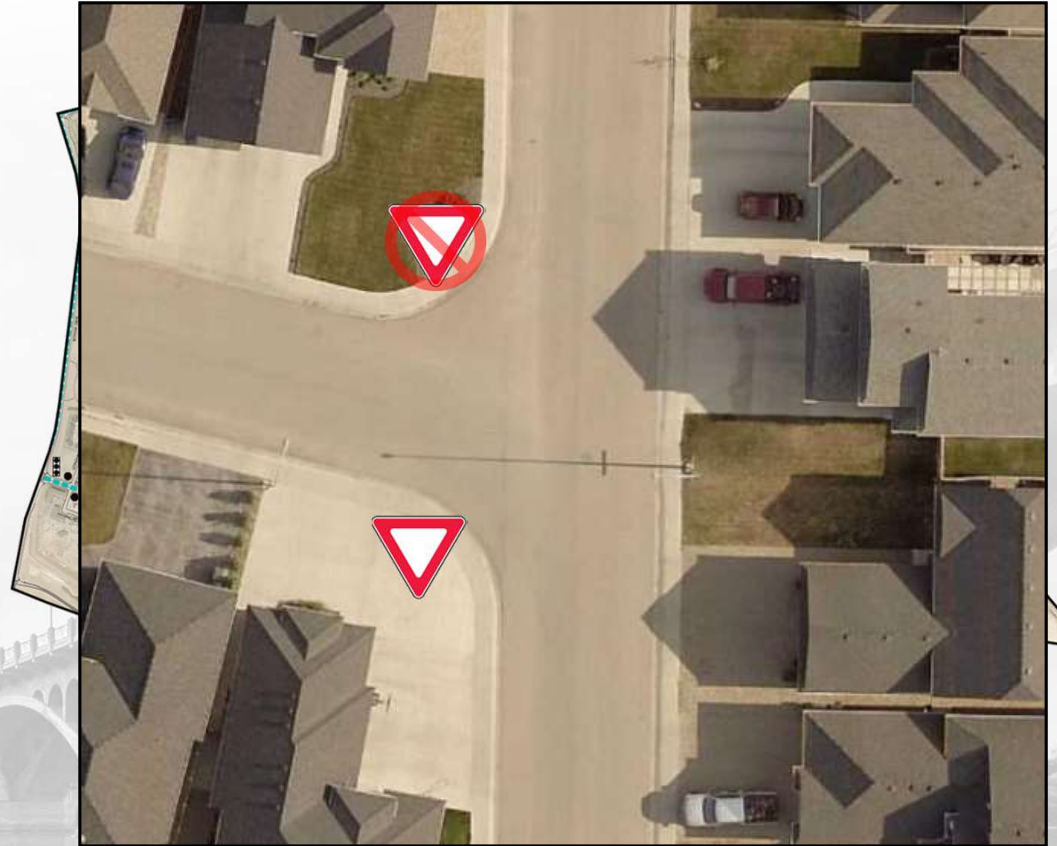
- Install playground signs



Recommendation #8

Werschner Crescent & Werschner Lane

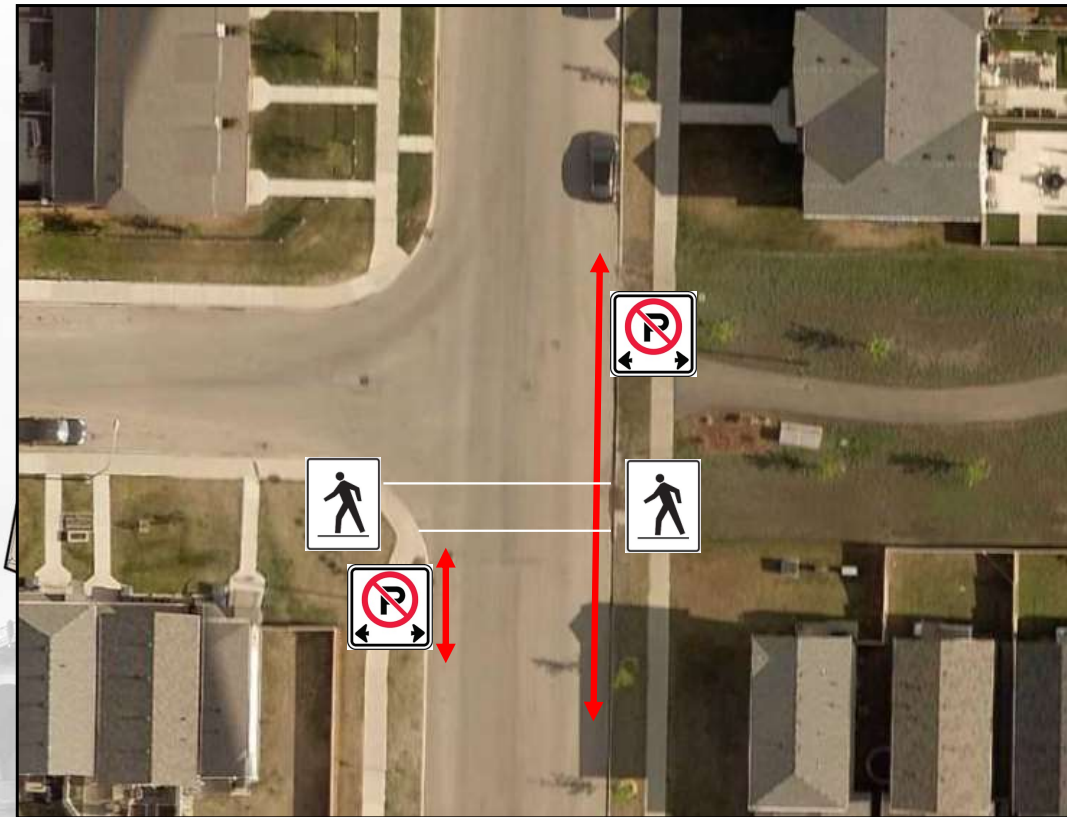
- Remove existing yield sign on north leg
- Install yield sign on west leg



Recommendation #9

Rosewood Gate & Werschner Street

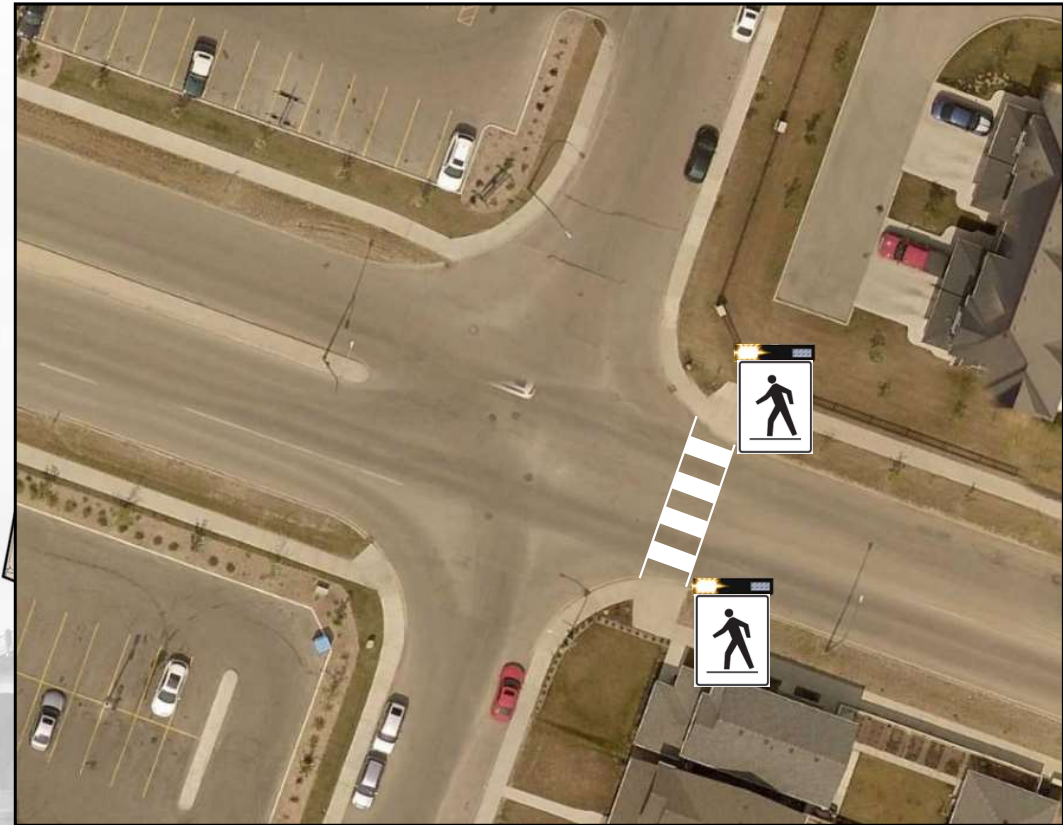
- Install a standard crosswalk on south side and associated parking restrictions
- Fix name blades on Werschner Street



Recommendation #10

Rosewood Boulevard & Tweed Lane / Ledingham Way

- Install RRFB crosswalk on east leg



Recommendation #11

Rosewood Boulevard & Rosewood Drive / Ledingham Drive

- Permanent curb extensions on east and west corners



Recommendation #12

Rosewood Boulevard & Ledingham Crescent / Gillies Crescent

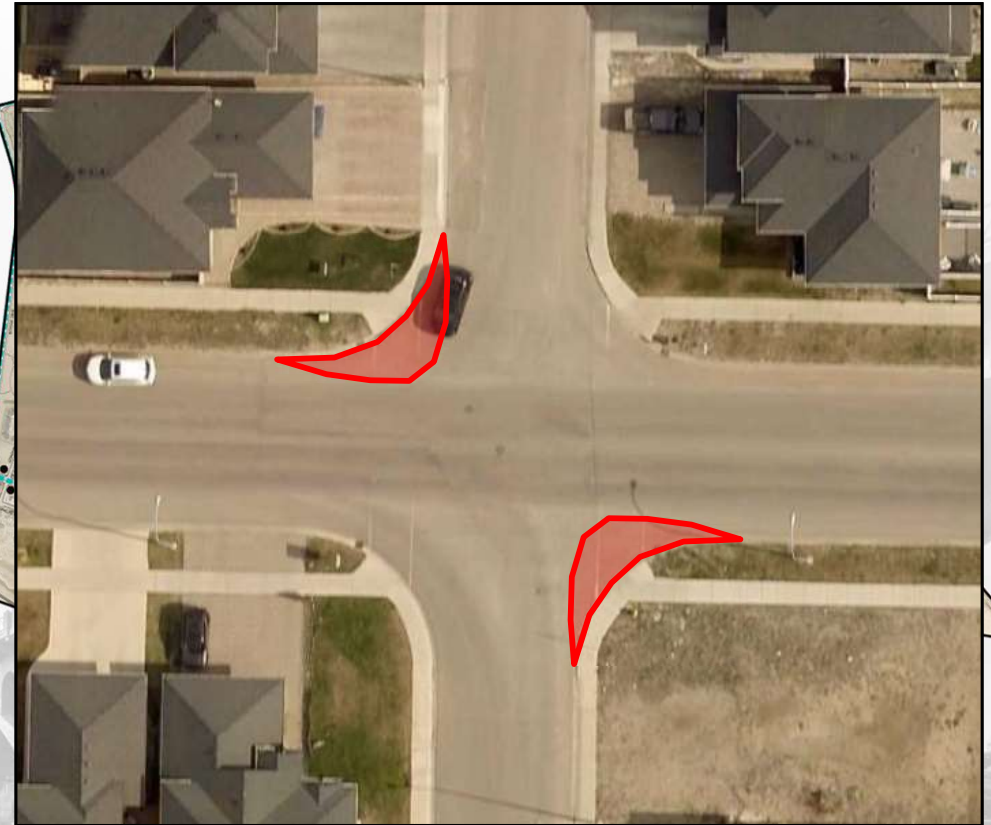
- Move the bus stop sign 5m to the southwest to ensure buses are not blocking the crosswalk



Recommendation #13

Rosewood Boulevard & Schumacher Bay / Gillies Way

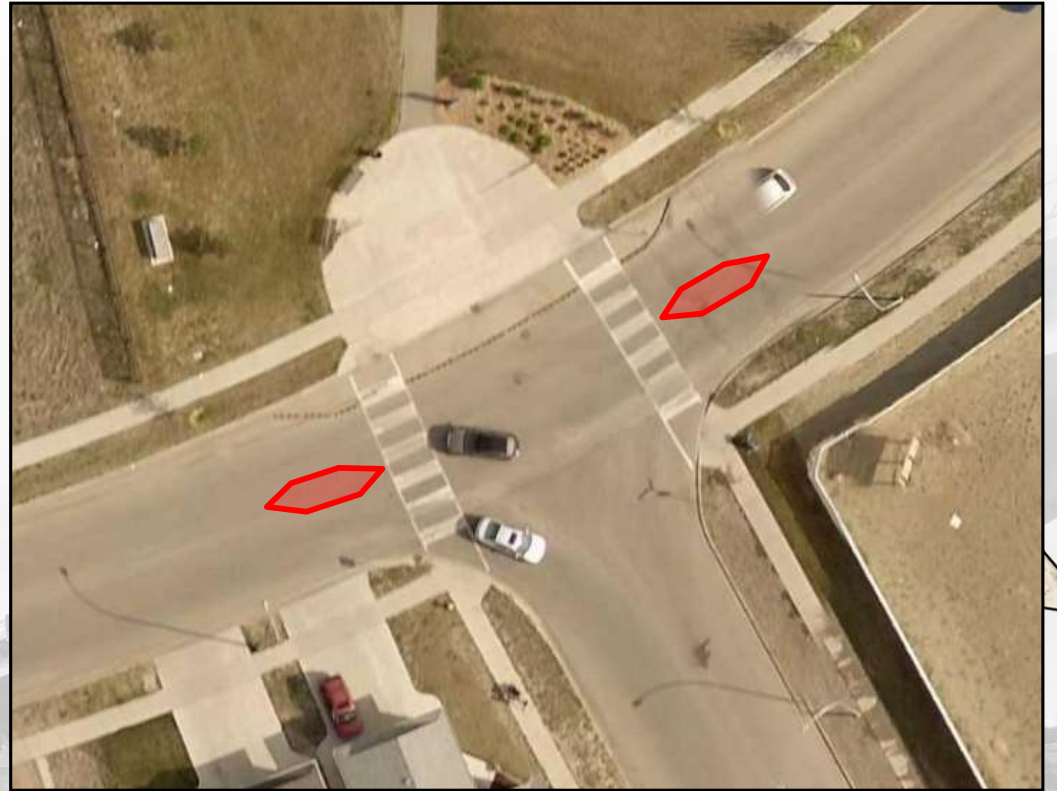
- Install curb extensions on the NW and SE corners



Recommendation #14

Rosewood Boulevard & Olson Lane

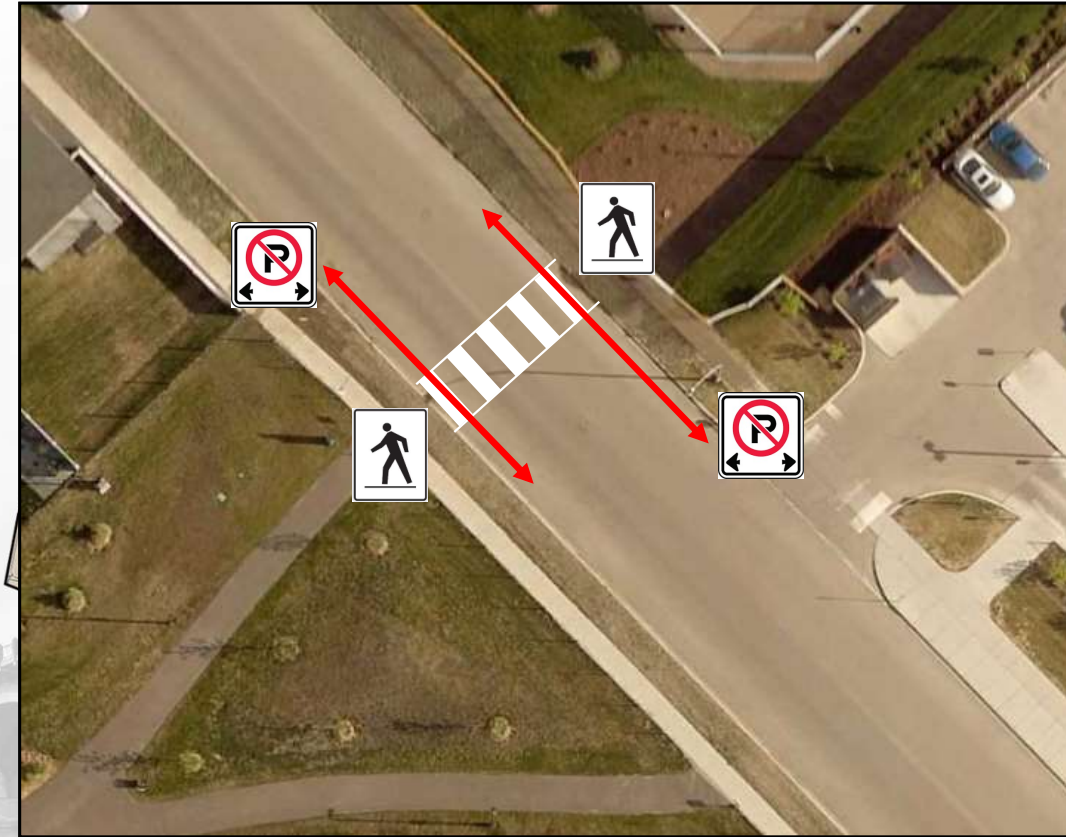
- Install median islands on the northeast and southwest approaches to the intersection



Recommendation #15

Olson Lane between Flynn Manor and Gillies Lane

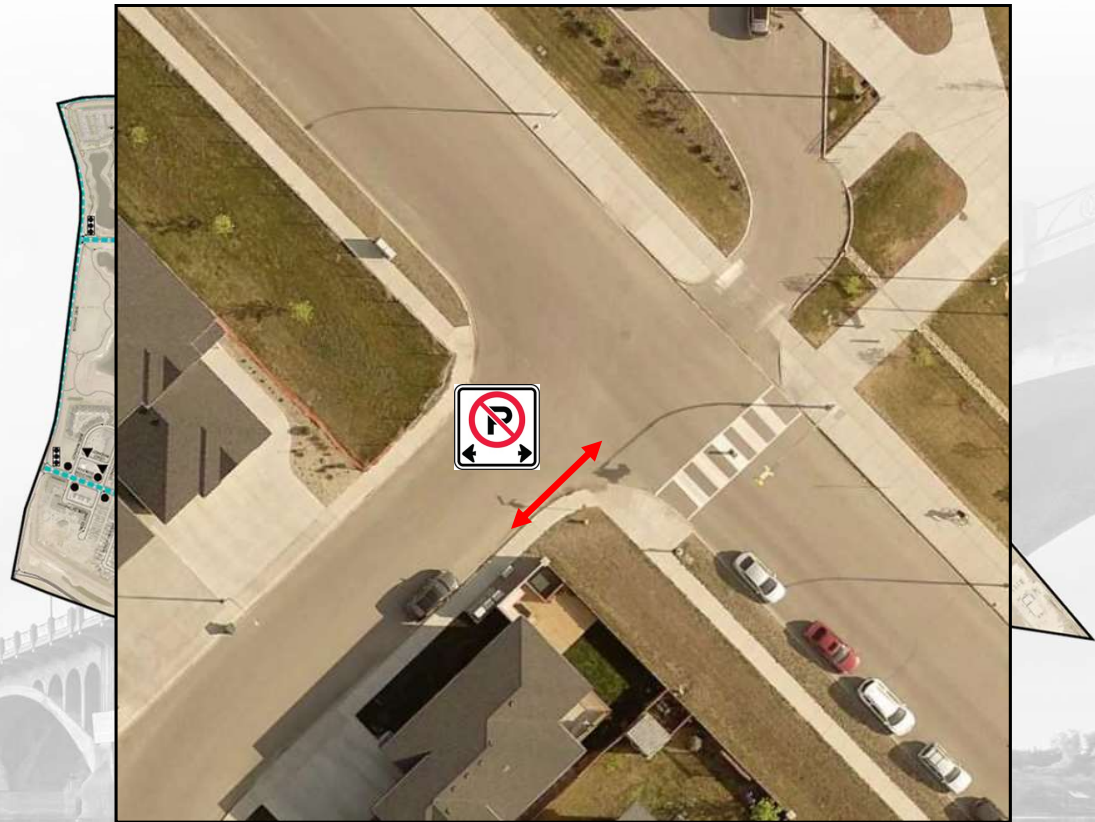
- Install zebra crosswalk and sidewalk ramps between the northwestern linear park pathways and associated parking restrictions



Recommendation #16

Olson Lane & Flynn Manor

- Install a 10 m parking restriction on the east side of Flynn Manor



Recommendation #17

Gillies Bay

- Construct an island in Gillies Bay



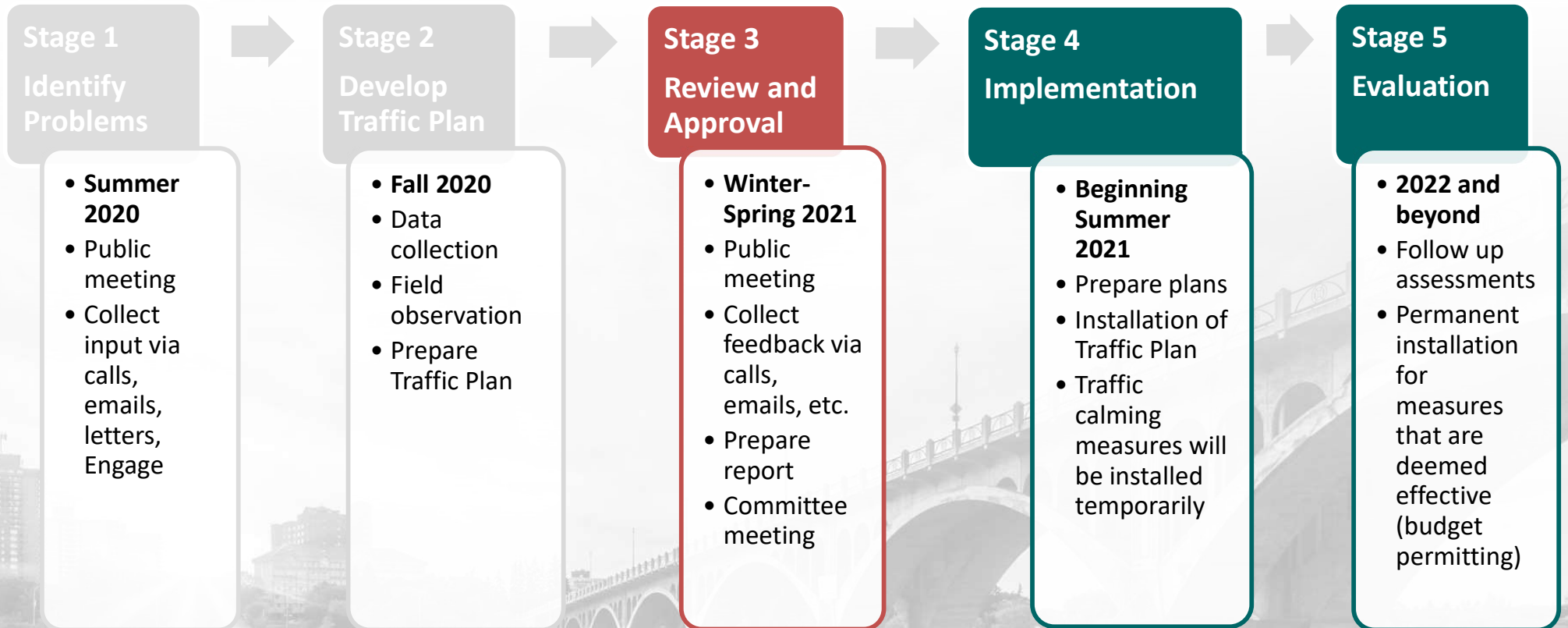
Recommendation #18

Pichler Cover

- Install cul-de-sac signage



Next Steps

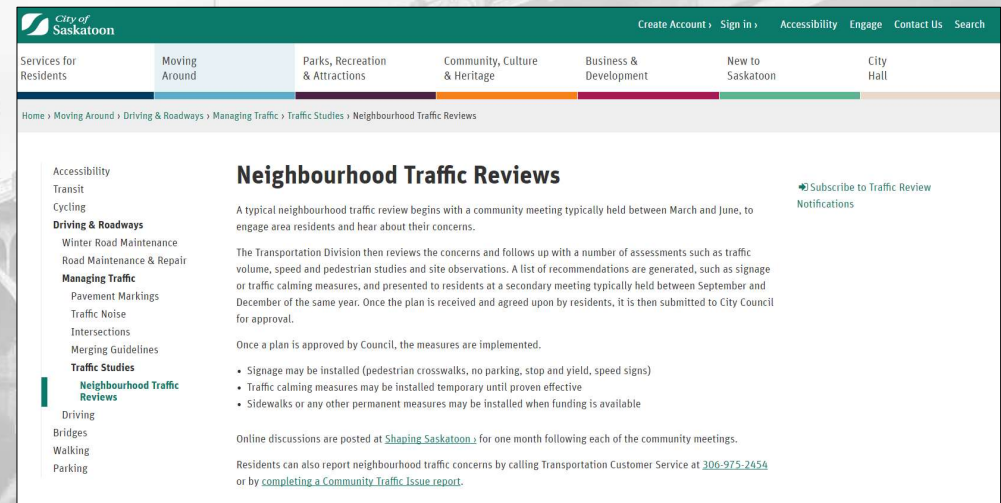
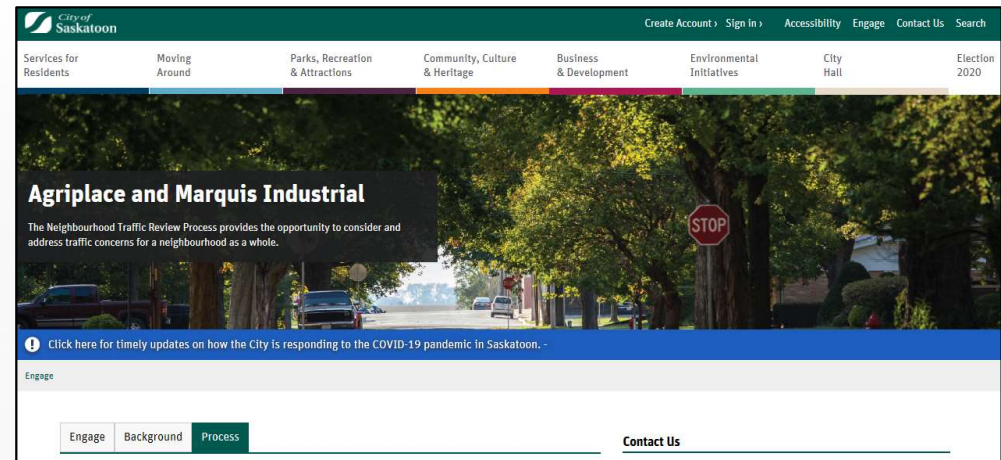


*Schedule is pandemic dependent

Join the Discussion

- Post comments at www.saskatoon.ca/engage
- Subscribe for updates at www.saskatoon.ca/NTR
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Julian at 306-975-3663
- Email us at ntr@saskatoon.ca
- Send us a letter

Attn: Julian Petras, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



CITY OF SASKATOON

Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review Meeting #2 Minutes

Date: Thursday, April 29th, 2021

Time: 7:00 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Julian Petras	City of Saskatoon Transportation Engineer Rosewood and Lakewood Suburban Centre Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer

Regrets:

Name	Position
Councillor Bev Dubois	Ward 9 City Council Representative
Trent Emigh	Saskatoon Police Service Traffic Unit, Staff Sergeant

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Julian Petras – Transportation Engineer)

See Video – Online meeting video recording – April 29th, 2021

See Draft Traffic Plan and Recommendation List - April 29th, 2021

Question and Answer Session

1. General Comments & Questions

Comment: Do you have a way of extrapolating regular traffic flow based on measurements taken during covid-19?

Julian: Throughout the covid lockdown and pandemic we've been keeping track of our traffic monitoring stations throughout the city and comparing it to our 2019 normal volumes. We have a good idea of how much lower the traffic volumes are throughout the city. In times when cases were lower it was in the 10-15% reduction range and when cases were spiking it was jumping up to the 30-35% reduction range. In any case, where the traffic volumes were close to triggering some type of improvement, we would take that into account and err on the side of caution.

Nathalie: We didn't complete our data collection program until the fall when school had returned and when the traffic volumes at our permanent count stations were very close to what they were before the pandemic.

Comment: What is the timeline for these changes to be executed?

Julian: It depends on the change proposed. Our goal is that we finalize the draft traffic plan and present it to the Standing Policy Committee on Transportation in the next few months. After that, we will implement the changes as soon as we can. Signs and pavements markings will be installed in the summer, and we will aim to install temporary traffic calming devices this year.

Comment: Are there any recommendations to reduce the speed limit on Rosewood Boulevard?

Nathalie: Council asked us to assess how we establish speed limits in our residential neighbourhoods and streets with residences on them. We are currently doing engagement to assess the community interest in changing the speed limits. We will be summarizing the feedback and putting together a report for the Standing Policy Committee on Transportation and City Council.

Note: More information on the speed limit review can be found at <https://www.saskatoon.ca/engage/speed-limit-review>

Comment: Who should we contact about the general state of disrepair on the soft scaping of all bus stops - lack of grass cover, un-leveled/unfinished medians and so called "grass sides" near sidewalks. Significant drop off for so called "finished" positions often leads people to temporarily parking in weird and wonderful places along Rosewood Boulevard.

Nathalie: We can pass some of that on to our Transit team. I'm not sure if it is due to a lack of shelter and people are wearing out the grass in the boulevard.

Comment: How can we add more trees around the road on Rosewood Boulevard west, it's so bare, between Olson Lane and Rosewood Drive.

Nathalie: We can pass that on to our Urban Forestry team. I know they actively plant trees and increase our urban forest. I don't know in a new development like this how much the developer is responsible for putting in before Urban Forestry, so we will have to look into that.

Comment: Are there alternative roads leading to the eastern part of Rosewood to decrease traffic number on Rosewood Boulevard West?

Julian: Yes, as the neighbourhood develops there will be more connections. I believe Rosewood Drive will be one of the larger roads in the southern half of the neighbourhood. As the neighbourhood develops the traffic patterns will change. Last fall, we completed the connection between Taylor Street and Meadows Parkway and we have already heard from people that the traffic on Meadows Boulevard has gone down.

Nathalie: I know a lot of people have asked about the connection to Zimmerman Road. We don't have a timeline for that as it is part of the progression of the development.

2. Rosewood Gate

Comment: There is constant speeding on Rosewood Gate N including a lot of construction vehicles travelling.

Julian: We did a speed study on Rosewood Gate between Meadows Blvd and Werschner Street. We found that the 85th percentile speeds were in the 52 – 53 km/h range. Our threshold for when we would want to implement traffic calming is when the speeds are 5 km/h or more over the posted speed limit. Right now, it seems that the majority of people are driving near the speed limit. There will always be some people who are traveling at excessive speeds, but we try to design for those 85 percent of drivers.

Nathalie: That's part of why we are doing the residential speed limit review. Councillors were hearing a lot of concerns about speeding, but our data wasn't verifying consistent speeding. They were wondering if the posted speed limit is what is making people uncomfortable. If you are travelling 50 km/h in a vehicle it can feel comfortable, but if you are a pedestrian and a large truck is travelling 50 km/h near you, it can seem very fast even if they are complying with the speed limit.

Comment: Is there anyone that we can comment to about the general road quality on Rosewood Gate N as far as patchwork that has been done in previous years, that is now beginning to sag again with all the construction/heavy equipment travelling on it?

Julian: We have an Asset Preservation group that handles a lot of our road maintenance. With Rosewood I'm not sure how it works with the developer agreements and who is responsible for roadwork. We can pass on your comments to Asset Preservation and they can either address them or pass them on to the developer.

Nathalie: The developer does maintenance for so long, then it changes over to us to do the maintenance. We will just need to verify whose responsibility it is. If you don't hear back, you can message the general Customer Service Centre at the City of Saskatoon and they should be able to get an answer for you.

3. Rosewood Gate and Hastings Crescent / Meadows Boulevard

Recommendation: Install median islands on the east and west legs, relocate the stop signs, install additional stop signs in the median islands, and install parking restrictions.

Comment: Would the stop occur in the crosswalks?

Julian: There is a similar situation on 17th Street West between Spadina Crescent and Avenue P. Yes, the vehicles stopped at the stop sign can potentially block the crosswalk. The biggest problem we saw here is that it is very difficult to see oncoming traffic. People are already having to creep up into the intersection and blocking the crosswalks. If we can put up the extra stop signs, median islands, and additional crosswalks, then our hope is that everyone will approach the intersection more cautiously.

4. Rosewood Gate and Werschner Street

Recommendation: Install a standard crosswalk and associated parking restrictions on the south side of the intersection.

Comment: Can you also connect the linear park with a ramp down onto the crosswalk? Currently just mud and not paved.

Julian: That's good to know. I will have to go out and take a look at it.

Nathalie: It looks like the sidewalk is separated from the curb there. We might have to connect it with concrete and construct the pedestrian ramp. We can field check that and add it to the recommendation.

5. Rosewood Boulevard

Comment: Is there any possibility to put speed bumps on selected areas along Rosewood Boulevard.

Julian: For speed bumps, its something we have in our toolbox that we have used in the past. In general, we want to avoid putting them on those major collector or arterial roadways within neighbourhoods. They can impact things like buses, EMS, and firetrucks. Those larger vehicles can have trouble going over them and it can impact emergency response times. If possible, we want to try things like curb extensions, median islands, or speed display boards before going to those vertical deflection options that have negative aspects to it. We are recommending a few curb extensions and median islands to help reduce those speeds on Rosewood Boulevard. After a year or so, we will do an evaluation and if they haven't worked, we can consider other options.

6. Rosewood Boulevard and Tweed Lane / Ledingham Way

Recommendation: Install an RRFB crosswalk on the east leg

Comment: Perhaps some better lighting overall. At night it is extremely hard to see pedestrians waiting to cross while still on the sidewalks.

Julian: That's some good feedback, I don't think we had heard that before. I know at another location we asked our colleagues at Saskatoon Light & Power to do an assessment to see if there is enough street lighting. That's something that we could do again here and if there isn't enough lighting, we can work with them to improve it.

Comment: Anything to help people leaving Tweed in the high traffic times?

Julian: We did hear about those difficulties turning in the peak times. We checked to see if an all-way stop would be warranted here. We also checked to see if traffic signals would be warranted. For an all-way stop we need to see a higher percentage of traffic on the side streets. There is not enough traffic on Ledingham Way and Tweed lane compared to Rosewood Blvd for an all-way stop. Similar to our pedestrian crossings, we use the Transportation Association of Canada guidelines for traffic signals, and, in this case, it didn't meet those requirements.

I went out there a few mornings and I saw how it can back up and be difficult to turn. It seemed like most people were able to get through after one cycle of

the signals at Boychuk Drive, and the worst I saw was someone waiting for two cycles. I'm sure there are some days that are worse, but right now we do not have any recommendations changes to the traffic operations.

7. Rosewood Boulevard and Ledingham Drive / Rosewood Drive

Comment: The rubber curbs have been replaced three times and my neighbour has last two fences as a result of slipping in the winter and people plowing over.

Julian: We know that the temporary ones can be plowed over and moved in the winter, but we don't want to put in a permanent concrete installation and find out later that it doesn't work. Even though there are down sides to using the rubber curbs, we want to see if the traffic calming is effective first. If we see the speed reductions we are looking for, we will put in the concrete installations that won't be damaged in the winter.

8. Rosewood Boulevard and Ledingham Crescent / Gillies Crescent

Recommendation: Move the bus stop sign 5 m to the southwest to ensure buses are not blocking the crosswalk.

Comment: What was requested is that the bus stop be moved to the east side rather than further to the west.

Julian: There is quite a bit of room to move the bus stop to the west and the buses prefer to have the stops of the far side of the intersection.

Nathalie: The buses prefer a far-side stop over a near-side stop. We would have to talk to our peers at Saskatoon Transit before changing the recommendation.

Comment: The point of moving the bus to the east side is to restrict parking. Moving the bus stop to the east side would remove constant truck parking, which contributes to reduced visibility.

Julian: If there is a particular time of day, let me know and I can try to get out there then.

Nathalie: Even if the bus stop isn't relocated, we can consider parking restrictions if there are sight line issues.

9. Rosewood Boulevard and Olson Lane

Recommendation: Install median islands on the northeast and southwest approaches to the intersection.

Comment: There are so many kids crossing, and busy morning traffic trying to sneak around waiting cars to turn. Want a controlled cross walk for the kids going to and from schools. A flashing light would help.

Julian: For different types of upgraded pedestrian crossing devices in the city, we follow the Transportation Association of Canada Guidelines. Some of the things that we consider is how wide is the crossing distance – how many lanes do pedestrians need to cross, what is the pedestrian demand – how many people are crossing, and what is the traffic volume on the street in terms of vehicles going through the intersection.

We looked at whether or not an upgraded pedestrian device was required. Right now, what we have there with the curb extension and zebra crosswalks is what we would recommend and what is consistent with similar locations in the city.

Nathalie: One other thing I wanted to point of is that the traffic patterns around the school are going to change once the street network around the school is built. We can come back and reassess this location for a pedestrian device once that connection is constructed.

Comment: There is enough traffic at Rosewood Boulevard and Tweed Lane for flashing lights, but not at this location?

Julian: Yes, at the entrance to Rosewood everyone is funneling through that one intersection. Once they get into Rosewood they branch out onto the various residential streets. We do see a heavy drop in traffic volumes as you go farther east into Rosewood. The intersection at Tweed Lane also has two through lanes in each direction on the west side and a turning lane. The wider crossing distance, pedestrian demand, and higher traffic volumes are the types of risk factors we look at.

Comment: How is it different than the end of Preston Avenue when you are going into Stonebridge?

Nathalie: I'm not sure exactly which intersection they are talking about, but if it is Preston Avenue and East Drive, then we did assess that location using the Transportation Association of Canada guidelines and it did warrant a device. We consider traffic volume, crossing distance, and quite a few other factors. Although an upgraded device isn't warranted at this time at this location, as I mentioned we can look at it again when the street network is complete.

Comment: Did you look at speeds at this intersection?

Julian: Yes, we did look at speeds. We did a speed study just west of the intersection and we found that the 85th percentile speeds were more than 5 km/hr above the posted speed limit. That is why we are recommending the median islands. There will be the curb extension and the median islands, so the intersection should be fairly narrow to traverse as a vehicle. You should feel like you need to slow down as you go through the intersection once we get everything installed.

Comment: It should be elevated because of the school, linear park access, and the nearby curve.

Julian: Things like curves affecting the sight distance is something we consider. As Nathalie was saying, we want to see the final traffic patterns in the neighbourhood before proceeding with something like that since it doesn't currently meet the Transportation Association of Canada guidelines.

Comment: Median islands aren't as effective in the winter due to snow cover. We request an elevated visual cue.

Julian: We have the same type of curb extensions at Rosewood Boulevard and Rosewood Drive. We saw that they were effective at reducing traffic speeds. I'm hoping we will see similar results here. We will try that here and if it doesn't work then we can consider other options.

10. Gillies Bay

Recommendation: Construct an island in Gillies Bay

Comment: Yes! Thanks, eta?

Julian: I don't think we have done many bay islands through these neighbourhood traffic reviews, so I'm not sure on the implementation timeline for this type of project.

Comment: I hope that its not an all concrete island and that there is a tree or grass. Its already all concrete around us.

Julian: As I said, I don't think this situation has come up before so we don't know for sure what it will look like.

Nathalie: It's nice to have trees and grass in the median islands but they are not always maintained the way we want. We have heard from other neighbourhoods that they can become a maintenance concern. We don't know for sure what it will look like. It could be softscaped (e.g. landscaping or grass) or hardscaped (e.g. paving stones or concrete).

11. Olson Lane and Flynn Manor

Comment: Your picture for #16 made me think of parking in front of the school. Can that stretch across from the schools be marked to prevent all day parking so that it can be used for school drop-off/pick-up?

Nathalie: We work with the school divisions directly for signage needed for the schools, but it usually only applies to the frontage and flankage, not across the street. We can advise the school and they can suggest that the day-care staff park elsewhere.

12. Rosewood Drive and Pichler Crescent

Comment: Any plans for crosswalks from Swick Park to Pichler Crescent, as well as Swick Park and Ledingham Drive?

Julian: We are still waiting for those traffic patterns to normalize once those roads are connected to the rest of Rosewood. We had a few requests for crosswalks on Rosewood Drive, but right now they don't meet the requirements for a pedestrian crossing device. Once those connections are made and the traffic increases, we can reassess to see if there is anything that we need to put in. Rosewood Drive is going to be one of those larger connector roadways, so at some point in the future, it's a safe bet that we will be putting in some sort of crossing.

Ledingham Drive is where we currently have the curb extensions, and I believe there are some painted crosswalks there. They may not be painted very well anymore, but I can go take a look now that the snow has melted. If they need repainting, that's something we can address through this neighbourhood traffic review.

Nathalie: They tend to repaint every spring. They try to do two rounds of painting every year. By the spring they are usually quite faded, they should be coming back your way soon.

13. Taylor Street and Wess Road

Comment: I know it's outside of the NTR scope but is there consideration for the temporary traffic signs. It is unclear who needs to yield and the street is very narrow at the curve

Nathalie: Wess Road is going to be closed south of Taylor Street permanently, so we have treated it like a curve at that intersection. Eventually Wess Road will close at 8th Street as well once the rail crossing is built at 8th Street. Eventually this intersection will change quite a bit.

Julian: I can still go out and check out the temporary signage to see if there is anything we need to clarify.

14. Wess Road

Comment: This may be way outside your areas but are there plans to create (and ETA) a controlled intersection for the railroad crossing at Wess Road (or Zimmerman - not sure where the crossing is exactly but very close to homes)? the horns are so loud for those of living in the most east end of The Meadows

Nathalie: I know there is a controlled crossing planned for the crossing by 8th Street, but I don't know of any other grade separation crossings planned on the east side. To get rid of the whistling it doesn't have to be grade separated but it needs to have the proper gates and improvements. I don't know for sure if there are any other plans for that.

Note: It has been identified that the Zimmerman Road rail crossing requires upgrades; however, CP Railway has not clarified the timing or extent of the upgrades at this time.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 29th 2021
3. Additional public input via Engage Page no later than May 29th 2021
4. Determine revisions and finalize traffic plan
5. Present traffic plan to City Standing Policy Committee on Transportation

Adjournment





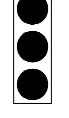

ROSEWOOD & LAKEWOOD S.C. TRAFFIC PLAN

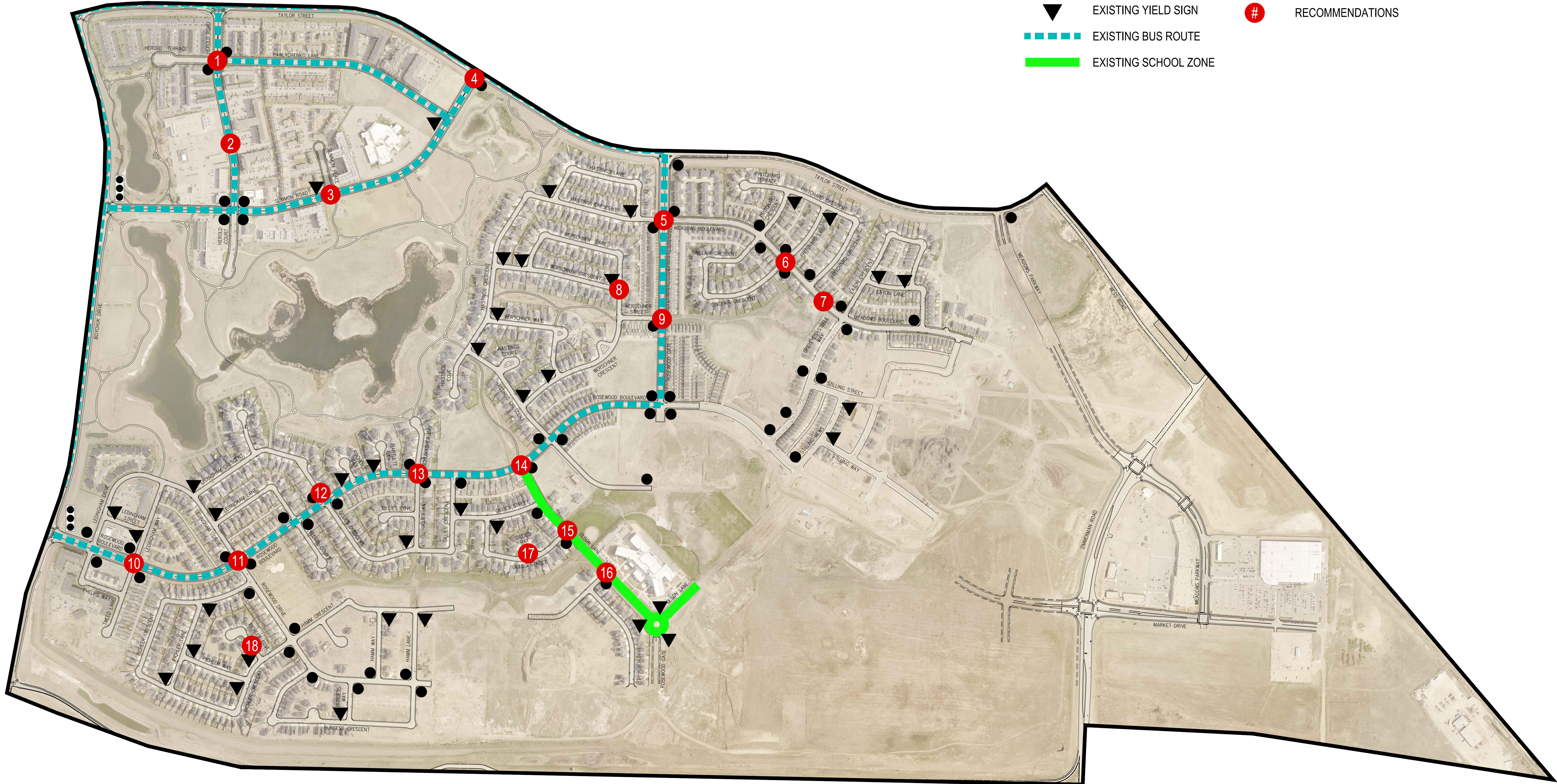
FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/rosewood-lakewood

LEGEND

-  EXISTING STOP SIGN
-  EXISTING YIELD SIGN
-  EXISTING BUS ROUTE
-  EXISTING SCHOOL ZONE
-  EXISTING TRAFFIC SIGNAL
-  RECOMMENDATIONS



Rosewood & Lakewood Suburban Centre NTR - Recommended Improvements

Item #	Location	Recommendation	Justification
1	Herold Rd and Herold Terr / Pawlychenko Ln	Extend the existing parking restriction on the west side of Herold Rd south of the intersection by 5 m	Improve pedestrian safety
2	Herold Rd between Slimmon Rd and Pawlychenko Ln	Install a 10 m parking restriction on the west side of Herold Rd on both sides of the driveway entrance	Improve sight lines
3	Slimmon Rd and Slimmon Pl	Install a 15 m parking restriction on the north side of Slimmon Rd east of its intersection with Slimmon Pl	Improve pedestrian safety
		Extend the existing parking restriction on the north side of Slimmon Rd west of its intersection with Slimmon Pl by 5 m	
		Extend the existing parking restriction on the south side of Slimmon Rd west of its intersection with Slimmon Pl by 4 m	
4	Taylor St and Slimmon Rd	Add this intersection to the list of locations to be reviewed for pedestrian devices	Improve pedestrian safety
5	Rosewood Gate and Meadows Blvd / Hastings Cr	Install pedestrian crossing pavement markings on all four approaches to the intersection	Improve sight lines and traffic operations
		Install median islands on the east and west approaches to the intersection	
		Install a 15 m parking restriction on the north side of Hastings Cr	
		Install a 15 m parking restriction on the south side of Meadows Blvd	
		Install a 10 m parking restriction on the north side of Meadows Blvd	
	Relocate the stop signs and install additional stop signs in the median islands		
6	Meadows Blvd and Pritchard Cr (E)	Remove the existing yellow pedestrian crossing warning sign	Improve pedestrian safety
		Install a pedestrian crossing and associated parking restrictions at the west crossing of the intersection	
7	Struthers Park	Install a playground sign on the north side of Meadows Blvd west of its intersection with Eaton Cr	Improve pedestrian safety
		Install a playground sign on the south side of Meadows Blvd east of its intersection with Pichler Cr (E)	
8	Werschner Cr and Werschner Ln	Remove the existing yield sign on the north leg to the intersection	Improve traffic operations
		Install a yield sign on the west leg to the intersection	
9	Rosewood Gate and Werschner St	Install a pedestrian crossing and associated parking restrictions on the south side of the intersection of Rosewood Gate and Werschner St	Improve pedestrian safety
		Fix nameblades on Werschner Street to show "Werschner St" instead of "Werschner Cr"	Improve navigation
10	Rosewood Blvd and Tweed Ln / Ledingham Way	Install a RRFB crosswalk on the east crossing of the intersection	Improve pedestrian safety
11	Rosewood Blvd and Rosewood Dr / Ledingham Dr	Replace the existing temporary curb extensions in the east and west corners of the intersection with permanent installations	Reduce speeds and improve pedestrian safety
12	Rosewood Blvd and Ledingham Cr / Gillies Cr	Move the bus stop sign 5m to the southwest to ensure buses are not blocking the crosswalk	Improve sight lines and pedestrian safety
13	Rosewood Blvd and Schumacher Bay / Gillies Way	Install curb extensions on the northwest and southeast corners of the intersection of Rosewood Blvd and Schumacher Bay / Gillies Way	Reduce speeds and improve pedestrian safety
14	Rosewood Blvd and Olson Ln	Install median islands on the northeast and southwest approaches to the intersection	Reduce Speeds
15	Olson Ln between Flynn Manor and Gillies Ln	Install sidewalk ramps, a zebra crosswalk, pedestrian crossing signs, and associated parking restrictions between the northwestern linear park pathways	Improve pedestrian safety and accessibility
16	Olson Ln and Flynn manor	Install a 10 m parking restriction on the east side of Flynn Manor	Improve compliance with parking prohibitions listed in Bylaw 7200 - The Traffic Bylaw
17	Gillies Bay	Install a concrete island in Gillies Bay	Increase availability of on-street parking
18	Pichler Cove	Install cul-de-sac signage at the entrance to Pichler Cove	Improve traffic operations

Appendix H

Decision Matrix

Appendix H - Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
1	Herold Road and Herold Terrace / Pawlychenko Lane	Extend the existing parking restriction on the west side of Herold Road south of the intersection by 5 m	Improve pedestrian safety	No Comments	Carried
2	Herold Road between Slimmon Road and Pawlychenko Lane	Install a 10 m parking restriction on the west side of Herold Road on both sides of the driveway entrance	Improve sight lines	No Comments	Carried
3	Slimmon Road and Slimmon Place	Install a 15 m parking restriction on the north side of Slimmon Road east of its intersection with Slimmon Place	Improve pedestrian safety	No Comments	Carried
		Extend the existing parking restriction on the north side of Slimmon Road west of its intersection with Slimmon Place by 5 m			
		Extend the existing parking restriction on the south side of Slimmon Road west of its intersection with Slimmon Place by 4 m			
4	Taylor Street and Slimmon Road	Add this intersection to the list of locations to be reviewed for pedestrian devices	Improve pedestrian safety	No Comments	Carried
5	Rosewood Gate North and Meadows Boulevard / Hastings Crescent	Install pedestrian crossing pavement markings on all four approaches to the intersection	Improve sight lines and traffic operations	No Comments	Carried
		Install median islands on the east and west approaches to the intersection			
		Install a 15 m parking restriction on the north side of Hastings Crescent			
		Install a 15 m parking restriction on the south side of Meadows Boulevard			
6	Meadows Boulevard and Pritchard Crescent (E)	Install a 10 m parking restriction on the north side of Meadows Boulevard	Improve pedestrian safety	No Comments	Carried
		Relocate the stop signs and install additional stop signs in the median islands			
7	Struthers Park	Remove the existing yellow pedestrian crossing warning sign	Improve pedestrian safety	No Comments	Carried
		Install a pedestrian crossing and associated parking restrictions at the west crossing of the intersection			
8	Werschner Crescent and Werschner Lane	Install a playground sign on the north side of Meadows Boulevard west of its intersection with Eaton Crescent	Improve pedestrian safety	No Comments	Carried
		Install a playground sign on the south side of Meadows Boulevard east of its intersection with Pichler Crescent (E)			
8	Werschner Crescent and Werschner Lane	Remove the existing yield sign on the north leg to the intersection	Improve traffic operations	No Comments	Carried
		Install a yield sign on the west leg to the intersection			

Appendix H - Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
9	Rosewood Gate North and Werschner Street	Install a pedestrian crossing and associated parking restrictions on the south side of the intersection of Rosewood Gate North and Werschner Street	Improve pedestrian safety	No Comments	Carried
		Fix nameblades on Werschner Street to show "Werschner St" instead of "Werschner Cr"	Improve navigation		
10	Rosewood Boulevard West and Tweed Lane / Ledingham Way	Install a RRFB crosswalk on the east crossing of the intersection	Improve pedestrian safety	Supportive Comments	Carried. Street lighting is adequate for this type of street.
				Request for additional street lighting	
11	Rosewood Boulevard West and Rosewood Drive / Ledingham Drive	Replace the existing temporary curb extensions in the east and west corners of the intersection with permanent installations	Reduce speeds and improve pedestrian safety	Supportive Comments	Carried
12	Rosewood Boulevard West and Ledingham Crescent / Gillies Crescent	Move the bus stop sign 5m to the southwest to ensure buses are not blocking the crosswalk	Improve sight lines and pedestrian safety	Request for parking restriction on the east side of the intersection	Carried. Sightlines at the intersection are adequate if vehicles comply with the 10 m parking restrictions outlined in Bylaw 7200 - the Traffic Bylaw. Additional parking restrictions are not recommended.
13	Rosewood Boulevard West and Schumacher Bay / Gillies Way	Install curb extensions on the northwest and southeast corners of the intersection of Rosewood Boulevard West and Schumacher Bay / Gillies Way	Reduce speeds and improve pedestrian safety	No Comments	Carried
14	Rosewood Boulevard West and Olson Lane	Install median islands on the northeast and southwest approaches to the intersection	Reduce Speeds	Requests for activated pedestrian device	RRFB activated pedestrian device has been added to the recommendation. Changes to the school zone limits are not recommended at this time; school zones may be subject to change pending the outcome of the ongoing residential speed limit review.
				Request for amber flashing light	
				Request to extend the school zone to include this intersection	
15	Olson Lane between Flynn Manor and Gillies Lane	Install sidewalk ramps, a zebra crosswalk, pedestrian crossing signs, and associated parking restrictions between the northwestern linear park pathways	Improve pedestrian safety and accessibility	Supportive Comments	Carried
16	Olson Lane and Flynn manor	Install a 10 m parking restriction on the east side of Flynn Manor	Improve compliance with parking prohibitions listed in Bylaw 7200 - The Traffic Bylaw	No Comments	Carried
17	Gillies Bay	Install a concrete island in Gillies Bay	Increase availability of on-street parking	Supportive Comments	Carried
18	Pichler Cove	Install cul-de-sac signage at the entrance to Pichler Cove	Improve traffic operations	No Comments	Carried

Appendix I

Additional Concerns Received After Presenting Draft Traffic Plan

Appendix I - Additional Concerns

Location	Comments	Decision
Rosewood Gate North between Hastings Crescent and Werschner Street	It is dense housing, with lots of on street parking and with the number of speeders is a tragedy waiting to happen.	A speed study at this location showed an 85th percentile speed of 52.8 km/h. No changes are recommended.
Taylor Street Between Boychuk Drive and Rosewood Gate North	Boychuk is 60 kmh and that section of Taylor is 50 kmh. The roadway is designed the same as Boychuk with 2 lanes each way, sound attenuation walls or berms all the way down, and a median in the middle. Driving Boychuk and turning east onto Taylor is a hard adjustment when everything is the same on as on Boychuk. I think that section could be 60 kmh. I do not believe that Taylor west of Boychuk should be 60 km/h however as the berms and sound walls are not in place for large sections.	Arterial streets like Taylor Street are outside of the scope of the NTR program. This request will be reviewed as part of the Traffic Bylaw updates for Schedule 4.

Appendix J

Public Feedback

Petras, Julian

To: Petras, Julian
Subject: RE: Report a traffic Issue

From: Petras, Julian <Julian.Petras@Saskatoon.ca>
Sent: Tuesday, August 11, 2020 10:29 AM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Report a traffic Issue - [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Hastings Cr & Werschner Cr

Hi, I live on Hasting Cres and when driving to my home I am always worried about this intersection as there is no signage off of Wershner and Hastings. There should be at least a stop sign or yield sign. Thanks

1-mar-17

Petras, Julian

Subject: RE: Voice Mail (59 seconds)

From: Microsoft Outlook

<MicrosoftExchange329e71ec88ae4615bbc36ab6ce41109e@cityofsaskatoon.onmicrosoft.com> **On Behalf Of**

Sent: Friday, April 27, 2018 10:06 AM

To: Baudais, Nathalie (TU - Transportation) <Nathalie.Baudais@Saskatoon.ca>

Subject: Voice Mail (59 seconds)

Hi Natalie my name is [REDACTED] my phone number is [REDACTED] I'm just calling about the intersection who wrote the word date type there to answer those words gauge and another 144.

And there is a stop sign at the intersection however way that's the world wind -- gate -- roadway ES at that point it makes it very difficult to see oncoming traffic going towards pay where and you have to pull out quite a bit into the intersection and it will be increasing traffic just wondering if there's if the city cooking at clean up were wait there to sort of make it more safe.

If you could give me a call back that would be great thank you very much bye bye.

Preview provided by Microsoft Speech Technology. [Learn More...](#)

You received a voice message from [REDACTED]

Caller-Id:

Petras, Julian

Subject: RE: Missing no parking sign

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

From: [REDACTED]
Sent: May 30, 2017 4:48 PM
To: Bakker, Nick (TU - Transportation) <Nick.Bakker@Saskatoon.ca>
Subject: Re: Missing no parking sign

Hi there.

Crosswalks are now painted. Thank you

I just stood at the crosswalk on Slimmon road and Slimmon Place with my small child. Trying to cross the street.

2 vehicles on after the other did u turns to park on our condo side of the street.

No only did these vehicles not stop for us, they u turned through the cross walk. All while seniors are trying to exit the new Hyde seniors building.

Do I need to contact the new councilor for this area?

What else can I do?

If stop signs are not warranted then why not meridians to slow traffic.

If slowing traffic isn't warranted than won't the meridians discourage people from making illegal turns? Putting all these children at risk.

Not to mention there are 4 or 5 buses dropping children off at this location.

Please have someone check out this new area.

I don't know what else to do

Thank you ,

[REDACTED]

■

> On Apr 28, 2017, at 14:28, Bakker, Nick (TU - Transportation) <Nick.Bakker@Saskatoon.ca> wrote:

>

> I just realized this doesn't specify crossings/crosswalks - but they usually follow each other fairly closely. I know the street sweepers will need to get the streets cleaned off to help preserve the painted markings. Anyhow - please keep me posted.

>

> Thanks

>

> Nick

>

> -----Original Message-----

> From: Bakker, Nick (TU - Transportation)

> Sent: April 28, 2017 2:25 PM

> To: [REDACTED]

> Cc: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>

> Subject: RE: Missing no parking sign

>

> [REDACTED]

>

> The City just put out a PSA today about line-painting starting shortly. Here is the info in case you haven't seen it yet.

>

> PSA
> Line Painting Night Work Starts Sunday, April 30
> For immediate release: April 28, 2017
> TU17-299
> Starting Sunday, line painting will shift to include night work on priority streets. Work is expected to last for approximately 3 weeks. Pilot vehicles with flashing lights will accompany line marking trucks when priority roadways are being marked. Motorists are reminded to respect work zones and use caution when approaching line marking vehicles, keeping a safe distance from workers.
> What you can expect from us:
> * Night work will begin at approximately 8:30 p.m.
> * Nighttime line painting will start April 30th and continue for approximately 3 weeks.
> * Line painting vehicles operate at reduced speeds.
> * Daytime line painting is underway and is expected to continue until October.
> * Pilot vehicles will accompany line marking trucks when painting on busy roadways.
> How you can help us:
> * Reduce speeds when approaching line painting vehicles.
> * Do not attempt to pass line painting vehicles.
> * Do not drive on newly painted lines.
> * Keep a safe distance from line painting vehicles at all times.
> The City thanks drivers for their patience while this necessary work is carried out. Slow down, pay attention and respect work zones. Watch for pedestrians and work crews, and for everyone's safety, please obey all detours, signs, and barriers.

>
> - Nick
>
>

> -----Original Message-----

> From: [REDACTED]
> Sent: April 27, 2017 8:00 PM
> To: Bakker, Nick (TU - Transportation) <Nick.Bakker@Saskatoon.ca>
> Subject: Re: Missing no parking sign

>
> Hi there.
> Just touching base. Construction to 333 Slimmon place is completed.
> Both cross walk lines aren't visible.
> People have moved into the building and there is increased traffic. Actually an increase in the amount of elderly walking back and fourth now too. With walkers. :)
> Let me know. Thanks,

> [REDACTED]
>
> [REDACTED]
>

>> On Feb 7, 2017, at 08:28, Bakker, Nick (TU - Transportation) <Nick.Bakker@Saskatoon.ca> wrote:

>>
>> [REDACTED]
>>

>> I was in your neighbourhood early this morning and did not see the downed sign (as you say covered in snow) but I cross-referenced what I did see with the sign plan for the 200 block of Slimmon, and there is indeed a sign missing.

>>
>> I have passed that information, along with your request for No Parking signs at the condo entrance, to our Transportation engineering team.

>>

>> Once they've had the opportunity to review the situation, they will initiate the process with the Sign Shop personnel.

>>

>> Nick

>>

>> -----Original Message-----

>> From: [REDACTED]

>> Sent: February 03, 2017 2:22 PM

>> To: Bakker, Nick (TU - Transportation) <Nick.Bakker@Saskatoon.ca>

>> Subject: Re: Missing no parking sign

>>

>> Ok great thanks!

>> So someone will asses if we can get no parking signs outside of our main entrance?

>> People are just starting to move into the new seniors building now.

>>

>> [REDACTED]

>>

>>> On Feb 3, 2017, at 05:25, Bakker, Nick (TU - Transportation) <Nick.Bakker@Saskatoon.ca> wrote:

>>>

>>> [REDACTED]

>>>

>>> You've come to the right place. I'll check out the downed sign. I've copied Cathy Godwin on this message in an effort to ramp up some parking enforcement.

>>> Once I've had the opportunity to check out the sign, I'll get back to you.

>>>

>>> Have a good weekend!

>>>

>>> Nick

>>>

>>> Nick Bakker | tel 306.986.9706

>>> Customer Service Manager, Transportation

>>> City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

>>> nick.bakker@saskatoon.ca

>>> www.saskatoon.ca

>>>

>>> Please consider the environment before printing this email.

>>>

>>> This message and any attachments are solely for the use of the intended recipients. They may contain privileged and/or confidential information. If you are not the intended recipient, you are hereby notified that you received this email in error, and that any review, dissemination, distribution or copying of this email and any attachment is strictly prohibited. If you receive this email in error, please contact the sender and delete the message and any attachments associated therewith from your computer. Thank you.

>>>

>>>

>>>

>>> -----Original Message-----

>>> From: [REDACTED]

>>> Sent: February 02, 2017 7:14 PM

>>> To: Bakker, Nick (TU - Transportation) <Nick.Bakker@Saskatoon.ca>

>>> Subject: Missing no parking sign

>>>

>>> Good evening,

>>> We emailed back and fourth a few months ago in regards to the cross walk on Slimmon road.

>>> I have another question for you.

>>> With increased parking on Slimmon Place we have had on numerous occasions the entrance to our condos blocked. Cars are parked past the curb (which long surpasses within a meter of a driveway). I see other condos in the area have no parking signs posted on both sides of these entrances. Who could I contact about a possible sign for our condo. The condo management told me to contact the city and they do support this as an issue. Especially when exiting and unable to get in the proper lane with cars parked so close.

>>> Also with the seniors high rise being built their entrance is directly across from our entrance. Traffic is starting to pick up.

>>>

>>> Also on that note. Since summer time. Someone plowed over the parking sign on Slimmon road. It is on the DQ side across from the habitat that they are building.

>>> There is snow covering it now that it has snowed. The same big work truck parks there. Reducing visibility in and out of the London flats and entrance to the new stop mall that is being built there. Cars pull out in front of me daily due to not being able to see traffic coming. I'm surprised no one in their condo has done anything.

>>> However I have gone on the city site before when our cross walk sign was down and it was down for 7 months.

>>> Is there someone I could talk to about this?

>>> I have not flagged this area on the website as of today.

>>> Thank you kindly for your time and look forward to your response.

[REDACTED]

>>>

[REDACTED]

>>>

>>

>>

>

>

Petras, Julian

To: Petras, Julian
Subject: RE: Report a Traffic Issue

From: Petras, Julian <Julian.Petras@Saskatoon.ca>

Sent: Tuesday, August 11, 2020 10:19 AM

To: Petras, Julian <Julian.Petras@Saskatoon.ca>

Subject: Re: Report a Traffic Issue - [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Rosewood Blvd & Tweed Ln / Ledingham Way

With the new addition of several shops at the entrance of the Rosewood community there has become a problem with a lack of pedestrian crosswalk across Rosewood Blvd at Tweed lane. I feel adding a crosswalk from north to south on the east side of the intersection would be of great value to the community.

5-oct-17

Petras, Julian

To: Simpson, Tom
Subject: RE: Form: Contact the Mayor

From: [REDACTED]
Sent: Thursday, September 20, 2018 12:56 PM
To: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>
Subject: Re: Form: Contact the Mayor [REDACTED]

Good afternoon Tom my son just about got hit by a truck crossing Rosewood Blvd at Hastings going back to school after lunch today. There are no lines to indicate there is a walk there. It is still extremely dangerous! Please review this area soon and do something before a child is seriously hurt or killed.

Kimberly

On Apr 19, 2018, at 8:44 AM, Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca> wrote:

Good morning [REDACTED]

Thank you for raising your traffic concerns in the Rosewood Neighbourhood. Rosewood has not yet been scheduled for a Neighbourhood Traffic Review. 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.

Although it has not been scheduled for a Neighbourhood Traffic Review, an interim study was undertaken in 2017 to address some of the ongoing concerns in the neighbourhood. The interim review included a data collection program for several of the neighbourhood roads, including:

Location	Concern	Location of Speed Study	Date of Speed Study	Speed Data ¹ (kph)
Hastings Crescent	speeding, pedestrian safety	Rosewood Gate N to 474 Hastings Cres	July 2017	39.1
Rosewood Blvd (between Ledingham Dr & Flegel Crt)	speeding, pedestrian safety	Ledingham Dr & Flegel Crt	May 2017	55.7

Rosewood Blvd (between Olson Lane West & Rosewood Gate North)	speeding, pedestrian safety	Olson Lane West & Rosewood Gate North	May 2017	59.9
---	-----------------------------	---------------------------------------	----------	------

¹ 85th Percentile Speed, defined as the speed at or below which 85% of all vehicles are observed to travel under free flowing conditions

Local or collector residential streets with an 85th percentile speed of 5 kph or more over the posted speed limit are eligible for traffic calming measures. The interim review included the following recommendations:

Location	Concern	Recommended Improvement	Comments
Hastings Crescent	speeding, pedestrian safety	Playground area signs (at park entrance near 474 Hastings Cres, Werschner Cres & Hastings Cove)	<ul style="list-style-type: none"> •near park path and road curves
Rosewood Blvd (between Ledingham Dr & Flegel Crt)	speeding, pedestrian safety	Install curb extensions (on southeast & northwest corners) & zebra crosswalks at Ledingham Dr / Rosewood Dr. Install speed display board near Ledingham Dr / Rosewood Dr.	<ul style="list-style-type: none"> •improve pedestrian safety near bus stop and park •multi-use path connections on south side •narrow roadway with parking on both sides
Rosewood Blvd (between Olson Lane West & Rosewood Gate North)	speeding, pedestrian safety	Install curb extensions (along entire span of park side & southeast corner) & zebra crosswalks at Olson Lane West	<ul style="list-style-type: none"> •improve pedestrian safety near park •multi-use path connections on north side •future school site to south •narrow roadway with parking on both sides

With regards to the curb extensions, these devices are installed temporarily (rubber curbing) for a minimum of a year to monitor the effectiveness of the device. If deemed effective, they are placed on the list of devices for permanent installation (concrete) which are then prioritized with other locations throughout the city and presented to Council for budget deliberations.

Your traffic concerns will be filed and reviewed during the Rosewood Neighbourhood Traffic Review program. The Neighbourhood Traffic Review program includes a wide range of traffic calming measures that can be introduced on local and collector roads that have speeding or shortcutting issues validated through data collection. These measures include horizontal deflections, vertical deflections, obstructions, and others. People often gravitate to speed humps as the “most effective” method of traffic calming; but there are many other effective methods to calm traffic that do not interfere with, or slow emergency services or transit operations. The full list of measures currently used

by the City are listed in the *Neighbourhood Traffic Management Guidelines and Tools* which can be found in the Related Documents section of the website:

<https://www.saskatoon.ca/moving-around/driving-roadways/managing-traffic>

Neighbourhoods are prioritized every year. The list of neighbourhoods selected for Neighbourhood Traffic Review is presented to Council each fall.

Thanks,

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: [REDACTED]

Sent: Friday, April 06, 2018 9:45 AM

To: Web E-mail - Mayor's Office <Mayors.Office@Saskatoon.ca>

Subject: Form: Contact the Mayor from

Submitted on Friday, April 6, 2018 - 09:45

Submitted by user: Anonymous

Submitted values are:

First Name: [REDACTED]

Last Name: [REDACTED]

Organization: None

Street Address: [REDACTED]

City: [REDACTED]

Province: [REDACTED]

Postal Code: [REDACTED]

Phone: [REDACTED]

Fax Number:

Email: [REDACTED]

Confirm Email: [REDACTED]

Comments:

We desperately need some kind of traffic control on Rosewood Blvd West, this road is a long stretch which most drivers speed on. My kids walk to school and have to cross at a poorly designated cross walk with barely no signage. I would like to see some stop signs preferably on Rosewood and Hastings or some speed bumps. I woke up to a hit and run to a parked car the other day and soon it will be a child that gets hit. I have contacted the representative in this area with only a political response. I have also contacted the CBS school principle who has been in contact with the rep as well. There was a speed monitor placed by the Tim Hortons for awhile but that's not the problem area. This street is becoming more and more dangerous and something needs to be done to break up the long stretch of speedway. Please consider some speed bumps or lower speeds or stop signs with better crossing signage in this area.

Petras, Julian

To: Web E-mail - Transportation
Subject: RE: FW: Contact Your City Councillor Submission: 300 Block Rosewood Blvd W Speed Bump/school zone Request ~22654

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

From: [REDACTED]
Sent: Friday, April 13, 2018 11:24 AM
To: Dubois, Bev (City Councillor) <Bev.Dubois@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: 300 Block Rosewood Blvd W Speed Bump Request

Submitted on Friday, April 13, 2018 - 11:24
Submitted by user: Anonymous

First Name: [REDACTED]
Last Name: [REDACTED]
Address: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Other Phone:
City: Saskatoon
Province: Saskatchewan
Councillor: Ward 9 - Bev Dubois

=== Message ===

Subject: 300 Block Rosewood Blvd W Speed Bump Request

Message:

Hi

I'm not too sure how to go about this or get the process started.

We are very close to the Rosewood school on what I'm discovering is a dangerous blind bend in the road. The neighbourhood center will be about 7 houses down from us. Our street will go directly to Costco.

This little area of Rosewood is on a blind curved street that will be a very busy center in the future.

People speed down our street already.

They have hit kids in the summer, I'm not sure if it was reported but the mother was east Indian & she was scared; shortly afterwards moved.

There are numerous accidents at the intersection of Rosewood Blvd & Hastings Cres (I've heard them & I've seen them) even a hit and run recently across the street.

There is no School Zone Speed Limit on this Stretch, I know its strange to request but they must cross Rosewood Blvd W to get to a lot of their homes.

They put in what look like back temporary barriers to squeeze traffic closer together on an already narrow street in the summer. Those just got destroyed in the winter with snow clearing, really not a good long term solution,

actually not sure of their intended purpose.

I'm suggesting those large concrete humps that force you to slow down.

I am a forward thinking person who hopes our concerns can be heard. I am looking for help in terminology & processes and/or paper work required to get someone to address or study our concerns.

I've attached a map.

Look Forward to Hearing Form You



Attachment:

300_block_rosewood_bld_w.png:

https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/300_block_rosewood_bld_w.png_002_BF1D0C891A27CE48A4B76CA8C475CB4944C691E3SRG27903corpora_

Petras, Julian

To: Petras, Julian
Subject: RE: Report a Traffic Issue

From: Petras, Julian <Julian.Petras@Saskatoon.ca>

Sent: Tuesday, August 11, 2020 10:20 AM

To: Petras, Julian <Julian.Petras@Saskatoon.ca>

Subject: Re: Report a Traffic Issue - [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Rosewood Blvd between Rosewood Dr / Ledingham Way and Flegel Crt / Ledingham Ln

Excessive speeding by a large number of vehicles on Rosewood Blvd West. Have personally witnessed 3 accidents and head from our neighbour's of more. There is a park right here with many children playing and a crosswalk with limited visibility causing most vehicles to stop really short or almost hit pedestrians. There was a speeding sign with lights that was damaged and not replaced. In stonebridge on Vic Blvd there is a speed bump that is quite effective. Should be one here by park.

4-sept-18

Petras, Julian

Subject: RE: TASK: Olson & Flynn No Parking Sign

From: [REDACTED]
Sent: Friday, March 1, 2019 11:30 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: ST - Service Saskatoon Contact Centre <PWDispatchServices@Saskatoon.ca>
Subject: No Parking Sign

Hello,

We have received a call from a concerned citizen regarding the area of Flynn Manor/Olson Lane. There is a brand new school that was built in the area and this is causing more parking to be used in the area. As a result people are parking all the up the corner of this intersection which is making it difficult to see when making a turn on to Olson from Flynn. She is wondering if there is a possibility of putting up a "No Parking Sign" in the area to help alleviate the problem. The contact is [REDACTED] and her number is [REDACTED]

Thank you,

[REDACTED] | **tel 306.975.2476**
Customer Service Representative, 24 Hour Customer Service Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
[REDACTED]

www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.*

Petras, Julian

To: Simpson, Tom
Subject: RE: Crossing light

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

From: [REDACTED]
Sent: Monday, March 11, 2019 10:08 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Crossing light

Submitted on Monday, March 11, 2019 - 10:08
Submitted by user: Anonymous
Submitted values are:

First Name: [REDACTED]
Last Name: [REDACTED]
Email: [REDACTED]
Confirm Email: [REDACTED]
Neighbourhood where you live: Rosewood
Phone Number: [REDACTED]

==Your Message==

Service category: Traffic Issues

Subject: Crossing light

Message:

Hi there,

I am looking to inquire about putting in a request to discuss if putting a walk light in at Olson Lane and Rosewood Blvd W would be possible. If you could let me know who I could contact that would be great. Thank you.

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/290237>

Petras, Julian

To: Baudais, Nathalie
Subject: RE: Intersection of Rosewood Gate North and Meadows Blvd.

From: [REDACTED]
Sent: Monday, May 27, 2019 6:03 PM
To: Web E-mail - Service Saskatoon <Service.Saskatoon@Saskatoon.ca>
Subject: Intersection of Rosewood Gate North and Meadows Blvd.

I am not sure where to send this message so I am starting with you (I cant find an address for Public Works)

This intersection needs to be changed. Every day I see near accidents, some involving pedestrians at this intersection. Recently I have seen several accidents at this particular intersections. Only one of three crosswalks are marked. With a bus stop at the intersection many pedestrians cross this intersection and vehicles do not always see them or stop for them. Quite often vehicles stop unexpectedly and are almost rear ended, or drivers assume it is a 4-way stop and stop to wait for other drivers to proceed when they in fact have the right of way.

Rosewood Gate N has a full blvd from Taylor Street to the intersection and then a partial Blvd or divider for a few car lengths after the intersection. Meadows Blvd and the street across from Meadows (Hastings?) both have stop signs, however the view from Meadows Blvd is partially blinded by on street parking on Rosewood Gate.

I think this intersection should be changed to a 4-way stop. This would better control traffic, make the pedestrian crossings safer and reduce the risk of further accidents.

I am not sure of the process of getting the city's attention on this issue but thought I would start with an email.

Thank you

[REDACTED]

Petras, Julian

To: Baudais, Nathalie
Subject: RE: Intersection of Herold Rd & Slimmons

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

From: [REDACTED]
Sent: Thursday, August 1, 2019 1:33 PM
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: Intersection of Herold Rd & Slimmons

Cynthia

There is a entrance/exit on Herold Rd., between the gas station & medical clinic, when exiting , looking south, there are usually numerous vehicles parked along the curb right up to Slimmons. Usually at intersections like this there is a No Parking sign, which would be on Herold Rd., on the westside of the street, for so many meters in order for you to see traffic that is heading north on Herold Road. Is it possible to have one put there?

[REDACTED]

Petras, Julian

To: Simpson, Tom
Subject: RE: Unsafe Crosswalk

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

From: [REDACTED]
Sent: Friday, August 30, 2019 1:40 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Unsafe Crosswalk

Submitted on Friday, August 30, 2019 - 13:40
Submitted by user: Anonymous
Submitted values are:

==Your Message==

Service category: Traffic Issues
Account Number:
Subject: Unsafe Crosswalk
Message:

Hi,
Please increase safety at the Swick Park (Rosewood) crosswalks, specifically the one at Rosewood Blvd/Rosewood Dr. This is a highly traveled intersection with vehicles are coming around the bend at speed towards the park.

Please install a crosswalk light, button and flashing sign for vehicles to stop. A speed reduction to 30km would also be helpful. I recommend this for the intersection of Rosewood Blvd W and Rosewood Dr/Ledingham Way, and Rosewood Blvd W and Flegel Ct/Ledingham Lane intersections (see attached image).

The crosswalk at Ledingham Way to Swick Park is subject to vehicles driving at speed around the bend from Boychuk Dr. There have been many times that vehicles don't stop coming from the West direction. There has been an instance where I was physically standing in the street on the crosswalk with one direction of traffic stopped and a vehicle blew past in the other. Luckily, I had my children stopped on the sidewalk otherwise they may have gone forward into that lane.

I have young children that frequently use this crosswalk to connect to Swick Park. Please take this request into consideration for safety improvements in our community.

Thank you.

[REDACTED]

Attachment:

2019-08-30_rosewood_blvd_crosswalk.jpg:

https://www.saskatoon.ca/sites/default/files/webform/contact/2019-08-30_rosewood_blvd_crosswalk.jpg

==Your Details==

First Name: [REDACTED]

Last Name: [REDACTED]

Confirm Email: [REDACTED]

[REDACTED]

Neighbourhood where you live: Rosewood

Phone Number: [REDACTED]

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/333799>

Petras, Julian

To: Baudais, Nathalie
Subject: RE: School Children Pedestrian Crossings

From: [REDACTED]
Sent: Wednesday, February 12, 2020 10:40 AM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Subject: Re: School Children Pedestrian Crossings

Are we nearing time for neighbourhood traffic reviews?

I am hoping the crossing at Rosewood Blvd. & Jeanneau Way are still on your review list.

Thank you.

From: "Nathalie Baudais" <Nathalie.Baudais@Saskatoon.ca>
To: [REDACTED]
Cc: "Tom Simpson" <Tom.Simpson@Saskatoon.ca>
Sent: Tuesday, September 10, 2019 9:18:34 AM
Subject: RE: Pedestrian Crossings

Hello [REDACTED]
We are completing a neighbourhood traffic review for the Rosewood neighbourhood next year. I will add this location for review through that process.

Regards,
Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)
Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: [REDACTED]
Sent: Tuesday, September 10, 2019 8:56 AM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: Simpson, Tom <Tom.Simpson@Saskatoon.ca>
Subject: Re: Pedestrian Crossings

Thank you for your reply.

I believe the crossing at Rosewood Blvd. & **Jeanneau Way** should be marked because Jeanneau Way continues parallel to Olson to the East side of the school.

There are safe crossings to accommodate the fact there are children walking to school at other locations.

Examples: 4 way stop at Kingmere & Waterbury Rd &

3 way stop at Nemeiben

to provide safe crossing for children attending Lakeridge School at 305 Waterbury Rd.

The fact that Rosewood Blvd. curves approaching Jeanneau Way & Olson make them even more risky crossings.

Please consider safe crossings for the children attending Colette Bourgonje School.

From: "Baudais, Nathalie" <Nathalie.Baudais@Saskatoon.ca>

To: "Simpson, Tom" <Tom.Simpson@Saskatoon.ca>, [REDACTED]

Cc: "Web E-mail - Transportation" <Transportation@Saskatoon.ca>

Sent: Thursday, September 5, 2019 4:45:59 PM

Subject: RE: Pedestrian Crossings

Hello [REDACTED]

Thank you for bringing forward your concerns regarding the intersection of Rosewood Boulevard & Hastings Crescent. We appreciate you taking the time to reach out to us to ensure a safe transportation network in your community.

Pedestrian crossing devices are installed according to [Council Policy C07-018 Traffic Control at Pedestrian Crossings](#) which was recently updated in fall 2018. The [Council report](#) has additional details regarding the rationale for selecting crossing locations. Under the updated policy, crossing locations should be considered if the spacing to the nearest traffic control device is >200 m.

There is a zebra crosswalk with curb extensions at Rosewood Boulevard & Olson Lane which is 80 m to the west of the intersection of Rosewood Boulevard & Hastings Crescent, therefore a pedestrian crosswalk is not recommended at Rosewood Boulevard & Hastings Crescent.

Regards,
Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

Senior Transportation Engineer

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

Treaty 6 Territory & Homeland of the Métis

nathalie.baudais@saskatoon.ca

www.saskatoon.ca

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

From: Simpson, Tom
Sent: Thursday, September 05, 2019 3:29 PM
To: [REDACTED]
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Pedestrian Crossings

Good afternoon [REDACTED]

I will pass this along to the Engineer. I believe she is looking at this crossing as part of the upcoming Neighborhood Traffic Review for your area.

Regards,

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: [REDACTED]
Sent: Wednesday, September 4, 2019 8:54 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Pedestrian Crossings

Submitted on Wednesday, September 4, 2019 - 08:53
Submitted by user: Anonymous
Submitted values are:

==Your Message==

Service category: Traffic Issues
Account Number:
Subject: Pedestrian Crossings
Message:
Rosewood Blvd. at Hastings Cres. changing to Jeanneau Way has no crossing signs or even markings on the pavement.

(There is a bus stop on Rosewood Blvd. right after that crossing.)

The corner of Rosewood & Olson does have a crossing sign but not that well marked for children going to school.

The crossings on Rosewood Blvd. are used 10 months of the year by children going to Colette Bourgonje School & for 2 months in the

summer by children going to the playground next to the school on the Jeanneau Way side.

I have been trying (school, councillor, police, city services) to get some markings & signs but with no results.

Please tell me how to go about getting something done before there is an accident.

Attachment:

==Your Details==

First Name: [REDACTED]

Last Name: [REDACTED]

Confirm Email: [REDACTED]

Email: [REDACTED]

Neighbourhood where you live: Lakeview

Phone Number [REDACTED]

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/334326>

Petras, Julian

Subject: RE: Rosewood Pedramp

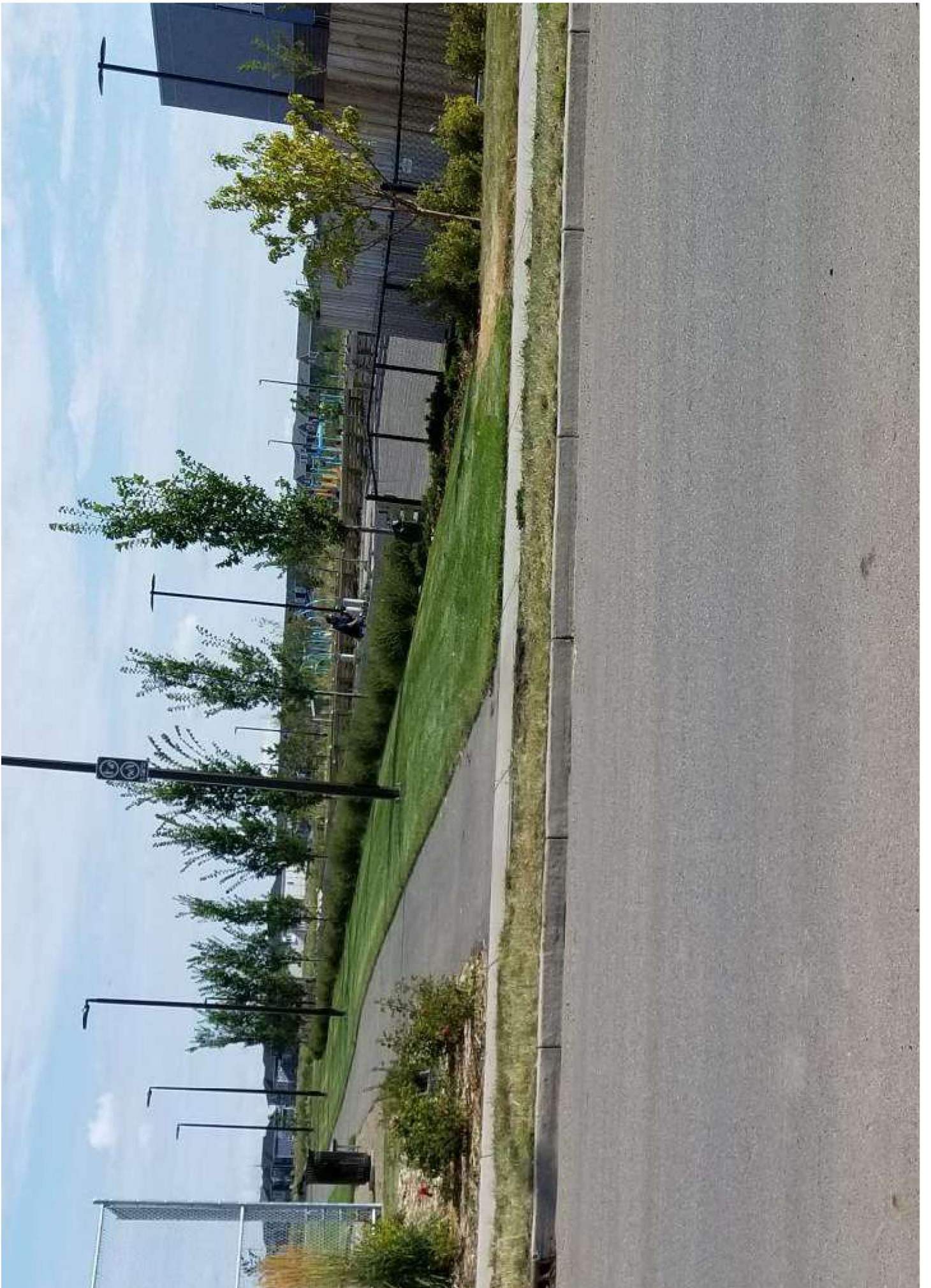
From: [REDACTED]

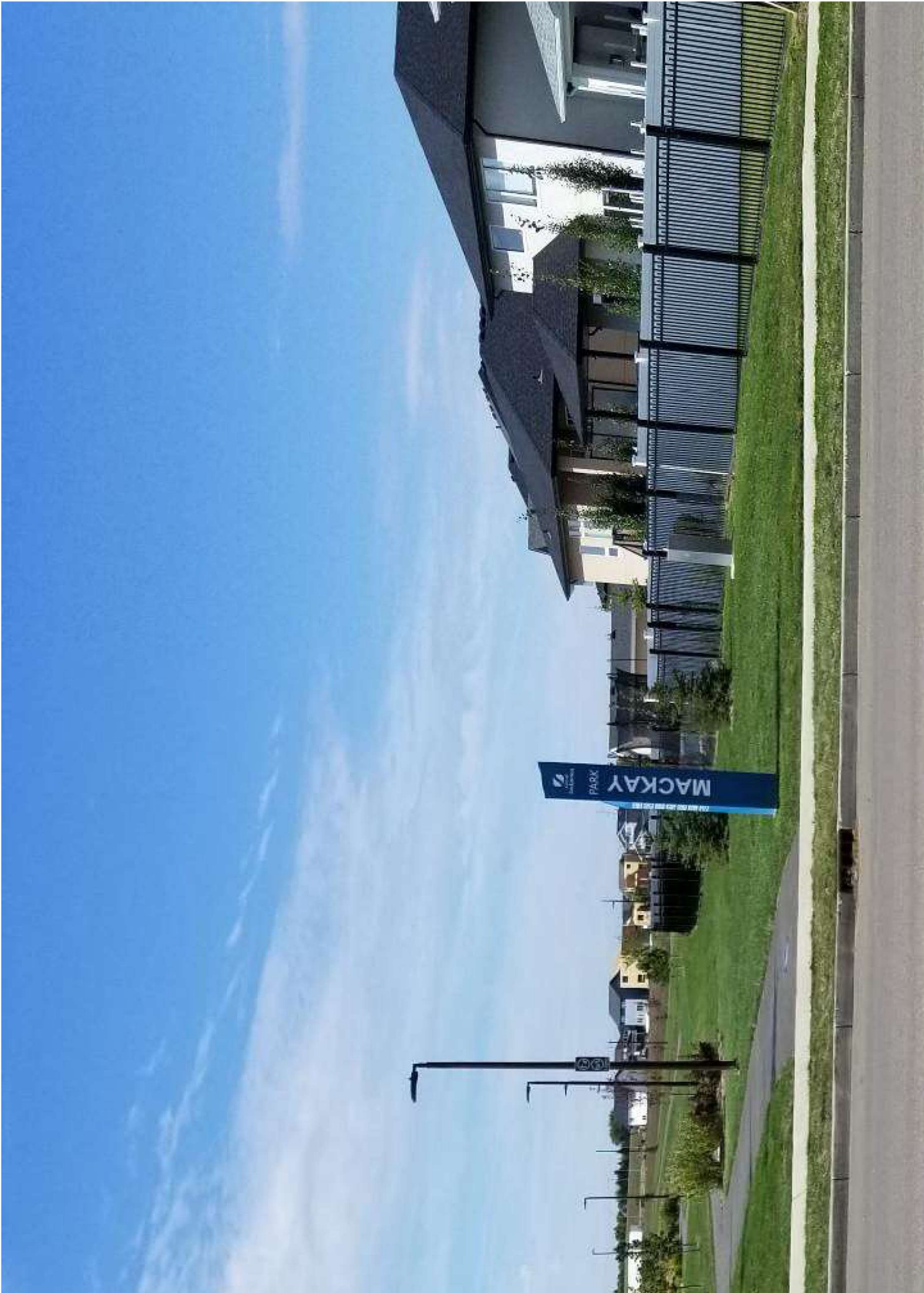
Sent: Monday, September 09, 2019 10:37 AM

To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>

Subject: Pedramp

Hi Nathalie
Here are the photos







Gillies Lane

Petras, Julian

To: Simpson, Tom
Subject: RE: Crosswalk concern

From: [REDACTED]
Sent: Friday, September 13, 2019 5:27 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Crosswalk concern

Sorry if this is the wrong email. I have a concern about the crosswalk on Slimmon Road and Slimmon Place. Due to vehicles parking close to the crosswalk, the only safe way to cross is to step out into the roadway and look around the parked vehicles, at which point you are already partly in the street. Vehicles travelling westbound on Slimmon Road frequently drive faster than 50kmh. Also there is a park next to the road so children try to cross each day. Just today someone on a cellphone came barreling through and barely stopped in time. I feel very nervous crossing here.

[REDACTED]

Petras, Julian

To: Planchot, Mark
Subject: RE: Intersection inquiry - Meadows Blvd/Rosewood Gate N (Rosewood)

From: Planchot, Mark
Sent: Monday, October 07, 2019 3:15 PM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Subject: Intersection inquiry - Meadows Blvd/Rosewood Gate N (Rosewood)

Hi Chelsea,

I hope the week is going well for you! I have a traffic related question from Rosewood, and hoped you were the right person to talk to on it 😊.

The Rosewood Community Association let me know that stop signs were recently put at (I think) the T intersection at Taylor St and Rosewood Gate N intersection, but they felt that these added stop signs should have instead been for the Meadows Blvd/Rosewood Gate N intersection. Apparently people park very close to this intersection, making it an unsafe corner for pedestrians to cross at, and traffic turning onto Rosewood Gate N at.

I know this neighbourhood is still being development and not due for any Neighbourhood Traffic Review, however, do you know if this intersection has been looked at for stop signs?

Thanks so much for your help!

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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Petras, Julian

Subject: RE: Contact Your City Councillor Submission: Urgent Traffic Concerns (Thread:60738)

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

From: [REDACTED]
Sent: Tuesday, December 3, 2019 11:59 AM
To: Dubois, Bev (City Councillor) <Bev.Dubois@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: Urgent Traffic Concerns

Submitted on Tuesday, December 3, 2019 - 11:59
Submitted by user: Anonymous

First Name: [REDACTED]
Last Name: [REDACTED]
Address: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Other Phone:
City: Saskatoon
Province: SK
Councillor: Ward 9 - Bev Dubois

=== Message ===

Subject: Urgent Traffic Concerns

Message:

Good afternoon,

The intersection at Tweed Lane/ Rosewood Blvd/Ledingham Lane is becoming extremely problematic.

I live in the Condos to the south of Rosewood and turning onto Rosewood to leave the community is becoming more difficult and time consuming every day. We need to have an immediate review of the situation from a traffic standpoint (both pedestrian and vehicular traffic).

I have numerous neighbours that will no longer walk to Hyde Park because crossing Rosewood is so dangerous. Traffic trying to leave Rosewood from further east, traffic moving west and turning left to get to the Tim Horton's, traffic moving straight through and traffic trying to cross onto Rosewood from Tweed and Ledingham. This intersection needs to be properly controlled.

This is a disaster waiting to happen. There is a bus stop just east of this intersection and school buses are picking up in this area as well.

With the planned extension of Rosewood to Market Drive this is only going to continue to get worse. Winter conditions also exasperate the situation. I anticipate tempers will continue to rise and there will be more aggressive driving if this issue is not addressed soon.

Your prompt attention and support for a resolution is greatly appreciated.

[REDACTED]

Petras, Julian

To: Web E-mail - Transportation
Subject: RE: Speed bumps

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

From: [REDACTED]
Sent: Wednesday, March 11, 2020 9:20 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Speed bumps

Submitted on Wednesday, March 11, 2020 - 09:20
Submitted by user: Anonymous
Submitted values are:

==Your Message==

Service category: Traffic Issues
Account Number:
Subject: Speed bumps
Message: hi there, my name is [REDACTED] and I reside in the Rosewood area. i was just wondering who I could contact in regards to getting some speed bumps or something placed on Rosewood Blvd. (the main road between the tim hortons entrance and the turnoff to the elementary schools). It's absolutely ridiculous how many people speed down this road. it's dangerous enough as it is with children walking down this road and crossing it to get to school during the day, but my husband has also had several problems with speeders at night while he is out walking our dogs (to the point where he has almost been hit). I would really appreciate if someone would be able to do something about it. My children and I walk down this road to go to school and people go so fast down it that they can't even stop for us when we're trying to cross. Thank you
Attachment:

==Your Details==

First Name: [REDACTED]
Last Name: [REDACTED]
Email: [REDACTED]
Confirm Email: [REDACTED]
Neighbourhood where you live: Rosewood
Phone Number [REDACTED]

For internal use only :
<https://www.saskatoon.ca/node/405/submission/379843>

Petras, Julian

To: Simpson, Tom
Subject: RE: Please Designate a No Parking Area on Slimmon Road

From: [REDACTED]
Sent: Friday, June 19, 2020 9:59 AM
To: Simpson, Tom <Tom.Simpson@Saskatoon.ca>; Dubois, Bev (City Councillor) <Bev.Dubois@Saskatoon.ca>
Cc: [REDACTED]
Subject: Please Designate a No Parking Area on Slimmon Road

Hello Mr. Simpson and Ms Dubois,

I have been in contact with you twice in the past two years requesting that two parking spaces adjacent to the parkade door of [REDACTED] at [REDACTED] be designated **No Parking**. This morning a letter signed by 55 residents regarding this matter reached my desk. I have attached a copy along with a document and photos which outline our urgent concern.

Thank you for your reconsideration.

Sincerely,

[REDACTED]

P.S. The photos darkened somewhat when converting to PDF. Apologies.

[REDACTED]

[REDACTED]

Petras, Julian

To: Baudais, Nathalie
Subject: RE: INFO: Crosswalk Request (Thread:139509)

From: City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]
Sent: Tuesday, July 14, 2020 12:04 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Crosswalk Request (Thread:139509)

Hello,

We have received a call from a resident in the area of Meadows Blvd and Pritchard Cres (by Struthers Park). The resident has stated that the area is very busy with pedestrians and traffic. There have been several near misses of kids almost being struck by vehicles that drive really fast in the area. She is wondering if there can be a crosswalk put in the area or even one with the overhead lights. The resident would like to be contacted back about this concern. The contact is [REDACTED] and she can be reached at [REDACTED]

Regards,

Kristy

Customer Care Agent | tel 306.975.2476

Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
customercare@saskatoon.ca
www.saskatoon.ca

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Petras, Julian

To: Petras, Julian
Subject: RE: Report a Traffic Issue

From: Petras, Julian <Julian.Petras@Saskatoon.ca>

Sent: Tuesday, August 11, 2020 10:20 AM

To: Petras, Julian <Julian.Petras@Saskatoon.ca>

Subject: Re: Report a Traffic Issue - [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Rosewood Dr & Pichler Cr

cars speeding, increase of traffic, kids crossing to go to park and no crosswalk!

21-jul-20

Petras, Julian

To: Baudais, Nathalie
Subject: RE: Rose Gate N and Hastings Cres (Thread:142560)

From: City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]

Sent: Thursday, July 23, 2020 2:32 PM

To: Web E-mail - Transportation <Transportation@Saskatoon.ca>

Subject: Rose Gate N and Hastings Cres (Thread:142560)

Hello

██████ just called in to suggest the maybe this intersection should have a 4 way stop. There is a lot of traffic at times and can be very hard or dangerous to cross. He also mentioned maybe a 5 minute parking sign by the mail box as there seems to be a lot of people that park there all day. Traffic gets backed up when people want to grab the mail quickly but no place to pull over. ██████ can be reached at ██████

Thank you

Customer Care Agent | tel 306.975.2476

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

customercare@saskatoon.ca

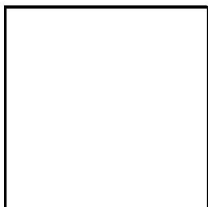
www.saskatoon.ca

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Petras, Julian

To: Web E-mail - Transportation
Subject: RE: Saskatoon Report a Traffic Issue received

From: City of Saskatoon [<mailto:Transportation@Saskatoon.ca>]
Sent: Wednesday, August 5, 2020 8:09 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 1624

Issues: TRAFFIC SAFETY,

Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Comment: The combination of the curved road and abundant street parking creates a very blind corner to the drivers turning westbound onto Meadows Boulevard from north Sinclair Crescent access. Request a fairly large no parking zone be implemented on the south side of Meadows Boulevard (in front of addresses 210/214/218). Vehicles traverse that corner at a full 50 km/h or more making it a very nervous corner, especially in the winter.

Attachment:

Petras, Julian

To: Petras, Julian
Subject: RE: Engage - crosswalk

From: [REDACTED]
Sent: Wednesday, August 05, 2020 8:03 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Engage - crosswalk

I recently recieved the "City of Saskatoon ENGAGE" letter.

I'd like to propose that pedestrian crosswalks be installed at Weschner Cres & Rosewood Gate North and Werschner Cres & Werschner Street. These intersections connect Adam's park and Struthers park.

Thank you

[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Traffic Concerns

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

From: [REDACTED]
Sent: Thursday, August 06, 2020 2:56 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic Concerns

We live on Pawlychenko Lane and back the very East end of Taylor Street. Especially on Friday and Saturday, but really any night of the week after 9:00 at night (usually at 10:45) there is a lot of street racing on Taylor from Slimmon Road to Herald Road. Also a lot of loud cars and trucks. I have messaged the City Police Facebook page about this matter. [REDACTED]
[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Traffic concerns and Sidewalk repair

From: [REDACTED]
Sent: Friday, August 07, 2020 12:54 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic concerns and Sidewalk repair

Good morning. We received your letter re Engage in our area of Lakewood Suburban Centre.

1. Going east on Taylor Street, on left hand side of road, between herold road and slimmon road, this piece of sidewalk has been gravel for 3 years and more. Yes, there is a man hole there. Water collects and in winter very dangerous.
2. On pawlychenko lane, east end of the road, there is going to be needing repair as they are building a condo. The road has been dug up for water lines.
3. The corner of Taylor Street and Slimmon road has been getting very busy for vehicle and pedestrian foot traffic. The traffic doesnt slow down.

An easy fast fix would be pedestrian lights.

In the park they are playing lacrosse, therefore, vehicle traffic also coming from the park. My suggestion would be regular lights eventually in the near future. Also workers from condo being built on corner have vehicles parked on Slimmon and Pawlychenko. We have been using Pawlychenko west end to get onto Taylor Street west. This corner an accident to happen!!

Thank you for listening.

[REDACTED]

Sent from Samsung tablet

Petras, Julian

To: Petras, Julian
Subject: RE: Traffic concerns rosewood

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

From: [REDACTED]
Sent: Friday, August 07, 2020 4:25 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic concerns rosewood

Hello!

I received a letter in the mail and wanted to submit my comments.

- The Taylor Street east of Boychuck Dr speed limit is too slow for a road that is not very busy.
- The speed limit on Wess Rd is also far too slow and should be increased.
- There should be an opening to the strip mall (to turn left off of Market Dr to enter Marshall's, etc.). As well as a right turning lane into the strip mall off of Zimmerman Rd.
- Lastly and most importantly, the Meadows Boulevard road is TERRIBLE to drive on, especially when driving Westbound. The manholes are much higher than the pavement - truly a terrible job was done paving the road.

Thanks for considering my thoughts,
[REDACTED]

Sent from my iPhone

Petras, Julian

To: Petras, Julian
Subject: RE: Traffic Concerns - Rosewood

From: [REDACTED]
Sent: Monday, August 10, 2020 1:38 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc: [REDACTED]
Subject: Traffic Concerns - Rosewood

Good afternoon,

I am unable to attend the August 18 ENGAGE meeting to discuss traffic concerns in the suburban Rosewood and Lakeview centres. Here are a list of my concerns:

1. School Zone, Olson Lane West - Frequent U-turns during school zone hours, within the school zone despite the roundabout that is available. Suggest signage or pavement markings to deter parents from making U-turns.
2. Playground at Swick Park on Rosewood Blvd West - Vehicles speed, pass other vehicles, and do not stop at the crosswalk with Rosewood Drive. Suggest reducing speed limit to 30 km/hr (playground zone), adding pedestrian lights or 4-way stop at intersection, speed bumps, etc. The width of the road seems to promote speeding. Vehicles have lost control and taken out fences.
3. All intersections along Rosewood Blvd West - Vehicles do not stop for pedestrians crossing at corners. An example is where Rosewood Blvd West and Gillies Cres/Ledingham Cres intersect. Suggest signage, delineation or some sort. This would also slow traffic down.
4. Rosewood Blvd West left turn to Boychuk Drive south during morning rush hour (7am-9am) - Left turn lane becomes extremely congested during AM rush hour. Traffic backs up to Ledingham Cres/Rosewood Dr at times. Suggest increasing the dedicated left turn signal time to accommodate more vehicles to turn.

If you have any questions, please let me know.

Thanks,

[REDACTED]

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Petras, Julian

Subject: RE: Neighborhood Traffic Review

From: [REDACTED]
Sent: Monday, August 10, 2020 10:53 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Neighborhood Traffic Review

Good morning,
Thank you for giving the community of Rosewood this opportunity to speak out traffic concerns. I live on Tweed lane, I see people crossing Rosewood Boulevard from Tweed Lane to Ledingham Way daily. I have witnessed some near accidents when pedestrians are crossing the street. We live in a time where drivers are distracted with anything and don't pay attention. My children have to cross that street to catch the school bus and it brings me a lot of stress. There are a lot of young drivers in Rosewood who drive over the speed limit on Rosewood Boulevard. If you could put a cross walk with a light at that intersection, I think it would help the drivers notice people more.

Thank you for your time,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Petras, Julian

To: Terry Simpson
Subject: RE: Rosewood and Lakewood suburban center

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

From: [REDACTED]
Sent: Tuesday, August 11, 2020 7:37 AM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Rosewood and Lakewood suburban center

Comment: Getting on to Rosewood Blvd from Ledingham way and Ledingham drive in the morning traffic is difficult and somewhat dangerous, complicated by the traffic from the Tim Hortons on the corner. (When you need to get into the left turn lane for Boychuk Drive)

Sent from my iPad

[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: A concern about the speed limit of the Pawlychenko Lane

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

From: [REDACTED]
Sent: Thursday, August 13, 2020 10:44 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: A concern about the speed limit of the Pawlychenko Lane

Please find the attached file of my concern about the speed limit of the Pawlychenko Lane. Thanks. [REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Traffic concern

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

From: [REDACTED]
Sent: Friday, August 14, 2020 7:06 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic concern

Hello I received a letter In the mail called engage it says I can report one of my concerns in regards to traffic for my neighbourhood. I live on [REDACTED] in the meadows the new subdivision off of rosewood. There is a park located across from eaton crescent off of rosewood boulevard. I would like to request a labeled cross walk with flashing light/button because there are MANY children in this neighbourhood let alone just on my street and there is heavy traffic now with the road leading to Costco. Would hate to see a child get hurt trying to cross the road (vehicles park along the street and can obstruct the divers view)

Sent from my iPhone

Petras, Julian

To: Petras, Julian
Subject: RE: ENGAGE

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

From: [REDACTED]
Sent: Monday, August 17, 2020 2:10 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: ENGAGE

Hello,

My name is [REDACTED], my wife and I live at [REDACTED]. We are unable to be at the Aug. 18 discussion re: Rosewood and Lakewood Transportation and Roadways. Please accept this e-mail as our input.

Our condo balcony overlooks Slimmon Road which gives us a clear view of what is happening along that street. Our concerns are regarding the speeding traffic along Slimmon Road. There is often "noisy" traffic both day and night. There is a playground across the street in Hyde Park. The playground is very close to the intersection of Slimmon Road and Slimmon Place. This crosswalk is not very clearly marked although there are signs to indicate a pedestrian crossing. The playground is constantly full of children and parents.....mothers with babies, children on bikes, seniors with disabilities from our building, and residents from the townhouses in the area use the crosswalk.....(hopefully, no-one has been hurt while crossing!!).

We often have seen speeding vehicles as they approach the crosswalk from the west.....often accelerating from the 4-way stop on Herold Road heading past the Dairy Queen on Slimmon Road heading east seemingly unconcerned that they will be approaching Hyde Park playground on their right with the possibility of pedestrians waiting to use the crosswalk at Slimmon Road and Slimmon Place. We realize that since there is only a condo building and a church on the north side of Slimmon Road past Slimmon Place.....does that give drivers license to gain time by "roaring" past without caution (??). We've heard young children on their bikes warn each other when they hear speeding vehicles approaching. At times, young children are left to cross without adult supervision. Also, during school days, 3 school buses pick-up and drop off students at that intersection.

This intersection has become a safety issue. Fortunately, no one has been hurt, that we know of. Can something be done?

- traffic calmers?
- white wide lines painted on the crosswalks?
- a speed bump?
- a pedestrian walk light?
- 3-way stop sign?

This situation is a cause for concern for those who use Hyde Park, the playgrounds, and the crosswalk at Slimmon Road and Slimmon Pace.

Please share these concerns with the appropriate Department and/or Committee. This e-mail is our personal view of the present traffic situation on Slimmon Road.

Thank you for your considerations.

Petras, Julian

To: Petras, Julian
Subject: RE: traffic concern

From: [REDACTED]
Sent: Tuesday, August 18, 2020 8:54 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: traffic concern

Greetings

Cars continue to SPEED past the play ground on Slimmon Rd. (corner of Slimmon Road and Slimmon Place) Some evenings there are as many as 50 people in the area, many of them small children, who have no concept of vehicles going by. Numerous cars are parked either side of the road in the area making it more difficult for motorists to see small children playing and crossing the road. My we suggest a flashing light at the cross walk and speed bumps on either side of the play ground.

[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Rosewood traffic

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

From: [REDACTED]
Sent: Tuesday, August 18, 2020 3:55 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Rosewood traffic

Hi there,
I can't make it to the virtual Townhall regarding Rosewood traffic tonight so I am sending my comments here.

3 issues:

- 1 - Rosewood Boulevard is too narrow for the volume of traffic. I am confident that that was a purposeful design by the city, but one side should be designated as 'no parking'. In winter, It's dangerous with garbage cans and city transit on the road.
- 2- Rosewood gate - see above comments; on Rosewood great, these residences have alleys, garbage should be placed in the alley not in the front.
- 3- Taylor Street east of Boychuck should be 60 km an hour not 50.

Thank you for your consideration.

[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Pedestrian Light at Slimmon Road and Taylor Street

From: [REDACTED]
Sent: Tuesday, August 18, 2020 2:41 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Fwd: Pedestrian Light at Slimmon Road and Taylor Street

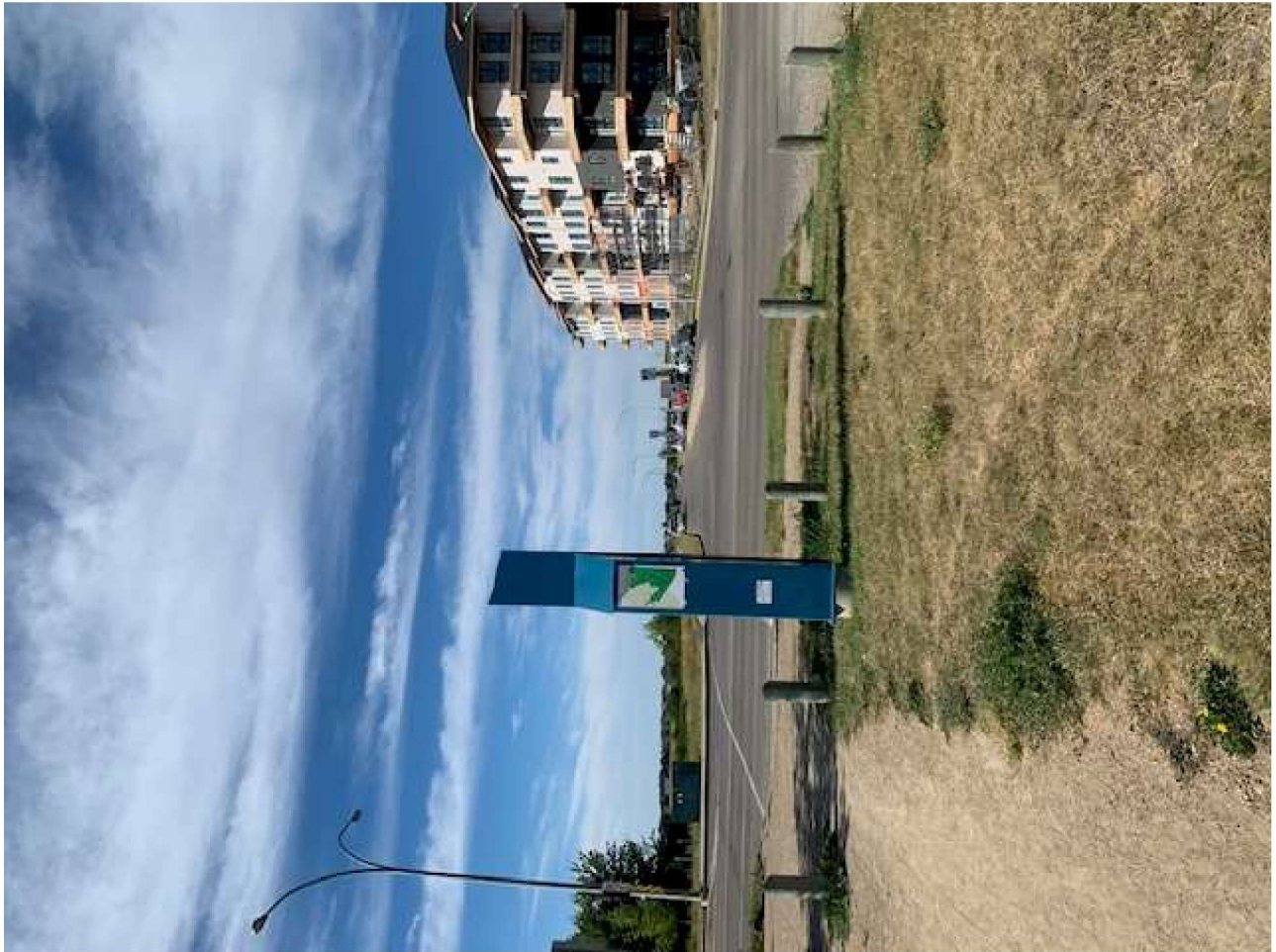
Please see email below regarding traffic in Briarwood/Lakewood Common.

Thank you!

[REDACTED]

Begin forwarded message:

From: [REDACTED]
Date: August 17, 2020 at 5:39:24 PM CST
To: "bevdubois@shaw.ca" <bevdubois@shaw.ca>
Subject: Pedestrian Light at Slimmon Road and Taylor Street



Hi...

I hope you are well! This summer is flying by.

I just wanted to make you aware of a need for a pedestrian light at Slimmon Road and Taylor Street. The traffic on Taylor is getting busier and there are many people that cross the road from Slimmon into Donna Birkmaier Park. The parking lots often get full in the evenings due to slow pitch and lacrosse. People park on Slimmon Road and walk across to their activity. Kids are often biking or walking to the park that is on Slimmon Road. Cars often go very quickly down Taylor as there is a nice straight away. I'm worried that there will be an accident if something is not done. Please see the picture of this intersection attached.

Best,

[Redacted signature]

Petras, Julian

To: Petras, Julian
Subject: RE: Neighbourhood Traffic Review for Rosewood

From: [REDACTED]
Sent: Thursday, August 20, 2020 7:07 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Neighbourhood Traffic Review for Rosewood

Hello,

I would like to provide some comments as a resident of Rosewood.

Speeding on Boychuk is definitely an issue. Some drivers feel the need to speed once they are past the controlled intersection at Rosewood Boulevard and Boychuk Drive (heading towards Herold) -- it doesn't matter what time of day it is. This is especially true if there are no vehicles ahead of them.

Second, some drivers are playing their music in the vehicle far too loud so you hear the bass -- I can hear it in the house with windows closed!

Third, there are several very loud vehicles that drive on Boychuk and turn right on Herold -- you can hear their vehicle for blocks and I live close to the intersection of Boychuk and Rosewood Boulevard.

I hope the City can come up with solutions to deter this behaviour in drivers.

Thank you.

[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Rosewood and Lakewood Suburban center

From: [REDACTED]
Sent: Thursday, August 20, 2020 3:59 PM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Rosewood and Lakewood Suburban center

Hey Julian,

Sorry if this is late, I just checked my mail today and saw the invite to this engage project. I [REDACTED] and am very concerned with the crosswalks to the park. Crossing slimmon rd, from slimmon place. The corner right across from the old folks home. I have a 5 year old and there are probable close to 50 kids that live in this area and go to that park everyday. The high traffic time of day is after supper. Exactly the same time the church holds many events. The crosswalk is very poorly visiable and cars park so close to the corner that small kids cannot be seen on that corner when they are waiting to cross. I wish I was exaggerating to say that at least 3 to 4 times a week a car speeds past me and my son as we are waiting to cross that road. I have twice almost been hit. That is such a high traffic area with the church down the road and the shopping center the other way. I would really like to see a button and flashing light put in place there. Kids need to be able to notify drivers that they are waiting to cross. It is a matter of time before an accident happens at that crosswalk and something needs to be done to slow drivers down. Thanks

Petras, Julian

To: Petras, Julian
Subject: RE: Engage - traffic concern, Lakewood

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

From: [REDACTED]
Sent: Sunday, August 23, 2020 11:15 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Engage - traffic concern, Lakewood

[REDACTED]

To whom it may concern:

My husband and I reside in [REDACTED] which is [REDACTED]
[REDACTED]

The area is also home to many children who access Hyde Park on a regular basis.

Slimmon Road is a very high traffic artery.

There is presently a "Stop" sign located at Slimmon Place and Slimmon Road which is actually a "T" intersection.

1. We think that this "Stop" sign should be a "Yield" sign.
2. We also think there should be a "Walk" light on Slimmon Road at this intersection.

Sincerely,

[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Missed Rosewood traffic meeting aug 18

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

From: [REDACTED]
Sent: Sunday, August 23, 2020 3:50 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Missed Rosewood traffic meeting aug 18

Hi

I missed the Rosewood traffic meeting /update on Aug18

Has any thought been put into place for a flashing bulb or flashing lights for the crosswalk at the Rosewood Blvd west street and corner of Olson lane west?

The crosswalk crosses from Bitz park to the sidewalk on Olson lane west.

This sidewalk / crossing is where children from the west side of rosewood Blvd west cross and then walk east towards the elementary schools.

Travel on rosewood Blvd is busy and speeds can be brisk. The cross walk is at but of a curve in Rosewood Blvd and with lots of kids crossing, flashing lights at the crosswalk would notify drivers in advance of a busy crosswalk.

Let me know if you can forward this on or if it has been discussed.

It will probably become the busiest crosswalk in the future in Rosewood during the school season.

Thanks
[REDACTED]

Sent from my iPhone

Petras, Julian

To: Petras, Julian
Subject: RE: Traffic review Rosewood

From: [REDACTED]
Sent: Thursday, August 27, 2020 1:10 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic review Rosewood

Please accept our comments regarding the Neighbourhood Traffic Review for Rosewood.

1. Intersection Rosewood Gate North and Hastings Crescent/Meadows Boulevard. The intersection is at the end of a wide Rosewood Gate Blvd, which then just after the intersection becomes narrow and with many cars are parked along the narrow street. When one approaches the intersection from Hastings or from Meadows Blvd, one has to yield to cars coming from the south, but these are difficult to see coming because of the narrower road with many cars parked alongside it. This is a poor design. Rosewood Gate North as a major thoroughfare should have remained at the original width. A solution might be to remove some of the parking spots near the intersection to improve the line of sight.
2. Intersection (T) Hastings Crescent and Hastings Cove. Even though there is a Cul de Sac sign at the entrance to Hastings Cove, many drivers driving south on Hastings Crescent believe that the Cove is a continuation of Hastings Crescent and will intersect with Rosewood Boulevard West. The Cul de Sac sign is placed to the right of the sidewalk and is easily overseen. The Cove is curved so one cannot see at the intersection that it is a dead end. The problem is that drivers realize they have to turn around and then get rushed and drive too fast. This unnecessary and fast traffic is a risk to the many children playing in the Cove area.

The first suggestion is to change the yield sign on Hastings Crescent for traffic coming from the east. This yield sign leaves the impression that Hastings Crescent going into Hastings Cove is a main thoroughfare, which is wrong. Change the yield sign to have traffic coming from the Cove yield to traffic on Hastings Crescent including traffic in and from the east direction.

The second suggestion is to change the appearance of the entrance into Hastings Cove so that drivers realize that the Cove is a minor, dead-end road and that the Crescent is the dominant road that continues to the east. This is partly achieved by the proposed changes in yield signs above. Traffic calming features could be installed at the entrance to the Cove such as a narrowing of the street, a speed bump, and better placement of Cul de Sac signs.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Walkway

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

From: [REDACTED]
Sent: Friday, August 28, 2020 10:11 PM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Walkway

There needs to be a pedestrian walkway between the first entrance to pichler crescent and swick park.

Sent from my iPhone

Petras, Julian

To: Petras, Julian
Subject: RE: Traffic concerns in my neighborhood

From: [REDACTED]
Sent: Friday, August 28, 2020 10:14 AM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Traffic concerns in my neighborhood

Although I wasn't able to take part in the live event on August 18, I do wish to express my thoughts and concerns and possibly gain knowledge of the city's perspective on roadways in Rosewood.

The roadway that concerns me is Ledingham Drive.

We live in [REDACTED] adjacent to Ledingham as it leads south toward Rosewood Blvd. Less than a block away from our house is Tim Hortons as well as a few other businesses in a small suburban strip mall.

This roadway is a very busy strip with vehicles coming and going in both directions, patrons coming out of the Tim Hortons parking lot from the drive-through and cars awaiting their turn to turn onto very busy Rosewood Blvd.

Just a few meters back from this intersection, and directly across from the exit of Tim's parking lot, a local company has chosen this spot to daily park and leave a vehicle for the entire day in what I think is an advertising bid. This has been going on for over 2 years. At this congested corner, which becomes even tighter once there is a pile up of snow on the corner, my opinion is that this is the wrong place for this company to be doing this type of advertising.

In addition, semi drivers have now discovered this roadway and are using it as the place to park their rigs for the night, possibly while they sleep(?) inside.

These trucks are right outside our fence and this is what we look while we try to relax on our decks in the evening.

With all this in mind, the question I would like to pose is:

Is Ledingham Drive adjacent to [REDACTED] considered a residential roadway or a business/commercial roadway. If it is both, then I think the residential inhabitants are getting the short end of the stick through a lack of consideration and respect.

I would welcome some discussion on this matter and if you prefer to reach me by telephone my number is [REDACTED]. Alternately, we have a landline number which [REDACTED] with voicemail available.

Thanks for your consideration of this matter.

[REDACTED]

Sent from [Mail](#) for Windows 10

Petras, Julian

To: Baudais, Nathalie
Subject: RE: Saskatoon Report a Traffic Issue received

From: City of Saskatoon [<mailto:Transportation@Saskatoon.ca>]
Sent: Sunday, August 30, 2020 11:41 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 1655

Issues: SPEEDING, ENFORCEMENT REQUIRED,

Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Comment: This intersection is very dangerous. Rosewood gate is all townhouses with many vehicles parked out front of the homes along Rosewood gate. There is no stop sign for traffic coming along Rosewood gate headed to Taylor. If you are coming from Meadows Blvd, you can not see oncoming traffic due to the cars parked along Rosewood Gate and often these cars are speeding. It is a very likely spot for an accident for vehicles, bikes and children.

Attachment:

Petras, Julian

To: Petras, Julian
Subject: RE: LAKEWOOD/ROSEWOOD

From: [REDACTED]
Sent: Friday, September 4, 2020 11:00 AM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: LAKEWOOD/ROSEWOOD

Mr. Petras.

I'm sorry I missed the online meeting because I have several concerns.

* A pedestrian cross light at Taylor and Slimmon road. Many people in Lakewood cross Taylor to walk in the park and Taylor

is very busy. (many of us are seniors!) The city keeps our parks in excellent condition!

* Pawlychenko Lane and Herold Road is another busy street to try and cross to access the grocery store.

* On Pawlychenko Lane – ACROSS from 142 is a vacant lot. The property and the boulevard are full of unmowed weeds and a part of the sidewalk is missing.

* I'm sure you are aware that in the late night and early morning hours Taylor street from Boychuk to Rosewood is a racetrack with squealing tires and loud motors.

Thank you for your interest.

Sincerely,

[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Rosewood Community Traffic Safety Concern

From: [REDACTED]
Sent: Tuesday, September 08, 2020 8:10 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Rosewood Community Traffic Safety Concern

To whom it may concern,

I missed the traffic meeting for August 18, 2020, however wanted to send in my comments and concerns for an area in the community of Rosewood.

The intersection at Rosewood Drive and Rosewood Blvd (by Swick Park) has continuously been a busy and risky area for both pedestrians and drivers. As a family we have frequently biked and walked through this intersection and almost been hit, mostly by drivers turning left onto rosewood drive and not yielding to the pedestrian traffic sign, and by speeding drivers that do not obey (Or see in time) the pedestrian walk sign to cross across Rosewood Blvd to Ledingham Cres. This intersection is frequently used by kids in the neighbourhood to access the park and to bike/walk over to Tim Hortons and Seven-11. Some sort of intersection control for these pedestrians is mandatory for the safety of our community, especially the vulnerable population of our children.

The curve in the road on Rosewood Blvd heading East bound leading up to this intersection also adds to the potential for accidents as drivers turning from Rosewood Drive, onto Rosewood Blvd, cannot clearly see oncoming traffic.

Finally the back up of drivers attempting to turn left at the stop sign onto Rosewood Drive in the morning acts as another potential risk for an accident to occur.

Please review this intersection in your traffic investigation of our community.

Thank you for your time,
[REDACTED]

Petras, Julian

To: Baudais, Nathalie
Subject: RE: New Message From Bev Dubois | Ward 9 City Councillor - Contact Bev Dubois
(Thread:159310)

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

From: [REDACTED]
Sent: Sunday, September 20, 2020 10:17 AM
To: Dubois, Bev (City Councillor) <Bev.Dubois@Saskatoon.ca>
Subject: New Message From Bev Dubois | Ward 9 City Councillor - Contact Bev Dubois

Re: Pedestrian Crossing Colette Bourgonje School, Rosewood

I believe the crossing at Rosewood Blvd. & Jeanneau Way should be marked because Jeanneau continues parallel to Olson to the East side of the school. There is a playground on that side of the school with many children crossing Rosewood Blvd at Jeanneau.

There are not even pavement markings at that crossing & there is a curve in Rosewood to the East where cars cannot see the pedestrians waiting to cross as the speed around the corner!

I contacted you first, some time ago, with NO result. Your response was that "there is a speed check on Rosewood". The speed check was set up just after the turn off from Boychuck & had absolutely no use to monitoring traffic at the crossings to the school.

Since this is an election year perhaps you will have a second look.
A safe crossing is badly needed for children attending Colette Bourgonje School.

Petras, Julian

To: Web E-mail - Transportation
Subject: RE: Crosswalk needed (Thread:159886) - Rosewood NTR

From: City of Saskatoon - Customer Care Centre <customercare@saskatoon.ca>

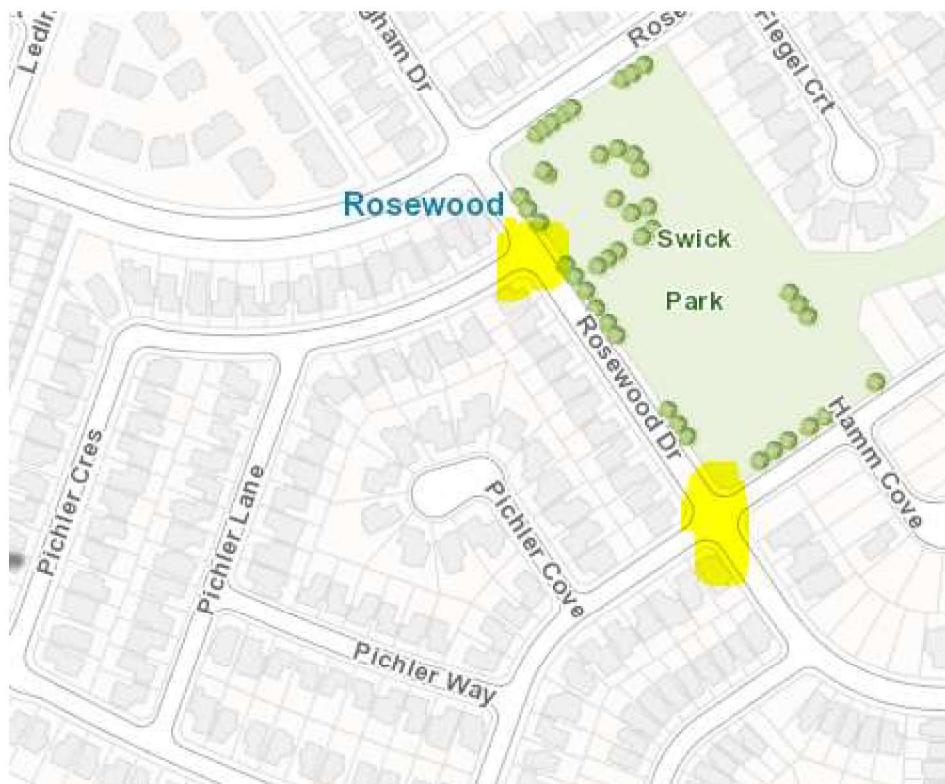
Sent: Tuesday, September 22, 2020 10:53 AM

To: Web E-mail - Transportation <Transportation@Saskatoon.ca>

Subject: Crosswalk needed (Thread:159886)

Hello,

Resident [REDACTED] is asking that crosswalks are placed at both ends of Pichler Cres crossing Rosewood Dr into Swick Park. Rosewood Dr is a main artery into all the crescents/lanes/ways. She was almost hit while trying to cross and thinks it's absurd that no crosswalks are in the area. She would like this addressed ASAP.



[REDACTED]
Thank you,
Jennifer

Customer Care Agent | tel 306.975.2476

Service Saskatoon Contact Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

customercare@saskatoon.ca

www.saskatoon.ca

If you receive this email in error, please do not review, distribute or copy the information.

Petras, Julian

Subject: RE: TASK: Vehicles blocking crosswalk and parking in intersection at light post on top of the T intersection

From: TC - TS ROW Permits <ROWPermits@Saskatoon.ca>

Sent: Thursday, December 3, 2020 10:29 AM

To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>

Cc: TC - TS ROW Permits <ROWPermits@Saskatoon.ca>; Web E-mail - Transportation <Transportation@Saskatoon.ca>

Subject: FW: Voice Mail (23 seconds) - [REDACTED] Vehicles blocking crosswalk and parking in intersection at light post on top of the T intersection

Good Morning Nathalie,

A request has come in to the ROW Permits folder regarding a number of issues associated with the intersection of Werschner Lane and Werschner Crescent.

The complainant [REDACTED] who lives at [REDACTED] has raised a number of concerns regarding this intersection, some of the things he is experiencing while moving around this intersection, and his request for a Disabled Persons Parking Zone in front of his residence.

In speaking with [REDACTED] on the phone, he has mentioned that he is wheelchair bound, and was looking to get a Disabled Persons Parking Zone in front of his residence, along with other improvements to this intersection near his residence.

In the enclosed screen captures, [REDACTED] has mentioned that his neighbour has added a secondary parking pad to his property (as outlined in the screen capture [REDACTED] was wondering about the rules associated with the installation of a Disabled Persons Parking Zone.

I told [REDACTED] that for us to install this type of parking zone, we require 7 meters of area for this to occur, and there are certain criteria that have to be met to be able to approve this request. [REDACTED] could accept these criteria I had explained to him, and he could accept the fact that he might not qualify for the Disabled Persons Parking Zone as requested in front of his residence.

[REDACTED] commented further on a number of issues occurring within this intersection near his residence, one of them being the fact that other residents are parking in front of the unmarked crosswalk area in front of the sign blade pole, as outlined in the screen captures [REDACTED], where other residents are parking in the area highlighted in red in the screen capture [REDACTED]

[REDACTED] is wondering if something could be done about this (I.E. painting lines to show there is a cross walk at this location, and that vehicle operators should not be parking in this area) because in order for him to cross the intersection safely, he has to go all the way to the park where the next cross walk is to cross the street when vehicles are parked in this marked area. He also inquired if this is considered parking in the intersection or not ?

The last concern [REDACTED] expressed to me was why is there only one yield sign at this intersection, and who would have the right of way when two vehicles are approaching the intersection from all the directions that are a possibility, if there were multiple vehicles approaching ?

His specific complaint was that if you look at the screen capture for the intersection ([REDACTED]), if one vehicle was proceeding from the left side of the screen capture to the right side of the screen capture (which would be proceeding down Werschner lane, through the intersection, and continuing further down Werschner lane passed his residence), and another vehicle was making a left hand turn from Werschner Crescent, onto Werschner Lane proceeding passed his residence, which vehicle would have to Yield to the other vehicle, and why is there no Yield sign indicating this ?

[REDACTED] is wondering if there are remedies to these concerns, and if there are any signs missing from this intersection.

Would you happen to have a response to these concerns that were raised by [REDACTED] that we could provide to him, so he can cross the street safely without having to travel so far ?

Please feel free to contact me if you are confused by this email, and advise at your earliest convenience, so we can provide [REDACTED] with a remedy to his safety concerns.

Best Regards,

Wayne M. Kuntz

From: [REDACTED]
Sent: Wednesday, December 2, 2020 1:42 PM
To: TC - TS ROW Permits <ROWPermits@Saskatoon.ca>
Subject: Voice Mail (23 seconds) - [REDACTED] - Vehicles blocking crosswalk and parking in intersection at light post on top of the T intersection

Hi, I hope I'm at the right place. I'm looking to get a no parking or disability parking sign put in front of my home. Is she give me a call back it's [REDACTED] and get it at [REDACTED] thank you and have a great day again. [REDACTED]

You received a voice mail from [REDACTED]

Petras, Julian

To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: TASK: Rosewood traffic

From: [REDACTED]
Sent: Monday, January 11, 2021 4:36 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Rosewood traffic

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi there,

A few months back, I received an email from the City asking for feedback on Rosewood traffic. Can you kindly add this suggestion to the correct spot?

We have a strong suggestion. On the little map below, we exit out Hastings Cres. and turn left on Rosewood Gate North to access Taylor St.

It usually involves a good wait there before one can turn left, as:

- there are usually several vehicles travelling at a good speed from Taylor Street coming south on Rosewood Gate North, and more coming all the time.
 - there are usually several vehicles also trying to exit at the same time from Meadows Blvd. These vehicles are typically also trying to turn right onto Rosewood Gate North to access Taylor St. But we have to wait for them to make their right turn, and their visibility is very limited from parked cars. (Come out take a look... it takes them a good while to crawl out and see past the parked cars.)
 - and of course, there are vehicles coming north on Rosewood Gate North, also trying to access Taylor St.
 - since we on the Hastings Cres. side are the last ones to legally enter the intersection, we have to wait for everyone else to clear out and find a spot to go.
- Therefore, we suggest a 4-way stop at this intersection.

Thanks so much!

[REDACTED]

Petras, Julian

Subject: RE: Proposed Traffic Changes in Rosewood/Lakewood Neighbourhood

From: [REDACTED]
Sent: Tuesday, April 13, 2021 7:27 PM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Proposed Traffic Changes in Rosewood/Lakewood Neighbourhood

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi there - thank you for the letter received today. We went online and checked out the proposed changes to Rosewood/Lakewood Neighbourhood. We live in the Lakewood area of Saskatoon - so will comment on the proposed changes to that location.

1. Parking Restriction - Slimmon Place
2. Pedestrian Crossing - Slimmon Road and Slimmon Place

We are very much in favour of both of these proposed changes. We walk a lot around the parks and roads in Lakewood and agree that these changes are very appropriate. The Slimmon Place/Slimmon Road area is quite densely populated.

1. we drive on Slimmon Road all the time and are always looking in and out between cars for children running out. if there were less parked cars on Slimmon Road around the Slimmon Place area, it would open up the area and drivers would have a better view of the periphery of that whole area
2. families (and most times just children) are always walking across to play in the park beside the London condo building. A pedestrian for the family to cross over Slimmon Road would be excellent. It would also make drivers more aware that a pedestrian crossing could potentially mean people

Thank you for the opportunity to comment on these proposed changes. We are in favour.



Petras, Julian

Subject: RE: Traffic Plan

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

From: [REDACTED]
Sent: Friday, April 16, 2021 11:49 AM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Traffic Plan

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

I live on [REDACTED] and have concerns about the children crossing Slimmon Road to go to the playground, there are many seniors using the crossing as well . Some of the cars go quite fast because it is a long stretch between the stop at Slimmon Road and the stop at Taylor . A walk light would be helpful . Thanks !
[REDACTED]

Sent from my iPhone

Petras, Julian

Subject: RE: Engage

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

From: [REDACTED]
Sent: Sunday, April 18, 2021 9:26 AM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Engage

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Julian,

I've tried to navigate on the city of Saskatoon webpage and instructions given on the emailed out engage instructions but I didn't find they were straight forward. I'm a physician fir the health authority in Saskatoon and have lived on Gillies Lane for 4 years.

The traffic has picked up throughout the school months of the year I believe the traffic is busy enough with walking traffic , children crossing on their own or with parents and driving traffic including city buses, school buses, vehicles & due to new construction in the area there are plenty and frequent large construction trucks.

The corner I am speaking of is Olson & Rosewood Boulevard, I would like to look into a traffic light, even if it's possible to have active only during 8-9:30 am & 14:30 pm-16:00 pm. I think this is required for safety reasons.

The line up of vehicles during that time is usually at least 10 min of vehicles in and out of Olson which is from pick up and drop off of children, staff, and school buses from the school.

Thank you for your consideration,

[REDACTED]

Sent from my iPhone

Petras, Julian

To: TS - Speed Limit Review
Subject: RE: Slimmon Rd Slimmon Place

From: [REDACTED]
Sent: Wednesday, April 21, 2021 7:17 PM
To: TS - Speed Limit Review <speedlimitreview@saskatoon.ca>
Subject: Slimmon Rd Slimmon Place

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

The corner of Slimmon Rd / Slimmon PL is a bad intersection next to a park and seniors residence. The parked cars along the street are close enough to the intersection that you can't see a pedestrian standing on the corner waiting to cross, in particular the Northwest and southwest corners are the worst. As a pedestrian you must venture out into the roadway to check for vehicles. Even as an adult I am nervous crossing Slimmon Rd. Also, cars heading westbound on Slimmon road are often going much faster than 50 because of the long stretch of road in front of Elim Church.

A speed limit reduction may help, but a pedestrian lighted intersection would be ideal.

Thank you.

[REDACTED]

Petras, Julian

To: Petras, Julian
Subject: RE: Rosewood Concern Phone Call

From: Petras, Julian <Julian.Petras@Saskatoon.ca>
Sent: Thursday, April 22, 2021 3:48 PM
To: Petras, Julian <Julian.Petras@Saskatoon.ca>
Subject: Rosewood Concern Phone Call

Name: [REDACTED]
Phone: [REDACTED]
Date: April 22nd 2021

- Lives on Olson Lane and is concerned with the number of vehicles speeding in the school zone.
- Has noticed that when it rains there is a lot of mud tracked onto the roadways from the residential construction sites.

Julian Petras, P.Eng | tel 306.975.3663

Transportation Engineer
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
Julian.Petras@saskatoon.ca
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments*

Petras, Julian

To: Baudais, Nathalie
Subject: RE: Moving the crosswalk signs to the South side of Meadows Boulevard and Hastings Crescent

From: [REDACTED]
Sent: Wednesday, April 21, 2021 8:54 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Moving the crosswalk signs to the South side of Meadows Boulevard and Hastings Crescent

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Please consider moving the crosswalk signs to the South side of Meadows Boulevard and Hastings Crescent at the Rosewood Gate intersection. Please see the description below for the explanation of why the current location is not as safe for motorists to see pedestrians trying to cross.



Thank you for considering

Petras, Julian

Subject: RE: 4 Way stop needed

From: [REDACTED]
Sent: Thursday, October 17, 2019 3:47 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: 4 Way stop needed

Hello,

Received a call from a resident who would like to see a 4 way stop at Meadows Blvd/ Rosewood Gate N/Hastings due to safety issues. She states it is a busy intersection and a blind one and many accidents happen there.

Thanks for your help.

[REDACTED] | **tel 306.975.2476**
Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[REDACTED]
www.saskatoon.ca

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Petras, Julian

To: Baudais, Nathalie
Subject: RE: Meadows Blvd

From: Web E-mail - Transportation
Sent: Tuesday, November 19, 2019 11:09 AM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Meadows Blvd

Good morning,

We received a concern from a citizen living in the Rosewood neighbourhood. There is a playground on Meadows Blvd near the intersection of Greyeyes-Steele Way, the citizen is requesting a <Children Playing Sign> or something similar to notify drivers of the playground adjacent to the roadway. Also he is requesting additional speed limit signs along Meadows Blvd.

Thank you

Regards,

**Web E-mail - Transportation
Transportation & Construction**

City of Saskatoon | 202 4th Avenue North | Saskatoon, SK S7K 0K1
transportation@saskatoon.ca
www.saskatoon.ca

NTR Engage Page Comments

Date Received	Comment	Response
09-Aug-20	<p>Traffic is crazy on school months along tweed In-ledingham way and rosewood byd west. I dont know if it would look the same this sept though.</p>	<p>Thanks for the comment. We've heard concerns about this intersection from other residents as well. It is on our list of locations to review. We understand that some things may look different this September and will keep that in mind when we make our observations.</p>
20-Aug-20	<p>I really think there needs to be a crosswalk upgrade (flashing beacon in my opinion) at the crosswalk that crosses Herold Road and connects pedestrians between Herold Terrace and Pawlychenko Lane. I would estimate oncoming vehicles blow through this crosswalk when I am waiting to cross 30% of the time, especially at night and in the winter; usually vehicles travelling NB on Herold Road (the sightlines are clearer in the SB lane and vehicles are slowed by the Taylor/Herold Rd 4-way stop).</p> <p>Oncoming drivers do not yield because they either do not see pedestrians at all (you can see them drive by totally unaware they just blew a crosswalk) or cannot stop in time because they are speeding/it's slick so just continue on. My husband reports the same issue. As a "defensive walker" I never enter this crosswalk until all traffic is visibly stopped/clear and I have still had too many close calls.</p> <p>This is particularly important because both Herold Road and the crosswalk are deceptively busy. Herold Terrace looks like a tiny street but like the rest of Lakewood, it is dense - there are hundreds of family units on Herold Terrace alone and residents must use this crosswalk to access both nearby bus stops and countless people use the crossing to access Trounce Pond for jogging, walking dogs, trail access to Hyde Dog Park, consistently between 5am-midnight. If there have not been a lot of complaints, I would suggest it is not that many aren't experiencing issues but rather neighborhood residents may be from more difficult to engage demographics than Rosewood residents.</p> <p>Although the traffic has surely been affected by the pandemic, Herold Road between Slimmon and Taylor has both a lot of neighborhood traffic from local businesses and is also a feeder street for locals to access the "main drags". I am not sure if this is solely a visibility issue or if there's also a speed issue at play.</p>	<p>Thanks for bringing this concern to our attention. We'll review the pedestrian crossing Herold Road and Herold Terrace / Pawlychenko Lane to see if additional measures are warranted.</p>
05-Sep-20	<p>More needs to be done for crossing Rosewood Blvd at Olson, people speed down that sections, there is a curve that makes it difficult to see, people fly by when you are clearly standing at the cross walk waiting to cross. Last week I stopped my car to let someone cross and almost got rear ended.</p> <p>This is the spot where SO many kids cross to go to school. It needs cross walk lights!</p>	<p>Thank you for this comment. We have heard this concern from other residents as well. This location is on our list of places to review as part of the Neighbourhood Traffic Review.</p>

NTR Engage Page Comments

Date Received	Comment	Response
05-Sep-20	<p>I would like to see a crosswalk (with a flashing amber light) between Independent Grocers and The Wellington apartments, by the bus stop, as many people cross here and the crosswalks are very far away, meaning no one goes out of their way to use them. Many people drive slower than the 50 km/hr speed limit, but 50 is for sure way too fast without a marked crosswalk in the spot. A slower speed limit down Herold would also be nice, since there are many young children living there in addition to people crossing in the middle of the block.</p>	<p>Thanks for bringing this concern to our attention. We will review whether a midblock crosswalk on Herold Road near the bus stop by the Independent Grocer and Wellington apartments is warranted and appropriate as part of the neighbourhood traffic review.</p>
01-May-21	<p>I would like to urgently request flashing amber light at the corner of Rosewood Blvd & Olson Lane. That is a dangerous spot for pedestrians (most notably, young pedestrians heading to and from school) as well as drivers. In the last 3 months, I have personally witnessed 2 kids almost get hit by vehicles and have had countless experiences where vehicles can't see pedestrians that are waiting to cross. I bike my kids to school and about 75% of the time we watch countless vehicles whiz past us completely oblivious to people waiting to cross. This is a high traffic area for young pedestrians who may feel it is safe but then be put in danger because vehicles aren't aware of upcoming cross walk. Given the slight turn in the road, its hard to see this with enough time to slow and stop. Even with a reduced speed limit, or other 'devices' to slow traffic, drivers need a more obvious warning to the area they are approaching. I have almost been rear ended waiting for pedestrians to cross the street due to the slight curve in the road. This area is only growing and we will see more and more kids crossing there. It's a dangerous spot and one that would value the proper notification to drivers via the Flashing Amber lights. Thank you for your consideration on this.</p>	<p>We heard similar concerns from many of your neighbours. We will consider your feedback as we prepare the Final Traffic Plan for the neighbourhood.</p>
04-May-21	<p>The City really needs to address the crosswalk at Rosewood Blvd and Olson Lane and at the very least needs to add flashing lights. This crosswalk is incredibly dangerous not only for adults, but for our children going to and from the Rosewood school.</p> <p>This particular road has a lot of vehicles that park on the street, and the combination of parked cars, vehicles driving WAY to fast, and the road also slightly curving it makes it difficult for the vehicles to see the pedestrian's and in turn the pedestrian's to see the vehicles.</p> <p>This is a common place for children to be crossing to go to the Rosewood school and their safety needs to be everyone's #1 priority. The costs of a flashing light is nothing compared to a child's life.</p>	<p>Thanks for sharing your concerns with us. Speeding on Rosewood Boulevard was verified by the data that we collected as part of the review. The Draft Traffic Plan includes several traffic calming measures including a median island at Rosewood Boulevard and Olson Lane. The materials will be posted as soon as possible so that you can review them and let us know if you have additional comments.</p>

NTR Engage Page Comments

Date Received	Comment	Response
06-May-21	<p>Rosewood Blvd & Olsen Lane is a very dangerous crossing.</p> <ul style="list-style-type: none"> -The road is curved and the crossing is in the apex of the curve. This causes problematic sight line issues. -The road in question is a main artery and traffic is usually travelling fairly quickly. -The crossing is obstructed by large tall white fences close to the curb, again further blocking sight lines. -The crossing is heavily utilized by small children going to and from the Elementary schools and parks. <p>I see the recommendation #14 calls for the Install median islands on the northeast and southwest approaches to the intersection. Although this is a good first step I believe based on many concerns this could be taken further.</p> <p>Realistic Suggestions for improvement:</p> <ul style="list-style-type: none"> -We could extent the school zone out further to encompass this crossing; reducing speed in this area. -We could install flashing crossing signs as seen in several other areas of the city. -We could install zebra crossing marks. 	<p>Thank you for these comments. We will consider all of the feedback received as we work on finalizing the traffic plan.</p>
08-May-21	<p>Hi...I missed the meetings but read the material and I am appreciative of all the comments that have been made. I am in agreement with most of the recommendations particularly in regard to Rosewood Blvd and Olson.</p> <p>I would also like to comment again about speeding on Rosewood Gate North..despite what your testing determined, it remains a real problem particularly between Hastings Crescent and Werschner. It is dense housing, with lots of on street parking and with the number of speeders is a tragedy waiting to happen.</p> <p>The other comment or question I have is related to the speed limit on Taylor Street between Boychuk and Meadows Blvd. Boychuk is 60 kmh and that section of Taylor is 50 kmh. The roadway is designed the same as Boychuk with 2 lanes each way, sound attenuation walls or berms all the way down, and a median in the middle.</p> <p>Driving Boychuk and turning east onto Taylor is a hard adjustment when everything is the same on as on Boychuk. I think that section could be 60kmh. I do not believe that Taylor west of Boychuk should be 60 however as the berms and sound walls are not in place for large sections.</p>	

NTR Survey Comments

Date Received	Comment
05-Aug-20	Traffic does not currently obey marked and unmarked pedestrian crossings. Partially constructed areas lack crossing control. Specifically Flynn lane and Flynn manor. No yield. Parking restrictions to be imposed to create visibility around school
06-Aug-20	Pawlychenko Lane has a missing section of sidewalk, has been missing since I moved here over three years ago. Often there are cars stopped or temporarily parked blocking sidewalks going in and out of the townhome complexes. on multiple occasions I have been forced to leave the sidewalk when walking to work and have slipped and fallen on the ice, I imagine I am not the only one given how many times it has happened to me.
07-Aug-20	A four way stop at Hastings Crescent and Rosewood Gate would be helpful as the sight lines are not great due to parking along Rosewood Gate. In addition, when the Taylor Street extension happens, we will likely see even more traffic turning right along Rosewood Gate. Speeding is an issue on Hastings Crescent just coming off of Rosewood Gate. A four way stop may help with this.
08-Aug-20	When we purchased in Rosewood the plans indicated additional exits out of the subdivision. The exit by the school was cancelled but no additional exits have been developed which is unacceptable. There need s to be additional exits opened to lessen the traffic on Rosewood Blvd. West.
10-Aug-20	Difficult time crossing intersection in vehicle due to vehicles speeding AND crossing as a pedestrian as vehicles are speeding and rarely stop. A cross walk light is required here please! My family and I cross these intersections on a daily basis and we usually have to run across these streets to safely get to the other side as a pedestrians or be fully aware to our surrounds more than usual as we could get hit. There has been numerous times in these intersections that drivers were not paying close attention to pedestrians and creating a near miss accident and then honking at us because it was our fault. This intersection has created a lot of anxiety for my family especially post-COVID (June and on) as drivers appear to have more road rage and am speeding frequently. We now drive to Hyde Park even though we live 2 blocks away as being in a vehicle gives us more protection than being a pedestrian or on our bikes.
10-Aug-20	1. Safety: Many families with small children live in this area and exit their vehicles onto the street. Children and families cross the road to get to the park. There is currently no crosswalk which makes it dangerous as the traffic does not slow down at the intersections. We have had small grandchildren begin to run out to the street. We have witnessed families biking , trying to cross the road safely.
10-Aug-20	2. Speeding: We are mid-point on Rosewood Gate North and traffic seems to accelerate outside our unit.

NTR Survey Comments

Date Received	Comment
10-Aug-20	<p>3. Traffic Safety: When exiting and entering vehicles on the street the moving traffic is close to parked vehicles and often traveling at maximum speeds. The street does not seem wide enough to accommodate parked cars on both sides and 2 way traffic going at such speeds.</p> <p>4. Heavy trucks and vehicles: There are many heavy construction vehicles that travel this road daily. We have had a sink hole develop and it has required repair on more than one occasion. The vibration from this traffic causes our building to shake daily. We are concerned about our foundation.</p>
10-Aug-20	<p>#2 Priority is to have proper signage for the streets in the area. We live on a cove and it is simply named CV on the sign instead of COVE, this confuses people and we get quite a bit of traffic turning onto the street only to quickly pull a U-turn and race out of the cove. It would cause less confusion if we could just add the 2 extra letters to the sign and make it clear for drivers. Either this or put NO EXIT signs on streets with no through traffic.</p>
10-Aug-20	<p>With traffic increasing on Rosewood drive, there is a need to have marked crosswalks at both intersections of Rosewood Drive and Pichler Cresnet to access Swick park. With this being the main recreational park for the Pichler area as well as the linear park for children to walk to both Colette Bourgonje and St. Therese schools, there is a need for safe passage across that street.</p>
11-Aug-20	<p>The intersection at Hastings Cres, Meadows Blvd, and Rosewood Gate North. Currently, stop signs are only on Meadows and Hastings. It's impossible to see vehicles traveling north on Rosewood Gate North from the stop sign at Meadows Blvd due to large parked vehicles always on this road on the east side. To turn left from Meadows Blvd onto Rosewood Gate North (southbound) is dangerous. I recommend a 4-way stop at this intersection. It would also improve safety for pedestrians at these crossings. Also, in the cold months, there is always a large patch of ice leading up to the stop sign on Meadows Blvd due to poor roadway elevation and pooling water. I've often slid through this stop sign and fear hidden traffic coming from Rosewood Gate North, northbound.</p>
11-Aug-20	<p>Meadows Blvd has become a major thoroughfare street between Rosewood and the shopping plaza Marketplace Rosewood (by Costco) due to incomplete other access routes. Excessive traffic and speeding have made the neighborhood noisy and unsafe. I recommend putting in traffic slowing measures, such as, more stop signs and things like the road barriers at crossings to help slow and deter traffic. Also, the east extension to Taylor has to get completed this year to help reroute traffic.</p>

NTR Survey Comments

Date Received	Comment
11-Aug-20	at the three way stop from the streets of rosewood gate n, rosewood blvd w and rosewood blvd e. They should've have a no parking sign on both side of rosewood gate n before the stop sign. Also a no parking sign at the right hand corner of rosewood blvd e approaching stop sign from the corner up to the second mailbox of the condominium houses. Because once the street is parked with all vehicles it causes a blind spot in which you can't see the vehicle coming. you really need to move halfway of the road to see it clearly. Thanks
14-Aug-20	<p>"1. Intersection of Taylor Street East and Rosewood Gate: Currently only these two roads access this intersection - Taylor Street from the west and Rosewood Gate from the south. Taylor Street east of the intersection is yet to be built, and north of the intersection is an access trail to a ball diamond and a maintenance building. The access trail does not have any traffic control at the intersection and as such, drivers approaching the intersection from the access trail assume they have right of way. A stop sign should be placed where the access trail southbound meets the intersection.</p> <p>2. Speed limit on Taylor Street East. The speed limit on Taylor Street East should be increased to 60 km/hr in both directions, east of Boychuck Drive. Taylor Street East, east of Boychuck Drive, is a multi-lane divided road with limited access, limited intersections, no residences facing the roadway and no driveways. In these regards, it is identical to Boychuck Drive from Rosewood Boulevard To 8th Street, on which the speed limit is 60 km/hr. Please consider putting this section of Taylor Street on par with Boychuck Drive and raise its speed limit to 60 km/hr"</p>
17-Aug-20	U-turns in the school zone. I have witnessed several people making a U-turn along Olson Lane instead of going to the end of the street and using the traffic circle. The daycare has reminded parents not to make U-turns; however, they still do, especially during the winter months.
17-Aug-20	high speed differential along Taylor Street. The driving environment doesn't seem to align with the current posted speed limit (minimal approaches, divided roadway, two lane, long segment with no stop control)
17-Aug-20	Obstructed sight triangle at the intersection of Meadows Boulevard and Rosewood Gate North. It is very difficult to see to the south when vehicles are parked so close to the intersection.
17-Aug-20	There are currently "Crosswalk Ahead" signs posted on Meadows Boulevard near Struthers Park but there is not an actual crosswalk.
17-Aug-20	There is no crosswalk on Rosewood Gate North to connect Struthers Park to Adams Park.

NTR Survey Comments

Date Received	Comment
17-Aug-20	<p>"There are a lot of vehicles that speed using Rosewood Gate N travelling from Taylor Street right through to Rosewood Blvd E. This also includes City transit especially if there is no one at the stop on Rosewood Gate/Werschner bus stop. Just last week there was an accident at Rosewood/Werschner intersection that totalled off the car turning onto Rosewood Gate N due to the excessive speed in which the SB vehicle was travelling.</p> <p>There are also some drivers that feel the need to "gun it" from the corner of Rosewood Gate N/Werschner St to Werschner Cres. There are quite a few kids and people walking/biking along that piece of roadway.</p>
18-Aug-20	<p>There is a significant amount of on-street parking in the Rosewood neighbourhood. This is due to the high number of legal basement suites in the area. It appears that tenants are NOT being offered an off-street spot, and therefore are parking on the streets. Some homes have as many as FOUR vehicles on their driveway, with others parked on the roadway. It is very frustrating as a home owner, since every time we have guests over, it is very difficult for them to find a parking spot near our house! I wish we would have known this prior to moving here -- we might have considered living in a different neighbourhood instead.</p> <p>The major roadways in this neighbourhood are far too narrow for the amount of traffic and population of residents (Rosewood Gate, Meadows Blvd, Rosewood Drive). All of these streets are constantly lined with parked cars (many from rental tenants -- see comment above). When a bus comes down these streets, it is a tight fit for another car to pass in the opposite direction. In the winter, snow is piled on the sides of these already narrow roads (last year it wasn't cleared until February!) and it makes two-way traffic impossible. I drive a truck and I actually have to pull over and stop my vehicle to allow cars travelling in the opposite direction to pass (as I feel I might get into a collision due to lack of space available on the driving lane).</p> <p>Finally, the man-hole covers in this neighbourhood are raised too high above the pavement, which makes for a very abrupt and bumpy drive down the streets in Rosewood. I drive unnecessarily slow down Meadows Blvd, as I do not want to ruin the suspension in my vehicle by hitting these aggressive bumps in the road.</p>
18-Aug-20	<p>there should be a safer way to cross Rosewood Blvd West. I would propose an active pedestrian corridor or a rectangular flashing beacon at the intersection of Olson Lane and Rosewood Blvd. to control traffic and support pedestrian safety at this location.</p>

NTR Survey Comments

Date Received	Comment
18-Aug-20	<p>The intersection of Rosewood Blvd West and Ledingham Drive (north side)/Rosewood Drive (south side) can be difficult. Peak traffic times can limit flow from the north and south roads. There are also safety concerns when traffic traveling east on Rosewood Blvd comes around the bend in the road quickly, especially during winter driving conditions. I have observed many accidents at this intersection and would like to suggest further study of this intersection to address the issue. At the moment those living in the Pichler area have no other exit out of their area, and traffic can back up here, leading to stress-driven risk taking when trying to get on Rosewood Blvd.</p>
18-Aug-20	<p>Likewise the intersection of Rosewood Blvd West and Ledingham Way (north)/Tweed Lane (south) can be difficult during peak traffic times. Perhaps a light triggered by road sensors installed on Ledingham Way and/or Tweed Lane located around a certain "spot" if traffic were to build up a line to this number of vehicles.</p>
18-Aug-20	<p>Pedestrians are crossing Rosewood Blvd West just east of Boychuk between the two commercial areas on the north and south sides of the road. Addition of a traffic control device at the Rosewood Blvd West and Ledingham Way/Tweed Lane intersection as suggested above that could also be pedestrian controlled may limit the inappropriate crossing where there are no intersections.</p>
18-Aug-20	<p>During the morning peak traffic time, there are a number of vehicles that exit the Tim Hortons via Ledingham Drive and try to get into the far left lane of Rosewood Blvd West to be able to turn south on Boychuk drive. These vehicles can pose a hazard when they 1) block other lanes of Rosewood Blvd West westbound, 2) cut off other drivers already in the left most lane, or 3) jump into the turn and/or turn from the middle lane that is supposed to go straight into Lakeridge via Kingsmere Blvd. These hazards are worse during winter driving conditions, when oncoming traffic may not be able to stop as quickly/easily. I would like to suggest a traffic study at this intersection. As well, the previously suggested traffic control device at the Rosewood Blvd West and Ledingham Way/Tweed Lane intersection may provide an incentive for those leaving Tim Hortons to use this intersection, especially if a sensor control triggered the changing of a light and allowed easy flow onto Rosewood Blvd from Ledingham Way and into the left most lane.</p>

NTR Survey Comments

Date Received	Comment
18-Aug-20	<p>I also would like to see some pedestrian controlled traffic devices such as the active pedestrian corridor or a rectangular flashing beacon along Rosewood Gate North. This road is almost constantly lined on both sides by vehicles, making it difficult for oncoming traffic to see children waiting to cross at intersections. This issue is worse during winter driving conditions and when it is dark when the children are trying to cross (for instance on their way to school in winter months).</p>
18-Aug-20	<p>Finally, I am not sure whether this is the appropriate forum, but there are too many motorists choosing to make U-turns in front of the schools and to park in non-parking areas in front of the schools. Perhaps a city police blitz or two during the school year would help address this issue. In the short term, I can only see the issue becoming worse as SPSD has suggested that families transport their children to the school themselves rather than use buses due to COVID-19.</p>
18-Aug-20	<p>Speeding on Boychuck from Taylor to Highway 16 access is an on going issue, especially in the evening. Loud vehicles are also a problem.</p>
18-Aug-20	<p>The stop sign at Herold Terrace and Herold road is another issue. Trying to turn left off Herold Terrace is extremely difficult due to the fact that cars park so close to the corner on Herold Road, and its hard to see around them. You have to pull out so far to see to the south, and that causes issues for vehicles turning onto Herold Terrace.</p>
18-Aug-20	<p>I feel that the intersection of Rosewood Gate North and Meadows Boulevard // Hastings Crescent would be better off as a Four Way Stop. There is significant traffic in/out of Meadows Blvd, and the left turn (from Meadows Blvd onto Rosewood Gate) is often hindered by poor sight lines from parked cars, as well as especially rough snow/ice conditions during the winter. As a resident of the area, I avoid this left turn whenever possible, usually by detouring along Greyeyes-Steele Way.</p> <p>The eventual extension of Taylor Street may help with this, but as things stand, Rosewood Gate // Meadows Blvd is a bit of a problem intersection.</p>
18-Aug-20	<p>The main entries into Rosewood have too many vehicles parked on the road. Houses that do not have garages in the front but back alley access park in front which causes a lot more congestion on the arterial roadway. Also there are way too many houses being permitted to be built with suites in the basement which causes way more vehicles parking on the road than would normally be expected. For the population numbers of Saskatoon we should not be seeing so many vehicles parking on the roads when they have garages and back alley access for garages. This is something you would expect to see in a downtown location or near the university.</p>

NTR Survey Comments

Date Received	Comment
19-Aug-20	Location-Boychuk and Rosewood Blvd. The stretch of Boychuk has alot of traffic with speeders, people revving motors on cars and motor bikes and squealing tires. Can be very annoying.
24-Aug-20	<p>The corner of Rosewood Blvd West/Ledingham Drive (left turn)/Rosewood Dr (right turn). This is the first intersection after the long curve heading towards Swick park at the corner.</p> <p>This intersection is an issue as people are travelling around the curve at speed and it's a short stop for vehicles unless they are watching the left side of the street. Because it's a left turn your eyes track to the right sometimes missing pedestrians starting on the left (Ledingham Dr.) side. This is what I've noticed from my own behavior while driving this part.</p> <p>I've had two instances where my kids and I were walking across, I was standing in the middle of the right lane, and a vehicle from the curve/Boychuk direction didn't have time to stop and just blew past me.</p> <p>I would prefer to see walking lights at this intersection as my family lives in the area and we will be crossing to swich park to go to school.</p>
24-Aug-20	The intersection at Meadows Blvd and Rosewood Gate North is very dangerous especially when turning left off Meadows Blvd onto Rosewood Gate. Almost always cars are parked along the street and it is very hard to see oncoming traffic. This is especially dangerous in the winter time when accelerating and stopping are delayed
25-Aug-20	We need some traffic calming options (speed bumps, stop or yield signs, etc) on both of these streets before someone is seriously hurt or killed with the speed some people drive down both of them!
25-Aug-20	Also, there is a park along Meadows Blvd with no marked pedestrian crossing and no signage as well!
27-Aug-20	not easy to turn onto off of main roads

Rosewood & Lakewood Suburban Centre Neighbourhood Traffic Review Public Meeting Comments & Questions - August 18th 2020

#	Type	Question	Follow-up Comments
1	Question	Just wondering when a second entrance into Rosewood will be completed as the traffic flow on Rosewood Blvd. is very busy and fast and someone is going to get hurt soon.	
2	Concern	I'm concerned about the traffic on Phelps way and Tweed off of Rosewood Blvd. It's suppose to be two way but at most times only one car can pass because cars are parked on both sides of the street. On garbage day we are dodging cars as well, as garbage cans. Cars are parked too close to the intersection and the stop sign, someone is gonna get hurt.	
3	Concern	Are there plans to install a sound barrier in Rosewood along Highway 16 (similar to the sound wall in Lakeridge)? Or, how can Rosewood be placed on the Traffic Noise Attenuation study?	
4	Concern	<p>Good evening Question 1) in anticipation for the previously outlined traffic review elements I'm wondering why the need for continued study - despite many of the same elements being highlighted are not new. pandemic planning aside - speeding, sight lines and associated elements are not fundamentally new issues. Certainly hopeful that given the inherently long timelines that have been outlined (e.g. 2023 for final installation) - some elements including testing and associated study may be accelerated. There is no excuse for determination of necessity for another 36 months.</p> <p>Some particular issues that also need to be addressed include:</p> <p>-Rosewood bus stop at corner of Ledingham Cres and Rosewood blvd. --- inability of oncoming drivers to see bus at stop as they turn the corner --- suggest moving earlier in curve to northeast side of interaction</p> <p>question 2 - can you describe the types of anticipated pedestrian crossings that are being implemented in the five sections outlined in the previous videos (e.g. overhead blinking vs. zebra etc.)</p>	
5	Concern	My first concern is Pawlychenko and Slimmon road. I am mainly a pedestrian and have noticed that since the new apartment buildings have begun to be built, there has been an increase in close misses when crossing from Pawlychenko to the park on the other side of Slimmon. Vehicles parked on Slimmon rd has reduced the visibility for both pedestrians and vehicles, making crossing an issue. I only see this getting worse as more people move into the neighbourhood. I have also noticed people tend to speed in this area, making it that much more dangerous. I would like to see some sort of crossing notification on that street.	
6	Concern	Rosewood Gate N and Werschner Street could use either a pedestrian crossing or four way stop or something - the recent accident brought it to more urgent attention, as many, many people cross at this intersection to get to the greenspace (which is lovely, by the way).	
7	Concern	We are seeing lots of ppl utilizing Slimmon road to fix their vehicles and park their work vehicle. Is there any way we can limit parking on Slimmon road?	
8	Concern	Another concern is at Pawlychenko lane and Herold Road. There are two city bus stops and at least 2 school bus stops that I know of. This crossing is not as big an issue during the daylight hours, but in the mornings and evening when it is dark, cars do not stop at this intersection for pedestrians. I have seen a number of people almost get hit, and I worry about children crossing there in the dark winter mornings.	
9	Concern	What is the plan to navigate traffic flow with Tim Horton's (Rosewood Dr West and Ledingham Place)?	
10	Concern	There is a sidewalk missing and an large unkempt lot across from 142 Pawlychenko Lane which inhibits pedestrian ability to walk down that area	
11	Concern	We have concerns with traffic driving on the left side of the road going around the curve of Pichler Cres in the 300 block. There have been many near misses and this needs to be addressed before someone on a bike is hurt.	Further to my comment about Pichler Cres, we have attempted to put up "slow down" turtle signs and they were stolen. We have also had 2 incidents this week alone where we were almost T-boned when turning into our driveway (with our signal light one) by vehicles driving to the left of centre, hugging the left curb. (We have concerns with traffic driving on the left side of the road going around the curve of Pichler Cres in the 300 block. There have been many near misses and this needs to be addressed before someone on a bike is hurt.)
12	Concern	Is there any plan to add pedestrian crossing lights at Taylor and Slimmon when Taylor opens up further? It is not an issue now as there is mostly local traffic and people are mindful of pedestrians crossing from Hyde Park to Donna Birkmaier park, but that is going to change when Taylor is open to the new shopping area that contains Costco.	
13	Question	It is feasible to add a sound wall with a berm when you pay hundreds of thousands of dollars to custom build a home and the berm is not blocking traffic noise and impeding	

14	Question	follow up -- what is your plan to address potentially lowered traffic volumes as a result of pandemic (e.g. working from home) creating possible lower than 'real world' scenarios and measurement of traffic flow, volume and speed?	
15	Concern	We have concerns about the speed at which people drive past Swick park coming from Boychuk...there are many kids and family that play at the park...	
16	Concern	Just a follow up to a question asked by another resident - if the berm is not providing the intended sound protection, what do you recommend residents do to remediate it? We can clearly see the roadway from our deck - the berm is not tall enough to dampen sound.	
17	Concern	Is there an option to put speed bumps in neighborhood areas where speeding is an issue? For instance, Rosewood Gate N and also on Werschener St? As there are people who feel the need to accelerate from one corner to another....and its a short stretch of road!?!	
18	Concern	My concern is with respect to the before and after school traffic surrounding our new P3 schools. There are many small children walking and attempting to cross Olsen Ln and there is currently only one controlled location to do so safely. This cross walk in front of the school makes most sense arriving to the schools but does not work well at the end of the day. The flow of pedestrian traffic moves along the existing sidewalk (on the school side) toward Rosewood Blvd but then have limited safe spots to cross Olsen toward Gillies. The road traffic is hectic while the roundabout is not complete closer to the school. Overall, the student pedestrian cohort is at risk. Drop off car and bus traffic makes walking to our schools dangerous. Please help keep our kids walking and safe!	
19	Concern	why have there never been any study for speed restriction (e.g. playground speeds) for rosewood blvd - specifically swick park secondly - why are there no dedicated crosswalks to allow for crossing rosewood blvd to the schools (specifically rosewood blvd and olson lane)	
20	Concern	A controlled intersection at Rosewood Blvd west and Tweed/Ledingham may offer a more attractive way for people exiting Tim Hortons to get onto Rosewood Blvd going west bound and onto Boychuk South.	
21	Question	Can you provide the reasoning for the black rubber temporary curbing that was installed at rosewood drive and rosewood Blvd? It makes it extremely difficult to turn on to rosewood Blvd from rosewood drive, especially with oncoming traffic (due to the wide turn you have to make)	
22	Concern	I've submitted this online and via RCA before, but haven't seen anything done. A 4-way stop is needed at Rosewood Gate N, Meadows Blvd & Hastings intersection. It's impossible to see traffic driving north on Rosewood Gate when you're at the stop sign on Meadows Blvd, to turn left or right. Left turns are particularly dangerous. Also, that area of road is always icy in the cold months because there's a dip in the road, so drivers often slide through the stop sign. It's my understanding there have been accidents. It's also a busy pedestrian crosswalk intersection.	
23	Question	speed displays, vertical speed measures AND traffic congestion measures have already been attempted on rosewood at swick -- this is asked and answered --- please come up with another solution other than what has already been done	Follow up - In regards to posting up the speed signs on Rosewood Blvd West by Swick Park. Drivers will slow down for these signs therefore it will not be an accurate measure. the display boards are temporary notation as people slow down to go past them and then speed up again once they have gone by
24	Concern	Can there be a 4 way stop at the intersection on rosewood boulevard by the tim hortons? I know myself trying to cross the street, no one sees you. Being on maternity leave trying to cross the street with a stroller is scary. Today a child tried to cross the street and it took a while for people to stop. Can a cross walk also be installed?	
25	Concern	Meadows Blvd has become a heavy traffic road as it's the only one that has access to the Costco shopping area short cut. (Except past month signed closed road, I think they're paving the extension.) We're getting a lot of heavy trucks passing through as well, driving fast. This road wasn't expected to be the main thoroughfare road and it's got a lot of crescent roads off of it, and visibility is limited with so many parked cars. People often are crossing over to the park as well, and have a tough time. Suggest some slowing barrier curbs to deter traffic and at least slow them down, especially around the park, and where the road curves and visibility is limited at the connecting roads.	
26	Concern	i would like your recommendation for the safest crossing point for a 7 year old to cross the busy rosewood blvd at olson --- considering there are currently none.... while i understand the need for measurement - how would the numbers or lack thereof inform you further if there is currently no method to cross? seems like a classic type II error	
27	Concern	Could lowered curbs be put in where the paths of the two parks meet (Mackay Park and the baseball diamond) for bikes and strollers to cross.	follow up...the baseball diamond is on Olsen by the school, Mackay Park touches Olson Rd. at the school. So, the lowered curbs would be on Olson, near the school.

28	Concern	Can the post boxes be removed from Rosewood Blvd to prevent drivers from trying to stop and get mail during rush hour? Even crossing to the wrong side of the road to get mail!	Crossing the road = pulling in front of the mailbox from the opposite side of the road, so they are parked on the wrong side of the road(Can the post boxes be removed from Rosewood Blvd to prevent drivers from trying to stop and get mail during rush hour? Even crossing to the wrong side of the road to get mail!)
29	Concern	I echo the concerns brought forth regarding the intersection of Rosewood Blvd and Ledingham Way/Tweed where the Tim Hortons and 7/11 are across from each other. There needs to be some controls at this intersection for both pedestrians who are crossing, and for vehicles making left hand turns from either Ledingham or Tweed onto Rosewood Blvd. It's so dangerous!	
30	Question	i would also like to point out that during your data collection there are intrinsic factors that might not be captured --- most notably - due to street orientation there is often full sun glare during rush hour times (ingress in morning and school drop off) and egress (end of day) along rosewood blvd from rosewood gate n to tweed lane for several intervals of greater than 250 m	
31	Question	What is the timeline for completing the extension of Rosewood Drive exit to Zimmerman?	
32	Concern	To help slow down some traffic on Taylor (and other park areas), it could be helpful to have some Wildlife Crossing Warning signs, there are often rabbits crossing roads!	
33	Concern	The speed limit on Taylor Street east of Boychuck Drive should be increased to 60 km/hr. This road is multi-lane, divided, with limited access, no houses facing it and no driveways. In these regards it is no different than Boychuck Drive south of 8th Street, on which the speed limit is 60.	I also agree with the speed on Taylor being increased to 60. It's much like McCormand, no houses or businesses entrances.
34	Concern	Would it be possible to restrict traffic on Ledingham so that they can only make a right turn? Not trying to cross two lanes of traffic to turn south on Boychuk?	
35	Concern	move bus stop - ledingham cres. and rosewood blvd - from beside mailbox (north west corner) to north east corner to improve sight lines please	wrong bus stop -- ledingham and gillies
36	Concern	Gillies bay. All the home owners park in there cause no where else to park. Every day since last 2 weeks the parking enforcement comes and gives tickets. I've been parking there for 4 years and no problems till now. We should be allowed to park in the middle	Can you add a island in the middle to park around? Please tell the city to allow parking. I've talked to everybody in Gillies bay and they will all sign a petition to enable parking in the middle
37	Question	I was late joining so this may have been asked already, but is there a timeline for the completion of the Taylor Street East extension to Meadows Parkway?	Do you mean Taylor will be completed this fall too? what was shown in green?
38	Question	driveways are often so wide there isn't any room for parallel parking in some of those small culdesacs	
39	Concern	The ramp that doesn't line up is across from Gillies Lane, MacKay park is further south along olsen, lining up with the walking path between the ball diamond and the school parking lot.	
40	Question	Is there any way they can move the timeline for completion up by 2-3 weeks on completion of Taylor? Early snow is what stopped the other extension from being completed last year. Mid-October is more realistic for beating the -0 temps and snow.	
41	Question	When will the Rosewood Square be worked on? What will it look like? Is it commercial?	
42	Question	So this could take 2 more years before any of these changes are made?	So adding a ramp for strollers could take 3years?
43	Question	Market drive road heading toward the school. Is there a timeline for that road?	
44	Question	Why is the pandemic slowing down the process so much? Is everyone laid off?	
45	Concern	Have you consulted with school officials? There is significant concern about the ability of kids to cross Rosewood Blvd to get to the school. So much that pre-Covid they were considering asking older kids to gather up younger kids to safely cross the busy road together. Can a pedestrian crosswalk (temporary) not be installed sooner rather than in two years?	Especially with the ask to walk/bike/scooter to the school rather than use buses this year. Same location as you siad, but a controlling crosswalk with lights. It was a great idea and I believe it was student suggested! Having the older kids gather up youngers can't be done now with Covid First principal said they weren't allowed to ask kids to do crossing guard because too far, you are correct.