

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