



Neighbourhood Streets Rosemont

Phase 2 Engagement

What We Heard / What We are Doing Report | January 2021

Engagement Overview

At The City of Calgary, decisions are made on a daily basis that impact more than one million people. Your input, along with the input of other citizens and stakeholders like you, helps The City better understand the perspectives, opinions and concerns of people affected by City decisions. Public input is collected, where appropriate, and considered along with other factors (such as cost, environmental impact, technical limitations and long-range plans/goals) before decisions are made.

"Engagement" at The City of Calgary is defined as: *"Purposeful dialogue between The City and citizens and stakeholders to gather information to influence decision making."*

Engagement is:

- **Citizen-centric** focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens;
- **Accountable** upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement;
- **Inclusive** making best efforts to reach, involve and hear from those who are impacted directly or indirectly;
- **Committed** allocating sufficient time and resources for effective engagement of citizens and stakeholders;
- **Responsive** acknowledging citizen and stakeholder concerns; and
- **Transparent** providing clear and complete information around decision processes, procedures and constraints.

The City's commitment to transparent and inclusive engagement processes is outlined in the [Engage Policy \(CS009\)](#).

Project Overview

The Neighbourhood Streets Rosemont project launched in fall 2020 in a partnership between The City of Calgary and the Rosemont Community Association. The goal is to create streets where neighbours can connect and have access to travel options for all ages and abilities. The project includes:

- Community engagement to identify, prioritize and evaluate areas where we can make changes to the streets in Rosemont
- Installation of temporary traffic calming measures in 2021 to reduce vehicle speeds and improve pedestrian safety and comfort
- Evaluation of temporary measures in late 2021 that includes feedback from focused conversations with the Rosemont Community Association and online public engagement
- Design of permanent solutions and installation of those measures in 2022, based available resources

As part of Phase 1 engagement for the project in late 2020, we met with the Rosemont Community Association to discuss locations for traffic calming. Rosehill Drive emerged as a key corridor for traffic calming to address concerns around speeding and shortcutting. The project team then engaged Rosemont School students to perform a walking audit of Rosehill Drive, test traffic calming measures (curb extensions) in a one-day street lab, and offer recommendations of what else could be improved.



Figure 1. April 2021 street lab curb extensions

This fall, temporary curb extensions were installed along Rosehill Drive at either ends of Rosery Drive, at the Rosewood Road crosswalk, and at the Rosetree Road intersection. These temporary measures allow the community to experience the traffic calming measures, help The City evaluate their effectiveness and offer feedback on what locations should be made permanent in 2022.



Figure 2. Temporary traffic calming curbs at Rosehill Drive and Rosewood Road

The Rosemont Community Association has made us aware of other locations where there are instances of shortcutting, speeding, and/or concerns for pedestrian safety. These locations include Roselawn Crescent and the crosswalk in front of Rosemont School along Rosevale Drive.

- Roselawn Crescent is also a shortcutting route and because it is wide, people tend to drive at higher speeds down this road. There are concerns about pedestrian safety as this is a high crossing location to access Confederation Park.
- The east side of the crosswalk to Rosemont School is often obscured by parked cars. Pedestrian safety and visibility are a concern at this crosswalk.

Images and more detail of the previous traffic calming initiatives are available at the project page, <https://engage.calgary.ca/rosemontstreets>.

Project Timeline

The timeline below explains the different phases of this project, including traffic calming installations and public engagement.

➤ **2018/2019**



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- Rosemont Community Association submits traffic calming request to the City
- **2020**
 - Initial outreach and discussions between The City and the Rosemont Community Association
 - Designs developed for traffic calming using temporary materials at each of the intersections along Rosehill Drive N.W.
- **Spring 2021**
 - Walk Audit and Street Lab with Rosemont School students to test and validate temporary measures before installing
- **Fall 2021**
 - Installation of temporary traffic calming measures
- **November 15-29, 2021**
 - After a month and a half of the temporary traffic calming measures being in place, online public engagement launched to understand the effectiveness and impacts of the temporary installations
- **Winter 2021/2022**
 - Designs for permanent solutions, based on technical analysis, Community Association discussions, and public engagement feedback
- **2022**
 - Installation of permanent measures as resources are available

What We Asked

This phase of engagement focused on evaluating the temporary measures, and gaining a more in-depth understanding of the way the temporary changes affect residents of Rosemont and Rosehill. The full length questions and responses are available below in the What We Heard section. To see the full questions, including additional images, please visit <https://engage.calgary.ca/rosemontstreets>.

This engagement opportunity was promoted through calgary.ca, engage.calgary.ca, social media on Facebook and NextDoor targeted to the community of Rosemont, through the Rosemont Community Association, road-side bold signs throughout the community.

Due to Covid-19 restrictions, the majority of Phase 2 was held online with opportunity to provide input by visiting engage.calgary.ca/RosemontStreets or calling 311. A Virtual Open House was held on Thursday, November 18, from 6:30-7:30 pm, but was cancelled due to lack of advance registration. In addition, a Community Walk was promoted for November 27, but was cancelled due to low registration (only 1 person registered).

The online engagement opportunity at engage.calgary.ca/RosemontStreets generated the following results:

- 227 Views – the number of times a Visitor views any page on the site
- 255 Visits – the number of end-user sessions associated with a single Visitor
- 206 Visitors – The number of unique public or end-users on a Site. A Visitor is only counted once, even if they visit several times in one day.



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- 53 Contributions – The total number of responses or feedback collected through the participation tools.
- 41 Contributors – The unique number of Visitors who have left feedback or contributions.

What We Heard

Please see the full responses below. Open-ended responses are presented as “verbatim”.

The questions as they were phrased on [the online engagement page](#), brief summaries of the responses as well as the verbatim responses are provided below. Please note that verbatim comments are presented exactly as submitted, and not edited for grammar or spelling. Profanity and personally identifying information is removed, when applicable.

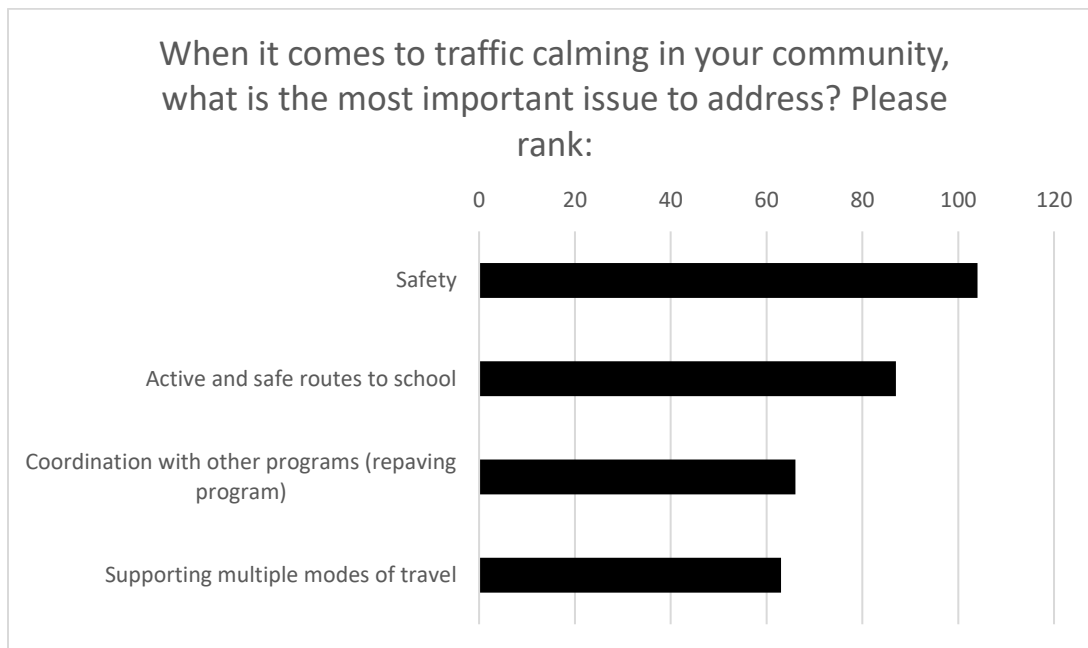
Evaluation of Temporary Measures

Now that the temporary traffic calming measures have been in place for almost two months, we want to hear from you.

Question 1: When it comes to traffic calming in your community, what is the most important issue to address?

Based on the results, the order priority seems to be: Safety, Active and Safe routes to school, Coordination with other programs, Supporting multiple modes of travel.

Answered: 31, Skipped: 9



Question 2: As a pedestrian or driver, have you noticed a reduction in vehicle speeds along Rosehill Drive after the temporary traffic calming measures were installed?



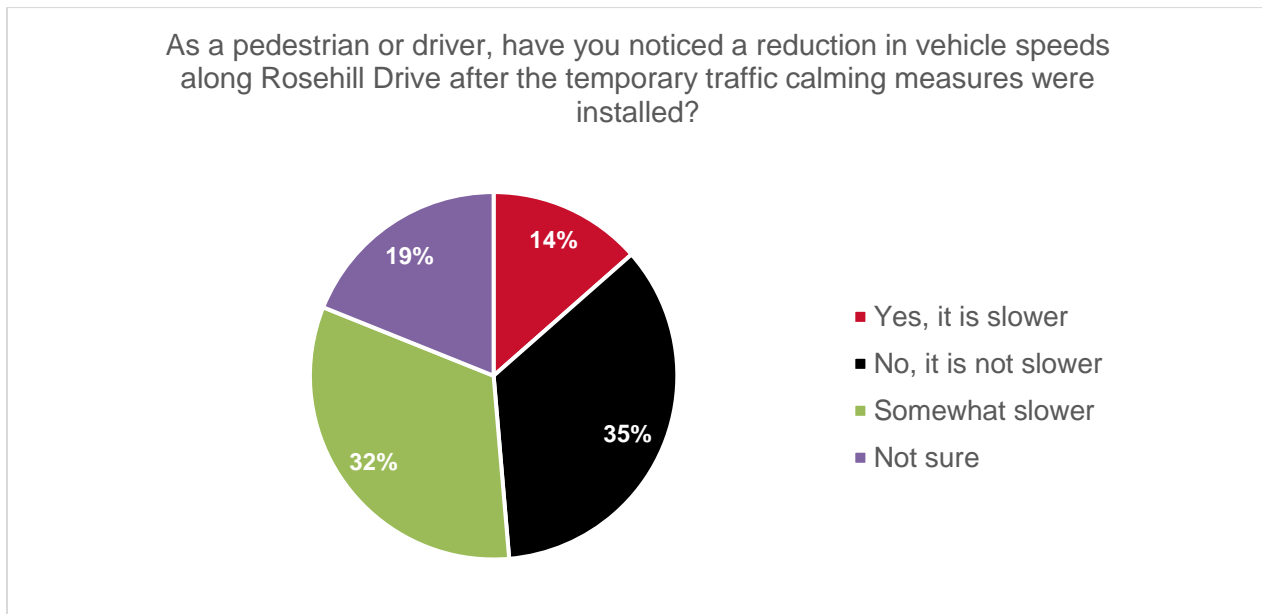
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For this question, 13 people responded 'No, it is not slower', 12 people responded, 'Somewhat slower', 7 people responded 'Not sure', and 5 people responded 'Yes, it is slower'.

Answered: 37, Skipped: 3



Question 2 Comments:

Within the Question 2 comments, some residents shared that the new temporary curbs have not helped speeding issues in the community. Others noted that paint on the traffic humps has helps. Some respondents didn't think that speeding was a problem in the past, and suggested that the current changes were not necessary. All of the verbatim responses are included below.

<i>The curbs have not helped pedestrians or drivers. Please REMOVE the temporary curbs as soon as possible.</i>
<i>Traffic has slowed down, however, despite Rosehill Drive being a 40km zone, people are still driving above 40. A posted sign, especially on the west side of Rosehill would help.</i>
<i>Maybe in the location of the temporary curb but not otherwise</i>
<i>We live between 14th St. And Rosery Dr. And the traffic coming from 14th St. Flies around the corner doing more than 40 kph, we had hoped with 40 now. being the standard unless otherwise posted it would slow the traffic, but it has not, west bound better</i>
<i>makes it less safe, as traffic turning on or off of Rosery Dr. results in a very sharp turn almost causing accidents as cars are coming off of Rosery Dr onto Rosehill Dr. The yellow blocks (or supposed calming blocks are more of a hazard than a help)</i>
<i>paint on the humps made biggest difference in slowing traffic. overall not a real significant slowing noticed</i>
<i>With the current parking on both sides of the street traffic was never that fast anyways.</i>



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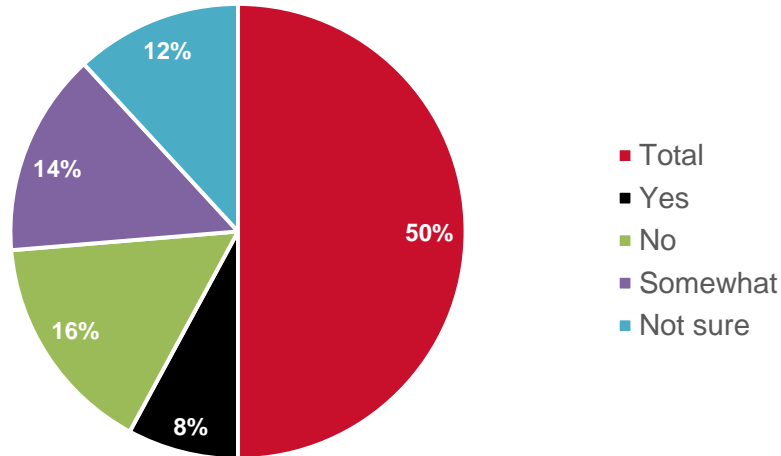
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<i>The curb extensions have helped to highlight the pedestrian crossing on Rosehill Dr and the addition of the sharks teeth to the humps have helped slow traffic. Curb extensions on the opposing(North) side of street would help to create a chicane effect.</i>
<i>Too slow</i>
<i>It's a pain in the butt! You're driving community traffic into main arteries and screwing with use is neighbourhoods. What's been done in Tuxedo & Crescent Heights is an absolute disgrace to common sense. Make work projects for city workers.. nuts!</i>
<i>Hard to tell but I think it is a bit slower</i>
<i>The extensions don't protrude further than the cars parked along the street so seem pointless to me.</i>
<i>This idea is the most ignorant dream the city has come up with to date! The only thing stupider is what is done on 24 Avenue</i>
<i>I walk that street frequently and have never had a concern over safety. If crossing the street, there is sufficient visibility to know if there are vehicles approaching.</i>
<i>This has not made our streets safer. You need to put back in a 3 way stop. No body is watching out. These stupid things are in front of my house and taking up parking for this house . And not to mention no one can see it since there are cars parked . The.</i>
<i>there's still loads of speeders ripping through the neighbourhood.</i>
<i>With cars parked I don't believe the calming measures are impactful or necessary. Idiots will speed regardless.</i>
<i>Should the curb bulbs not extend from both sides?</i>

Question 3: Have you noticed that drivers are more likely to yield to pedestrians crossing Rosehill Drive?

For this question, 12 people responded 'No', 11 people responded 'Somewhat', 9 people responded 'Not sure, and 6 people responded 'Yes'. Answered: 38, Skipped: 2

Have you noticed that drivers are more likely to yield to pedestrians crossing Rosehill Drive?



Comments:

In the Comments section, several people noticed that they had not noticed a change. One person indicated that the benefit of the curb extensions is that they let pedestrians come out from behind cars and shorten the crossing distance. A reduction in parking was noted as well.

The verbatim comments are included below.

<i>The only thing I have noticed is reduced parking spots on an already packed Rosehill Dr. Rosehill has homes with multiple vehicles from each half-duplex and the curbs are making a bad parking situation even worse.</i>
<i>Drivers who are not from Rosemont, still seemed to be surprised when they have to yield to pedestrians crossing the crosswalk. This is especially true for people cutting across from 14th Street to 10th street.</i>
<i>Have not seen any difference in traffic, the lane behind 14th Street is used by school children which is a concern</i>
<i>Drivers have always yielded to pedestrians in the past, that has never been an issue in the 27 years that I have lived here.</i>
<i>bumped out crosswalk at rosewood helps</i>
<i>Since residential the drivers were already yielding to pedestrians</i>
<i>The curb extension has been able to bring pedestrians out from behind the cars, safely to help them across the road. Need curb extensions on the north side of Rosehill to be fully effective</i>
<i>Rosehill Drive already has speed bumps (may have been built for drainage but still act as speed bumps). The intersection at 10 St. already has traffic calming so I believe these two measures are sufficient already. More not needed.</i>



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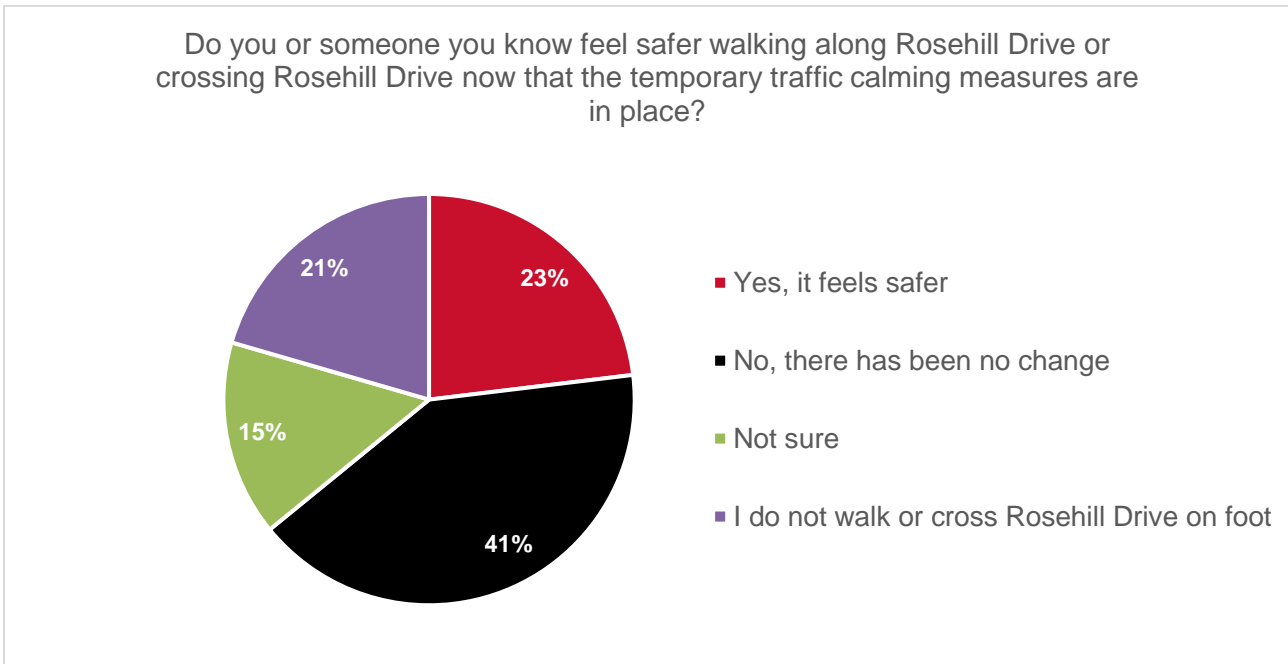
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<i>A bit easier at the Rosewood interesection. Don't think they help at Rosetree at all and haven't seen anyone at Rosery intersections.</i>
<i>I've never had a problem with drivers stopping if they see me</i>
<i>No one pays attention</i>
<i>Have not seen any pedestrians crossing when I've driven along the road to know.</i>
<i>Most drivers are good...</i>

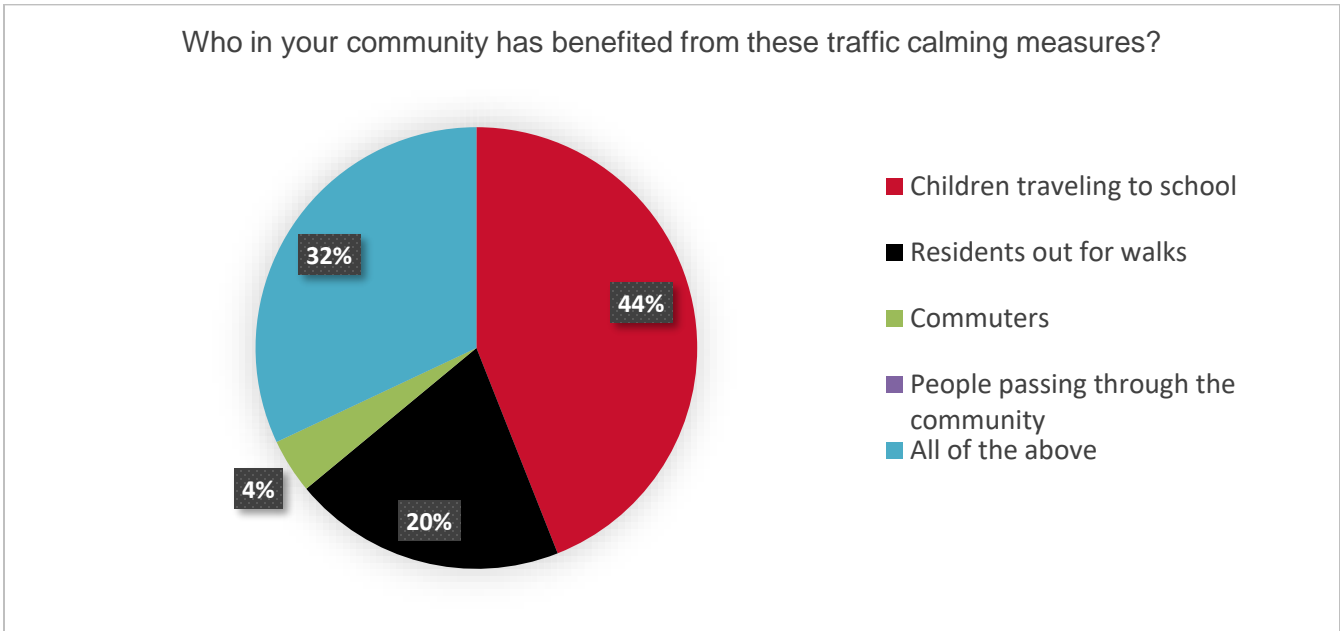
Question 4: Do you or someone you know feel safer walking along Rosehill Drive or crossing Rosehill Drive now that the temporary traffic calming measures are in place?

There were 16 people (41.03%) who indicated 'No, there has been no change', 9 people indicated 'Yes, it feels safer' (23.08%), 8 people (20.51%) said 'I do not walk or cross Rosehill Drive on foot', and 6 (15.38%) were 'Not sure'. Answered: 39, Skipped: 1



Question 5: Who in your community has benefited from these traffic calming measures?

For this question, respondents indicated that 'Children traveling to school benefited the most' (11 responses), followed by 'All of the above' (8), 'Residents out for walks (5), and Commuters (1). Answered: 25, Skipped: 15



Other: There were several comments, ranging from indicating that changes have not been of benefit, to some indicating that the new temporary curbs have made the streets safer. Rosehill Dr and 14 Street was pointed out as a dangerous intersection. The full responses are included as verbatim below.

<i>The measures have NOT benefitted anyone. The curbs have made it narrower for cars to drive by and made it more risky to drive. The mid-block curbs have reduced the number of parking stalls which makes parking more difficult.</i>
<i>The visibility of everyone at this corner has improved, and pedestrians no longer have to nudge out from behind parked cars.</i>
<i>Rosehill Dr and 14 Street is still a dangerous intersection.</i>
<i>No clear benefit</i>
<i>The new temporary curbs mean nobody is popping out from between cars parked in front of crosswalks any more. This is a good thing</i>
<i>None of the above, perhaps beyond Rosery Drive traffic slows but so far that has not been my observation. Have seen all kinds of vehicles travelling more than 40 kph even City of Calgary vehicles, disappointed that the city did not install a 40 kph sign</i>
<i>Why is there no none of the above for question about benefits</i>

Question 6: Do you have any concerns with any of these locations? Please explain.

Responses to this question included some comments that this project was unnecessary and/or expensive. Others noted that it has made the streets too narrow, especially during winter conditions, or for larger vehicles. Some homes have lost parking. Some responses pointed out



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specific locations where there are safety concerns (e.g. Rosery Dr close to 14 Street, Rosehill Dr/Rosery Dr east leg). One person suggested that improved crossings are needed at Roselawn Crescent to improve connection to the park paths.

The verbatim comments are included below.

<i>When two cars are travelling in the opposite direction on Rosehill and are passing each other by the curbs it is risky. This risk will only increase in winter on snowy roads and may contribute to car accidents.</i>
<i>None</i>
<i>This work within this small community is so necessary. We are surrounded by commuter streets and people cutting through are only interested in the time it takes. Our community is a popular pedestrian community especially with the park so close but the streets are narrow. Parking on both sides of the street requires traffic to go slow and make way for traffic coming in the other direction. I am also concerned about the crossing of Roselawn Cres at the foot of Roselake St. Pedestrians use this location to enter the park so it is busy, particularly on the weekends. Roselawn Cres is also used by visitors to the Park and parking is often on both sides of the road making it very narrow. This road is also an access in and out of the community so it is always busy. With homes on only one side, drivers seem to want to speed along it. There definitely needs to be a 'traffic calming' device installed with a pedestrian 'bump out' at the park entrance.</i>
<i>I like the one on the east rose hill and rosery dr intersection because it prevents cars from parking too close to the corner and blocking the view of oncoming traffic</i>
<i>The proposed bumps out seem expensive and unnecessary.</i>
<i>Likely not possible, but I'd like to see more locations and vehicles seem to ramp up speeds between them.</i>
<i>Yes, they create a hazard when turning onto Rosery Dr close to the 14th street side, and they reduce parking on Rosehill at the other entrance close to 10St. I hope they are removed and tax payer money is better spent elsewhere. Maybe with pedestrian lights at other crosswalk on 14th Street.</i>
<i>I drive a full sized 1/2 ton and often tow a 17' trailer. With the way some people park together with narrow entrances to streets I have found myself in trouble more than once. Speed isn't the issue, it's about making streets workable, not just creating bottle necks everywhere</i>
<i>rosertree road seems an odd location for temporary curb. nobody really crosses there</i>
<i>Some homes have lost there parking. Traffic calming devices make it more congested. People will always jaywalk in a community. Children should learn how to cross the streets safely without putting up these devices.</i>
<i>I think they only ones needed are by the crosswalk the other just prohibit parking for the residents of Rosehill Dr. Also having flashing lights at the crosswalk would be a benefit .</i>
<i>I feel all locations are not needed and there is better way to spend our tax dollars, this road is full of parking at all times so there are already built in traffic slowing items. All these items do is reduce parking on a street where this is already limited.</i>



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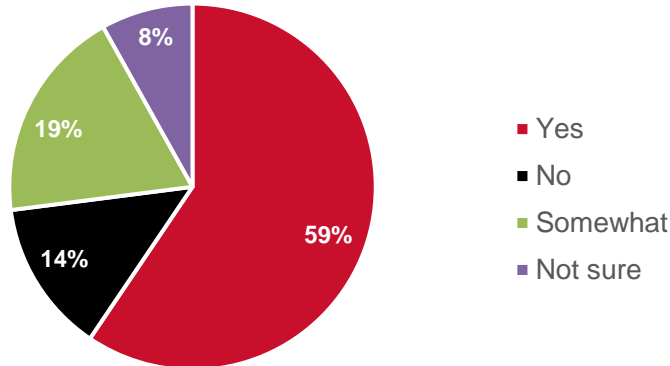
<p><i>Not really. My main concern is that these improvements do not really address the main concern which appears to be speeding. The residential speed limit was lowered to 40 km/h which should be sufficient (if people follow it). If enforcement is not likely then speed bumps will slow traffic down.</i></p>
<p><i>I have no opinion on the traffic calming measures EXCEPT for the one on Rosehill Drive & Rosary Drive (west leg). This is the one I live very close to. I don't like it. I like having more room on the road in this location.</i></p>
<p><i>Rosehill Dr. /Rosery Dr. east leg. When coming from either direction i.e. going east from 14th St., or for down the hill from the south we are meeting traffic in the middle of the road. The reason is that to swing around the traffic extensions from the west to go up the hill heading south there is no room because there are consistently parked some large vehicles on each side of the road making traffic nearly one way or stop to take turns. I do not think that these traffic extensions are solving very much but adding to traffic concerns about a potential collision at that corner.</i></p>
<p><i>It would have been nice to see an extension on the north side of Rosewood intersection as well as it is difficult to see pedestrians when travelling eastbound. I don't think there is any value to the one at Rosetree intersection. It seems very wide and in my 4+ years living here, I don't think I have seen anyone trying to cross where the curb extensions were installed. I like the idea of adding a few bump-outs along the street to help narrow it but I think they shouldn't take up as much parking space as these ones do and could be more frequent. Additionally, there seemed to be an emphasis on the south side rather than north side. Not sure if this was intentional or not but perhaps including some north-side extensions may be valuable.</i></p> <p><i>The two extensions on at Rosery seem to help. Simple and effective in my opinion. Definitely keep these ones, especially the West one as it slows people a bit that are travelling eastbound from 14 St.</i></p>
<p><i>They take away someone's parking (not mine)</i></p>
<p><i>Streets are made to move traffic as efficiently and effectively as possible. If drivers are not maintaining the law police officers should be writing tickets. These barriers are really idiotic!!!</i></p>
<p><i>Yes. Our street corner is a gong show. And when 14st traffic backs up we get all the traffic.</i></p>
<p><i>With these curbs the snow ploughs will not be able to clear the road Maybe a 3 way stop would be more appropriate</i></p>
<p><i>I'm in favor of the locations; but I feel there should be more on Roselawn Crescent in multiple spots where the park paths connect to the street. The path entry/exists just dump you right out onto the street. As well there should be 2 more (1) at the corner of Roselawn Crescent where it meets Rosery Drive and (2) at the corner of Roselake and Rosery Drive.</i></p>

Question 7: Do you think that the mural adds to the vibrancy and enjoyment of the streetscape?

22 people said 'Yes', 7 said 'Somewhat', 5 said 'No', and 3 were 'Not sure'.

Responded: 37, Skipped: 3

Do you think that the mural adds to the vibrancy and enjoyment of the streetscape?



Please explain your answer:

There were a range of responses. Some residents indicated that they liked it, enjoyed the bright colours, the choice of image, that it connects to the school’s mascot (the fox), that it included children and makes the community more inclusive, and that it’s an opportunity to improve the community overall. Others indicated that they thought it was a waste of money, or that the artwork was ‘too amateur’. Some people pointed out that nature is beautiful, and should perhaps be emphasized more than community artwork. One person pointed out that they would have preferred to see pathway improvements instead.

The full verbatim responses are included below.

<i>The mural is not needed. The mural is a poor use of money as we have many more urgent needs for our limited tax dollars.</i>
<i>I love the splashes of colour that beautify an otherwise mundane piece of asphalt.</i>
<i>I would be happy to see it at junctions or places where people need to be aware of something different.</i>
<i>I like the picture. Will have to go by on tomorrows walk and look. It’s nice to see art around the neighborhood</i>
<i>Looks nice in photo. Will have to walk by and look at it</i>
<i>Nice to see some colour, as opposed to the brown grass</i>
<i>too amateur looking to add any value</i>
<i>adds color when approaching school to drop off kids</i>
<i>I haven’t seen it.</i>
<i>Not sure as haven’t seen it or know where it is located.</i>
<i>I would like to see the walkway between Rosery Drive and Rosehill Drive addressed. Tree roots have made asphalt uneven, shrubbery from adjacent property has encroached on the walkway by about 3’, it is very slippery in winter, lighting could be better. It is a well used pathway.</i>

<i>Its a talking point for people to stop by and discuss. This is good for the community as it gets people out walking more and interacting.</i>
<i>Nature is beautiful. This looks like graffiti. Rosemont is an established community next to Confederation Park. Children should be encouraged to appreciate nature, not painted sidewalks and pathways. Look up to see beauty, not down.</i>
<i>I absolutely love the mural. I love the colours and the "flow". I love the art. I didn't know the school's mascot was a fox, but now I know this.</i>
<i>As long as it's not chalk. Chalk is expensive to remove... according to the UCP.</i>
<i>Love this but don't go to the school often. Would love to see more small things like this if possible. Maybe making it a community activity could help bring residents together as well.</i>
<i>The colours are a bonus on grey days</i>
<i>Dumb question!</i>
<i>It's cheerful and interesting.</i>
<i>Haven't seen it</i>
<i>Art is good for the community.</i>
<i>It's pretty amazing, much like the paintings graffiti art under 14th and 10th street path way bridges.</i>
<i>Thank you! This project makes such a difference- I love that the city is involving kids.</i>

Social Map

The results below were collected from pins on the Social Map activity. The addresses below are generated automatically and may not be exact.

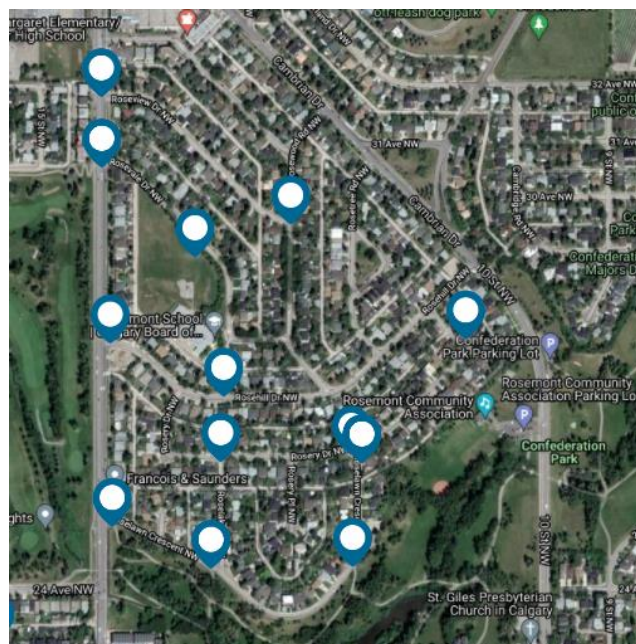


Figure 3. Social map - locations of comments / pins



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Comment Submitted	Category	Location of Comment / Pin
<i>As mentioned, the crosswalk signals at Roseview should be moved to Rosevale crossing, which is very dangerous.</i>	Pedestrian safety / comfort	3228 14 Street NW
<i>Cars seem to speed through this area and abruptly slow down at the bump on Rosery drive.</i>	Speeding	5 Roselawn Crescent NW
<i>cut through route. path dumps you out onto the street and should be marked</i>	Pedestrian safety / comfort	12 Roselawn Crescent NW
<i>drivers cut through this area regularly and drive way too fast.</i>	Speeding	86 Rosery Drive NW
<i>drivers will cut through roselawn, roselake, roserly to get through to 10th street. this is a steeper hill with visibility issue - same as roselawn heading up to roserly drive.</i>	Speeding	28 Roselake Street NW
<i>Lots of families walk from the school and through the alley that feeds onto Rosehill. Lots of cars coming out from this intersection too so lots of mixed use and blind spots.</i>	Pedestrian safety / comfort	1402 Rosehill Drive NW
<i>path dumps you out on to the street. should be marked to help reduce speeders.</i>	Pedestrian safety / comfort	36 Roselawn Crescent NW
<i>path dumps you right onto the street. cars parked around it. drivers go too fast down roselawn crescent.</i>	Pedestrian safety / comfort	98 Roselawn Crescent NW
<i>People who turn off of 14 St are generally going too fast and they don't slow down for bit.</i>	Speeding	1440 Rosehill Drive NW
<i>slow down</i>	Speeding	40 Rosewood Road NW
<i>The crosswalk on Roseview is extremely dangerous. Although signalled, it is on the top of a hill that is very difficult for drivers travelling south to see. This crosswalk signals should be moved to the Rosevale crossing, which is also very dangerous, and the Roseview crossing closed.</i>	Pedestrian safety / comfort	3223 14 Street NW
<i>Traffic speed is usually faster than posted speed limit along Rosevale Drive.</i>	Speeding	56 Rosevale Drive NW
<i>Used as a thoroughfare when 14 St or 24 Ave backed up. Excessive speed, not stopping at stop signs or slowing down in playground zones</i>	Speeding	15 Street NW
<i>Whenever it snows and gets slippery, the cars heading towards Rosehill slide all over the place, trying to make that curve. It is a hazard and dangerous to pedestrians. I've had a hit and run, my neighbours have also had a few hit and runs. This is a super dangerous street</i>	Winter conditions	15 Rosery Drive NW



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What We Are Doing

The following summarizes the range of input we received, grouping feedback into thematic areas, and how the project team is or is not incorporating the feedback into the design of the permanent measures.

Comment Theme	Comment Examples	What We Are Doing
Speeds remain high along Rosehill Drive	<p><i>“there’s still loads of speeders ripping through the neighbourhood.”</i></p> <p><i>“...people are still driving above 40. A posted sign, especially on the west side of Rosehill would help.”</i></p> <p><i>“paint on the humps made biggest difference in slowing traffic. overall not a real significant slowing noticed”</i></p> <p><i>“My main concern is that these improvements do not really address the main concern which appears to be speeding. The residential speed limit was lowered to 40 km/h which should be sufficient (if people follow it). If enforcement is not likely then speed bumps will slow traffic down.”</i></p>	In addition to permanent curb extensions we are investigating speed humps along Rosehill Drive. A combination of speed humps and curb extensions can work together as a program or series of traffic calming interventions along Rosehill Drive and Roselawn Crescent to slow speeds and improve pedestrian comfort along the corridors.
Temporary curb extensions have improved the pedestrian experience at some locations	<p><i>“The curb extension has been able to bring pedestrians out from behind the cars, safely to help them across the road. Need curb extensions on the north side of Rosehill to be fully effective”</i></p> <p><i>“I like the one on the east rose hill and rosery dr intersection because it prevents cars from parking too close to the corner and blocking the view of oncoming traffic”</i></p> <p><i>“The new temporary curbs mean nobody is popping out from between cars parked in front of crosswalks any more. This is a good thing”</i></p> <p><i>“A bit easier at the Rosewood interesction. Don’t think they help at Rosetree at all and haven’t seen anyone at Rosery intersections.”</i></p> <p><i>“bumped out crosswalk at rosewood helps”</i></p> <p><i>“rosetree road seems an odd location for temporary curb. nobody really crosses there”</i></p>	<p>The project team is looking at making the temporary curb extensions at the intersections of Rosehill Drive at Rosewood Road as well as Rosehill Drive at either ends of Rosery Drive permanent. This will include the construction of wheelchair ramps to improve accessibility for all those traveling along or across the corridor.</p> <p>The temporary measures at Rosehill Drive and Rosetree Road will not be made permanent due to feedback on low pedesetrian volumes at this location and impacts to on-street parking that is heavily used (see below).</p>

Comment Theme	Comment Examples	What We Are Doing
Speeds coming off of 14 Street	<p><i>"... traffic coming from 14th St. flies around the corner doing more than 40 kph, we had hoped with 40 now. being the standard unless otherwise posted it would slow the traffic, but it has not, west bound better"</i></p> <p><i>"Rosehill Dr and 14 Street is still a dangerous intersection."</i></p>	The project team is investigating temporary curb extensions along 14 Street at Rosehill Drive and Roselawn Crescent. The goal is to change the radius of the corner, making vehicles take a tighter / slower turn onto Rosehill Drive and Roselawn Crescent.
Impacts to on-street parking	<p><i>"The only thing I have noticed is reduced parking spots on an already packed Rosehill Dr. Rosehill has homes with multiple vehicles from each half-duplex and the curbs are making a bad parking situation even worse."</i></p> <p><i>"The mid-block curbs have reduced the number of parking stalls which makes parking more difficult."</i></p> <p><i>"These stupid things are in front of my house and taking up parking for this house ."</i></p> <p><i>"All these items do is reduce parking on a street where this is already limited."</i></p>	The project team seeks to minimize parking impacts as much as possible; however, there are times when it is unavoidable to achieve lower speeds and safety benefits. As mentioned previously, the temporary curb extensions will not be made permanent at Rosehill Drive and Rosetree Road due to reduced visibility, drainage concerns, and impacts to on-street parking.
Concerns about speeding along Roselawn Crescent	<p><i>"I am also concerned about the crossing of Roselawn Cres at the foot of Roselake St. Pedestrians use this location to enter the park so it is busy, particularly on the weekends. Roselawn Cres is also used by visitors to the Park and parking is often on both sides of the road making it very narrow. This road is also an access in and out of the community so it is always busy. With homes on only one side, drivers seem to want to speed along it. There definitely needs to be a 'traffic calming' device installed with a pedestrian 'bump out' at the park entrance."</i></p> <p><i>"path dumps you right onto the street. cars parked around it. drivers go too fast down roselawn crescent."</i></p> <p><i>"Cars seem to speed through this area and abruptly slow down at the bump on Rosery drive."</i></p>	The project team is investigating permanent solutions to slow down vehicles coming off of 14 Street onto Roselawn Crescent (speed humps) as well as intersection improvements, including curb extensions, at Roselawn Crescent and Roselake Street.
Traffic calming measures	<p><i>"The curbs have made it narrower for cars to drive by and made it more risky to drive."</i></p>	The temporary curbs have narrowed the roadway in some



Neighbourhood Streets Rosemont

Phase 2 Engagement

What We Heard / What We are Doing Report | January 2021

Comment Theme	Comment Examples	What We Are Doing
make it less safe to travel along Rosehill Drive	<i>“makes it less safe, as traffic turning on or off of Rosery Dr. results in a very sharp turn almost causing accidents as cars are coming off of Rosery Dr onto Rosehill Dr. The yellow blocks (or supposed calming blocks are more of a hazard than a help)”</i>	locations. Engineering behind these measures show that large trucks, such as delivery vehicles and garbage trucks, can still make the turns safely.
Concerns around cost	<i>“The proposed bumps out seem expensive and unnecessary.”</i> <i>“tax payer money is better spent elsewhere.”</i>	We used temporary materials (repurposed from other projects) to test improvements to make sure spending on permanent solutions was in areas that would be most effective and would provide value and benefit for the community.

Next Steps

The project team will work on detailed designs for permanent solutions, with the aim of implementing them this year (2022), as resources allow. The public will have an opportunity to view the permanent designs in late January.