

HAMPTON VILLAGE

2016 Neighbourhood Traffic Reviews

CITY OF SASKATOON

May 9, 2017

Hampton Village Neighbourhood Traffic Review

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Authorization

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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 additional community and stakeholder consultation that provides opportunity for residents and City staff 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 June 2016 to identify traffic concerns and potential solutions within the Hampton Village neighbourhood. 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 January 2017.

A summary of recommended improvements for the Hampton Village neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. 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 year); medium-term (3 to 5 years) and long-term (more than 5 years). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

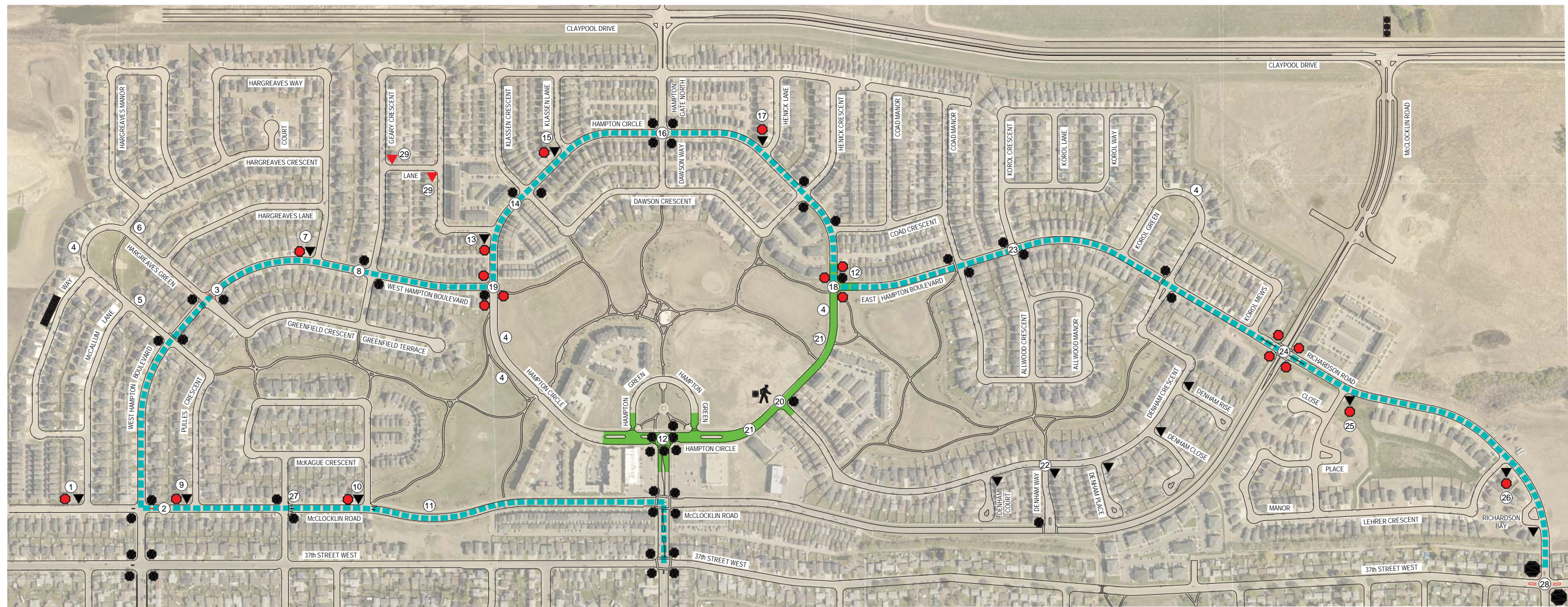
The Hampton Village Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-I: Hampton Village Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
1	McClocklin Road & McCallum Lane	Replace yield sign with a stop sign	Improve safety
2	McClocklin Road & West Hampton Boulevard	Install median island on the east leg of McClocklin Road	Improve safety
3	West Hampton Boulevard & Hargreaves Green	Install a standard crosswalk on the north leg of West Hampton Boulevard	Improve pedestrian safety; Reduce driver speed
4	Around Parks	Install Playground Signs	Improve pedestrian safety around park
5	McCallum Lane & Hargreaves green	Install standard crosswalk	Improve pedestrian safety
6	Hargreaves Crescent & Hargreaves green	Install standard crosswalk	Improve pedestrian safety
7	West Hampton Boulevard & Hargreaves Lane	Replace yield sign to stop sign	Improve safety
8	West Hampton Boulevard & Geary Crescent	Install median Island on the west leg of West Hampton Boulevard; Install “No Parking” signs 10 m from the intersection	Reduce driver speed; Improve safety
9	McClocklin & Pulles Crescent	Replace yield sign with stop sign	Improve Safety
10	McClocklin Road & McKague Crescent	Install “No Parking” signs on both sides of the north leg of McKague Crescent 10 m from the intersection; Permanently install median island and curbing; Replace yield sign with a stop sign	Improve visibility and pedestrian safety
11	McClocklin Road (Junor Road – McKague Crescent)	Install Speed Display board; Install Pedestrian ahead sign.	Improve pedestrian safety; reduce driver speed.
12	Junor Road & Hampton Circle	Install “No Parking” signs 10 m from the intersection	Improve safety and sight lines
13	Hampton Circle & Geary Crescent	Replace yield sign with stop sign	Improve safety
14	Hampton Circle & Klassen Crescent	Install median island on the south leg of Hampton Circle	Reduce driver speed
15	Hampton Circle & Klassen Lane	Replace yield sign with stop sign	Improve safety
16	Hampton Circle & Hampton Gate North	Install “No Parking” signs 15 m from all approaches at the intersection Install median island on all legs of the intersection with stop signs	Improve safety
17	Hampton Circle & Henick Lane	Replace yield sign with stop sign	Improve safety

Table ES-I Continued

Item	Location	Recommendation	Reason
18	Hampton Circle & East Hampton Boulevard	Install a three way stop; Install median island on the north and south legs of Hampton Circle with stop signs	Improve pedestrian safety; Improve traffic delay
19	Hampton Circle & West Hampton Boulevard	Install a three-way stop; Install median island on the north leg of Hampton Circle with stop sign; Extend the existing “No Parking” signs by 5 m on Hampton Circle	Improve traffic flow (allows vehicle to pass in inside lane while bus is stopped) & improve pedestrian safety (enhances crosswalk visibility)
20	Hampton Circle & Denham Crescent	Install an Active Pedestrian Corridor; Install “No Parking” signs 10 m from the intersection	Enhance pedestrian safety
21	Hampton Circle (West of Hampton Gate South to North of East Hampton Boulevard); 10 metres south of Denham Crescent & Hampton Circle	Install School Zone signs	Enhance pedestrian safety
22	Denham Crescent & Denham Way	Install a guide sign “Access to McClocklin Road”	Reduce shortcutting
23	East Hampton Boulevard & Korol Crescent	Install median island on the east and west legs of East Hampton Boulevard	Reduce driver speed
24	Richardson Road & McClocklin Road	Install a four-way stop: Install a median island on the north leg of McClocklin road with stop sign Install “No Parking” sign 15 m from the intersection on all approaches	Improve traffic delays: Improve safety and sight lines
25	Richardson Road & Manor Place	Replace yield sign with a stop sign; Install “No Parking” sign 10 m from the Intersection	Improve safety and sight lines
26	Richardson Road & Lehrer Crescent	Replace yield sign with a stop sign; Install “No Parking” sign 10 m from the Intersection	Improve safety and sight lines
27	McClocklin Road & Sumner Crescent	Remove the temporary median Island	It narrows the roadway
28	Richardson Road & 37 th Street	Install a Median Island on the West and East legs of 37 th Street with stop signs	Enhance visibility and improve safety
29	Geary Lane & Geary Crescent	Install Yield signs to give right of way to Geary Crescent	Improve safety



LEGEND

- ▼ EXISTING YIELD SIGN
- EXISTING STOP SIGN
- PROPOSED STOP SIGN
- ▼ PROPOSED YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ⬆️ EXISTING TRAFFIC SIGNAL
- 🚶 PROPOSED ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

**EXHIBIT ES-1
HAMPTON VILLAGE TRAFFIC PLAN**



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I 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 fashion. Accordingly, this report provides the traffic management plan for the Hampton Village neighbourhood.

The Hampton Village neighbourhood is located on the west portion of Saskatoon and is bound by 37th Street to the south, McCallum Way to the west and Claypool Drive to the north. The land use is mostly residential, with proposed elementary schools location on Hampton Green.

The neighbourhood traffic review includes four stages:

- **Stage 1** - Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon online discussion.
- **Stage 2** - Develop a draft traffic plan based on resident's 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 divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **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 (more than 5 years).

This report presents the study findings and recommendations.

2 STAGE 1: IDENTIFYING ISSUES, CONCERNS, AND POSSIBLE SOLUTIONS

A public meeting was held in June 2016 to identify traffic concerns within the Hampton Village neighbourhood. At the meeting, residents were given the opportunity to express concerns and suggest possible solutions. The meeting minutes are provided in **Appendix A**.

The following pages summarize the concerns and suggested solutions identified during the initial consultation (including all correspondence and Shaping Saskatoon discussion comments received prior to the follow-up meeting) with the residents.

2.1 Concern 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 at the following locations:

- McClocklin Road
- Hampton Circle
- East Hampton Boulevard
- West Hampton Boulevard – speeding from Hampton Circle to McClocklin Road
- Richardson Road
- McCallum Lane – speeding and shortcutting from McCallum Way to McClocklin Road
- Sumner Crescent – speeding between 37th Street and McClocklin Road
- Back Alley:
 - Back Alley off Geary Crescent (used by trucks and cars)
- General:
 - Narrow Roadways especially along Coad Manor
 - Dangerous and unsafe for vehicles backing out of driveways especially on East and West Hampton boulevards.

Proposed solutions identified by residents:

- Hampton Circle:
 - Install speed bumps or indents
 - Police enforcement

- Three way stops at West and East Hampton Boulevards
- Install 30 kph speed zone around school area
- McClocklin Road:
 - Install speed bumps or indents just like 37th Street
 - Police enforcement
 - Pedestrian device needed at Richardson Road to help pedestrian to safely cross
 - All way stop at Richardson Road and McClocklin Road to reduce speeding and enhance safety
 - Install traffic calming along McClocklin Road between Junor Road and West Hampton Boulevard
- East Hampton Boulevard:
 - Install speed bumps or indents
 - Police enforcement
 - All way stop at Korol Crescent
 - All way stop at Richardson Road and East Hampton Boulevard to reduce speeding and enhance safety
- West Hampton Boulevard:
 - Install speed bumps or indents just like 37th Street
 - Police enforcement
 - Install an all way stop between McClocklin Road and Hampton Circle
- Richardson Road:
 - Install traffic calming along Richardson Road

2.2 Concern 2 – Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation as encouraging walking to nearby amenities, as opposed to driving, reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled *Traffic Control at Pedestrian Crossings – 2004* approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- Richardson Road & McClocklin Road:
 - Very difficult for pedestrians to cross McClocklin Road
 - Lots of children crossing to use the park at Korol Green
 - Parking at this intersection create visibility issues to see pedestrians
- Hampton Circle & East Hampton Boulevard:
 - Unsafe for pedestrians to cross Hampton Circle
 - No Playground sign along Hampton Circle
- Hampton Circle & West Hampton Boulevard:
 - Unsafe for pedestrians to cross Hampton Circle
 - No Playground sign along Hampton Circle
- Korol Green
 - No Playground sign along the park
- Hargreaves Green:
 - Improve crossing around the park
 - No Playground sign along the park
- McClocklin Road & McKague Crescent
 - Pedestrian safety especially with vehicles parked closed to the intersection (visibility concerns)
- Denham Crescent & Hampton Circle
 - So many pedestrian crossing this location – pedestrian crossing needed

Proposed solutions identified by residents:

- East and West Hampton Boulevards – Install Active pedestrian corridor to enhance pedestrian safety at these intersections.
- Install active pedestrian corridor at Denham Crescent and Hampton Circle.
- Install a full traffic signal with pedestrian flashing lights at Richardson Road & McClocklin Road.
- Install Playground signs around parks and playgrounds.
- Restrict parking at intersections to enhance visibility.

2.3 Concern 3 – New Joint School

A new joint use school is to be constructed in the Hampton Village neighbourhood in the northwest of the city. As part of the future planning for the school, a transportation impact and traffic operations assessment was carried out. The recommendations of the assessment are incorporated in the Hampton Village neighbourhood review.

Concerns from residents regarding the new schools include:

- Safety of school children crossing Hampton Circle
- Speeding on Hampton Circle and at Hampton Green
- Safety of school children crossing the intersection of Denham Crescent & Hampton Circle

Proposed solutions identified by residents:

- School Zone should include East Hampton Blvd & Hampton Circle and Hampton Circle & Hampton Green.
- School Zone should have no parking on both sides especially on Hampton Circle (between Junor Avenue and Denham Crescent).
- School buses should load outside school zone.
- There should be a 30 km/hr zone around the entire Hampton green Circle.
- Install speed bumps on Hampton Circle.
- Install flashing lights on Hampton Circle across the school (this should display during school hours).
- The 30 kph school zone should be enforced all through the day (24 hours, 7 days a week).

2.4 Concern 4 – Traffic Control

Traffic control signs are used in order to assign the right-of-way. City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, April 26, 2009 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 must have a balanced volume from each leg to operate sufficiently.

Hampton Village Neighbourhood concerns regarding traffic controls were at the following locations:

- McClocklin Road & West Hampton Boulevard – Long delays and safety concerns.
- Richardson Road & 37th Street – Delays and safety concerns.
- West Hampton Boulevard & Hampton Circle – Delays in safely making an Eastbound left turn.
- McClocklin Road & Richardson Road – Long delays on Richardson Road and safety concerns at the intersection.
- East Hampton Boulevard & Hampton Circle – Delays in safely making a Westbound left turn.
- Junor Avenue & 37th Street – Delays on Junor Avenue during off peak periods, close proximity of many stop signs on Junor Avenue.
- Hampton Gate North & Hampton Circle – Not stopping at a four-way stop; rolling through stop signs.
- Junor Avenue & McClocklin Road – Delays at the intersection during peak periods

Proposed solutions identified by residents:

- McClocklin Road & West Hampton Boulevard – Install a four-way stop
- Richardson Road & 37th Street – Install a four-way stop
- West Hampton Boulevard & Hampton Circle – Install a three-way stop
- McClocklin Road & Richardson Road – Install a four-way stop; Install a traffic signal
- East Hampton Boulevard & Hampton Circle – Install a three-way stop
- Junor Avenue & 37th Street – Remove the four-way stop and have stop signs on 37th Street
- Hampton Gate North & Hampton Circle – Install a traffic signal
- Junor Avenue & McClocklin Road – Install a traffic signal

2.5 Concern 5 – Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, 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 at the following locations:

- Hampton Circle (between Junor Road and East Hampton Boulevard) – Parking on both sides narrows the road width.
- Denham Crescent & Hampton Circle – Parking too close to the intersection.
- Richardson Road & McClocklin Road – Too many parking close to the intersection; parking narrows the road width at this intersection.
- Richardson Road & Lehrer Crescent – Parking close to the intersection resulting in visibility and safety concerns.
- Richardson Road & Manor Place – Parking close to the intersection resulting in visibility and safety concerns.
- Hampton Circle & Junor Road – Parking too close to the intersection.
- McClocklin Road and McKague Crescent– Visibility issues as a result of parked vehicles.

Proposed solutions identified by residents:

- Hampton Circle (between Junor Road and East Hampton Boulevard) – Restrict parking on one side of this roadway.
- Denham Crescent & Hampton Circle – Restrict parking at this intersection.
- Richardson Road & McClocklin Road – Restrict parking at this intersection and extend the restriction to East of McClocklin Road.
- Richardson Road & Lehrer Crescent – Restrict parking at this intersection.
- Richardson Road & Manor Place – Restrict parking at this intersection.
- Hampton Circle & Junor Road – Restrict parking at this intersection.
- McClocklin Road and McKague Crescent– Restrict parking north and east of this intersection.

2.6 Concern 6 – Major Intersections & 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 at the following locations:

- Claypool Drive:
 - When will this roadway be completed? It has taken too long.
 - How and when will Claypool Drive connect to the west side of Hampton Village?

Proposed solutions identified by residents:

- The completion of Claypool Drive should be sooner than later to improve traffic flow.
- There should be a connection of Claypool Drive to the west end of Hampton Village to create an alternate route.

3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

3.1 Methodology

Stage 2 of the Neighbourhood Traffic Review included developing a draft traffic management 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 neighbourhood.
- 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
 - 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. Neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on local / collector streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

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

Characteristics	Classifications					
	Back Lanes		Locals		Collectors	
	Residential	Commercial	Residential	Commercial	Residential	Commercial
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance	
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000
Typical Speed Limits (kph)	20		50		50	
Transit Service	Not permitted		Generally avoided		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour	

Travel 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 Hampton Village neighbourhood is 50 kph, except for school zones where the speed limit will be 30 kph from September and 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 an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2016)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Sumner Crescent	37 th Street & McClocklin Road	Local	280	51
McClocklin Road	Junor Avenue & Sumner Crescent	Collector	1,420	58
McClocklin Road	Junor Avenue & West Hampton Boulevard		1,080	54
Hampton Circle	Junor Avenue & Hampton Green		3,870	49
West Hampton Boulevard	Hampton Circle & McClocklin Road		1,300	43

3.3 Traffic Control Assessments

Yield, stop, and all-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009.

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 the last twelve month period 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. Traffic entering the intersection from the minor street must be at least 35% 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**.

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Hampton Circle & East Hampton Boulevard	625 (yes)	6,780 (yes)	2 (no)	Continue to Step 2.
Hampton Circle & West Hampton Boulevard	717 (yes)	9,100 (yes)	2 (no)	Continue to Step 2.
McClocklin Road & Richardson Road	940 (yes)	12,140 (yes)	1 (no)	Continue to Step 2.
Junor Avenue & 37 th Street	977 (yes)	10,530 (yes)	2 (no)	Continue to Step 2.
37 th Street & Richardson Road	245 (no)	2,870 (no)	2 (no)	All-Way Stop Not Warranted
West Hampton Boulevard & McClocklin Road	583 (no)	5,940 (no)	0 (no)	

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% for four-way stop and 25% for three-way stop	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Hampton Circle & East Hampton Boulevard	29% (yes)	430 m (yes)	Three-Way Stop Warranted
Hampton Circle & West Hampton Boulevard	33% (no)	430 m (yes)	Three-Way Stop Warranted
McClocklin Road & Richardson Road	31% (no)	Greater than 200 m (yes)	Four-Way Stop not Warranted
Junor Avenue & 37 th Street	23% (no)	90 m (no)	All-Way Stop Not Warranted

3.4 Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which are in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004. Devices include the pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions including:

- Number of traffic lanes to be crossed;
- presence of a physical median;
- posted speed limit of the street;
- distance the crossing point is to the nearest protected crosswalk point; and
- number of pedestrian 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 3:00 p.m. to 5:00 p.m.

A standard pedestrian crosswalk or a zebra crosswalk (i.e. striped) may be considered when a signalized crosswalk is not warranted. In this neighbourhood, no pedestrian assessments were conducted.

3.5 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.

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
McClocklin Road & Richardson Road	34	Traffic Signal Not Warranted
Junor Avenue & McClocklin Road	51	Traffic Signal Not Warranted
Hampton Gate North & Hampton Circle	8	Traffic Signal Not Warranted

Details of the traffic signal assessments are provided **Appendix C**.

3.6 Collision Analysis

The most recently available five year collision data (2011 to 2015) was provided by 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. Locations with two or more collisions per year include:

- West Hampton Boulevard & McClocklin Road
- Junor Avenue & McClocklin Road

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

4 STAGE 3: PRESENTATION OF TRAFFIC PLAN

4.1 Methodology

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

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the civic divisions 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 management plan, including the location, recommended improvement, and the 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*, January 26, 2009, “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
McClocklin Road & West Hampton Boulevard	Install median island on the east leg of McClocklin Road	Reduce speed; improve safety
West Hampton Boulevard & Hargreaves Green	Install a standard crosswalk on the north leg of West Hampton Boulevard Install a median island on the north leg of West Hampton Boulevard	Improve pedestrian safety; reduce driver speed
West Hampton Boulevard & Geary Crescent	Install median Island on the west leg of West Hampton Boulevard Install “No Parking” signs 10m from the intersection	Reduce driver speed; improve safety
Hampton Circle & Klassen Crescent	Install median Island on the south leg of Hampton Circle	Reduce driver speed
Hampton Circle & Hampton Gate North	Install “No Parking” signs 15 m from all approaches at the intersection Installed median island on all legs of the intersection with stop signs.	Reduce speed; improve safety
Denham Crescent & Denham Way	Install a guide sign “Access to McClocklin Road”	Reduce shortcutting
East Hampton Boulevard & Korol Crescent	Install median island on the east and west legs of East Hampton Boulevard	Reduce driver speed

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
Around parks	Install playground signs	Improve pedestrian safety around park
McCallum Lane & Hargreaves Green	Install standard crosswalk	Improve pedestrian safety
Hargreaves Crescent & Hargreaves green	Install standard crosswalk	Improve pedestrian safety
McClocklin Road & McKague Crescent	Install “No Parking” signs on both sides of the north leg of McKague Crescent 10 m from the intersection; Permanently install median island and curbing; Replace yield sign with a stop sign.	Improve visibility and pedestrian safety
McClocklin Road (Junor Road – McKague Crescent)	Install Speed Display Board; Install Pedestrian ahead sign	Improve pedestrian safety; reduce driver speed
Hampton Circle & East Hampton Boulevard	Install a three-way stop; Install median island on the north and south legs of Hampton Circle with stop signs	Improve pedestrian safety; Improve traffic delay
Hampton Circle & West Hampton Boulevard	Install a three-way stop; Install median island on the north leg of Hampton Circle with stop sign; Extend the existing ‘No Parking’ signs by 5 m on Hampton Circle	Improve pedestrian safety; Improve traffic delay
Hampton Circle & Denham Crescent	Install an Active Pedestrian Corridor; Install “No Parking” signs 10 m from the intersection	Enhance pedestrian safety
Hampton Circle (West of Hampton Gate South to North of East Hampton Boulevard); 10 m south of Denham Crescent & Hampton Circle	Install School Zone signs	Enhance pedestrian safety

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
McClocklin road & McCallum Lane	Replace yield sign with a stop sign	Improve safety
West Hampton Boulevard & Hargreaves Lane	Replace yield sign to stop sign	Improve safety
McClocklin & Pulles Crescent	Replace yield sign with stop sign	Improve safety
Hampton Circle & Geary Crescent	Replace yield sign with stop sign	Improve safety
Hampton Circle & Klassen Lane	Replace yield sign with stop sign	Improve safety
Hampton Circle & Henick Lane	Replace yield sign with stop sign	Improve safety
Richardson Road & McClocklin Road	Install a four-way stop; Install a median island on the north leg of McClocklin road with stop sign; Install “No Parking” sign 15 m from the intersection on all approaches	Improve traffic delays; Improve safety and sight lines
Richardson Road & Manor place	Replace yield sign with stop sign: Install “No Parking” sign 10 m from the intersection	Improve safety and sight lines
Geary Lane & Geary Crescent	Install Yield signs to give right-of-way to Geary Crescent	Improve safety
Richardson Road & Lehrer Crescent	Replace yield sign with stop sign: Install “No Parking” sign 10 m from the intersection	Improve safety and sight lines
Richardson Road & 37 th street	Install a Median Island on the West and East legs of 37 th Street with stop signs	Enhance visibility; Improve safety

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
Junor Road & Hampton Circle	Install “No Parking” signs 10 m from the intersection	Improve safety and sight lines

4.6 Follow Up Consultation – Presentation of Traffic Management Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in January 2017. Meeting minutes are provided in **Appendix E**. 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 F**. Additional issues raised during the follow-up meeting were assessed and outlined **Appendix G**. Recommendations were added to the list of improvements if necessary.

The revised list of recommendations was then circulated to the civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways & Operations and Transit) to gather comments and concerns. General support was received.

5 STAGE 4: IMPLEMENTATION

Stage 4, the final stage of the Neighbourhood Traffic Review, is to install the recommended improvements within the specified time frame. 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 more than 5 years.

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 Hampton Village are likely to take place in spring / summer 2017.

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

- **Table 5-1:** Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- **Table 5-2:** Speed Enforcement & Speed Display Boards Cost Estimate
- **Table 5-3:** Pedestrian Safety Devices Cost Estimate
- **Table 5-4:** Permanent Traffic Calming Cost Estimate
- **Table 5-5:** Total Cost Estimate

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

Location	Device (# of Devices)	Cost Estimate	Time Frame
McClocklin Road & McCallum Lane	Stop sign (1)	\$ 250	1 to 2 years
McClocklin Road & West Hampton Boulevard	Median island (1)	\$ 500	
West Hampton Boulevard & Hargreaves Green	Standard crosswalk	\$ 250	
Around Parks	Playground signs (5)	\$ 1,250	
McCallum Lane & Hargreaves green	Standard crosswalk	\$ 250	
Hargreaves Crescent & Hargreaves green	Standard crosswalk	\$ 250	
West Hampton Boulevard & Hargreaves Lane	Stop sign (1)	\$ 250	
West Hampton Boulevard & Geary Crescent	Median island (1) "No Parking" signs (2)	\$ 500 \$ 500	
McClocklin & Pulles Crescent	Stop sign (1)	\$ 250	
McClocklin Road & McKague Crescent	"No Parking" signs (2) Stop sign (1)	\$ 500 \$ 250	
McClocklin Road (Junor Road – McKague Crescent)	Pedestrian Ahead sign (1)	\$ 250	
Junor Road & Hampton Circle	"No Parking" signs (3)	\$ 750	
Hampton Circle & Geary Crescent	Stop sign (1)	\$ 250	
Hampton Circle & Klassen Crescent	Median island (1)	\$ 500	
Hampton Circle & Klassen Lane	Stop sign (1)	\$ 250	
Hampton Circle & Hampton Gate North	Median island (4) "No Parking" signs (4) Stop sign (4)	\$ 2,000 \$ 1,000 \$ 1,000	
Hampton Circle & Henick Lane	Stop sign (1)	\$ 250	
Hampton Circle & East Hampton Boulevard	Stop sign (4) Median island (2)	\$ 1,000 \$ 1,000	
Hampton Circle & West Hampton Boulevard	Stop sign (3) Median island (1)	\$ 750 \$ 500	
Hampton Circle & Denham Crescent	"No Parking" signs (4)	\$ 1,000	

Table 5-1 Continued

Location	Device (# of Devices)	Cost Estimate	Time Frame
Hampton Circle (West of Hampton Gate South to North of East Hampton Boulevard); 10 metres south of Denham Crescent & Hampton Circle	School zone signs (2)	\$ 500	1 to 2 years
Denham Crescent & Denham Way	Guide sign	\$ 500	
East Hampton Boulevard & Korol Crescent	Median island (2)	\$ 1,000	
Richardson Road & McClocklin Road	Stop sign (4)	\$ 1,000	
	Median island (1)	\$ 500	
Richardson Road & Manor Place	"No Parking" signs (4)	\$ 1,000	
	Stop sign (1)	\$ 250	
Richardson Road & Geary Lane & Geary Crescent	No Parking signs (2)	\$ 500	
	Yield sign (2)	\$ 500	
Richardson Road & Lehrer Crescent	Stop sign (1)	\$ 250	
	"No Parking" signs (2)	\$ 500	
Richardson Road & 37 th Street	Median island (2)	\$ 1,000	
	Stop sign (2)	\$ 500	
Total		\$23,500	

Table 5-2: Speed Enforcement & Speed Display Boards Cost Estimate

Location	Device	Cost Estimate	Time Frame
McClocklin Road (Junor Road – McKague Crescent)	Speed Display Board	\$0 (funded through Speed Program)	1 to 2 years
Total		\$0	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
Hampton Circle & Denham Crescent	Active Pedestrian Corridor (1)	\$0 (funded through reserve funds for new schools)	1 year
Total		\$0	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
McClocklin Road (between Richardson Road & Denham Crescent)	Median island (1)	\$ 5,000	3 to 5 years
McClocklin Road & Denham Crescent	Median island (1)	\$ 5,000	
McClocklin Road & Junor Avenue	Median island (2)	\$ 10,000	
McClocklin Road & McKague Crescent	Median island (1) Curb extension (1)	\$ 5,000 \$ 45,000	
McClocklin Road & Sumner Crescent	Curb extension (2)	\$ 90,000	
37 th Street & Hunt Road	Median island (1)	\$ 5,000	
West Hampton Boulevard & Hampton Circle	Median island (1)	\$ 5,000	
West Hampton Boulevard & Hargreaves Green	Median island (1)	\$ 5,000	
Total		\$175,000	

Table 5-5: Total Cost Estimate

Category	Time Frame	
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years)
Signs, Pavement Markings & Temporary Traffic Calming	\$23,500	NA
Speed Enforcement & Speed Display Boards	\$0	NA
Pedestrian Safety Devices	\$0	NA
Permanent Traffic Calming	NA	\$175,000
Total	\$23,500	\$175,000

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is **\$23,500**. The total cost estimate for long-term improvements (permanent traffic calming and pedestrian safety devices) is **\$175,000**.

Resulting from the Neighbourhood Traffic Review is a list of recommended improvements, including the location and justification as summarized in **Table 5-6**.

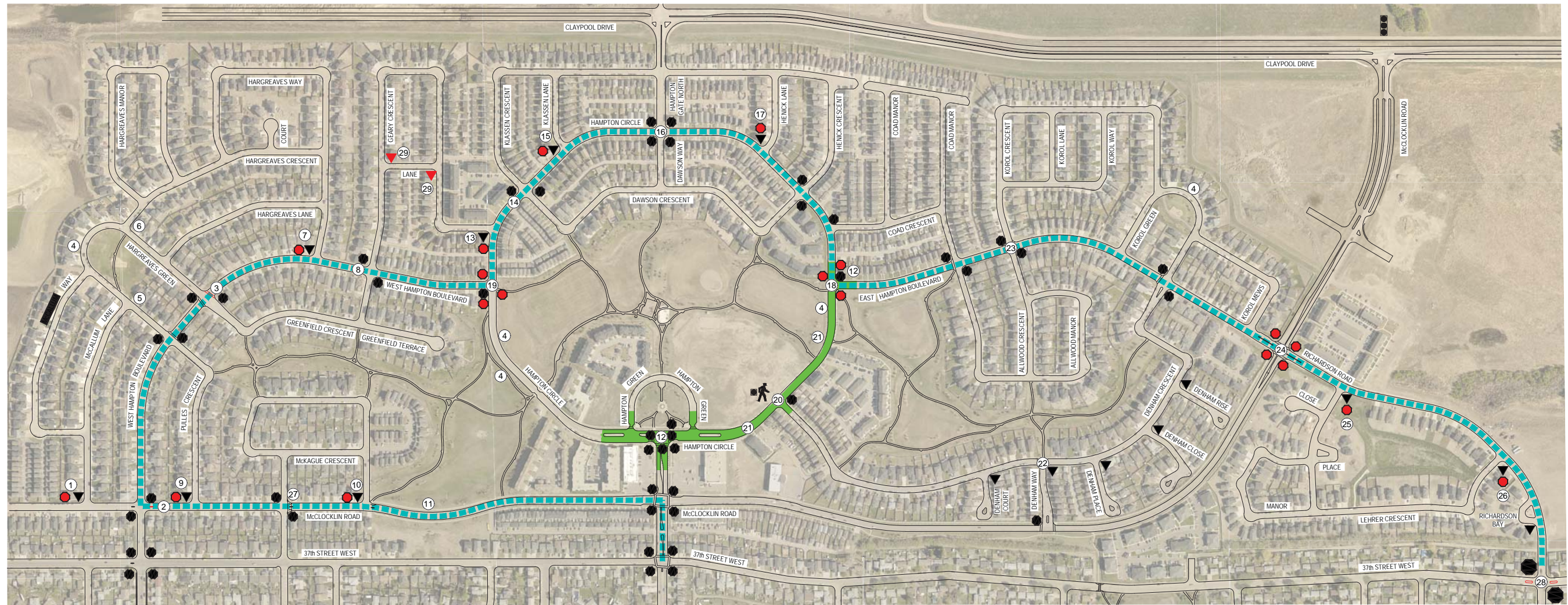
The resulting recommended Hampton Village Neighbourhood Traffic Plan is illustrated in **Exhibit ES - 1**.

Table 5-6: Hampton Village Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
1	McClocklin road & McCallum Lane	Replace yield sign with a stop sign.	Improve safety
2	McClocklin Road & West Hampton Boulevard	Install median island on the east leg of McClocklin Road	Improve safety
3	West Hampton Boulevard & Hargreaves Green	Install a standard crosswalk on the north leg of West Hampton Boulevard	Improve Pedestrian Safety; Reduce driver speed
4	Around Parks	Install Playground Signs	Improve pedestrian safety around park
5	McCallum Lane & Hargreaves green	Install standard crosswalk	Improve pedestrian safety
6	Hargreaves Crescent & Hargreaves green	Install standard crosswalk	Improve pedestrian safety
7	West Hampton Boulevard & Hargreaves Lane	Replace yield sign to stop sign	Improve safety
8	West Hampton Boulevard & Geary Crescent	Install median Island on the west leg of West Hampton Boulevard Install "No Parking" signs 10 m from the intersection	Reduce driver speed; Improve safety
9	McClocklin & Pulles Crescent	Replace yield sign with stop sign	Improve Safety
10	McClocklin Road & McKague Crescent	Install "No Parking" signs on both sides of the north leg of McKague Crescent 10 m from the intersection; Permanently install median island and curbing; Replace yield sign with a stop sign	Improve visibility and pedestrian safety
11	McClocklin Road (Junor Road – McKague Crescent)	Install Speed Display board; Install Pedestrian ahead sign.	Improve pedestrian safety; reduce driver speed.
12	Junor Road & Hampton Circle	Install "No Parking" signs 10 m from the intersection	Improve safety and sight lines
13	Hampton Circle & Geary Crescent	Replace yield sign with stop sign	Improve safety
14	Hampton Circle & Klassen Crescent	Install median island on the south leg of Hampton Circle	Reduce driver speed
15	Hampton Circle & Klassen Lane	Replace yield sign with stop sign	Improve safety
16	Hampton Circle & Hampton Gate North	Install "No Parking" signs 15 m from all approaches at the intersection Install median island on all legs of the intersection with stop signs	Improve safety
17	Hampton Circle & Henick Lane	Replace yield sign with stop sign	Improve safety

Table 5-6 Continued

Item	Location	Recommendation	Reason
18	Hampton Circle & East Hampton Boulevard	Install a three-way stop; Install median island on the north and south legs of Hampton Circle with stop signs	Improve pedestrian safety; Improve traffic delay
19	Hampton Circle & West Hampton Boulevard	Install a three way stop; Install median island on the north leg of Hampton Circle with stop sign; Extend the existing “No Parking” signs by 5 m on Hampton Circle	Improve traffic flow (allows vehicle to pass in inside lane while bus is stopped) & improve pedestrian safety (enhances crosswalk visibility)
20	Hampton Circle & Denham Crescent	Install an Active Pedestrian Corridor; Install “No Parking” signs 10m from the intersection	Enhance pedestrian safety
21	Hampton Circle (West of Hampton Gate South to North of East Hampton Boulevard); 10 msouth of Denham Crescent & Hampton Circle	Install School Zone signs	Enhance pedestrian Safety
22	Denham Crescent & Denham Way	Install a guide sign “Access to McClocklin Road”	Reduce shortcutting
23	East Hampton Boulevard & Korol Crescent	Install median island on the east and west legs of East Hampton Boulevard	Reduce driver speed
24	Richardson Road & McClocklin Road	Install a four way stop: Install a median island on the north leg of McClocklin road with stop sign Install “No Parking” sign 15 metres from the intersection on all approaches	Improve traffic delays: Improve safety and sight lines
25	Richardson Road & Manor Place	Replace yield sign with a stop sign; Install “No Parking” sign 10m from the Intersection	Improve safety and sight lines
26	Richardson Road & Lehrer Crescent	Replace yield sign with a stop sign; Install “No Parking” sign 10m from the Intersection	Improve safety and sight lines
27	McClocklin Road & Sumner Crescent	Remove the temporary median Island	It makes the roadway too narrow
28	Richardson Road & 37 th Street	Install a Median Island on the West and East legs of 37 th Street with stop signs	Enhance visibility and Improve safety
29	Geary Lane & Geary Crescent	Install Yield Signs to give right of way to Geary Crescent	Improve safety



LEGEND

- ▼ EXISTING YIELD SIGN
- EXISTING STOP SIGN
- PROPOSED STOP SIGN
- ▼ PROPOSED YIELD SIGN
- ▬▬▬ BUS ROUTE
- ▬▬▬ SCHOOL ZONE
- 🚦 EXISTING TRAFFIC SIGNAL
- 🚶 PROPOSED ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

**EXHIBIT 5-1
HAMPTON VILLAGE TRAFFIC PLAN**



APPENDIX A: PUBLIC MEETING #1 – JUNE 14, 2016 MINUTES

Hampton Village Neighbourhood Traffic Review
Tuesday, June 14, 2016, 7:00 PM – 9:00 PM
Hampton Free Methodist Church

Agenda

1. Welcome & Introductions
2. Presentation from Transportation Division
3. Small Group Discussions & Report Back to Large Group
4. Next Steps
5. Large Group Discussion – Questions & Answers

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Presentation from Transportation Division – Hampton Village Neighbourhood Traffic Review (Presented by Lanre Akindipe, P.Eng, Transportation Engineer)

Presentation Outline

- Neighbourhood Traffic Review Process
- Hampton Village Review Schedule
- Sources of Information
- Past Concerns Received
- Description of Traffic Calming & Pedestrian Safety Devices
- Corridor Reviews & Major Intersection Reviews

Neighbourhood Traffic Review Process

- August 2013 – New process
- Mandate – Reduce and calm traffic, and improve safety within neighbourhoods
- 2014 – Reviewed 11 neighbourhoods
- 2015 – Reviewed 8 neighbourhoods
- 2016 – Sutherland, Willowgrove, Stonebridge, Hampton Village, Grosvenor Park, Parkridge, Silverspring, Lakeridge

Hampton Village Review Schedule

- Stage 1 – Identify issues & possible solutions through community consultation (June to Fall 2016)
- Stage 2 – Develop a draft traffic plan
- Stage 3 – Present draft traffic plan to community for feedback (Early 2017)
- Stage 4 – Implement changes over time (Beginning Spring 2017)

Sources of Information

- Past studies
- Collision Analysis
- Feedback from public consultation
- Traffic Counts & Assessments

Past Concerns Received

- Speeding – McCallum Lane, McClocklin Road, Hargreaves way & Hampton Circle.
- Safety Concerns – McClocklin at: Richardson Road, 37th Street, West Hampton Blvd and McKague Crescent.
- Signage – 37th Street and Junor Avenue (SB), Hargreaves Green & West Hampton Blvd
- Parking
- Road Width

Traffic Calming Devices

- Speed Display Board
- Curb Extension
- Raised Median Island
- Roundabout
- Diverter
- Right-In/Right-Out Island
- Directional Closure
- Raised Median Through Intersection
- Full Closure
- Pedestrian Devices
- Standard Crosswalk
- Zebra Crosswalk
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

Corridor Reviews & Major Intersection Reviews

- Created to address issues at intersections along arterial streets as Neighbourhood Traffic Reviews addresses local and collector streets within neighbourhoods
- Recommendations will be identified and projects will be prioritized for funding approval
- Report will be presented to City Council

3. Small Group Discussions

Residents were divided into small groups to discuss traffic concerns in Hampton Village and potential solutions

Group 1: Mariniel Flores (City Facilitator)

- West Hampton Blvd (from Hampton Circle to McClocklin Road):
 - Speeding
 - Dangerous for vehicles backing out of driveways

Recommendation

- Speed bumps
- West Hampton Blvd and Hampton Circle :
 - Many pedestrians, unsafe

Recommendation

- Suggested installing an Active Pedestrian Corridor.
- McCallum Lane (McCallum Way to McClocklin Road):
 - Shortcutting

Recommendation

- Perhaps connection to future Claypool Drive will help? Is this planned?
- McCallum Lane and McClocklin Road:
 - Westbound right turn ramp on corner house's lawn with tight turns
- East Hampton Blvd and Hampton Circle:

Recommendation

- Suggested installing an Active Pedestrian Corridor.
- School Zone should include East Hampton Blvd & Hampton Circle and Hampton Circle & Hampton Green.
- School Zone should have no parking on both sides. School buses loading just outside school zones or drop off loop.
- Parking blocking driveways in Geary Crescent
- Vehicles in Geary Crescent completing u-turns and damage lawns in Geary crescent
- Care Home near McCallum Lane park everywhere in McCallum Lane and block driveways
- Richardson Road and McClocklin Road
 - Unsafe intersection for pedestrians

Recommendation

- Suggested installing an Active Pedestrian Corridor.
- Townhouse Complex on Richardson Road parked in the ditch – Parking issues
- Richardson Road and McClocklin Road – Vehicles EB left turn have to wait long.
- Only one bus route in the neighbourhood – every hour service, need to improve this (coverage and frequency)
- General – sidewalk clearing need to be improved
- Hampton Circle and Dawson Way – Like the four way stop
- Claypool Drive and McClocklin Road is very good
- When is Claypool Drive extension going to be completed?
- McClocklin Road and Hampton Green – Congestion, too close to 37th St W. Improvements needed.

Group 2: Shirley Matt (City Facilitator)

- School Site
 - Traffic impact on Hampton green and pedestrian crossings

Recommendations

- 30km/hr zone – make it around the entire Hampton green Circle.
- Speeding
 - Hampton Circle – Around the Circle
 - McClocklin Road (Junor Avenue to Summer crescent)
- Pedestrian Safety :
 - McClocklin Road and McKague – visibility issues as a result of parked vehicles.
- Richardson and McClocklin:
 - **Recommendation**
 - All way stop requested
- McClocklin (Hunt Road and West Hampton Blvd)
 - Reverse Stop sign back to McClocklin
- **Recommendations**
 - Bulb out corner

Other Concerns

- Claypool – is at 60km/hr. This should be slowed down during construction to 40km/hr
- McClocklin Road and Richardson Road – Pothole in Roadway.

Group 3: Lanre Akindipe (City Facilitator)

- Speeding on Hampton Circle and West Hampton Blvd
- Enhance Pedestrian Crosswalk at West Hampton Blvd

Recommendations

- Install speed bumps like 37th street.
- Visibility Safety Concerns
 - Back Alley off Geary Crescent (used by trucks and cars)
- School Safety Concerns
 - **Recommendations**
 - Install flashing lights in school (this should display during school hours)
 - Install speed bumps
 - The school zone should be 24 – 7
 - Speed in residential neighbourhood should be less than 50km/hr
- Back Alley Speeding and Shortcutting
- Parking close to intersections (Richardson Road)

Group 4: Justine Nyen (City Facilitator)

- McClocklin Road and Richardson Road
 - Police enforcement is not necessary
 - Increased volumes with development; difficult to turn left onto McClocklin road.
 - Pedestrian safety concerns; school crossing

Recommendations

- Pedestrian device needed
- Richardson Road and Manor place
 - Road curve makes it difficult to see
 - Parking causes sight obstruction
- Richardson Road and Lehrer Crescent
 - Road curve makes it difficult to see
 - Parking causes sight obstruction
- Richardson Road and 37th street
 - 4 way stop needed
- Coad Manor
 - Very narrow, causes one way / backing up
- Denham Crescent and Hampton Circle
 - Pedestrian crossing needed
- Hampton Circle
 - Playground signs needed
 - Playground crossings and signs needed
 - Pedestrian safety, blind spots, kids crossing
 - 1 condo access with school bus parking
 - Shortcutting to McClocklin road
 - 3 way stop at Hampton Circle and West Hampton Blvd
- McClocklin road
 - Speeding from Junor road going west
- West Hampton Blvd and McClocklin
 - 4 ways stop needed
- West Hampton Blvd (between McClocklin and Hampton Circle)
 - Speeding because there are no stops
- Sumner Crescent (Between 37th street and McClocklin)
 - Traffic calming and speeding
- 37th street speed humps causes more traffic on McClocklin. Consider speed humps on McClocklin also.

4. Next Steps

(Presented by Jay Magus, Engineering Manager)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than July 15, 2016
3. Additional public input via City on-line Community Engagement webpage no later than July 25, 2016 at <http://shapingsaskatoon.ca/discussions/lakeridge-neighbourhood-traffic-review>
4. Traffic & pedestrian data collection, analysis
5. Develop recommendations and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft Traffic Plan
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to City Council for approval

5. Large Group Discussion – Questions & Answers

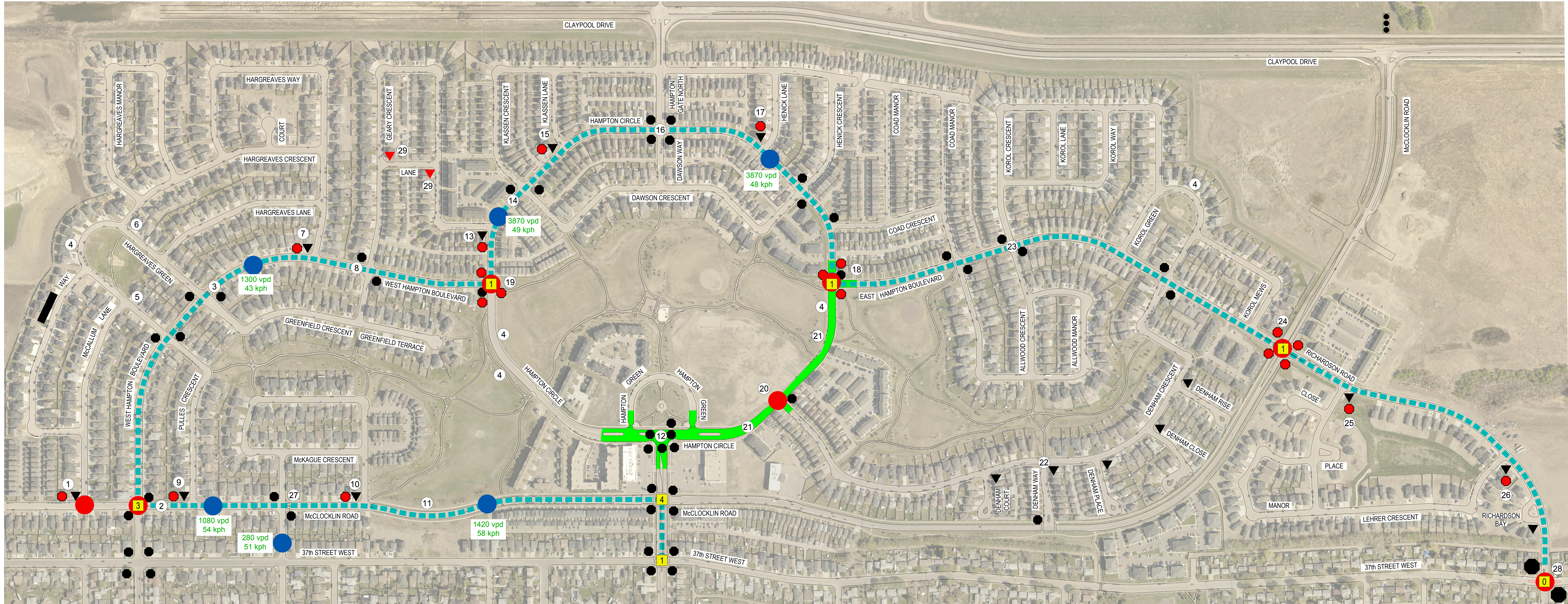
Question/Comment 1:

- Resident: It is unsafe for kids to cross the intersection of Richardson and McClocklin. With new developments and new schools coming next year, it will be very unsafe.
- **City's response:** We will bring a detailed traffic plan next year as a part of the school plan.
- Resident: A lot of people coming from Dundonald to Claypool Drive and there is a lot of speeding. Speeding will increase and it will be beneficial if speed enforcement cameras can be installed.
- **City's response:** The speed enforcement program is a 2 year pilot project and we will decide what we will do after the pilot project is completed.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Mariniel Flores – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Shirley Matt – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Jay Magus – City of Saskatoon, Transportation & Utilities, Engineering Manager
- Justin Nyen – City of Saskatoon, Transportation & Utilities, Transportation Engineer

APPENDIX B: TRAFFIC DATA COLLECTION



LEGEND

- PROPOSED STOP SIGN
- ▼ PROPOSED YIELD SIGN
- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- PROPOSED SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- AVERAGE NUMBER OF COLLISIONS PER YEAR [2011-2015]
- TRAFFIC + PEDESTRIAN COUNT
- 7-DAY TRAFFIC VOLUME + SPEED STUDY
- 786 vpd — 47.2 kph NUMBER OF VEHICLES PER DAY + 85th PERCENTILE SPEED

HAMPTON VILLAGE TRAFFIC DATA



APPENDIX C: TRAFFIC SIGNALS ASSESSMENTS

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	McClacklin Road	Direction (EW or NS)	NS
Side Street (name)	Richardson Road	Direction (EW or NS)	EW
Quadrant / Int #		Comments	LA
for Warrant Calculation Results, please hit 'Page Down'			
	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2017 Apr 21, Fri
Count Date:	2017 Jan 17, 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
McClacklin Road	NB				1			3,000	1
McClacklin Road	SB				1			400	1
Richardson Road	WB				1				
Richardson Road	EB				1				

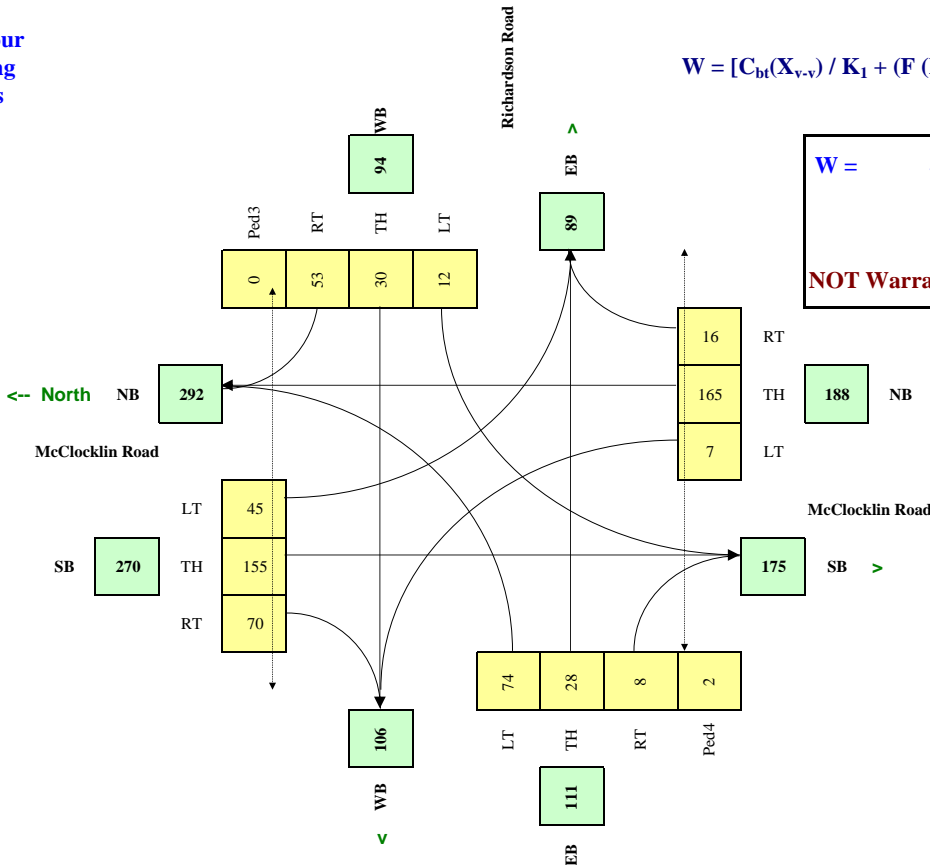
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	230,000
Central Business District	(y/n)	n

Are the Richardson Road WB right turns significantly impeded by through movements? (y/n) n
 Are the Richardson Road EB right turns significantly impeded by through movements? (y/n) n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
McClacklin Road	NS	50	2.0%	y	65.0
Richardson Road	EW		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	3	323	8	16	46	23	10	15	104	139	45	6	1	1	0
8:00 - 9:00	9	214	19	19	62	18	8	23	66	107	50	15	6	0	1	0
11:30 - 12:30	5	112	14	22	127	55	12	17	36	34	12	4	0	1	0	5
12:30 - 13:30	4	109	6	28	85	49	6	19	24	59	14	3	0	0	0	0
16:00 - 17:00	6	136	24	106	332	123	17	54	51	53	28	10	2	1	0	1
17:00 - 18:00	15	96	23	80	279	149	18	49	37	54	21	9	0	1	0	1
Total (6-hour peak)	42	990	94	271	931	417	71	177	318	446	170	47	9	4	1	9
Average (6-hour peak)	7	165	16	45	155	70	12	30	53	74	28	8	2	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 =	34	34	0	
		Veh	Ped	
NOT Warranted				

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Junor Ave	Direction (EW or NS)	NS
Side Street (name)	McClacklin Rd	Direction (EW or NS)	EW
Quadrant / Int #		Comments	LA
for Warrant Calculation Results, please hit 'Page Down'			
	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2017 Jan 27, Fri
Count Date:	2017 Jan 11, Wed
Date Entry Format:	(yyyy-mm-dd)

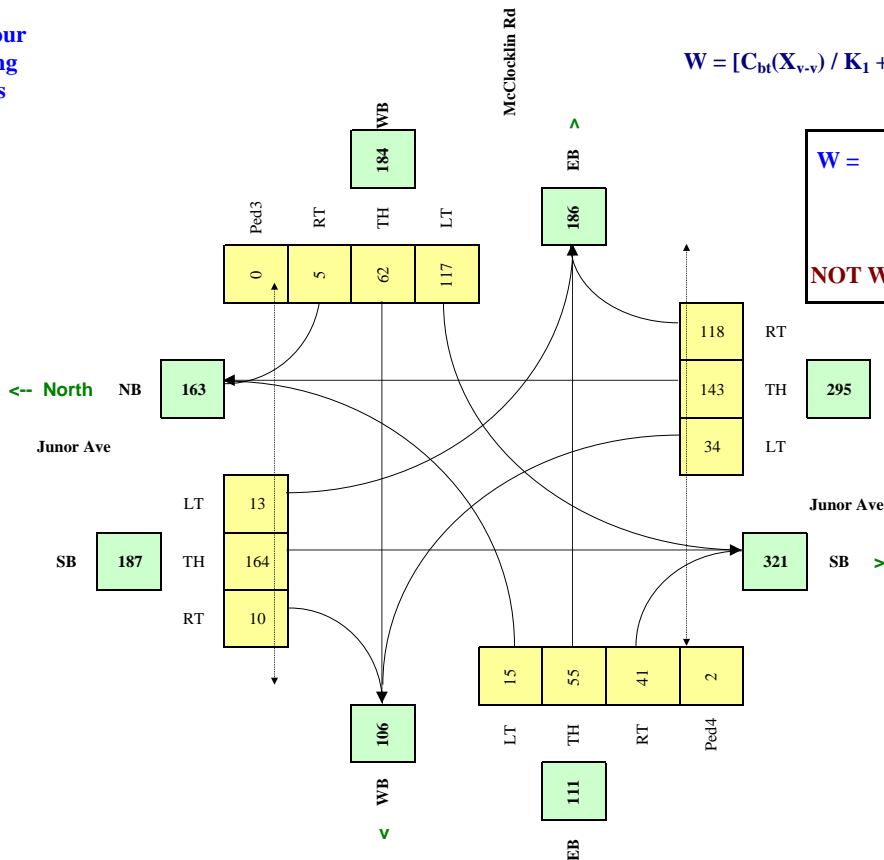
Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Junor Ave NB		1				1		1,000	1
Junor Ave SB		1				1		3,500	1
McClacklin Rd WB		1				1			
McClacklin Rd EB		1				1			
Are the McClacklin Rd WB right turns significantly impeded by through movements? (y/n)									y
Are the McClacklin Rd 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	(#)	220,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Junor Ave	NS	50	2.0%	y	65.0
McClacklin Rd	EW		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	12	67	197	8	202	8	57	29	2	5	98	47	1	1	0
8:00 - 9:00	26	80	118	8	245	22	70	43	7	11	75	58	6	0	1	0
11:30 - 12:30	27	91	64	10	105	7	70	54	5	14	34	32	0	1	0	5
12:30 - 13:30	27	92	99	17	95	5	60	36	7	11	30	28	0	0	0	0
16:00 - 17:00	63	268	109	18	169	9	209	103	6	23	51	40	2	1	0	1
17:00 - 18:00	50	260	122	17	168	10	233	106	5	24	42	40	0	1	0	1
Total (6-hour peak)	205	858	709	78	984	61	699	371	32	88	330	245	9	4	1	9
Average (6-hour peak)	34	143	118	13	164	10	117	62	5	15	55	41	2	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 =	51	51	0	
		Veh	Ped	
NOT Warranted				

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Hampton Circle	Direction (EW or NS)	EW
Side Street (name)	Hampton Gate N	Direction (EW or NS)	NS
Quadrant / Int #		Comments	LA
for Warrant Calculation Results, please hit 'Page Down'			
	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2017 Apr 21, Fri
Count Date:	2015 Jul 07, 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
Hampton Circle	WB				1			1,000	1
Hampton Circle	EB				1			3,500	1
Hampton Gate N	NB				1				
Hampton Gate N	SB				1				

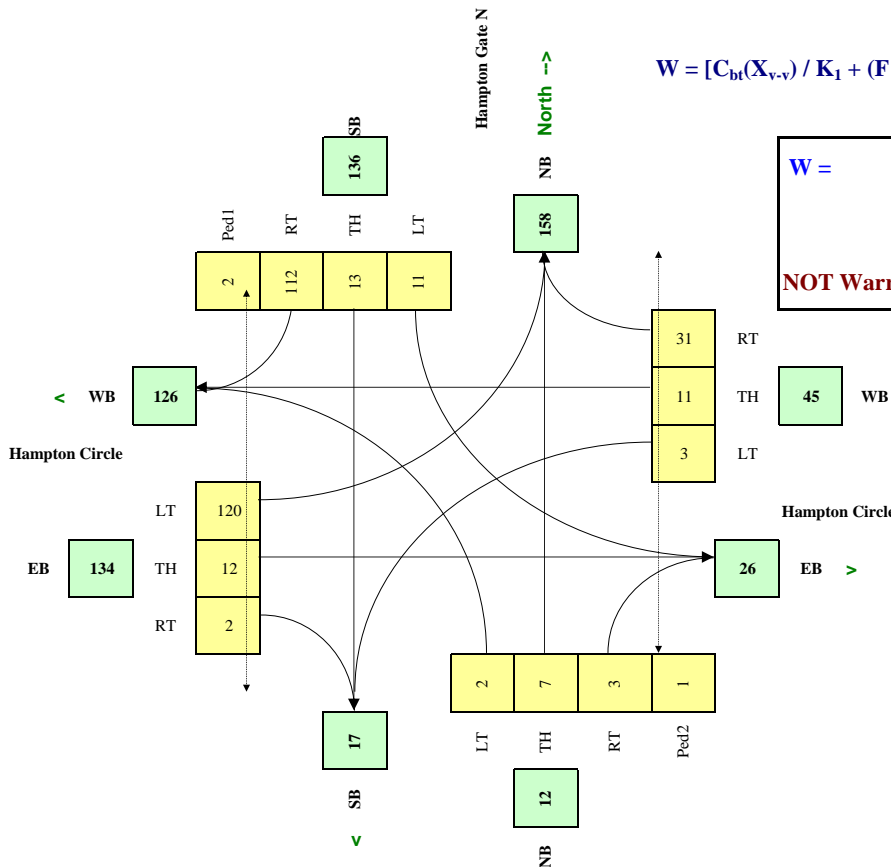
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	230,000
Central Business District	(v/n)	n

Are the Hampton Gate N NB right turns significantly impeded by through movements? (y/n) n
 Are the Hampton Gate N SB right turns significantly impeded by through movements? (y/n) n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Hampton Circle	EW	50	2.0%	y	65.0
Hampton Gate N	NS		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	1	8	2	2	4	31	1	5	86	309	6	1	1	1	0
8:00 - 9:00	3	11	1	4	6	39	5	6	31	148	11	0	6	0	1	0
11:30 - 12:30	3	2	1	7	8	65	1	13	12	54	7	2	0	1	0	5
12:30 - 13:30	2	10	2	9	13	73	0	10	17	74	10	1	0	0	0	0
16:00 - 17:00	3	4	4	19	26	230	2	16	15	61	18	1	2	1	0	1
17:00 - 18:00	2	8	6	27	19	235	7	16	25	75	21	6	0	1	0	1
Total (6-hour peak)	14	43	16	68	76	673	16	66	186	721	73	11	9	4	1	9
Average (6-hour peak)	2	7	3	11	13	112	3	11	31	120	12	2	2	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 =	8	8	0	
		Veh	Ped	
NOT Warranted				

RESET SHEET

APPENDIX D: COLLISION ANALYSIS

Street 1	Street 2	Ugrid	All Collisions (2011 - 2015)	All Collisions (2015)	Right Angle, Left turn & Right turn only (2011 - 2015)	Right Angle, Left turn & Right turn only (2015)	Average # of Collisions (2011 - 2015)
37 th Street	Richardson Road	SKD5-50	2	2	2	2	0.4
West Hampton Blvd	McClocklin Road	SKA5-12	13	1	9	0	2.6
East Hampton Blvd	Hampton Circle	SKC4-30	3	0	2	0	0.6
West Hampton Blvd	Hampton Circle	SKB4-10	7	2	4	2	1.4
Richardson Road	McClocklin Road	SKD4-2	7	2	5	1	1.4
37 TH Street	Junor Avenue	SKC5-47	7	0	0	0	1.4
McClocklin Road	Junor Avenue	SKC4-5	19	1	9	1	3.8

APPENDIX E: PUBLIC MEETING #2 – JANUARY 24, 2017 MINUTES

Hampton Village Neighbourhood Traffic Review Follow – Up Meeting
Tuesday, January 24, 2017, 7:00 PM – 9:00 PM
Hampton Free Methodist Church
2930 McClocklin Road

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation from Transportation Division
3. Small Group Discussions
4. Small Group Report Back to Large Group
5. Next Steps
6. Large Group Discussion – Questions & Answers

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Presentation from Transportation Division – Hampton Village Neighbourhood Traffic Review

(Presented by Lanre Akindipe, P.Eng, Transportation Engineer)

Presentation Outline

- Neighbourhood Traffic Management Program
- How We Got Here
- What We Heard
- What We Did
- What We Propose

Neighbourhood Traffic Management Program

- Address neighbourhood traffic issues:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

How We Got Here

- June 2016 – Initial Traffic Meeting
- June 2016 to January 2017 – gather feedback, conduct traffic studies, collect data, develop traffic plan
- January 2017 – Follow Up Traffic Meeting - display proposed traffic plan and gather feedback
- 2017 – Revise draft traffic plan, approval from City Council, Implement recommendations

What We Heard

A. Speeding Concerns:

- Hampton Circle
- McClocklin Road
- Sumner Crescent
- Richardson Road
- West Hampton Boulevard
- East Hampton Boulevard

B. Pedestrian and Intersection Safety:

- West Hampton Boulevard & Hampton Circle
- East Hampton Boulevard & Hampton Circle
- McClocklin Road & Richardson Road
- Denham Crescent & Hampton Circle
- McKague Crescent & McClocklin Road
- McClocklin Road & West Hampton Boulevard
- Richardson Road & 37th Street
- 37th Street & Junor Road

C. Parking:

- Richardson Road & McClocklin Road
- Denham Crescent & Hampton Circle
- Hampton Green & Hampton Circle
- Richardson Road & Manor Place
- Richardson Road & Lehrer Crescent

D. Other Issues:

- Shortcutting
- School Safety
- Playground Safety
- Road Width

What We Did

- Collected Data:
 - Past Studies
 - Comments from Initial meeting
 - Resident responses (phone calls, emails, letters, Shaping Saskatoon webpage)
 - 9 Intersection / Pedestrian counts
 - 5 – 7 day traffic count (24 hour) & Average Speed measurements
 - Collision History
 - Field Reviews
 - Assesses the Issues
 - Generate Proposed Recommendations

What We Propose

- Median Island
- All way Stops (3 way & 4 way stop signs)
- Replacing an all way stop with stop signs
- Speed Display Board
- Standard Crosswalks
- Active Pedestrian Corridor
- Parking restrictions
- Replacing Yield signs with stop signs
- Signage

3. Small Group Discussions

Residents were divided into small groups to discuss traffic concerns in Lakeridge and potential solutions. Refer to the separate attachment – “Table discussions and additional comments”.

4. Next Steps

(Presented by Lanre Akindipe, City of Saskatoon)

1. Send comments no later than **February 24, 2017**
2. Additional public input via Shaping Saskatoon no later than **February 24, 2017**
<http://shapingsaskatoon.ca/discussions/hampton-village-neighbourhood-traffic-review>
3. Additional consultation if required
4. Present traffic plan to Transportation Committee
5. Present traffic plan to City Council for approval
6. What happens after City Council approval?
 - Implementation begins. Signs and temporary traffic calming will be installed as early as spring (2017)
7. What if I don't agree?
 - Opportunity to speak to Transportation Committee as well as City Council
 - After Council approval, recommendations are installed temporarily. Opportunity to provide feedback on how the devices are working. Feedback will help us decide whether to remove or install the traffic calming device permanently.

5. Large Group Discussion – Questions & Answers

Resident

Really appreciate the City looking at the traffic flow in this neighbourhood. Will this process be continued? It should considering that the schools will be opened and development is ongoing

City

There was a traffic study done for the schools so and this was considered as part of the review. We will continue to observe traffic and revisit it if needed.

Resident

Are there plans to look these recommendations again or do we have to wait?

City

Devices are temporal and if they prove to be effective, they will be installed permanently. With the developments going on, traffic impact studies are also conducted for the planned development. The developer will be submitting information and you are assured that shortcutting is a concern for us too.

Resident

Road near Richardson road and McClocklin road is not complete. Is that the City's responsibility or developer's? Will it be completed this year? Is it a two way traffic lane?

City

It is the developer's responsibility and it will be a two way traffic lane. Unfortunately, it will not be completed this year.

Resident

What is the timeline for the next steps? When is the administration planning to present it to City Council? Will the information be on the Shaping Saskatoon website?

City

There is no timeline on it now but it will be in the next few months. The timeline will not be on the Shaping Saskatoon webpage as this webpage will close in a month. However, you can send the project manager an email and he will let you know what the timelines are.

Resident

How long does this process take? All I want is just a "No Parking" signs and it is taking so long.

City

Unfortunately, with the new process the whole neighbourhood is being looked at as a whole and recommendations are made for the neighbourhood as a whole.

Resident

Will there be enforcements to make sure residents adhere to these changes?

City

Yes, enforcements will be in place. Also, you can always contact the City if you noticed any parking infringement.

Resident

I noticed some rubber curbing and rubber islands around Hampton Village, what are the plans for these?

City

As mentioned, these calming devices are installed for about a year to see how they function and they are typically made permanent once the effectiveness is ascertained.

Councillor Davies

- There is a bidding in process for the land by the shopper's drug mart. Not sure when the bidding is done.
- Claypool will also be done soon – proper design (sidewalks and bicycle facility included)
- Dog park is coming soon Bushes are being removed. Completion date not sure.
- Concept plan for business should be coming to City Council soon.
- Q - Is there anything the City can do to make the developers work faster?
A – I am working with the developer to make the process faster.

Other Information

City – Active Pedestrian Corridor will be installed this summer in front of school and funding is available for that.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Mariniel Flores – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Goran Lazic – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Marina Melchiorre – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Chelsea Lanning – City of Saskatoon, Transportation & Utilities, Transportation Engineer

APPENDIX F: DECISION MATRIX

Item	Location	Recommendation	Reason	Group 1 - Mariniel	Group 2 - Marina	Group 3 - Goran	Group 4 - Chelsea	Decision
1	McClocklin road & McCallum Lane	Replace yield sign with a stop sign.	Improve safety	In favour	In favour	In favour	In favour	Carried
2	McClocklin Road & West Hampton Boulevard	Install median island on the east leg of McClocklin Road	Improve safety	Group prefers a 4 - way stop	In favour	In favour	Concern about it not being a 4 way stop. It should be revisited when Elk Point comes in	A four way stop is not warranted at this location. Traffic volumes will continue to be monitored
3	West Hampton Boulevard & Hargreaves Green	Install a standard crosswalk on the north leg of West Hampton Boulevard Install a median island on the north leg of West Hampton Boulevard	Improve pedestrian safety; Reduce driver speed	Group suggests a 4 - way stop	In favour	In favour	In favour	Carried
4	Around parks	Install playground signs	Improve pedestrian safety around park	More signs should be installed on McClocklin road (between Junor Avenue & McKague Crescent, including Denham Crescent)	More signs needs to be installed on McClocklin Road east of McKague Crescent	Sign missing at Korol Green	Signs should be installed at Korol green park	Playgorund signs will be installed around parks including the Korol green park and on McClocklin Road (between Junor Avenue & McKague Crescent)
5	McCallum lane & Hargreaves green	Install standard crosswalk	Improve pedestrian safety	In favour	In favour	In favour	In favour	Carried
6	Hargreaves Crescent & Hargreaves green	Install standard crosswalk	Improve pedestrian safety	In favour	In favour	In favour	In favour	Carried
7	West Hampton Boulevard & Hargreaves lane	Replace yield sign to stop sign	Improve safety	In favour	In favour	In favour	In favour	Carried
8	West Hampton Boulevard & Geary Crescent	Install median Island on the west leg of West Hampton Boulevard Install "No Parking" signs 10m from the intersection	Reduce driver speed; Improve safety	In favour	In favour	In favour	In favour	Carried
9	McClocklin & Pulles Cres	Replace yield sign with stop sign	Improve safety	In favour	In favour	In favour	In favour	Carried
10	McClocklin Road & McKague Crescent	Install "No Parking" signs on both sides of the north leg of McKague Crescent 10m from the intersection; Permanently install median island and curbing; Replace yield sign with a stop sign.	Improve visibility and pedestrian safety	In favour	In favour	In favour	In favour	Carried
11	McClocklin Road (Junor Road – McKague Crescent	Install Speed Display Board; Install Pedestrian ahead sign	Improve pedestrian safety; reduce driver speed	In favour	In favour	In favour	In favour	Carried

Item	Location	Recommendation	Reason	Group 1 - Mariniel	Group 2 - Marina	Group 3 - Goran	Group 4 - Chelsea	
12	Junor Road & Hampton Circle	Install "No Parking" signs 10m from the intersection	Improve safety and sight lines	The "No Parking" signs should be extended. There should be "No Parking" on the south side between Junor Avenue to Denham Crescent	In favour	Paint Crosswalk and include the top of Circle in School speed limit zone (Hampton Green)	In favour	Carried
13	Hampton Circle & Geary Crescent	Replace yield sign with stop sign	Improve safety	In favour	In favour	In favour	In favour	Carried
14	Hampton Circle & Klassen Crescent	Install median Island on the south leg of Hampton Circle	Reduce driver speed	In favour	In favour	In favour	In favour	Carried
15	Hampton Circle & Klassen Lane	Replace yield sign with stop sign	Improve safety	In favour	In favour	In favour	In favour	Carried
16	Hampton Circle & Hampton Gate North	Install "No Parking" signs 15m from all approaches at the intersection Installed median island on all legs of the intersection with stop signs.	Improve safety	In favour	In favour	In favour	In favour	Carried
17	Hampton Circle & Henick Lane	Replace yield sign with stop sign	Improve safety	In favour	In favour	In favour	In favour	Carried
18	Hampton Circle & East Hampton Boulevard	Install a three way stop; Install median island on the north and south legs of Hampton Circle with stop signs	Improve pedestrian safety; Improve traffic delay	In favour	In favour	In favour	Major crossing for kids due to the rink location. An Active Pedestrian corridor should be considered. Consider a temporary installation for winter for the rink.	To install a three way stop. This will also help pedetsrians to safely cross the intersection
19	Hampton Circle & West Hampton Boulevard	Install a three way stop; Install median island on the north leg of Hampton Circle with stop sign; Extend the existing 'No Parking' signs by 5 metres on Hampton Circle	Improve pedestrian safety; Improve traffic delay	In favour	In favour	In favour	In favour	Carried
20	Hampton Circle & Denham Crescent	Install an Active Pedestrian Corridor; Install "No Parking" signs 10m from the intersection	Enhance pedestrian safety	In favour	In favour	In favour	Groupd wishes this will be installed before school opens.	Carried
21	Hampton Circle (West of Hampton Gate South to North of East Hampton Boulevard); 10metres south of Denham Crescent & Hampton Circle	Install School Zone signs	Enhance Pedestrian Safety	Group wants all the perimeters of the scool zone to have signs	In favour	In favour	In favour	Carried
22	Denham Crescent & Denham Way	Install a guide sign "Access to McClocklin Road"	Reduce Shortcutting	No Parking 10m on Denham Way at Denham Crescent and 10m on Denham Crescent (basically all approaches)	In favour	In favour	This will increase traffic on Denham Way	Carried

Item	Location	Recommendation	Reason	Group 1 - Mariniel	Group 2 - Marina	Group 3 - Goran	Group 4 - Chelsea	
23	East Hampton Boulevard & Korol Crescent	Install median island on the east and west legs of East Hampton Boulevard	Reduce driver speed	Suggest having a 4 - way stop if median aren't effective. There is a transit stop on the northeast side. Make sure there is enough space.	In favour	In favour	In favour	A four way stop is not warranted at this location. To Install median island on the east and west legs of East Hampton Boulevard.
24	Richardson Road & McClocklin Road	Install a four way stop; Install a median island on the north leg of McClocklin road with stop sign Install "No Parking" sign 15metres from the intersection on all approaches	Improve traffic delays; Improve Safety and Sight Lines	Like 4 - way Stop but Traffic signals preferred if warranted. Parking restrictions is well received and extension if possible. Put in sidewalks on the east side of McClocklin road to prevent parking issues.	In favour	In favour; Parking along Richardson road is a big issue.	Concerned about parking close to concrete median.	Based on the all way stop warrant condition requirements, a four way stop is not warranted at this location. The current warrant points is a few points short of the required points for a four way stop. Considering an increase in traffic and pedestrian volume in the future, a four way stop is recommended.
25	Richardson Road & Manor place	Replace yield sign with stop sign: Install "No Parking" sign 10m from the intersection	Improve Safety and Sight Lines	In favour	In favour	In favour	In favour	Carried
26	Richardson Road & Lehrer Crescent	Replace yield sign with stop sign: Install "No Parking" sign 10m from the intersection	Improve Safety and Sight Lines	In favour	In favour	In favour	In favour	Carried
27	McClocklin Road & Sumner Crescent	Remove the temporary median island	it narrows the roadway	In favour	In favour	In favour	In favour	Remove the temporary median island
28	Richardson Road & 37th Street	Install a Median Island on the West and East legs of 37th Street with stop signs	Enhance visibility and improve safety	In favour	In favour	In favour	Group wants a 4 way stop. Poor sight lines down Richardson road due to speeding, curve and buildings/ trees	A four way stop is not warranted at this location. To install a median island on the West and East legs of 37th Street with stop signs.
29	Geary Lane & Geary Crescent	Install yield signs to give right of way to Geary Crescent	Improve Safety	In favour	In favour	In favour	In favour	Install yield signs to give right of way to Geary Crescent.

APPENDIX G: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT
PLAN

APPENDIX G: ADDITIONAL CONCERNS

Item	Location	Comments	Response	Added to Final Recommendations
1	Geary Lane & Geary Crescent	Install a Yield Sign to give right of way to Geary Crescent	It will be included as part of the recommendations	X
2	McClocklin road (between Junor Avenue & McKague Crescent, including Denham Crescent)	More playground signs should be installed on this strip of McClocklin Road	It will be included as part of the recommendations	X
3	Korol Park	Playground Signs should be installed at Korol green park	It will be included as part of the recommendations	X