

**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, 37<sup>th</sup> Street, West Hampton Blvd and McKague Crescent.
- Signage – 37<sup>th</sup> 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 37<sup>th</sup> 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 37<sup>th</sup> 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 37<sup>th</sup> 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 37<sup>th</sup> street and McClocklin)
  - Traffic calming and speeding
- 37<sup>th</sup> 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