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To: Your Worship and City Councillors

From: Jay Magus, P.Eng., Engineering Manager, Transportation
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CC: Stonebridge Community Association
Willowgrove Community Association
Hampton Village Community Association
Angela Gardiner, P.Eng., Director, Transportation
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**Re: 2015 Neighbourhood Traffic Interim Reviews Update
- Stonebridge, Willowgrove, and Hampton Village**

Background

At the Standing Policy Committee on Transportation meeting held on October 14, 2014 the Administration presented a report that identified the 8 neighbourhoods recommended for review as part of the 2015 Neighbourhood Traffic Review program. This report included a list that prioritized the neighbourhoods based on a number of criteria. Three neighbourhoods (Stonebridge, Willowgrove and Hampton Village) were not included on the list of 8 recommended neighbourhoods despite scoring high based on the criteria. The Administration recommended delaying these neighbourhoods as they are still building out their residential land use, commercial land use, roadway infrastructure, and schools, which will have significant impacts on the traffic flows in these neighbourhoods.

In a memorandum to Your Worship and City Councillors dated October 24, 2014, the Administration proposed to undertake interim neighbourhood reviews for the Stonebridge, Willowgrove, and Hampton Village neighbourhoods. The interim reviews serve the neighbourhoods until they are completely built-out and all surrounding infrastructure is in place. At that point the traffic patterns in each neighbourhood will mature, and a comprehensive neighbourhood traffic review will occur.

The Administration has completed the interim reviews and the purpose of this memorandum is to present the recommendations.

Methodology

Our October 24, 2014 memorandum provided a proposed methodology to complete the interim reviews, and this process was indeed closely followed. Details on the process and considerations used in generated the recommended improvements are as follows:

1. An initial detailed list of concerns was reviewed and common themes identified as shown in **Table 1**. The Administration focused on these specific areas for temporary improvements. No community engagement was completed as part of these temporary improvements, as they require significant staffing resources in order to be effective. Comprehensive community engagement may take up to a year and delay the immediacy with which the Administration can implement some simple yet proven effective measures.

Table 1 – Preliminary List of Issues assessed in Interim Plan Development

Neighbourhood	Location	Concern
Stonebridge	Hartley Road	speeding, pedestrian safety
	Stonebridge Common	speeding, pedestrian safety
	Gordon Road	speeding, pedestrian safety
	Hunter Road (between Preston Road / Hartley Road)	speeding, pedestrian safety
	Hunter Road (near park SE of Hartley Road)	speeding
Willowgrove	Muzyka Road	speeding
	Stensrud Road	speeding, pedestrian safety
	Willowgrove Boulevard	speeding, pedestrian safety
Hampton Village	McClocklin Road	speeding
	McCallum Lane	speeding, shortcutting

2. The installed improvements will be temporary, or easily removed (such as signs). Infrastructure such as concrete medians will not be installed. The list of potential infrastructure that may be installed include the following:
 - Traffic calming – curb extensions, median islands
 - Signage – pedestrian crossing ahead, playground, no parking
 - Marked crosswalks – typical crosswalk, zebra crosswalk

3. Expensive permanent infrastructure, such as traffic signals or pedestrian actuated signals will not be installed. The decision to recommend this type of infrastructure requires analysis based on traffic and / or pedestrian volumes. As previously noted, it is expected that traffic patterns will change once the neighbourhoods are fully built out.
4. Infrastructure that will force traffic to another route will not be installed. Examples of these include diverters, creating cul-de-sacs, or eliminating movements (such as restricting left or right turns). These types of measures may impact adjacent roadways and should be reviewed in the context of the entire neighbourhood and in consultation with the community. Data analysis was limited to what is currently on file, collision history available from SGI and feedback already gathered from resident inquires.
5. The Administration is proposing to leave speed display boards in place for a minimum of 6 months to evaluate their effectiveness over time.

Recommendations

The preliminarily identified issues underwent an engineering assessment using available traffic data, and lists of recommended temporary improvements for each neighbourhood were generated. Overall there are 14 temporary traffic calming locations identified for installations, 4 speed display board locations, 1 pedestrian crosswalk, and 7 speed studies recommended. The additional speed studies are required as traffic data was not available for all locations, and speed studies are not completed in the winter months. Engineering assessments will be completed after these additional speed studies are completed this spring and may result in additional traffic calming devices being installed. The following tables provide details of the location, concern, and recommended temporary improvement for each neighbourhood.

Table 2 – Stonebridge Neighbourhood Interim Recommended Improvements

Location	Concern	Speed Data ¹ (kph)	Recommendations	Comments
Hartley Road	speeding, pedestrian safety	not available	Conduct speed study in spring 2015 to determine if traffic calming is appropriate	<ul style="list-style-type: none"> • raised medians at Hartley Terrace recommended option if speeding is noted • near bus stop, park path, & road curves
Stonebridge Common	speeding, pedestrian safety	54.3	Install curb extensions along entire span of park side at Snell Crescent, Brainierd Crescent, and southeast park path connection	<ul style="list-style-type: none"> • improve pedestrian safety near park • multi-use path connections throughout • playground connection to Snell Crescent & Brainierd Crescent crossing • future school site to north • narrow roadway with parking on both sides
Gordon Road	speeding, pedestrian safety	53.9	Install curb extensions on northeast and southwest corners at MacInnes Street	<ul style="list-style-type: none"> • improve pedestrian safety • narrow / curving road with parking on both sides • MacInnes Street connects to park and transit route
Galloway Road	speeding	53.1	<ul style="list-style-type: none"> • Install speed display board in front of alley south of Lynd Lane / Bolton Way (southbound) • conduct “after” speed study near park (McIntosh Street) 	Determine effectiveness of existing temporary traffic calming near park
Hunter Road (between Preston Ave and Hartley Road)	speeding, pedestrian safety	not available	Install median islands at Rempel Manor	<ul style="list-style-type: none"> • improve pedestrian safety and reduce speed near park • Hunter Road passed Dickson Crescent is developed • park / playground • multi-use path behind park
Hunter Road (near park southeast of Hartley Road)	speeding	not available	Conduct speed study in spring 2015 to determine if traffic calming is appropriate	<ul style="list-style-type: none"> • median island on park side & south leg of Senick Crescent (north side of intersection) recommended if speeding is noted • connects to park path & road curvature
Victor Road	speeding	54.3	Install median islands at Assaly Street & crosswalk (north side only)	<ul style="list-style-type: none"> • reduce speed & improve pedestrian safety at park crossing & near bus stop • ponding on south side of intersection noted during site review • median islands will force drivers into puddle in spring

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

Table 2 Continued

Location	Concern	Speed Data (kph)	Recommendations	Comments
Cornish Road	speeding, pedestrian safety	57.8	Install standard pedestrian crosswalk at Willis Way	<ul style="list-style-type: none"> • concern received from Community Association • currently no crosswalks on Cornish Road • long-term care home on northwest corner • leads to park • near bus stop • no traffic calming recommended until development is north is complete
Whalley Crescent	shortcutting	not available	None	No issues expected since opening of Hunter Road
Stonebridge Boulevard	speeding, pedestrian safety	not available	None	Commercial area, therefore no traffic calming

Table 3 – Willowgrove Neighbourhood Interim Recommended Improvements

Location	Concern	Speed Data (kph)	Recommendations	Comments
Stensrud Road	speeding, pedestrian safety	58	<ul style="list-style-type: none"> install median islands at Van Impe (north) & Van Impe (south); install median islands with additional stop signs & zebra crosswalks at Addison / Sheppard (on Stensrud legs) speed display board 	<ul style="list-style-type: none"> reduce speed majority of concerns received were between McOrmond Drive & Willowgrove Blvd bus stops on both sides of Van Impe (south); bus stop at Van Impe (north) & connects to path park poles are on inside of loop so if speed display boards require attachment to poles then only southbound is an option drivers not stopping at new stop signs at Addison / Sheppard & difficult to see northbound when waiting on Shepherd Crescent
Addison Road	Speeding, pedestrian safety	48.6	Install zebra crosswalk, median island (east side), & curb extension (northeast corner)	<ul style="list-style-type: none"> reduce speed & improve pedestrian safety at crossings to school multi-use path leads to/connects to school school now open
Willowgrove Boulevard	Speeding, pedestrian safety	59	Conduct “after” speed study	<ul style="list-style-type: none"> determine effectiveness of existing temporary traffic calming at Maguire Crescent (west) Active Pedestrian Corridor (east) speed display boards may be attached to poles on median or small lamp posts on side however shrubs may obstruct view
Patrick Crescent	Speeding	not available	Conduct speed study in Spring 2015	<ul style="list-style-type: none"> preferred option to install speed display board if speeding is present no poles to attach speed display board for eastbound direction if pole is needed then only westbound can be installed traffic calming not recommended since condos (where most of the speeding is said to be from) are short distance from Muzyka Road
Muzyka Road	Speeding	not available	Conduct speed study in Spring 2015 to determine if traffic calming is appropriate	<ul style="list-style-type: none"> preferred location for traffic calming at Bennion Crescent (north) & another location on curve between Lucyk Crescent & Padget Crescent due to multi-use path connections & bus stops poles are on outside of loop so if speed display boards are required to be attached to poles then westbound is only option

Table 4 – Hampton Village Neighbourhood Interim Recommended Improvements

Location	Concern	Speed Data (kph)	Recommendations	Comments
McClocklin Road	speeding	64 ¹ 52 ²	<ul style="list-style-type: none"> •install speed display board near Richardson Road (for southbound) & between Junor Avenue & Denham Way •install median islands at Denham Way & at 2135 McClocklin Road (north access to condos) Denham Way & Richardson Road • conduct “after” speed study near McKague Crescent 	<ul style="list-style-type: none"> •reduce speed between Richardson Road and Junor Avenue •determine effectiveness of existing temporary traffic calming at McKague Crescent (east & west)
West Hampton Boulevard	speeding, pedestrian safety	53	<ul style="list-style-type: none"> •install median islands at Greenfield Crescent (south side) & Geary Crescent (north side) 	<ul style="list-style-type: none"> •reduce speed and improve pedestrian crossing next to bus stop; •connects to park / pathway
Hampton Circle	speeding, pedestrian safety	55	<ul style="list-style-type: none"> •install median island at West Hampton Boulevard (south side) 	<ul style="list-style-type: none"> •reduce speed and improve pedestrian crossing •connects to park / pathway

¹ Between Junor Avenue and Denham Way

² Between Richards Road and Denham Way

Next Steps

The remaining work left to complete is as follows:

1. Prepare drawings for the recommended improvements. Expected to be completed by the end of May 2015.
2. Install the recommended improvements. Expected to be completed by the end of June 2015.
3. Complete the additional 7 speed studies. Expected to be completed by the end of May 2015.
4. Complete additional engineering assessments based on the 7 speed studies by the end of June 2015. If required, prepare drawings and install additional recommended improvements by the end of July 2015.

Please do not hesitate to contact Justine Nyen at 306-975-7846 or justine.nyen@saskatoon.ca for any feedback or questions you may have.