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| TO: | CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON FEBRUARY 3, 2015 |
| FROM: | EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION |
| SUBJECT: | BEAVERBROOK AVENUE AND PROUDFOOT LANE SAFETY CONCERNS |

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| RECOMMENDATION |
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That, on the recommendation of the Director, Roads and Transportation, the following information related to safety improvements at the curve on Beaverbrook Avenue and Proudfoot Lane **BE RECEIVED** for information.

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| BACKGROUND |
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Purpose

The purpose of this report is to provide Committee and Council with a summary of the responsive actions that have been completed to improve safety in response to concerns received regarding the curve on Beaverbrook Avenue and Proudfoot Lane.

Context

Concerns were received by an area resident regarding traffic speeding and pedestrian safety on Beaverbrook Avenue and Proudfoot Lane. The resident forwarded the concern to the Civic Works Committee and the communication appeared as Item 9 on the November 3, 2014 meeting agenda.

Council subsequently resolved that *“the communication dated October 20, 2014 from W. Oke, 90-1241 Beaverbrook Avenue, with respect to the sharp curve at the north end of Proudfoot Lane BE REFERRED to the Civic Administration for report back at a future Civic Works Committee meeting”*.

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| DISCUSSION |
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Beaverbrook Avenue and Proudfoot Lane are secondary collector roads with traffic volumes of more than 8,000 vehicles per day. The posted speed limit is 50 km/hr. Currently the roads meet at a right angle as illustrated in Figure 1. Beaverbrook Avenue will extend to the east in the future when this area is developed. This will create a T-intersection with Proudfoot Lane.

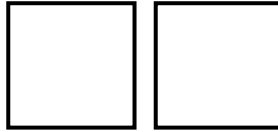
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Figure 1 – Site Area



Concerns regarding errant vehicles leaving the roadway at the curve were initially received from a member of the public in 2012. Transportation staff responded to the concerns by investigating conditions at the site and implementing appropriate mitigation measures. The following is a summary of the actions undertaken by staff since prior to this issue appearing on the Civic Works Committee agenda.

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| May 2012 | A speed and volume study was conducted on Proudfoot Lane north of Farrah Road. The results identified a daily volume of 9,382 vehicles and an 85 th percentile speed in excess of 65 km/hr. (The 85 th percentile speed is the speed at which 85% of vehicles travelled slower and 15% of vehicles travelled faster during the study.) |
| June 2012 | A speed and volume study was conducted on Beaverbrook Avenue near Horizon Drive. The results identified a daily volume of 8,400 vehicles and an 85 th percentile speed of 60 km/hr. |
| November 2012 | The Beaverbrook Ave & Horizon Drive intersection was evaluated for all way stop sign control based on traffic volumes. The intersection failed to meet the warrant. |
| August 2013 | Public Education & Enforcement Program (PEEP) radar boards were positioned on Beaverbrook Avenue for one week to advise drivers of their speed. |



- August 2013 PEEP radar boards were positioned on Proudfoot Lane for one week to advise drivers of their speed.

- Summer 2013 145 metres of sidewalk was constructed along the north side of Beaverbrook Avenue and east side of Proudfoot Lane to link existing sidewalk sections.

- Summer 2013 The guide rail near the curve was repaired.

- Fall 2013 Signs and pavement markings near the curve were reviewed and a missing reduced-speed advisory sign was replaced.

- July 2014 PEEP radar boards were positioned on Proudfoot Lane for one week to advise drivers of their speed.

Staff also reviewed the collision database at this location. Records indicate a collision history within the normal range for the road. Staff also discussed the resident's concerns with London Police in 2013 and 2014.

Recent Actions

Beaverbrook Avenue and Proudfoot Lane are scheduled for a Traffic Calming review in 2018 based on the 10-year Traffic Calming Program approved by Council. However, given the observed speeds, staff recently fast-tracked a traffic calming installation on the road section in the area of the curve. Speed cushions and warning signs were installed on each approach to the Beaverbrook Avenue / Proudfoot Lane curve on November 19, 2014. The speed cushions were installed approximately 50 metres before the curve as an additional warning measure for drivers. Attached in Appendix "A" are images of the traffic calming measures that have been installed. The concerned resident has recently reported positive effects from the new traffic calming.

It is planned to lower the posted advisory speed and add flashing lights above the advisory signs to draw motorist's attention to the warnings.

Intersection control measures such as stop signs are not appropriate at this location. The road is currently not an intersection and therefore any imposed controls would receive very low compliance. Intersection control will be implemented in the future when Beaverbrook Avenue is extended easterly and a T-intersection is created.

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| SUMMARY |
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Beaverbrook Avenue and Proudfoot Lane are secondary collector roads with traffic volumes of more than 8000 vehicles per day. Numerous actions have been taken to improve safety in the area of the curve.

Most recently, speed cushions were installed to encourage traffic to slow approaching the curve. Lower advisory speeds and flashing lights above the advisory speed signs will also be added when practical to encourage additional caution amongst drivers.

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Acknowledgements:

This report was prepared within the Transportation Planning and Design Division with the assistance of Maged Elmadhoon, Manager, Transportation Planning.

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| PREPARED BY: | RECOMMENDED BY: |
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| REVIEWED & CONCURRED BY: | |
| | |
| JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES & CITY ENGINEER | |

Appendix "A" – Site Photos of New Speed Cushions

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Appendix 'A' – New Speed Cushions

