

Civic Works Committee

June 4 2017

City of London

Sent via e mail

Aldersbrook Gate Addendum

Further to the email sent June 1, 2017, regarding the above-noted matter, I have received additional information regarding the study that was conducted as outlined in the report to the Civic Works Committee to be discussed June 7, 2017.

The study was conducted March 30, 2017 and consisted of observing turning movements at the Aldersbrook Gate intersection and Fanshawe Park Rd. This was conducted from 7:00 am until 9:00 am, 11:00 am until 2:00 pm, and from 3:00 pm until 6:00 pm.

With this information, I am given to understand, this factor was used to come up with daily volumes resulting in the recommendation that 5,000 vehicles is an acceptable daily average based on this assumption. This seems more of an art than a science!

With respect, this does not reflect any true reality, nor does it come close to resolving the traffic and safety issues regarding Aldersbrook Gate.

In the study, it was recommended that when compared to other locations (cited as) Andover Drive, Jalna Blvd. and Waterloo St., Aldersbrook Gate falls within some kind on norm.

I did some measurement regarding Andover Dr. in London, and this location (as the report indicates) has 7,000 vehicles per day. One assumes the engineering analysis done, accepts this comparison and analysis as it applies to Aldersbrook Gate.

If one measures the other comparators cited, it would show as I earlier indicated, the comparators amount to apples to oranges comparison. I am not sure how one can make that giant leap. However, that appears to be the proposition put forward.

Andover Drive, is approximately **5,905 feet in length** with many other arteries accessing Andover Drive.

If Andover Drive. is almost seven times the length of Aldersbrook Gate, it would appear that a factor of seven should be used, which means Aldersbrook Gate should only have the capacity for approximately 1,000 vehicles per day.

Without appearing to be disrespectful, my comparison makes just as much sense than what is suggested/recommended in the report.

As I stated in many previous correspondences, Aldersbrook Gate is only about 900 feet in length and the vehicular capacity it is now experiencing, far exceeds any original intention or planning.

Most days, people cannot get in or out of the driveway due to the traffic back up with vehicles attempting to access Fanshawe Park Rd.

I again suggest, the simple solutions we have proposed in previous correspondences, be considered and at least one be adopted.

Suggestions such as restricted turns from Aldersbrook Rd and Fanshawe Park Rd onto Aldersbrook Gate between 7:00 am until 9:00 am then from 4:00 pm until 6:30 pm, would go a long way in alleviating traffic problems and congestion.

This in my view, would not be a great expense to the City, and adopting some other reasonable sustainable solution for the future will allow residents to enjoy their property and alleviate safety concerns they have, given the amount of traffic Aldersbrook Gate is experiencing.

In closing, I respectfully ask the Civic Works Committee to disregard the study as presented.

In my view it simply amounts to “flawed” math.

I also ask the Committee to direct the City officials responsible to implement at least one of the resident’s previous recommendations or in the alternative come up with solutions of their own which will provide a sustainable solution to this ongoing issue and debate.

Thank you for your attention and any assistance you can provide.

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Cc Josh Morgan

Cc Resident Committee