

To: CHAIR AND MEMBERS OF THE CIVIC WORKS COMMITTEE - MEETING ON JUNE 7 2017

In DIRECT RESPONSE TO: REPORT Pertaining to TRAFFIC ON ALDERSBROOK GATE.

Submitted by: KELLY SCHERR P.ENG., MBA, FEC

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In reviewing the report that is to be presented to the civic works committee, I believe there are some clarifications, comments and concerns that need to be presented in order for there to be a more accurate portrayal of the situation under review.

To clarify, in the report, the concerns of residents on Aldersbrook Gate have been voiced long before the on site meeting with then ward councillor, Matt Brown. I have a copy of my correspondence with Walter Lonc from July 14 2009 expressing my concern about Alderbrook Gate and Fanshawe Pak Rd becoming a hazardous corner, with numerous accidents, and large volumes of traffic moving at high speeds on Aldersbrook Gate. I also expressed, that at THAT time (almost 8 years ago) I began to park by backing into our driveway to reduce the risk of being rear ended when trying to exit our property.

Please note: St. André Bessette high school had not yet been constructed when we first began to voice our concerns. The addition of the school to the area has only multiplied the traffic problem. In the near future we will also have to combat the increased traffic that will be created by the medical building that is to be constructed on the north side of Fanshawe.

The traffic study for Aldersbrook Gate / Fanshawe park Road was conducted on Thursday March 30 2017. The same study for Dalmagarry Road and Fanshawe Park Rd was conducted on Monday April 10 2017.

\*Question: Why would the traffic observation studies not be done at the same times, on the same day?

\*Suspicion: The daily traffic volume count on Dalmagarry is inaccurate due to traffic entering and exiting the Wal-mart / various big box shopping centre, and may not in fact have as much direct correlation to the traffic volume count on Alderbrook Gate as suggested.

With regards to the list of secondary collectors in other parts of the city with volumes higher than 5000 vehicles a day - they simply do not compare to Aldersbrook Gate (although 2 of the 3 are bus routes as is Aldersbrook Gate)

1. Andover Drive south of Commissioners Rd West. (7000 vehicles/day)

On the SW corner is a Pioneer gas station with a mini plaza with several small businesses.



The SE corner is the Temple Tots day care, the driveway for this business is 121 paces (the only means of measuring available to me) from the undoubtedly busy intersection. Beyond that is the driveway to an apartment building.



On the west side of Andover, it is 278 paces to the first residential driveway. You cannot even see it from the intersection.

\*PLEASE NOTE: Aldersbrook Gate(south of Fanshawe Pak Rd) is only 143 paces in its ENTIRETY and has 15 family homes.

2. Jalna Blvd south of Southdale Road (6000 vehicles /day)

148 paces before the first residential property on Jalna.



As seen in the photo above, the SW corner is occupied by a Shoppers drug mart.

The SE corner, is the White Oaks United church.

3. Waterloo street 6000 vehicles north of Oxford and 10,000 vehicles per day south of Oxford street.



Waterloo south of Oxford, has a veterinary clinic on the East side, and a florist, on the west side. There are a couple of residences on the west side of Waterloo but for the most part there are various Montessori buildings. The houses that are on the East side of Waterloo, just past Piccadilly, have no driveways on Waterloo, which makes comparison to Aldersbrook Gate even less sound.

On the North side of Oxford, west side of Waterloo, there is a Shell gas station, and on the east side of Waterloo there is a Rexall drug store. Beyond that there are houses, but once again, keep in mind this was a street that was used for comparison. Waterloo street is part of the down town area, and is tremendously longer than Aldersbrook Gate! The daily traffic volume should not even come close to being the same.

\*Please be reminded that Waterloo is not part of a bus route as is Aldersbrook Gate.



Aldersbrook Gate (from Fanshaw park Rd)



Derwent Rd (from Fanshawe Pk Rd)

Below is a comparative photo of Derwent road - a small street 2.4kms west of Aldersbrook Gate just off of Fanshawe Park Road. I estimate it is slightly longer than Aldersbrook Gate, however it has the same number of houses on it (15).

There is no light at the corner of Derwent Road, so drivers likely would not use it as a fast exit from the neighbourhood to go west on Fanshawe park road.

There are speed humps on this road which also come with a speed reduction from 50 Km/hr. to 30 km/hr..

It also is not part of a bus route.

On the SW corner:



The driveway to this home might be three feet closer to the corner of Fanshawe park Road than the first driveway on the corner of Aldersbrook Gate and Fanshawe.

\*\* Please explain why Aldersbrook Gate does not meet the requirements for the same cautionary sign.

The report indicates that 49 collisions occurred near the intersection of Aldersbrook Gate and Fanshawe Park Road over a period of 7 years. I would propose that this is not a completely accurate picture. Undoubtedly many accidents will go unreported, and the near misses of course are only accounted for by the residents of our street who either hear the screeching of tires when we are inside our homes or back yards, or witness close calls when we are at the front of our properties, not to mention the narrow escapes and road rage we endure when trying to back into, or out of, our driveways.

The residents of this very small street have been beyond patient in the hopes that some relief to the hazardous traffic on our Gate. 9 years of being told that the city will monitor the situation, that the traffic will ease up once the street Dalmagarry is constructed, once the lights are up and in operation.

There is too much traffic at this intersection and on this street even with the decrease that your study reflects.

The enjoyment of our homes, especially the front of our properties has plummeted. A recent visitor compared the sounds of the Saturday traffic that could be heard from inside our home to that of a race track. It is loud, and unnerving.

The risk of serious injury- possibly a fatality is very real, and the responsible reaction to the concerns of the residents of this small street is to make serious changes in order to minimize the risks of drastic events.

Ultimately making Aldersbrook Gate a dead end street would solve the problem. Agreed, that would re direct traffic onto other streets, however I would predict traffic would be detoured to more appropriate routes than what people are currently using. (Remember large volumes of drivers use driveways on the East side of Aldersbrook Gate as a means in which to turn around.)

Multiple alternate suggestions have already been made by the concerned residents in various meetings / correspondence with councillor Josh Morgan.

I propose that the report scheduled for presentation to the Civic Work Committee on June 7 2017, be abandoned as it provides no solutions to the on going issues, and that the Roads & Transportation Design department present for approval a serious recommendation which can be put into immediate action.

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