

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 7, 2017
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	TRAFFIC ON ALDERSBROOK GATE

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following report with respect to traffic and road safety concerns on Aldersbrook Gate **BE RECEIVED** for information.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- No previous reports

COUNCIL'S 2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by improving transportation mobility through the provision of convenient and connected mobility choices for all users.

BACKGROUND

Purpose

On May 17, 2016 Council passed a resolution stating “That the Civic Administration BE DIRECTED to report back to the Civic Works Committee (CWC) upon the completion of a traffic assessment at the Aldersbrook Gate and Fanshawe Park Road intersection, after the completion of construction at Dalmagarry Road and traffic flows have normalized; it being noted that the CWC received a communication from A. Mercer, 1819 Aldersbrook Gate with respect to this matter (2016-T08)”.

This report provides Committee and Council with background information and an update on recent traffic patterns on Aldersbrook Gate and Dalmagarry Road.

DISCUSSION

Background

In the past several years, concerns were raised by residents of Aldersbrook Gate with respect to traffic volume and road safety on their street. On November 15, 2013, a meeting was held onsite with the Aldersbrook Gate residents and the Ward Councillor.

The following is a synopsis of issues identified by residents during the meeting and in related correspondence:

- Residents suggested that the traffic on Aldersbrook Gate was beyond what is reasonable;
- Traffic queues on Aldersbrook Gate approaching Fanshawe Park Road result in driveways being blocked;
- Residents have concerns about the speed at which vehicles come around the corner from Fanshawe Park Road onto Aldersbrook Gate;
- Angle (T-bone) collisions resulting from vehicles turning on and off of Aldersbrook Gate from Fanshawe Park Road concern residents;
- Signage at Fanshawe Park Road / Wonderland Road is confusing causing motorists to miss the left turn at Wonderland Road and turn into Aldersbrook Gate, do a three-point turn and head east on Fanshawe Park Road; and,
- Residents suggest a “hidden driveway” sign might reduce the speeds of drivers when turning into Aldersbrook Gate.



Aldersbrook Gate

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:

- The posted speed limit on Fanshawe Park Road West was reduced to 60 km/h from Hyde Park Road to Wonderland Road. This should help mitigate the speed of vehicles entering Aldersbrook Gate from Fanshawe Park Road and improve safety at the intersection.
- Advance street name signs were installed on Fanshawe Park Road West at the approaches to the intersections of Aldersbrook Gate and Wonderland Road. The signs provide better street name information and guidance for drivers on Fanshawe Park Road as they approach these intersections and should help mitigate the concern regarding errant drivers doing three-point turns.
- A review of existing driveways on Aldersbrook Gate showed that the criteria for a “Hidden Driveway” sign is not met.



Advanced Street Name Sign on Fanshawe Park Road

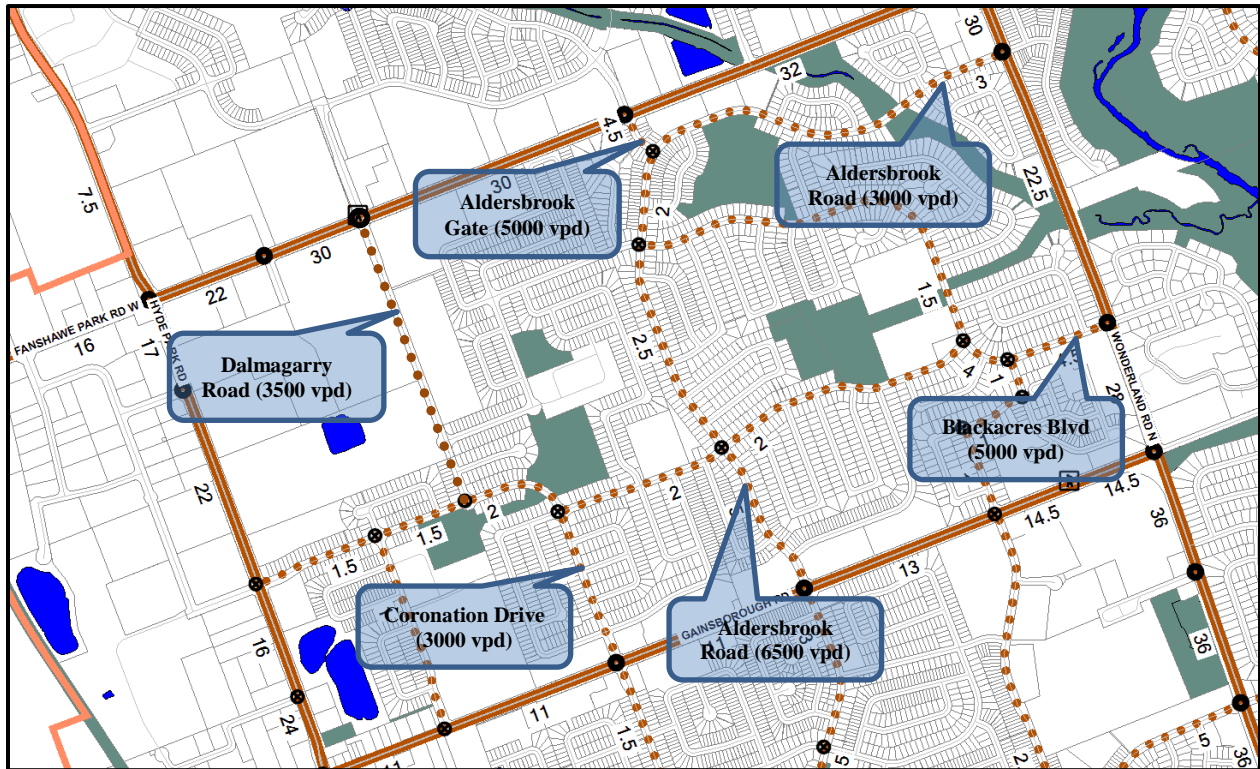
Traffic Volumes Review

Aldersbrook Gate is a relatively short secondary collector street that provides access between Fanshawe Park Road West and residential neighbourhoods. The speed limit is 50 km/h.

Until late 2016, Aldersbrook Gate was the only vehicular access from Fanshawe Park Road to a large residential area bounded by Fanshawe Park Road to the north, Wonderland Road to the east, Gainsborough Road to the south, and Dalmagarry Road/Hyde Park Road to the west. Daily traffic volumes on Aldersbrook Gate were measured at up to 7,000 vehicles per day in 2016.

Dalmagarry Road, another secondary collector providing access to this neighbourhood from Fanshawe Park Road was constructed and opened in late 2016. The opening of this additional entrance into the neighbourhood has diverted traffic from Aldersbrook Gate. A 2017 traffic count identified a reduction in Aldersbrook Gate daily traffic volume to just lower than 5,000 vehicles per day.

The subject residential area is serviced by other secondary collectors from the surrounding arterial network. The following figure illustrates the area secondary collector daily vehicular volumes.



Study Area with 2017 Secondary Collector Traffic Volumes (vehicles per day)

The table below summarizes the daily traffic volumes on the secondary collector roads that provide access to the noted residential area as mapped above:

Secondary Collector	Daily Traffic Volume	Year of Traffic Count	Intersecting Arterial Road
Dalmagarry Road	0	2016	Fanshawe Park Road West
	3,500	2017	
Aldersbrook Gate	7,000	2016	Fanshawe Park Road West
	5,000	2017	
Aldersbrook Road	3,000	2015	Wonderland Road North
Blackacres Blvd	5,000	2016	Wonderland Road North
Aldersbrook Road	6,500	2016	Gainsborough Road
Coronation Blvd	3,000	2016	Gainsborough Road

The construction of Dalmagarry Road was not entirely complete at the time of the most recent traffic counts. Raised manholes, construction activities and habitual travel patterns may still have discouraged some drivers from using Dalmagarry Road. It is possible that the significant decrease in traffic volumes (from 7,000 to 5,000 vehicles per day) on Aldersbrook Gate will stabilize further once construction in the area of Dalmagarry Road is entirely complete.

As described in the Council approved London Plan, a secondary collector is classified as a neighbourhood collector that moves low to medium volumes of cycle, transit and vehicle movements. Figure 1 above shows that the collector roadways are functioning as intended. Traffic pattern is distributed reasonably evenly on the neighbourhood connectors from the adjacent arterial roads to the residential areas. Although the theoretical traffic volume capacity for a secondary collector street is 5,000 vehicles per day, it is not uncommon to find collector roads in the City with higher volumes. The following is a list of a few secondary collectors in other parts of the City with traffic volumes higher than 5,000 vehicles a day:

- Andover Drive south of Commissioners Road West (7,000 vehicles per day)
- Jalna Blvd south of Southdale Road (6,000 vehicles per day)
- Waterloo Street (6,000 vehicles north of Oxford Street and 10,000 vehicles per day south of Oxford Street)

Collision History

A review of the collisions in the area showed that 49 collisions occurred near the intersection of Aldersbrook Gate & Fanshawe Park Rd over a period of 7 years from January 2010 to December 2016. This is not considered high when compared to other similar intersections in the City. Most of these were minor collisions resulting in property damage with only a few injury collisions. Most collisions were rear end collisions on eastbound and westbound Fanshawe Park Road.

In 2014, the City undertook a network screening review for all intersections in the City. Network screening provides a statistical methodology to allocate focus and resources to sites which perform most poorly from a safety perspective and which have the greatest potential for safety improvement. The network screening process identified and ranked locations based on a quantitative measure called the Potential for Safety Improvement (PSI). Aldersbrook Gate and Fanshawe Park Road intersection ranked 136th out of the signalized intersections that were reviewed. This indicates that the intersection is performing reasonably well from a safety perspective.

Transportation staff will continue to monitor traffic volumes in the area. More traffic counts will be conducted in the future as development in the area progresses and local traffic patterns stabilize.

SUMMARY

Transportation staff have responded in the past to concerns raised by the residents of Aldersbrook Gate and implemented appropriate mitigation measures.

A traffic study review showed that traffic volume on Aldersbrook Gate has decreased significantly since Dalmagarry Road opened for traffic in late 2016. The review also showed that neighbourhood traffic volumes are distributed reasonably well across the secondary collectors from the adjacent arterial roads to the residential areas.

A review of the collision history in the area in relation to similar locations across the city indicates a reasonable safety performance at the intersection of Fanshawe Park Road and Aldersbrook Gate.

Acknowledgements

This report was prepared with the assistance of Maged Elmadhoon, Traffic and Transportation Engineer of the Transportation Planning & Design Division.

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