

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MAY 28, 2018</b>
<b>FROM:</b>	<b>KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>NEW 2018 TRAFFIC SIGNALS</b>

<b>RECOMMENDATION</b>
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That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to new traffic signals:

- a) The installation of an intersection pedestrian signal on Wellington Road at Bond Street **BE APPROVED**;
- b) The installation of a traffic signal at the intersection of Community Gate (PVT) and Fanshawe College Boulevard **BE APPROVED**; and
- c) The installation of a traffic signal at the intersection of Southdale Road E and South West Community Centre **BE APPROVED**.

<b>2015-19 STRATEGIC PLAN</b>
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The following report supports the Strategic Plan through the strategic focus areas of **Strengthening Our Community and Building a Sustainable City** by improving traffic flow to ensure the safe and efficient movement of goods, services and people.

<b>BACKGROUND</b>
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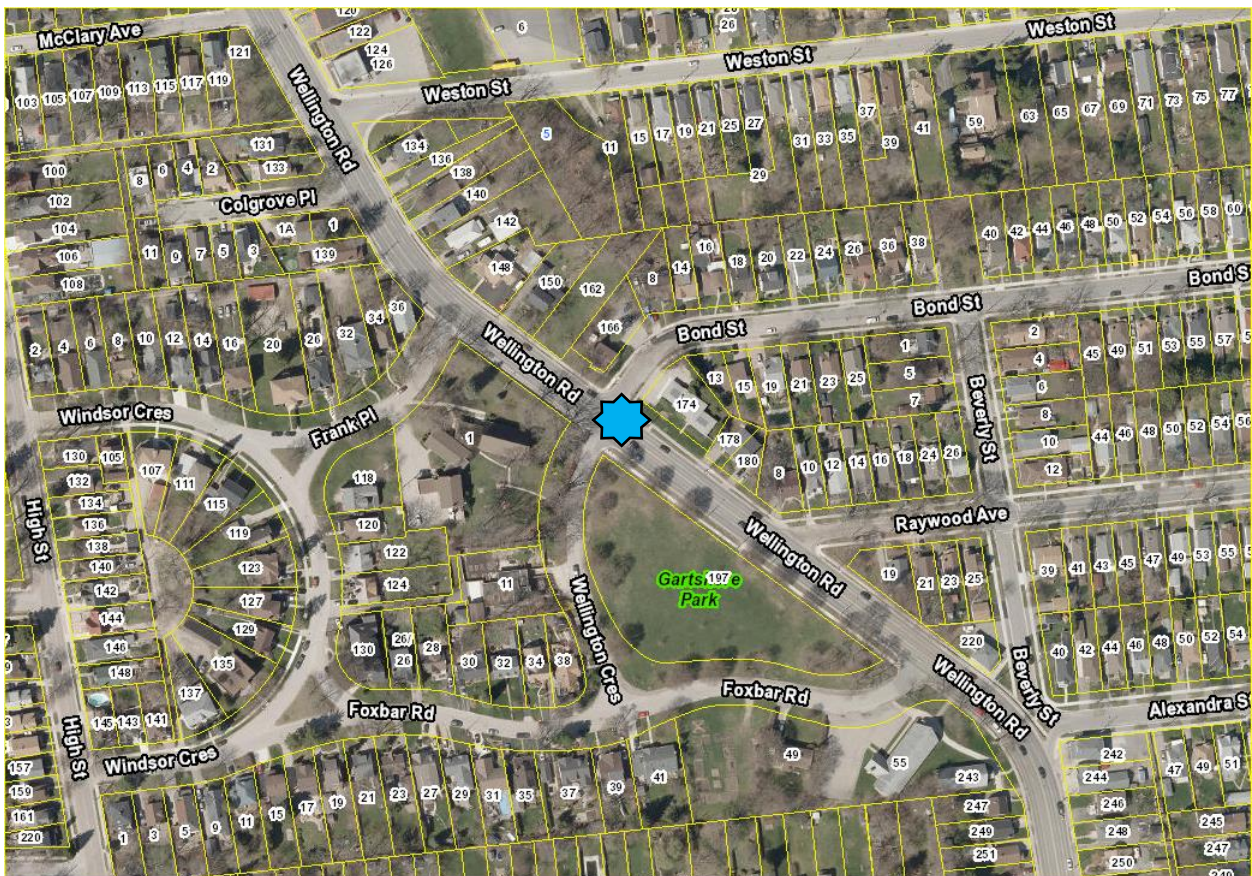
The Roadway Lighting & Traffic Control Division receives numerous requests throughout the year for the installation of Traffic Control Signals. As per Council's policy, this report addresses the signals that are recommended for installation in 2018.

## DISCUSSION

Traffic signals are designed to ensure a safe and orderly flow of traffic, provide safety for pedestrians and/or vehicles while crossing a busy intersection and help lessen the severity and frequency of collision between vehicles entering intersections from different directions. However, traffic signals can be detrimental to the operational efficiency of our roadway system and can increase some types of traffic collisions.

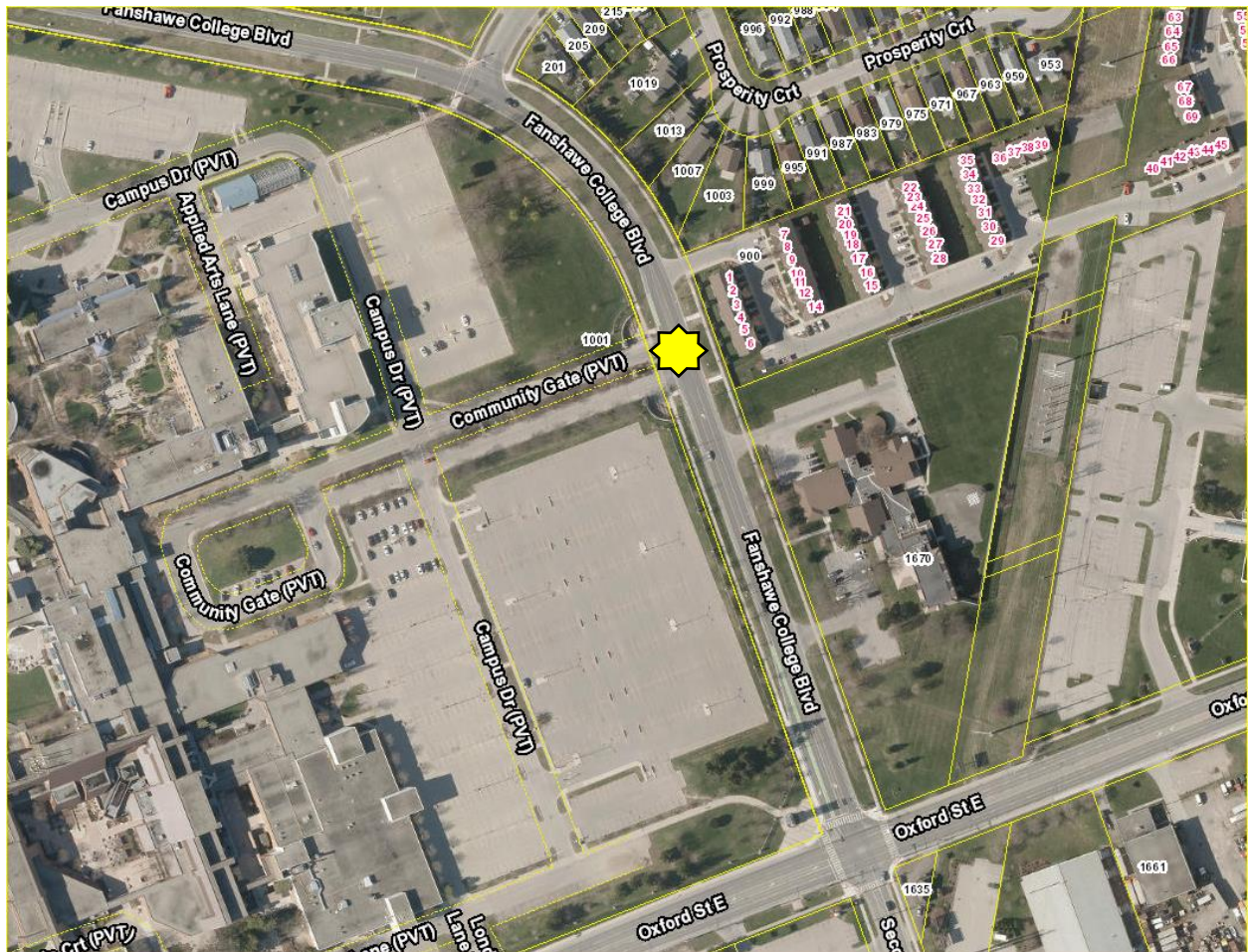
The installation of traffic control signals are recommended at intersections where the traffic/pedestrian volume or collision data indicates that their installation is needed to address operational and/or safety issues. The Ontario Traffic Manual (OTM) specifies the warrant process to be followed by the City of London. This process takes into consideration the volume of traffic/pedestrians using the intersection, the delay experienced by side street traffic/pedestrians and the collision history of the intersection while still acknowledging that traffic control signals can be detrimental to the operational efficiency of our roadway system.

### **Wellington Road at Bond Street**



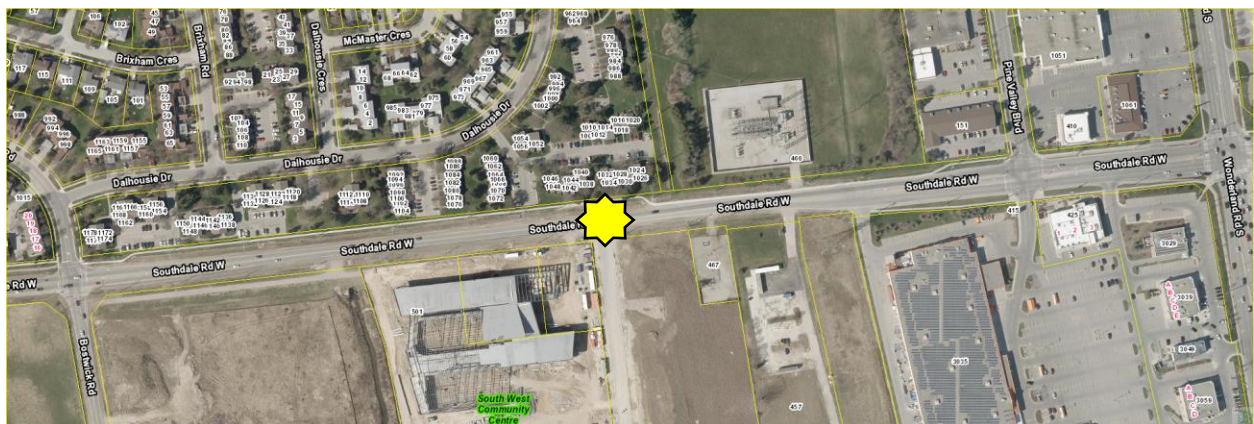
Wellington Road is a four-lane arterial road with an Average Annual Daily Traffic (AADT) of 32,000. Pedestrians who need to cross Wellington Road at this location must walk 450 m either north to Grand Avenue or south to Emery Street. It should be noted that this intersection is a future location of a Bus Rapid Transit station and traffic signal. At this time, the location meets the pedestrian volume warrant but not the traffic volume warrant; therefore, an Intersection Pedestrian Signal (IPS) is recommended to facilitate the pedestrian crossings. The conversion of the intersection to a full traffic signal will be done as part of the Bus Rapid Transit project.

## Community Gate (PVT) and Fanshawe College Boulevard



Community Gate (PVT) is the private entrance into Fanshawe College and has an AADT of 7,250. Fanshawe College Boulevard, formerly Second Street, is a Primary Collector road with an AADT of 11,000. A traffic study shows that this intersection satisfies the combined volume and delay OTM warrant; therefore, a traffic signal is recommended to ensure the safe and efficient movement of traffic accessing and leaving Fanshawe College.

## Southdale Road W at South West Community Centre



The opening of the South West Community Centre is scheduled to open this September and the Traffic Impact Studied (TIS) identified that a traffic signal was required to facility the movement of vehicles and pedestrians using the site. The Class Environmental Assessment (Class EA) for the widening of Southdale Road W from Colonel Talbot Road to Pine Valley Boulevard is currently underway and construction is scheduled for 2022; however, the timing of this work is subject to the approval of the next

Development Charges Study. It is recommended that a temporary traffic signal be installed at this time until a permanent traffic signal is built as part of the Southdale Road W widening project.

<b>CONCLUSION</b>
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The installation of an intersection pedestrian signal on Wellington Road at Bond Street and traffic signals at the intersections of Community Gate (PVT) at Fanshawe College Boulevard and Southdale Road W at South West Community Centre are recommended to address capacity and efficiency concerns.

It should be noted that a report will be submitted later in 2018 outlining the status of other intersections that are being monitored for potential signalization.

<b>PREPARED BY:</b>	<b>REVIEWED &amp; CONCURRED BY:</b>
<b>SHANE MAGUIRE, P. ENG. DIVISION MANAGER ROADWAY LIGHTING &amp; TRAFFIC CONTROL</b>	<b>EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>	