

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: TRAFFIC CONCERNS ALONG ALBERT STREET

RECOMMENDATION:

1. THAT Council authorize an installation of temporary roundabout at Albert Street & Rosser Avenue, as described in this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2006 June 13, received and adopted the *attached* report investigating a proposal for a roundabout installation on Albert Street to mitigate traffic concerns.

Respectfully submitted,

Councillor Nick Volkow
Chair

Councillor Sav Dhaliwal
Vice Chair

Councillor Garth Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2006 June 07

FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

FILE:

SUBJECT: TRAFFIC CONCERNS ALONG ALBERT STREET

PURPOSE: To investigate a proposal for a roundabout installation on Albert Street to mitigate traffic concerns.

RECOMMENDATION:

1. **THAT** the temporary roundabout described in this report be installed at Albert Street & Rosser Avenue.

REPORT

At the 2006 April 4 Traffic Safety Committee meeting under New Business, a request was made to consider installation of a roundabout along Albert Street as a measure to address traffic complaints.

Every intersection along Albert Street between Boundary Road and Gamma Avenue is equipped with four-way stop control. Due primarily to the traffic circulation related to the Heights commercial section along Hastings Street, the need for multi-way stop control is required at these locations to address both the high number of turning movements and the traffic along Albert.

In off-peak hours, when traffic is light, multi-way stops are often treated with less respect and some drivers take advantage of the knowledge that conflicting directions are also stop controlled by rolling through the stop. Driver disregard of stop signs is undesirable, and installation of a roundabout can alleviate this by forcing drivers to slow, while still providing uniform right of way control.

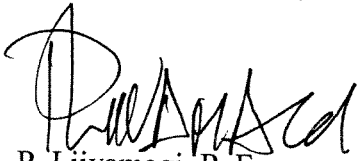
Selection of an initial trial intersection along Albert Street was conducted by a process of elimination. Both Gilmore and Willingdon Avenue were eliminated as they are collector roads, the intersection of Esmond has slope concerns, Ingleton has comparatively low traffic volumes due to the "T" intersection at Hastings, while Carleton and Madison provide route response access for Fire Hall Number 5. This leaves Rosser & Albert and MacDonald & Albert as the best potential trial locations. With some pre-existing complaints on record east of Gilmore, Rosser Avenue & Albert is recommended as the proposed trial location.

To: Traffic Safety Committee
From: Asst. Director Engineering, Traffic & Eng. Systems
Re: Traffic Concerns Along Albert Street
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The attached diagram describes the layout for the proposed roundabout showing all the required signs and markings and correct circle dimensions utilizing temporary rubber curbs and pavement markings. Use of temporary rubber curbing allows for removal if the installation proves unpopular or problematic. Funding for this project can be provided by the signs & markings budget with an approximate estimate of \$3600.

One issue which can be of concern with regard to a roundabout versus a stop controlled intersection is the management of crossing pedestrians. Marked crosswalks are not proposed for this trial location as none currently exist, but with a permanent installation crosswalks should be considered, and would normally be installed in advance of the intersection, as opposed to at the stop bar with stop signs. This has implications with regard to location of the wheelchair ramps, additional crosswalk signs being required, and advance parking bans. With a permanent installation, parking ban requirements can be mitigated by installing curb bulges at the pedestrian crossing. Despite having a marked set-back crosswalk, pedestrians traveling north-south or east-west may still be tempted to cross at the intersection as it is a more direct route, which can place them in conflict with vehicles.

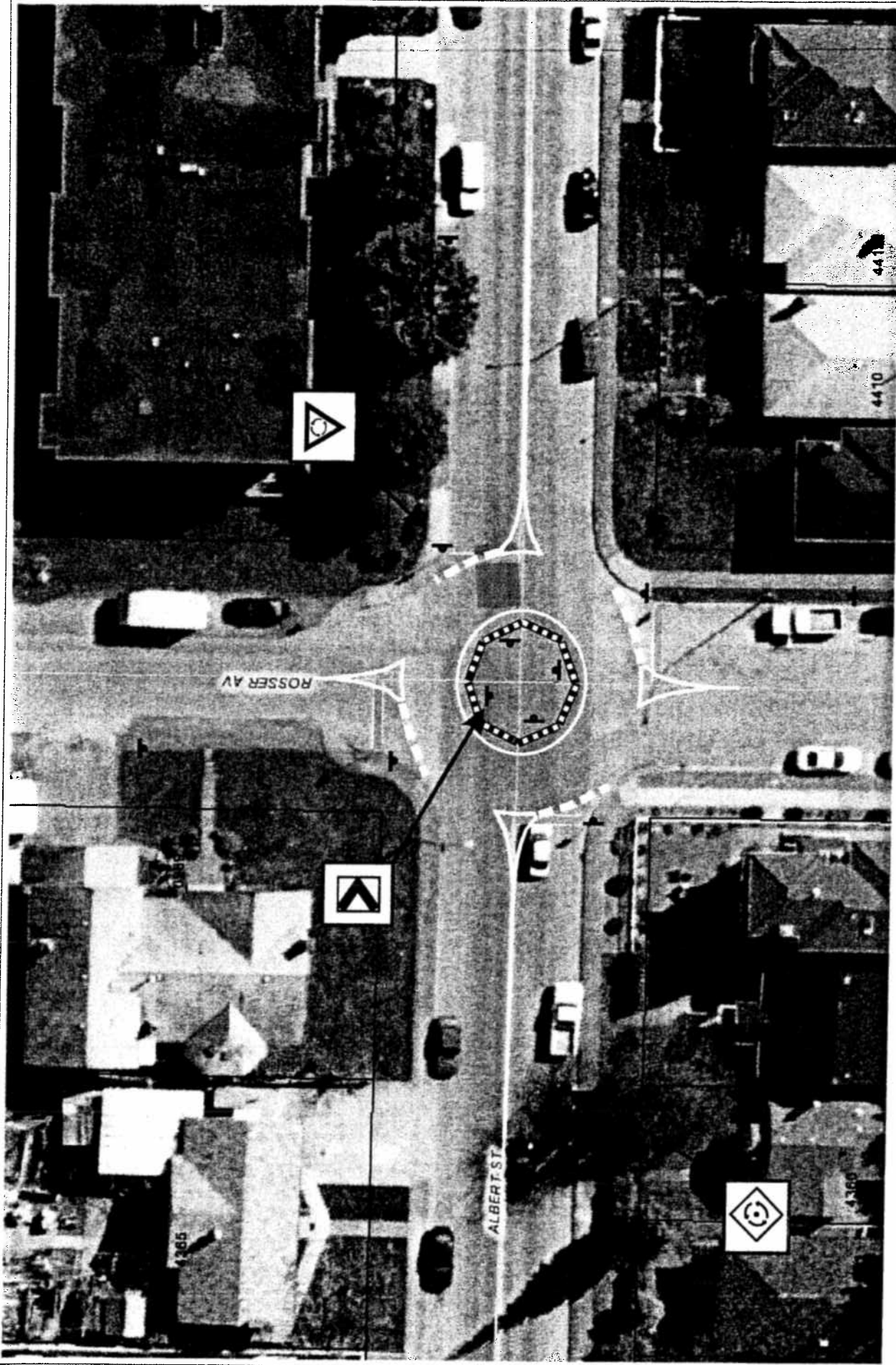
It is considered that with the proposed signs and markings, a roundabout at the intersection of Rosser Avenue & Albert Street can safely facilitate the existing vehicle and pedestrian traffic. If successful this model can then be investigated at other locations where concerns have been raised such as Gamma Avenue & Pender Street where complaints have been received of northbound vehicles racing through the intersection to catch the green light at Hastings Street.



P. Liivamagi, P. Eng.
ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS

MDS
Attachment

Copied to: City Manager



Proposed Traffic Circle At Albert St & Rosser Ave

