

TRAFFIC SAFETY COMMITTEE

B

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: INTERSECTION OF LOZELLS AVENUE AND GOVERNMENT ROAD

RECOMMENDATION:

1. THAT Ms. Claire Gabriel of 3808 Epping Court receive a copy of this report.

REPORT

The Traffic Safety Committee, at its meeting held on 2007 April 03, received and adopted the attached report providing information on the intersection of Lozells Avenue and Government Road.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor S. Dhaliwal
Vice Chair

Councillor G. Evans
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2007 March 12

FROM: ASSISTANT DIRECTOR ENGINEERING,
TRAFFIC AND ENGINEERING SYSTEMS

SUBJECT: INTERSECTION OF LOZELLS AVE AND GOVERNMENT RD

PURPOSE: To provide the Committee with information

RECOMMENDATION:

1. THAT Ms. Claire Gabriel of 3808 Epping Court receive a copy of this report.

REPORT

1.0 BACKGROUND

At the February 6th Traffic Safety Committee meeting, correspondence from Claire Gabriel of 3808 Epping Court was received. Ms. Gabriel expressed concern for pedestrian safety at the intersection of Government and Lozells (see exhibit 1). Ms. Gabriel is concerned traffic speed and volume on Government is an issue, and she requests a marked cross walk or a signal installed in this location.



Exhibit 1

To: Traffic Safety Committee
 From: Assistant Director Engineering, Traffic and Engineering Systems
 Re: Intersection of Lozells Ave and Government Rd
 2007 March 12..... Page 2

2.0 DISCUSSION

Staff has received requests from residents for a cross walk in this area in the past, and have completed studies to assess the intersection. Sight lines in this location are good and vehicle volumes are nominal for this classification (local collector) of street. In November 2004, using current pedestrian and vehicle volume numbers, a crosswalk warrant (shown below) based on guidelines in the Pedestrian Crossing Control Manual was used to assess the recommended level of control. The volume counts covered the critical AM, midday and PM peak hours. The warrant analysis indicated that pedestrian crossing control above the current level of unmarked crosswalk was not warranted. As the volume numbers were recent and no extraordinary development has occurred in this area to indicate a change in traffic or pedestrian volumes, no further data collection was under taken.

CROSSWALK EVALUATION WARRANT

LOCATION: @
 DATE COUNTED: WEATHER:
 OBSERVED BY:

SELECT CROSS SECTION AND PLATOON ARRIVAL PATTERN:

1 -> 2 Lane (Platoon arrival A) 4 -> 4 Lane (Platoon arrival A) 7 -> 6 Lane (Platoon arrival A)
 2 -> 2 Lane (Platoon arrival B) 5 -> 4 Lane (Platoon arrival B) 8 -> 8 Lane (Platoon arrival B/C)
 3 -> 2 Lane (Platoon arrival C) 6 -> 4 Lane (Platoon arrival C) 9 -> 3 Lane "One Way" (Platoon arrival A/B/C)

	VEHICLES	PEDESTRIANS OBSERVED				CALCULATIONS		Warrant Result
	VOLUME	C H I L O R T E N	A D U L T S	S E N I O R S	E A U	C O P P S		
7:00 - 8:00	254	0	10	8	0	15	260	NOT WARRANTED
8:00 - 9:00	520	13	10	5	0	36	164	NOT WARRANTED
11:00 - 12:00	205	0	0	0	0	0	256	NOT WARRANTED
12:00 - 1:00	230	0	0	0	0	0	260	NOT WARRANTED
3:00 - 4:00	335	7	12	3	0	31	248	NOT WARRANTED
4:00 - 5:00	306	8	30	3	0	47	254	NOT WARRANTED
5:00 - 6:00	368	6	12	0	0	12	239	NOT WARRANTED

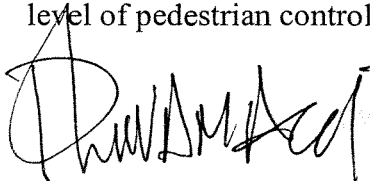
- ❖ EAU = Equivalent Adult Units
- ❖ C-OPPS = Crossing Opportunities

To: Traffic Safety Committee
From: Assistant Director Engineering, Traffic and
Engineering Systems
Re: Intersection of Lozells Ave and Government Rd
2007 March 12..... Page 3

3.0 SUMMARY

Beyond the definition in the Motor Vehicle Act that a crosswalk exists at every intersection of streets, there is a hierarchy for pedestrian crossing control. This hierarchy ranges from marked cross walks to pedestrian controlled signals. The level of control is determined by an evaluation of road cross section, collision data, road classification and vehicle and pedestrian volumes through a warrant procedure. The addition of a marked cross walk where not warranted may cause drivers to ignore the crosswalk from apparent lack of use, and place overly confident pedestrians in the cross walk at greater risk than before the crosswalk was marked.

As this location does not meet minimum warrant requirements, It is not recommended a higher level of pedestrian control should be implemented in this location.



Peeter Liivamagi, P.Eng.
ASSISTANT DIRECTOR ENGINEERING, TRAFFIC AND ENGINEERING SYSTEMS

BL:cg/hc

Copied to: City Manager