Second Street at Fleming Drive Intersection Pedestrian Signal (IPS)

The Intersection Pedestrian Signal (IPS) location at Second Street and Fleming Drive (Figure 1) is recommended to assist the many students crossing Second Street to attend Fanshawe College. Our study indicates there were over 900 people crossing Second Street during the eight (8) hour study period near Fleming Drive. It should be noted that the Average Annual Daily Traffic (AADT) using Second Street is 7,000 vehicles.

Epworth Avenue at Kings College Pedestrian Signal

The Pedestrian Signal location on Epworth Avenue at the Kings College (Figure 2) is recommended to assist the many students crossing Epworth Avenue between the Kings College buildings. Our study indicates there were over 2,900 people crossing Epworth Avenue during the eight (8) hour study period at Kings College. It should be noted that the Average Annual Daily Traffic (AADT) using Epworth Avenue is 6,000 vehicles. The installation of the IPS on Epworth Avenue will be coordinated with the road works scheduled for the spring/summer.
TO:  
CHAIR AND MEMBERS
ENVIRONMENT AND TRANSPORTATION COMMITTEE
MEETING ON JULY 18TH, 2005

FROM:  
DAVID A. LECKIE, P. ENG.
DIRECTOR OF ROADS & TRANSPORTATION
ENVIRONMENTAL & ENGINEERING SERVICES

SUBJECT  
2005 NEW INTERSECTION PEDESTRIAN TRAFFIC SIGNAL & TRAFFIC SIGNALS AT DEVELOPMENT/CAPITAL PROJECT SITES

RECOMMENDATION

That on the recommendation of the Director, Roads & Transportation, Environmental & Engineering Service:

a) That the installation of new pedestrian traffic signals BE APPROVED at the following locations:
   i. Second Street at Fleming Drive; and
   ii. Epworth Avenue at Kings College.

b) That traffic signals BE APPROVED at the following capital project site location:
   i. Oxford Street West at Capulet Lane (Realignment)

BACKGROUND

PURPOSE:

The Parking & Traffic Signal Division receives numerous requests throughout the year for the installation of Traffic Control Signals. As per Council’s policy, this report addresses the new traffic signals that are recommended for installation in 2005.

DISCUSSION:

It is often believed by the public that traffic control signals improve capacity and reduce collisions. This is not necessarily so; traffic control signals can be detrimental to the operational efficiency of our roadway system and can increase traffic collisions. The installation traffic control signals are recommended at intersections where the traffic volume or collision data indicates that their installation is warranted. The Ontario Traffic Manual (OTM) specifies the warrant process to be followed by the City of London. This process acknowledges that traffic control signals can be detrimental to the operational efficiency of our roadway system however their installation may be needed to address operational and/or safety issues. The recommended intersection locations meet the warrant criteria for signalisation.
Oxford Street West at Capulet Lane (Realignment) Traffic Signal

The installation of a traffic signal at the intersection of Oxford Street West and Capulet Lane (Figure 3) was identified in the Class Environmental Assessment Report prepared for the widening of Oxford Street West from Hyde Park Road and Wonderland Road North. Construction of this traffic signal is being done as part of the widening of Oxford Street West in 2005.

CONCLUSIONS:

The intersections proposed meet or exceed the requirement for traffic control signals as identified in the OTM. The proposed traffic control devices will address existing and/or projected traffic volume and safety needs at the noted locations.

There are no anticipated additional operating costs in the 2005 Environmental and Engineering Department budget due to this work. However, the installation of these signals will result in an increase of $20,000 per year in subsequent years.

ACKNOWLEDGEMENT:

This report was prepared by a team comprised of Jim Honsberger, Senior Transportation Technologist and Shane Maguire, Division Manager of Parking & Traffic Signals.

PREPARED BY:  RECOMMENDED BY:

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July 4, 2005

P. Steblin, General Manager of Environmental & Engineering Services & City Engineer