

Information for Staff Consideration.- Traffic Volumes – Flow etc.

Amateur Traffic Study: Aug 11<sup>th</sup> (Monday) recorded on Video:

<https://www.youtube.com/watch?v=hdLqQLDomUU>

We fully recognize that we are not traffic engineers and that there are very sophisticated methods that can be applied to determine traffic patterns and that many factors are involved; however, it is interesting to observe actual conditions as they exist at present in this one “snapshot” example. It is recognized that although traffic volumes can be heavy there is very seldom any disruption in the flow of traffic north and south on Second. This will not be the case when signals are installed creating “stop and go” traffic and resultant higher levels of vehicle emissions, increased gas consumption and the recognized increased possibilities of signaled intersection accidents...therefore the interest in a modern one lane roundabout, possibly with some “metered” signaled controls for peak periods.

The following figures for the twenty minute period (4.40 pm. to 5:00 p.m. rush hour during rush hour)

170 through vehicles north

180 through vehicles south

25 left turns into Scarlet

2 right turns into Scarlet

20 right turns out of Scarlet

9 left turns out of Scarlet

406 Total intersection "actions" through and turning and entering etc.

For a full hour this would be about 1200 “actions”? – North vehicles passing intersection per hour 510 and south 540 ..Into Scarlet left turns per hour 100 and right turns 6. Out of Scarlet 80 right turns per hours and left turns 27. There were a few entries and exists from the dog park across from Scarlet.

More interesting data: Count was done from where Scarlet comes out at third Avenue at Highgate for the same time period the next day. About the same number coming out Highgate as going in at Scarlet, but more going North to Kingsway than South from Highgate– there is no new residential development north on Third. Almost double the number coming out of Scarlet than going in at Highgate so how much is through traffic?

It would seem that most of the traffic coming out at Scarlet is local? Very little traffic through next side street Kenwood from Second to Third. Most of the traffic on Third was headed south from the Kingsway more than double that going north.

Could it be that very little traffic uses either Scarlet or Kenwood to access the new housing developments east to Second Avenue? The question is how much west bound traffic use Bancroft to then go up Second Avenue - why would they do this when Third, Leveque and Moonlight are virtually traffic free and have lights at the Kingway? Or how much goes down Second and then along Bancroft to access the new housing east of Second? See questions below.

What is the ratio of new residential development traffic to the east of Second Avenue currently using and predicted to use Third Avenue, Leveque and Moonlight Avenue to access the Kingsway by volume as against "choosing" Second Avenue as access to the Kingsway? If Second Avenue was not “upgraded” to five lanes would this make a difference?

What is the volume in and out of Scarlet (total day and peak period count - going right and left)? What is projected for the future? How much of this traffic (by volume percentage and number) goes through to Third Avenue

What is the volume in and out of Kenwood (total day and peak period count – going right and left). What is projected for the future? How much of this traffic (by volume) goes through to Third Avenue?

What is the comparative traffic "backup" in "storage" space on Second Avenue at Scarlet with proposed signaled intersection with two or one traffic lane in each direction when traffic is stopped to allow cross traffic and pedestrian crossing related to the size of both intersection designs, considering there is about 500 metres from Scarlet to Donna and much more in the other direction?

What anticipated length of traffic signal would be required to clear side street and pedestrian traffic and at what frequency for both options?

As no roadway can be built for peak load (rush hour) volumes because of infrastructure requirements and expense what amount of congestion (traffic backup) is considered "tolerable"

What are the cost comparisons of the proposed project vs two lane (with center lane) both with signaled intersection, considering the later would require much less road surface area? What would be the comparison for a one (or two) lane roundabout taking the same factors into consideration including no cost for signaled intersection, but possible additional cost for lighting and signage? What is the approx. cost to maintain signals for an intersection with walk lights.

What is the ratio of traffic by volume going east on Bancroft at Second Ave intersection turning north on Second, south on Second and straight ahead.

How much traffic by volume is Kingsway "diverted" traffic using Second Avenue as alternative route? What effect of the completion of Kingsway widening and improvements have on this volume.

Were the environmental impacts (air, water, noise, and safety), taken into consideration and remedies suggested to mitigate?

Could the road way (either as proposed or the two lane (with turning lane) option or a roundabout be "moved" further west using public (cemetery) property to reduce proximity to residential and commercial properties

We would respectfully request that more study is needed to determine actual present and future projected need.