

COMMITTEE OF THE WHOLE – FEBRUARY 4, 2008

DEDICATED LEFT TURN LANE ATKINSON AVENUE AND EDMUND SEAGER DRIVE/ ROSEDALE HEIGHTS DRIVE

Recommendation

The Commissioner of Engineering and Public Works recommends:

That a dedicated left turn lane be implemented for southbound left turn movements at the intersection of Atkinson Avenue and Edmund Seager Drive/Rosedale Heights Drive.

Economic Impact

The nominal cost to remove hatch lines and install new pavement markings can be absorbed in the 2008 Pavement Marking Operating Budget following its approval, and the costs to maintain the pavement markings would be included in future Pavement Marking Operating Budgets.

Communications Plan

Not Applicable.

Purpose

To review the feasibility of implementing a dedicated southbound left turn lane at the intersection of Atkinson Avenue and Edmund Seager Drive/Rosedale Heights Drive, as previously directed by Council.

Background - Analysis and Options

At its meeting on October 9, 2007 Council directed:

“That staff investigate the feasibility of installing a dedicated left turn lane for southbound traffic on Atkinson at Edmund Seager Drive and report to Committee of the Whole with the findings as soon as possible.”

The intersection of Atkinson Avenue and Edmund Seager Drive/Rosedale Heights Drive is under existing traffic signal control. The existing southbound lane configuration is one through/right lane and one through/left lane. The two southbound lanes and two northbound lanes on the north side of the intersection are all 3.4 metres wide. There is also an existing hatched-out reduced area 2.9 metres in width. The area is shown in Attachment No.1.

The latest turning movement count for this intersection was conducted on Thursday, April 19, 2007. The highest peak hour volume for southbound left turning vehicles was 37 vehicles (3:30-4:30pm).

An intersection analysis was completed to determine the existing operations at the intersection. The left turn operations using the highest peak hour volumes and existing lane configuration indicated a Level of Service A for the intersection. Level of Service ranges from A (excellent) to F (Failure).

The TAC (Transportation Association of Canada) suggests a minimum of 3.0 metres for a lane width. As there is already 2.9 metres width available, it would be relatively simple to remove the existing hatched lines and install a left turn lane at this location with minor modifications.

The results of the intersection analysis shows an existing excellent Level of Service, however, as existing pavement width is readily available, it would be prudent to install a dedicated southbound left turn lane at this intersection.

The installation of a dedicated southbound left turn lane would also improve sight visibility for left turning vehicles and provide a balanced continuity of left turn lanes on the north and south side of the intersection.

The pavement marking modification will be part of the 2008 Pavement Marking Contract and completed this year.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – To advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

This report is consistent with the priorities previously set by Council.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is concluded that a dedicated southbound left turn lane at the intersection of Atkinson Avenue and Edmund Seager Drive/Rosedale Heights Drive be implemented.

Attachments

1. Location Map

Report prepared by:

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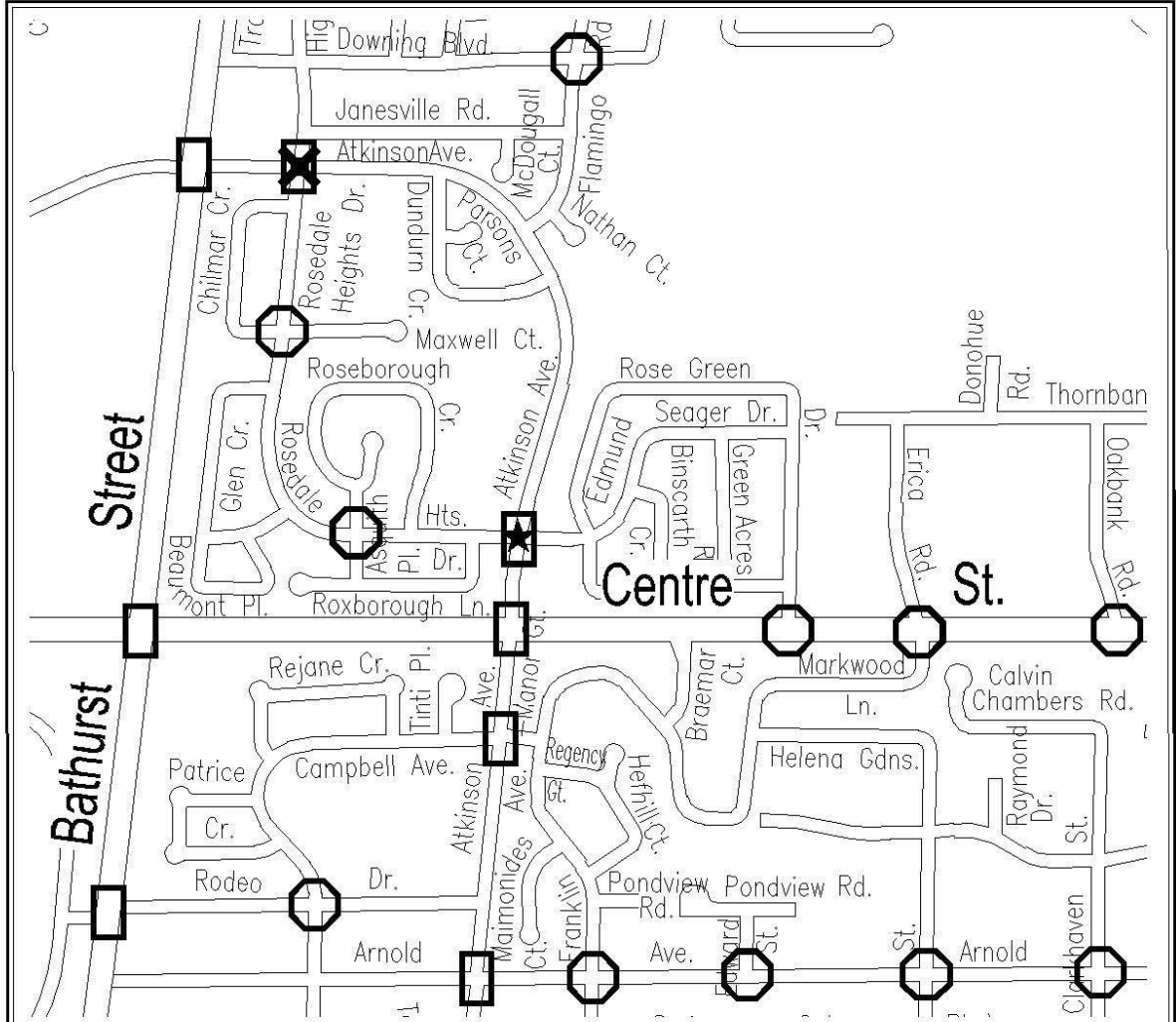
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Mike Dokman, C.E.T.
Supervisor, Traffic Engineering





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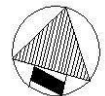
ATTACHMENT No. 1



ATKINSON AVENUE AND EDMUND SEAGER DRIVE/ROSEDALE HEIGHTS DRIVE DEDICATED LEFT TURN LANE

LEGEND

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE