

From: Steve Barrett
Sent: July 29, 2010 4:43 PM
To: Carmen Corbasson
Subject: Lakeshore Road / Stavebank Road

Good day Councillor Corbasson....

The following information is provided in support of the proposal to improve the alignment of the Lakeshore Road / Stavebank Road intersection, as per your request.

If I recall correctly, you indicated that it was suggested by certain members of the community that the realignment of this intersection is not technically warranted and that the funding would be better spent in the purchase of the post office property. It is important to note that the purchase and demolition of the CIBC property and the intersection realignment / improvements would be funded by Development Charges (DC's). The Post Office building could **not** be purchased with DC funds, and would therefore require tax funding.

The technical justification for the intersection realignment and purchase of the CIBC property followed the Class Environmental Assessment (EA) protocol as identified by the Municipal Engineers Association and approved under the Environmental Assessment Act. The project was completed in three phases:

- Phase I – Identification of Problem or Opportunity
- Phase II – Evaluation of Alternative Solutions
- Phase III – Implementation

The intersection as you are well aware has been the subject of concern for many years. The concern relates to the geometric misalignment or offset of the north and south legs of Stavebank Road, a distance of approximately 21 metres. This offset creates significant confusion and safety concerns for many motorists, cyclists and pedestrians. The conflicts were identified in the study report and can be summarized as follows:

1. Right-of-way confusion particularly for through motorists on Stavebank Road
2. Right-of-way confusion for left turning motorists on Lakeshore Road
3. Right-of-way confusion for crossing pedestrians and right turning motorists on Stavebank Road
4. Unnecessary stops and rear-end collisions involving right turning motorists from Stavebank Road

The geometric offset of the intersection in combination with its urban characteristics (high pedestrian use, lay-by parking, transit, streetscape) and the increased popularity of Port Credit as a destination, increases the potential for collision involving motorists and pedestrians. A review of the collision history indicates 57 reportable collisions since March 2002, fortunately only 2 involved a pedestrian or cyclist. The majority of the collisions occurred during daylight hours, under fair weather conditions on dry pavement. Although these numbers may be considered slightly modest based on collision rate per million vehicles, it is significant to note they are second only to the intersection of Hurontario Street and Lakeshore Road within the Port Credit / Lakeview area.

As you know, there is a very long history of resident / motorist concern with the geometry and traffic flow at this location. This concern has precipitated a number of staff reviews throughout the years, resulting in the implementation of several minor changes including the addition of advisory signage, signal timing improvements and upgraded pavement markings within the intersection. These

measures provided some improvement in terms of education and awareness however the frequency of collision and related incidents has not improved. As a matter of fact, 14 of the 57 reported collisions have occurred since January 2009. (collision history is attached)

Prior to the commencement of the EA, the Transportation and Works Department had proposed some minor geometric changes to the intersection although not a full realignment. These changes included a one-way southbound traffic designation on the south leg of Stavebank Road, no through movement from the north leg of Stavebank Road and no left turns for westbound Lakeshore Road traffic. The implementation of this plan was considered an interim measure that would mitigate much of the pedestrian crossing conflict. Feedback from the community was generally positive except for the restricted traffic movements. This option was one of the alternate solutions presented through the EA process.

Public consultation during the EA produced many comments, mostly in support of the currently approved intersection geometric realignment:

- *“agree with the preferred alternative, seems to greatly improve safety and confidence for pedestrian and motorists.”*
- *“I consider the preferred alternative to be a sound solution for this difficult problem.... The design is consistent with my expectations”*
- *“agree with preferred alternative, makes the most sense... keeps traffic on Lakeshore, gets rid of confusion for newcomers/visitors and improves safety dramatically”*
- *“Absolutely! It will be much easier to determine who has right-of-way for both vehicles and pedestrians”*
- *“Absolutely, it’s a dangerous intersection and I’ll be relieved when both vehicles and pedestrian traffic can get through safely”*

In summary, the proposal to realign the intersection of Stavebank Road and Lakeshore Road was based primarily on the need to eliminate the conflicting movements between motorists and pedestrians and motorists and motorists. There is a significant volume of collision incidents during the past several years that would support this; an average of around 7 collisions annually with 14 having occurred during the past 17 months. The Port Credit community is a growing destination and the annual festivals and parades draw significantly. On the basis of this information and the long history of resident / motorist concern, the realignment of the intersection as proposed should be implemented.

Should you have any questions with regard to this information, please contact me at your convenience.

Steve Barrett
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Transportation Asset Mgt.