



Internal Memorandum

Operations Department

Date: November 30, 2020
To: Transportation Committee
From: Shawn Carey, Director of Operations
Adam Fraser, Transportation Master Plan Project Coordinator
Subject: Victoria St/Louisa St. Traffic Study Follow-up

This memorandum is in response to the questions and concerns raised on the October 13th Transportation Committee Meeting Agenda Item C.1 regarding the Victoria/Louisa Traffic Study Report.

As you know, Victoria and Louisa Street and a few other streets in Thornbury are planned to be reconstructed in the near future. The strategic perspective is to undertake related road improvements at the same time. The intent of the Traffic Study is to identify potential improvement opportunities for the Beaver/Victoria/Louisa intersections. Improvement can come in a number of forms, such as traffic operations, access, road safety and design standards. Below is a summary and interpretation of the outcomes of the study based on these improvement categories:

Traffic operations: Despite data collection not occurring on multiple days of varying traffic volumes, the data provided still demonstrates that the studied local roads have substantial capacity to handle increased traffic. To put it in perspective, the busiest hour of traffic at the most in-demand section of road, considering all proposed alternatives, only uses 14% of capacity projected to 2030 (2% more volume per year to 2030). Hypothetically, even if traffic today at the busiest time was 200% greater than what the consultants observed on their data collection day, there would still be no traffic operational changes needed to handle travel demands. The report states that: *... "This is an indication of the relatively low volumes on the study area road network, and the ability of the intersections to accommodate rerouted traffic and/or significant growth in traffic. Based on the results of the intersection assessment, intersection operations will not dictate the selection of a preferred alternative solution, recognizing that the intersection operations are excellent through 2030 regardless of improvement."*

Access: All design alternatives have consideration for accessing the Foodland/LCBO commercial site with some minor variation in pros and cons. Alternative 5 would close Beaver street for

through-traffic. There were concerns in the committee conversation regarding access for trucks along Beaver St. for trucks to get to Blue Mountain Fruit Company from HWY26. Beaver Street is not designed for this type of traffic, which is why a load restriction is in place for Beaver St. between Louisa St. and Alice St. Upgrades to 10th Line and Side Road 33 were completed in 2018 specifically to accommodate apple industry-related truck traffic. As Thornbury continues to build more residential uses on the west side, the use of Beaver St. will progressively become a less navigable and a less desirable route for trucks, so truck traffic is not a driving factor in determining how to improve the studied area.

Road safety & Design Standards: Road safety has been one of the driving reasons for considering improvements of this area of Thornbury. The unusual angle with which these roads intersect is a hazard. The basis for the design considerations is explained on page 6 of the Report – essentially stating that intersections are less safe when not meeting at or near an angle of 90 degrees (like a proper + shape or T shape) and references the *Geometric Design Guideline for Canadian Roads*. Transportation Association of Canada. June 2017.

Considering the provided information, it would be meaningful to get more input from the Transportation Committee: Do we want the studied area improved? If yes, road safety and design standards should be the basis for how it is improved as opposed to traffic operations or truck use. The recommendation in the Report is for Alternatives 2a or 2b.

Do members have any input on those recommendations or preference for other alternatives? Section 5 provides a good summary of advantages and disadvantages of each, with images of the alternatives in Section 6. We are interested in taking a coordinated approach so that improving the described area can happen at the same time as the rest of the road reconstruction works, instead of doing them separately (saving potential time, costs, total construction disturbance to the community, etc.). Having the committee's input/support will help facilitate that initiative.