CITY OF HAMILTON

NOTICE OF M O T I O N

Committee: Public Works
Date: February 1, 2016

MOVED BY COUNCILLOR T. WHITEHEAD……..……...

SECONDED BY COUNCILLOR ……...…..……

IMPACTS OF A CHANGE IN THE 2007 TRANSPORTATION MASTER PLAN RECOMMENDED POLICY

WHEREAS it has been identified in the 2007 Transportation Master Plan (TMP) that the appropriate Level of Service (LOS) for the arterial road network to operate is at a LOS D or better; and

WHEREAS Appendix A to this Motion provides an outline of the definition of Level of Service for roadways and intersections and a schematic found on the City of Denver website; and

WHEREAS there are a number of requests/complaints that are received in Ward 8 with respect to congestion occurring on multiple roadways throughout the City of Hamilton.

THEREFORE BE IT RESOLVED:

(a) That Public Works, Transportation Planning staff, be directed to review and report to the Public Works Committee on the impacts of a change in the 2007 Transportation Master Plan Recommended Policy that would replace the following:

> "When planning, designing and building transportation corridors, balance Level of Services (LOS) across all modes, with the objective of providing a minimum level of service of D for all modes."
>
> With:
>
> "When planning, designing and building transportation corridors, balance Level of Services (LOS) across all modes, with the objective of providing a minimum level of service of C for all modes."

(b) That staff identify all costs and implications to this change from a LOS D to a LOS C or better and report back with their findings to Public Works Committee in 2016.

Roadway

A Free flow, low traffic density

B Minimum delay, stable traffic flow

C Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists

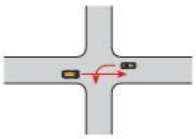
D Movements more restricted, travel speeds begin to decline

E Traffic fills capacity of the roadway, vehicles are closely spaced, incidents can cause serious breakdown

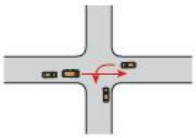
F Forced flow with demand volumes greater than capacity resulting in breakdown in traffic flow

Intersection

A Minimal delays



B Low levels of delay and queuing



C Intermittently vehicles wait through more than one signal indication, occasionally backups may develop, traffic flow still stable and acceptable.

D Delays at intersections may become extensive, but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups. LOS D has historically been regarded as a desirable design objective in urban areas.

E Traffic fills intersection capacity, long queues and delays, many vehicles need to wait through more than one green indication

F Traffic demand exceeds capacity of intersection, very long queues and delays, most vehicles need to wait through more than one green indication