

Spearman, Kristen TRAN:EX

From: Oakley, Ryan C TRAN:EX
Sent: Tuesday, March 3, 2015 8:04 AM
To: Spearman, Kristen TRAN:EX
Subject: FW: Nelson Ave @ Kokanee Street

From: Oakley, Ryan C TRAN:EX
Sent: Thursday, July 15, 2010 12:28 PM
To: Eberle, Hugh TRAN:EX
Cc: Olleck, Glenn M TRAN:EX
Subject: RE: Nelson Ave @ Kokanee Street

Just letting you know that I'm meeting with Sgt Grant (Howie) tomorrow afternoon to look at the crossing. Seems like a good way to head into ^{s.22}

Ryan

Ryan Oakley, P.Eng.
District Program Engineer
West Kootenay District
T - 250.354.6159
C - ^{s.17}

From: Eberle, Hugh TRAN:EX
Sent: Wednesday, June 30, 2010 12:22 PM
To: Oakley, Ryan C TRAN:EX
Cc: Olleck, Glenn M TRAN:EX
Subject: FW: Nelson Ave @ Kokanee Street

Ryan:

Would you be able to send a response to Howie explaining the warrant system and that we will look into this and get back to him. May be a good opportunity to quiz him on any specific times/days that are generating the complaints. Would also be good to know the type of complaint – no one stopping, or when people are crossing their are close calls, or other, etc.

Thanks - Hugh

From: Bob Wilson [<mailto:bob@westcana.com>]
Sent: Wednesday, June 30, 2010 9:30 AM
To: 'Howie Grant'
Cc: Olleck, Glenn M TRAN:EX; Eberle, Hugh TRAN:EX; Grant, Shawn D TRAN:EX
Subject: RE: Nelson Ave @ Kokanee Street

Good Morning Sgt.

There are many factors involved in getting a signal, of any type, "warranted" at an intersection. I have cc'd those at the Ministry of Transportation who can check into and decide such a request.

Thank you.

Bob Wilson

Kootenay's Division Manager

Westcana Electric Inc.

900 Simpson Road

Nelson, BC

V1L 6G8

250-352-9378 [local 2]

cell s.22

bob@westcana.com

From: Howie Grant [<mailto:grant@nelsonpolice.ca>]

Sent: June 30, 2010 9:19 AM

To: Bob Wilson

Subject: Nelson Ave @ Kokanee Street

Hi Bob:

I'm not sure if you're the person I contact on this but you could possibly point me in the right direction. I'm receiving a number of complaints from pedestrians regarding the intersection of Nelson Ave @ Kokanee Street. During the summer this is an extremely high volume area for pedestrians and vehicle traffic heading down to Lakeside Rotary Park or crossing over to the Dairy Queen.

To address this safety concern, it is my recommendation that a pedestrian activated signal, similar to the one at Nelson and Behnsen Street, be installed.

I look forward to any input you may be able to offer regarding this matter.

Thanks for you help.

Sgt. H.S. Grant (Howie)
Community Police Office
Nelson Police Dept
606 Stanley St
Nelson BC
V1L 1N4

Phone: (250) 354-3919

Cell: s.22

Fax: (250) 354-4179

PEDESTRIAN COUNT

LOCATION: NELSON
 MAJOR ST: HIGHWAY 3A
 MINOR ST: KOKANEE ST
 DATE: (Wed) 18, Aug, 2004
 CLIMATE: WARM, SUNNY

Speed Limit Major Street - 50 KM/H
 Speed Limit Minor Street - 40 KM/H
 REF: _____ INT: _____

Time	NORTH Approach			EAST Approach			SOUTH Approach			WEST Approach			Total	Total	AEU			
	13-65	65+	U13	13-65	65+	U13	13-65	65+	U13	13-65	65+	U13	Volume	AEU	N	E	S	W*
7:00 - 7:15	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0.0	1.0	0.0	0.0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
7:30 - 7:45	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0.0	1.0	0.0	0.0
7:45 - 8:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1.0	0.0	0.0	0.0
8:00 - 8:15	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1.0	0.0	0.0	0.0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
8:30 - 8:45	2	0	0	0	0	0	0	0	0	1	0	0	3	3	2.0	0.0	0.0	1.0
8:45 - 9:00	3	0	0	0	0	0	1	0	0	1	0	0	5	5	3.0	1.0	0.0	1.0
SUB TOTAL	7	0	0	0	0	0	3	0	0	2	0	0	12		7.0	3.0	0.0	2.0
AVERAGE	4	0	0	0	0	0	2	0	0	1	0	0	6		3.5	1.5	0.0	1.0
AM PEAK	9	6	0	0	1	0	0	0	0	0	2	0	9		6.0	1.0	0.0	2.0
11:00 - 11:15	3	0	0	0	0	0	1	0	0	2	0	2	8	10	3.0	1.0	0.0	6.0
11:15 - 11:30	2	0	0	0	0	0	0	0	0	1	0	0	3	3	2.0	0.0	0.0	1.0
11:30 - 11:45	1	0	0	0	0	0	2	0	0	0	0	0	3	3	1.0	2.0	0.0	0.0
11:45 - 12:00	2	0	0	0	0	0	0	0	0	2	0	0	4	4	2.0	0.0	0.0	2.0
12:00 - 12:15	2	0	0	1	0	0	0	0	0	2	0	0	5	5	2.0	0.0	1.0	2.0
12:15 - 12:30	1	1	0	0	0	0	0	0	0	0	0	0	2	3	2.5	0.0	0.0	0.0
12:30 - 12:45	2	0	0	0	0	0	0	0	0	1	0	0	3	3	2.0	0.0	0.0	1.0
12:45 - 13:00	1	0	0	0	0	0	0	0	0	3	0	0	4	4	1.0	0.0	0.0	3.0
SUB TOTAL	14	1	0	1	0	0	3	0	0	11	0	2	32		15.5	3.0	1.0	15.0
AVERAGE	7	1	0	1	0	0	2	0	0	6	0	1	16		7.8	1.5	0.5	7.5
MD PEAK	15	7	0	0	2	0	0	1	0	0	5	0	18		8.0	3.0	0.0	9.0
15:00 - 15:15													0					
15:15 - 15:30													0					
15:30 - 15:45													0					
15:45 - 16:00													0					
16:00 - 16:15	1	0	0	0	0	0	8	0	0	5	0	3	17	20	1.0	8.0	0.0	11.0
16:15 - 16:30	0	0	0	0	0	0	2	0	0	0	0	0	2	2	0.0	2.0	0.0	0.0
16:30 - 16:45	8	0	0	0	0	0	0	0	0	9	0	0	17	17	8.0	0.0	0.0	9.0
16:45 - 17:00	9	0	0	0	0	0	2	0	0	9	0	0	20	20	9.0	2.0	0.0	9.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
17:15 - 17:30	2	0	0	1	0	0	3	0	0	1	0	0	7	7	2.0	3.0	1.0	1.0
17:30 - 17:45	4	0	0	0	0	0	3	0	0	0	0	0	7	7	4.0	3.0	0.0	0.0
17:45 - 18:00	10		1	0	0	0	0	0	0	7	0	4	22	27	12.0	0.0	0.0	15.0
SUB TOTAL	34	0	1	1	0	0	18	0	0	31	0	7	92		36.0	18.0	1.0	45.0
AVERAGE	17	0	1	1	0	0	9	0	0	16	0	4	46		18.0	9.0	0.5	22.5
PM PEAK	18	0	0	0	0	0	12	0	0	23	0	3	56		18.0	12.0	0.0	29.0
TOTAL	55	1	1	2	0	0	24	0	0	44	0	9	136		58.5	24.0	2.0	62.0
AVERAGE	9	0	0	0	0	0	4	0	0	7	0	2	23		9.8	4.0	0.3	10.3
PEAK HOUR	18	0	0	0	0	0	12	0	0	23	0	3	56		18.0	12.0	0.0	29.0

* Denotes the intersection leg the pedestrians are crossing.

TOTAL VEHICLE COUNT

LOCATION: NELSON
 MAJOR ST HIGHWAY 3A
 MINOR ST KOKANEE ST
 DATE: (Wed) 18, Aug, 2004
 CLIMATE: HOT, DRY

Speed Limit Major Street - KMH
 Speed Limit Minor Street - KMH
 REF: INT:

Time	NORTH Approach			EAST Approach			SOUTH Approach			WEST Approach			Total	PEDESTRIANS			
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume	N	S	W*	E
7:00 - 7:15	1	0	1	0	49	2	5	0	0	4	22	6	90				
7:15 - 7:30	1	0	0	1	67	5	4	0	5	4	25	2	114				
7:30 - 7:45	0	0	0	1	13	3	6	0	2	5	28	2	60				
7:45 - 8:00	2	0	0	3	103	6	2	0	1	7	42	8	174				
8:00 - 8:15	2	1	0	3	155	7	4	0	0	2	34	7	215				
8:15 - 8:30	1	0	1	4	100	4	5	0	3	10	61	9	198				
8:30 - 8:45	0	1	1	2	119	1	4	0	2	8	53	7	198				
8:45 - 9:00	1	0	0	2	115	3	3	1	3	10	50	6	194				

SUB TOTAL	8	2	3	16	721	31	33	1	16	50	315	47	1243	0	0	0	0
AVERAGE	4	1	2	8	361	16	17	1	8	25	158	24	622	0	0	0	0
AM PEAK	4	2	2	11	489	15	16	1	8	30	198	29	805	0	0	0	0

11:00 - 11:15	0	0	3	2	115	5	10	0	6	8	70	10	229				
11:15 - 11:30	4	0	0	1	100	3	7	1	2	10	69	19	216				
11:30 - 11:45	1	1	2	3	102	5	8	0	3	7	77	10	219				
11:45 - 12:00	1	0	2	3	117	4	4	2	1	4	82	16	236				
12:00 - 12:15	0	0	4	5	100	3	11	0	4	12	74	8	221				
12:15 - 12:30	1	0	0	4	81	7	6	0	4	9	94	23	229				
12:30 - 12:45	3	0	0	4	101	9	12	0	4	6	77	12	228				
12:45 - 13:00	0	1	0	2	96	3	4	0	4	8	85	13	216				

SUB TOTAL	10	2	11	24	812	39	62	3	28	64	628	111	1794	0	0	0	0
AVERAGE	5	1	6	12	406	20	31	2	14	32	314	56	897	0	0	0	0
MD PEAK	5	0	6	16	399	23	33	2	13	31	327	59	914	0	0	0	0

15:00 - 15:15													0				
15:15 - 15:30													0				
15:30 - 15:45													0				
15:45 - 16:00													0				
16:00 - 16:15	0	0	1	1	80	4	3	0	8	10	121	16	244				
16:15 - 16:30	3	0	1	5	89	5	6	0	9	12	86	17	233				
16:30 - 16:45	0	0	2	6	108	5	5	0	11	7	137	16	297				
16:45 - 17:00	2	0	0	5	128	3	4	0	9	15	139	20	325				
17:00 - 17:15	2	0	2	3	80	1	9	0	5	13	127	22	264				
17:15 - 17:30	1	0	1	2	68	3	10	0	5	8	123	19	240				
17:30 - 17:45	2	0	1	4	83	3	2	0	4	17	122	22	260				
17:45 - 18:00	1	0	2	4	107	1	5	0	6	18	89	15	248				

SUB TOTAL	11	0	10	30	743	25	44	0	57	100	944	147	2111	0	0	0	0
AVERAGE	6	0	5	15	372	13	22	0	29	50	472	74	1056	0	0	0	0
PM PEAK	5	0	5	16	384	12	28	0	30	43	526	77	1126	0	0	0	0

TOTAL	29	4	24	70	2276	95	139	4	101	214	1887	305	5148	0	0	0	0
AVERAGE	5	1	4	12	379	16	23	1	17	36	315	51	858	0	0	0	0
PEAK HOUR	5	0	5	16	384	12	28	0	30	43	526	77	1126	0	0	0	0

* Denotes the intersection leg the pedestrians are crossing.

