

1. 1998 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 1
-

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve that:

1. **as funds become available, traffic control signals be installed at the following intersections in the order that the locations are listed;**
 - a. **Merivale Road and Family Brown Lane;**
 - b. **Bank Street and Lester Road, and;**
 - c. **Blohm Drive and Hunt Club Road;**
2. **the intersection of Holland Avenue and Spencer Street be reviewed for the installation of a traffic control signal;**
3. **as funds become available, an intersection pedestrian signal be installed at Richmond Road on the north side of Dumaaurier Avenue and that this installation take priority over the locations proposed in the 1998 Pedestrian Signal and Traffic Control Signal Programme - Phase 1 report; that the pedestrian signal be monitored for six months to determine its effectiveness and to determine if a traffic signal would be necessary.**

DOCUMENTATION

1. Director Mobility Services and Corporate Fleet Services report dated 28 Oct 98 and Addendum report dated 6 Nov 98 are immediately attached.
2. Extract of Draft Minute, Transportation Committee 18 Nov 98 immediately follows the report and includes a record of the vote.
3. The following documents are held on file:
 - a. Councillor R. Kolbus letters dated 10 and 18 Nov 98
 - b. Michele Heights Community Relations Group letter dated 10 Nov 98
 - c. C. Assad e-mailed comments dated 15 Nov 98
 - d. P. & M. de Bassecourt e-mailed comments dated 16 Nov 98
 - e. L. Reaume e-mailed comments dated 15 Nov 98
 - f. Petition of 254 signatures in favour of signals at Dumaaurier and Richmond

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 20-98-0202**
 Your File/V/Réf.

DATE 28 October 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **1998 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL
 SIGNAL PROGRAMME - PHASE 1**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve that:

- 1. as funds become available, traffic control signals be installed at the following intersections in the order that the locations are listed;**
 - a. Merivale Road (Regional Road 17) and Family Brown Lane;**
 - b. Bank Street (Regional Road 31) and Lester Road (Regional Road 24), and;**
 - c. Blohm Drive and Hunt Club Road;**
- 2. the intersection of Holland Avenue and Spencer Street be reviewed for the installation of a traffic control signal after the City of Ottawa has completed its "West Wellington Traffic Review" for the area surrounding Spencer Street, west of Holland Avenue between Wellington and Scott Streets.**

BACKGROUND

Each year staff produce two Pedestrian Signal and Traffic Control Signal Programme reports for the consideration of Transportation Committee and Council. In order to expedite the installation of traffic control signals in the same year in which studies are conducted, the Phase 1 report presents those locations studied in the programme year which are 100% warranted and do not require any intersection or roadway modifications.

A second or "Phase 2" report will contain all other locations reviewed in 1998 for either a pedestrian signal or a traffic control signal, including those locations requiring intersection or roadway modifications. All recommended locations that require modifications are subject to the public hearing process. Signals approved in the Phase 2 report are intended to be implemented during the summer or fall of 1999.

DISCUSSION

Pedestrian Signal Programme

There are no locations that are warranted for the installation of a pedestrian signal. (*Please see Addendum report dated 6 Nov 98.*)

Traffic Control Signal Programme

There are four locations (refer to Annex B), listed below in order of priority, that met 100% of the warrants for the installation of a traffic control signal that do not require any intersection or roadway modifications prior to signal installation. Survey data, priority rank, etc., for these four locations are summarized in Annex A.

<u>Rank</u>	<u>Location</u>	<u>*Number of Right Angle Collisions (1 Jan'95 - 31 Dec'97)</u>
1	Merivale Road (Reg Rd 17) and Family Brown Lane	28
2	Holland Avenue and Spencer Street	15
3	Bank Street (Reg Rd 31) and Lester Road (Reg Rd 24)	9
4	Blohm Drive and Hunt Club Road	3

* Right angle collisions are deemed preventable by the installation of a traffic control signal.

Discussion of Warranted Location

Merivale Road (Reg Rd 17) and Family Brown Lane

Analysis of data collected in June 1998 indicates that a traffic control signal is 100% warranted at the intersection of Merivale Road and Family Brown Lane (refer to Annex C). Therefore, it is proposed that a traffic control signal be installed.

Twenty-eight right angle vehicular collisions have occurred at this intersection between 01 January 1995 and 31 December 1997. This type of collision is deemed preventable by the installation of a traffic control signal.

Therefore, the installation of this signal will provide for safer pedestrian, cyclist and motorist crossing of and access onto Merivale Road.

The preliminary cost estimate for the installation is \$100,000.

There is an existing legal agreement with the owners of Toys “R” Us store, which states that the owners will contribute to the cost of a signal light installation. At this time, the Planning and Development Approvals Department have a verbal commitment that Toys “R” Us are willing to pay one-half the cost of the signal installation (\$50,000). It is this Department’s position that the signal installation should proceed with Regional funds and that the contribution, when received, be credited to the signal account (912-37140).

Holland Avenue and Spencer Street

Analysis of data collected in May 1998 indicates that a traffic control signal is warranted at the intersection of Holland Avenue and Spencer Street (refer to Annex D).

Fifteen right angle vehicular collisions have occurred at this intersection between 01 January 1995 and 31 December 1997. This type of collision is deemed preventable by the installation of a traffic control signal.

Spencer Avenue to the east of Holland has a high commercial component, while west of Holland, the area is residential. The City of Ottawa is currently undertaking surveys and consultation with the area residents west of Holland due to concerns of shortcutting traffic exiting the area via Spencer Street. Further, 11 of the 15 right angle collisions that have been reported involved eastbound vehicles exiting Spencer. Possible solutions to the area’s traffic concerns that would eliminate the need for a signal include designating the west leg of Spencer Street as a one-way street in the westbound direction or changing the operation of the west leg to a right in/right out. At this time, the Department is awaiting the results of the City’s review.

The preliminary cost estimate for the installation is \$90,000.

It is proposed that this location be deferred until the “West Wellington Traffic Review” is completed.

Bank Street (Regional Road 31) and Lester Road (Regional Road 24)

Analysis of data collected in May 1998 indicates that a traffic control signal is 100% warranted at the intersection of Bank Street and Lester Road (refer to Annex E). Therefore, it is proposed that a traffic control signal be installed.

Nine right angle vehicular collisions have occurred at this intersection between 01 January 1995 and 31 December 1997. This type of collision is deemed preventable by the installation of a traffic control signal.

The installation of a signal will reduce the number of reportable collisions and provide safer access onto and across Bank Street for pedestrians, cyclists and motorists.

The preliminary cost estimate for the installation is \$90,000, including the cost of centre median stubs which are required on Bank Street for the placement of additional signal poles due to the wide cross-section of this roadway.

Blohm Drive and Hunt Club Road

Analysis of data collected in May 1998 indicates that a traffic control signal is warranted at the intersection of Blohm Drive and Hunt Club Road (refer to Annex F). Therefore, it is proposed that a traffic control signal be installed.

Three right angle vehicular collisions have occurred at this intersection between 01 January 1995 and 31 December 1997.

This signal installation will provide pedestrians with a protected crossing of Hunt Club Road and will allow cyclists and motorists safer access onto Hunt Club Road. The signal installation will benefit OC Transpo operations, since bus routes turn left out of Blohm Drive.

The preliminary cost estimate for the installation is \$80,000.

CONSULTATION

A draft of this report was circulated to the Regional Cycling Advisory Group (RCAG) for comments. RCAG comments, if any, will be available at the Transportation Committee meeting. Also, the “raw” data contained in the annexes to this report have been circulated to the Chair and Members of Council.

Prior to submission of this report to Committee, temporary signs were placed at the three locations recommended in this report with the appropriate message that “traffic lights” are being proposed. All signs display the telephone number, 560-2108, for the Environment and Transportation Department’s Open Line where callers may listen to information about each location and record their comments concerning the proposals.

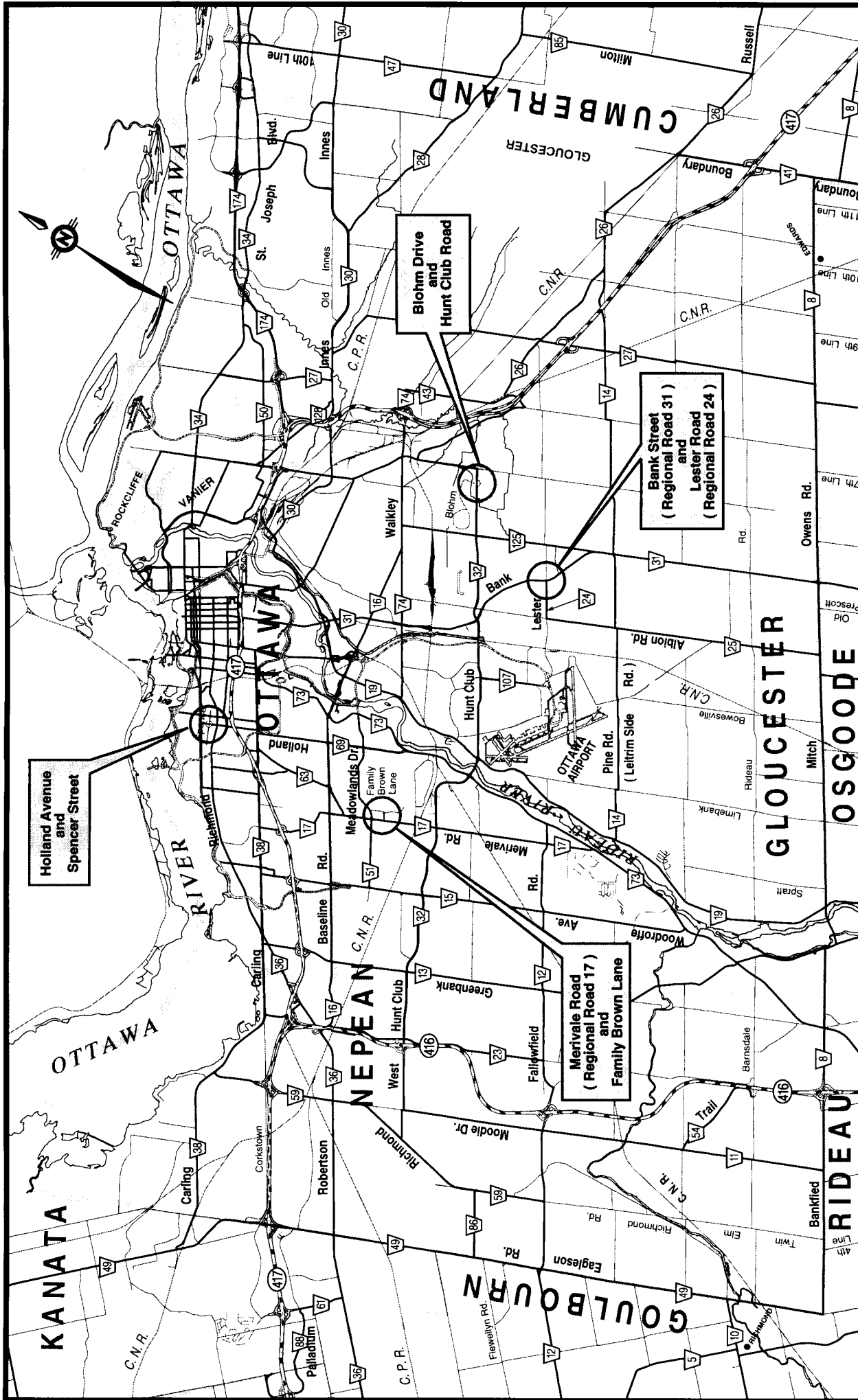
FINANCIAL STATEMENT

There are no funds remaining in the 1998 Capital Budget, Account No. 912-37140, Traffic Control Signal Programme (reference page 163). All signal installations will have to be funded from the 1999 Capital Budget, unless otherwise directed.

*Approved by
Doug Brousseau*

1998 TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 1

Location	Priority Rank	Percent Warrant Met	Total Approach Volume Major Street (8 hrs)	Total Approach Volume Minor Street (8 hrs)	No. of Pedestrians Crossing Major Street (8 hrs)	No. of Preventable Collisions Average per Year (for 3 yrs - 1 Jan 95 - 31 Dec 97)	Day and Date of Count	Comments
Bank Street (RR-31) and Lester Road (RR-24)	3	100	6,562	1,361	1	3.00	Friday 15 May 98	
Blohm Drive and Hunt Club Road	4	100	8,647	1,198	2	1.00	Thursday 28 May 98	
Holland Avenue and Spencer Street	2	100	6,347	1,231	141	5.00	Friday 8 May 98	
Merivale Road (RR-17) and Family Brown Lane	1	100	20,502	1,042	118	9.33	Saturday 20 June 98	



ANNEX B



Ottawa-Carleton

MOBILITY SERVICES

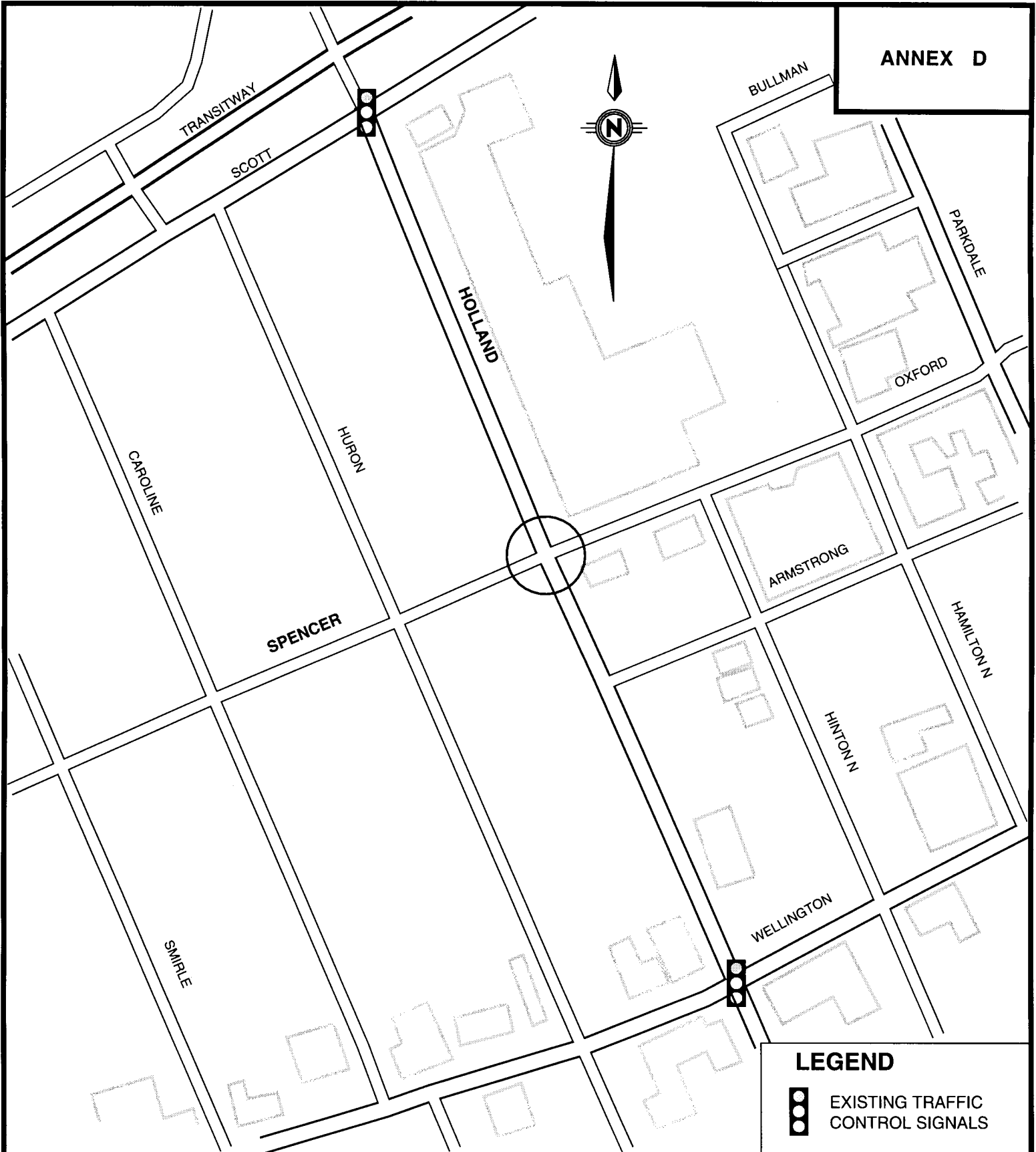
Environment & Transportation Department

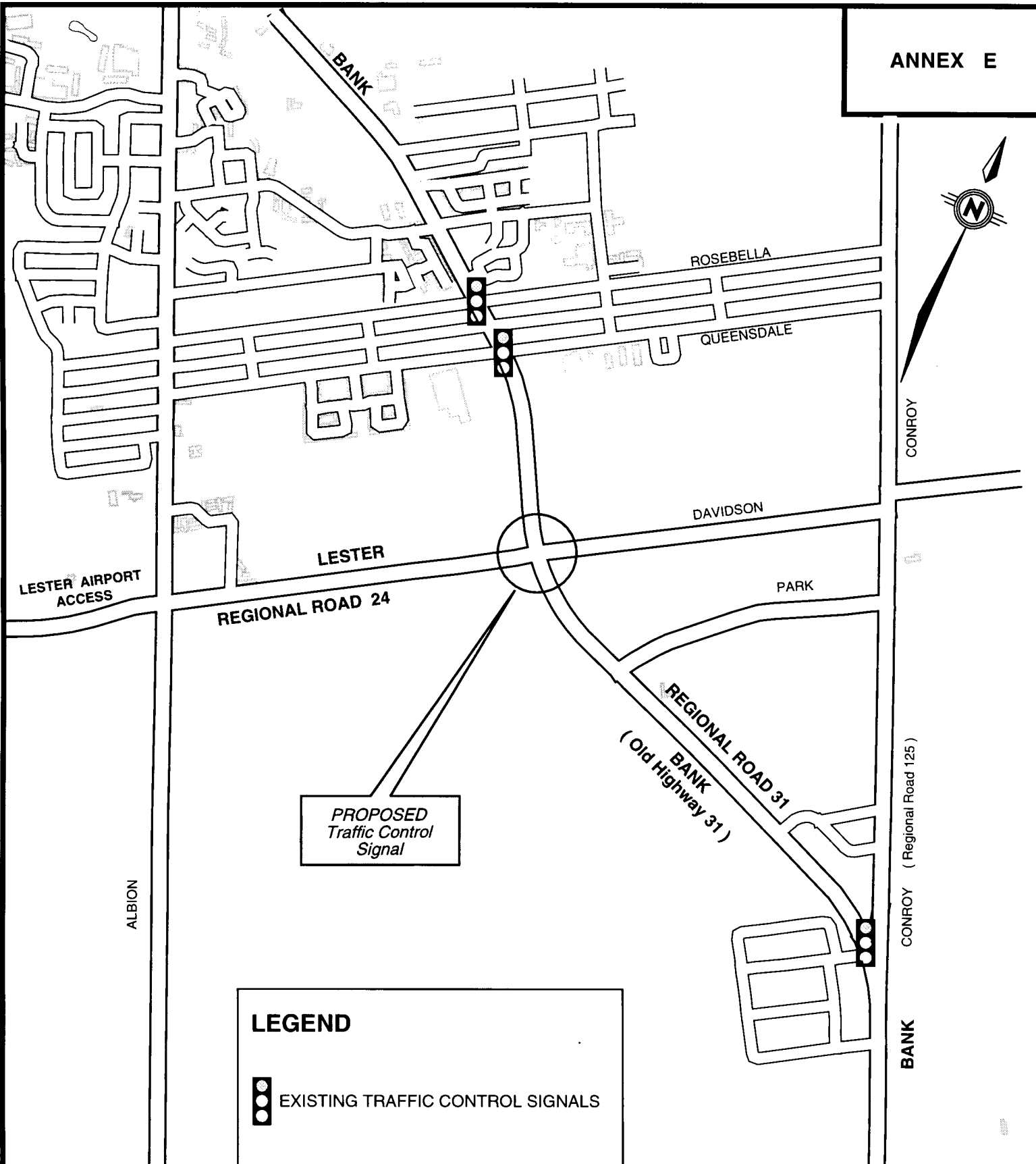
1998 TRAFFIC CONTROL SIGNAL PROGRAMME

PHASE 1

Location Plan

Scale	N. T. S.	Drawn By	E. P.	Checked By	H. L. D.
8011-S1-tcs, LP		Date	SEPTEMBER 1998	Approved By	G. K.

**LEGEND**EXISTING TRAFFIC
CONTROL SIGNALS**1998 TRAFFIC CONTROL SIGNAL PROGRAMME****PHASE 1****HOLLAND AVENUE AND SPENCER STREET****Ottawa-Carleton****MOBILITY SERVICES****Environment & Transportation Department**Drawn By
E.P.Checked By
H.L.D.Approved By
G.K.Scale
N. T. S.Date
SEPTEMBER 1998**8011-S5-tcs**

**LEGEND**

EXISTING TRAFFIC CONTROL SIGNALS

1998 TRAFFIC CONTROL SIGNAL PROGRAMME**PHASE 1**

**BANK STREET (Regional Road 31) AND
LESTER ROAD (Regional Road 24)**

**Ottawa-Carleton****MOBILITY SERVICES**

Environment & Transportation Department

Drawn By
E.P.

Checked By
H.L.D.

Approved By
G.K.

Scale
N. T. S.

Date
SEPTEMBER 1998

8011-S3-tcs

HAWTHORNE (Regional Road 32)

ANNEX F



PROPOSED
Traffic Control
Signal

LEGEND

 EXISTING TRAFFIC
CONTROL SIGNALS

1998 TRAFFIC CONTROL SIGNAL PROGRAMME

PHASE 1

BLOHM DRIVE AND HUNT CLUB ROAD



Ottawa-Carleton

MOBILITY SERVICES

Environment & Transportation Department

Drawn By
E.P.

Checked By
H.L.D.

Approved By
G.K.

Scale
N. T. S.

Date
SEPTEMBER 1998

8011-S4-tcs

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 20-98-0202**
 Your File/V/Réf.

DATE 6 November 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **ADDENDUM REPORT:
 1998 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL
 SIGNAL PROGRAMME - PHASE 1**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve that as funds become available, an intersection pedestrian signal be installed at Richmond Road on the north side of Dumaaurier Avenue and that this installation take priority over the locations proposed in the 1998 Pedestrian Signal and Traffic Control Signal Programme - Phase 1 report.

BACKGROUND

The Councillor of Bay Ward requested that a pedestrian survey be undertaken for the section of Richmond Road between Bellfield Road and Highfield Crescent (refer Annex B), due to a recent collision between a pedestrian and a motorist at the intersection of Dumaaurier Avenue and Richmond Road.

DISCUSSION

Analysis of a pedestrian survey conducted on Friday, 30 October 1998, indicates that a pedestrian signal is warranted (refer Annex A). Therefore, it is recommended that an intersection pedestrian signal (single crosswalk) be installed at Richmond Road on the north side of Dumaaurier Avenue.

Preliminary estimated cost for this signal is \$60,000.

The installation of this pedestrian signal will provide a protective crossing for pedestrians wishing to cross Richmond Road.

CONSULTATION

Because we wish to present this report in conjunction with our Phase 1 Report, no consultation has been carried out except with the ward Councillor and Chair, Transportation Committee.

*Approved by
Doug Brousseau*

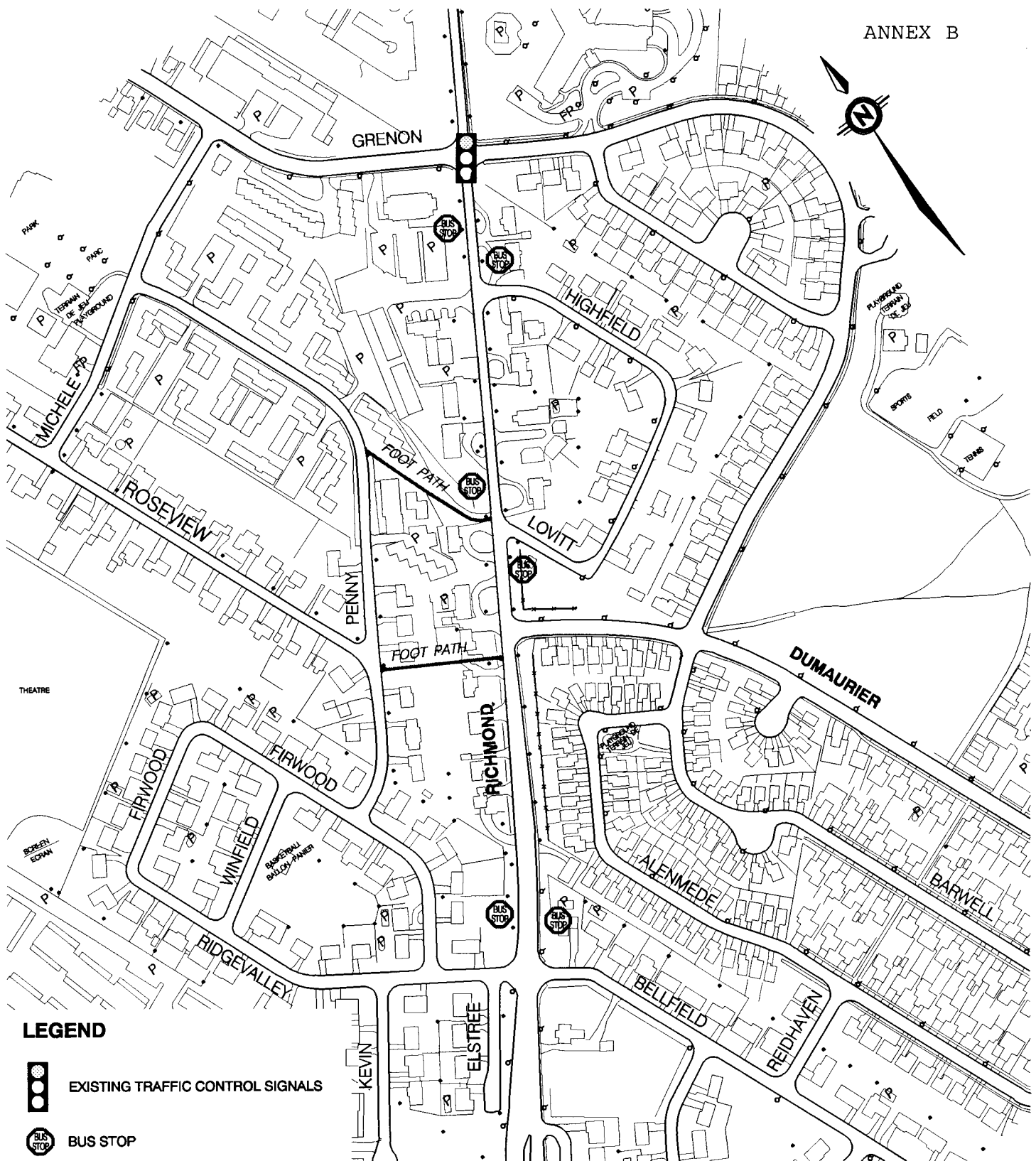
HLD/sc

Attach. (2)

1998 PEDESTRIAN SIGNAL PROGRAMME - PHASE 1

Location	Rank	Percent Warrant Met (Based on Lowest Warrant)	Major Street Volume (12 hrs)	No. of Pedestrians Crossing (8 hrs)	No. of Children Crossing (8 hrs)	No. of Senior Citizens Crossing (8 hrs)	No. of Pedestrian Accidents Total (3 yrs - 1995-1997)	Day and Date of Count	Comments
Richmond Road at Dumaurier Avenue	1	103	12,436	189	6	0	0	Friday 30 Oct 98	one pedestrian collision in 1998

ANNEX B



LEGEND



EXISTING TRAFFIC CONTROL SIGNALS



BUS STOP

1998 PEDESTRIAN SIGNAL PROGRAMME

PHASE 1

**RICHMOND ROAD AT
DUMAURIER AVENUE**



Ottawa-Carleton

MOBILITY SERVICES

Environment & Transportation Department

Drawn By
E.P.

Checked By
H.L.D.

Approved By
G.K.

Scale
N. T. S.

Date
NOVEMBER 1998

8019-S1-PS

1998 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL SIGNAL PROGRAMME -
PHASE 1

- Director Mobility Services and Corporate Fleet Services report dated 28 Oct 98 and
Addendum report dated 6 Nov 98

The Acting Commissioner, Doug Brousseau summarized each of the locations being recommended for traffic or pedestrian signal installation. He pointed out that a recommendation for a pedestrian signal takes priority over a traffic signal, but cautioned committee that this may result in not enough funds being available for intersections which require traffic signals.

With respect to the intersection of Merivale and Family Brown Lane, Councillor McGoldrick-Larsen noted there are at least three other traffic signals in proximity to that location and she stressed the importance of timing the lights immediately to the south and north since there is a steady flow of traffic. Staff confirmed they would be timed accordingly. The councillor made reference to the Merivale Secondary Plan being prepared by the City of Nepean and inquired that if, through this process, it is determined there is another way of managing the congestion and signals were not required, could they be removed if requested by the municipality. Staff confirmed it is always Council's option to remove a signal. As a further comment, the councillor indicated she had not been apprised of this matter in advance and emphasized that timing the release of such information is critical in order for councillors to liaise with their communities.

Councillor Byrne spoke to the issue of the pedestrian signal proposed at Richmond and Dumaaurier. She advised there had been a number of people who wished to speak to this issue, but had to leave because of the late hour. She provided a brief summary of the events leading up to the monitoring of this intersection and the determination that it is warranted for pedestrian signals. She indicated there are two foot paths leading up to this road and emphasized the fact that there is no other signalized crossing on this section of Richmond Road between Grenon and the Queensway off ramp at Bayshore Shopping Centre. Although there is no reference to accidents at this location, the councillor referred to the comments submitted by Pierre and Mary Bassecourt which documents two accidents, one involving a school bus, as well as several near-misses. She echoed the concerns of the community about this location becoming more dangerous, especially with the high concentration of children and seniors in the area and the number of developments recently constructed and in progress.

The councillor acknowledged that even though the pedestrian count was conducted on a day when children were not in school, it still met the warrants at 103%; however, she believed the whole area should have been surveyed because of the amount of pedestrians crossing throughout the area. She suggested that if the signal is approved, it should be monitored for six months in order to determine if it in fact meets the warrants for a traffic signal. Staff advised that a warrant analysis was done on a shorter section of the entire

length but the status of that survey is not known. It was confirmed this location does not meet the warrants for traffic control signals. At the request of the councillor, staff explained that pedestrian signals are similar to traffic lights except they only face the main flow of traffic with a stop sign controlling movement from the local road; the light is always green except when activated by a pedestrian.

Councillor Byrne questioned how many outstanding traffic signal requests exist and at what level are they meeting the warrants. D. Brousseau advised there are nine locations that meet the warrants and approximately 50-60 locations that are less than 100% warranted. He added that staff only recommend the installation of signals when they are fully warranted. While he acknowledged that it has been Council's policy to give priority to pedestrian signals over traffic control signals, the committee is confronted with the difficulty of solving the problem at this particular location or putting the money towards an intersection where there are a high number of vehicle collisions.

When questioned whether there is money in the budget to pay for the pedestrian signal, the Acting Commissioner reminded committee that there are already a number of outstanding warranted signals and no funds left in the 1998 budget. In view of budget constraints, he was not optimistic that committee and Council would approve the full amount of \$2M for the 1999 budget, which staff are requesting for this program.

The committee received a brief presentation from Councillor Ron Kolbus of the City of Ottawa who spoke in favour of a pedestrian signal at Richmond and Dumaaurier. He referred to his correspondence dated 10 and 18 November 1998 and reiterated some of the comments made by Councillor Byrne with respect to the issue of safety and the implications of future growth in the area. He was somewhat concerned however, that the signals could only be activated by a pedestrian and expressed a preference for a fully signalized intersection. He also suggested that better lighting would improve the situation, noting the pathways that exit onto Richmond Road are not visible to motorists.

With respect to the latter comment, Councillor Byrne questioned whose responsibility it is for lighting along Regional roads and staff advised it is installed by the Region and maintained by the municipality. In response to further questions, staff advised that if the municipality was interested in cost-sharing, the Region would match those funds.

Moved by W. Byrne

That Recommendation 3 be amended to include the following: “that the pedestrian signal be monitored for six months to determine its effectiveness and to determine if a traffic signal would be necessary.”

CARRIED

Staff confirmed this was for research purposes only and if there was any action to be taken, they would report back to the committee as part of the Phase 1 report next year.

The committee also received the following correspondence in support of the signals at Richmond and Dumaurier:

- a. Michele Heights Community Relations Group letter dated 10 Nov 98
- b. C. Assad e-mailed comments dated 15 Nov 98
- c. P. & M. de Bassecourt e-mailed comments dated 16 Nov 98
- d. L. Reaume e-mailed comments dated 15 Nov 98
- e. Petition of 254 signatures

Councillor Davis was extremely dismayed she had not been previously notified about the proposal for further review at Spencer and Holland. D. Brousseau indicated that staff discovered this location was warranted and notified the City accordingly. However, city staff advised that they are currently studying this area as part of its West Wellington Traffic Review and requested deferral of signal installation until that has been complete. The councillor explained that she needs to be kept informed of such proposals because businesses and community groups have to be consulted. The Acting Commissioner agreed she should have been made aware of this item in advance and assured her it would not happen again.

The councillor expressed further frustration about not knowing about the West Wellington Traffic Review study being undertaken by the city and questioned whether the Region had an obligation to consult the immediate area about the delay in installing the signal until that study is complete. D. Brousseau confirmed the signal is warranted and therefore, the committee can determine whether or not to recommend its installation. However, he added that staff always look for cost savings and therefore will examine other solutions to traffic problems which may be determined through the city's traffic review.

The councillor emphasized the fact that there have been many accidents at this location and was convinced the community would want the signals installed. Staff advised they could erect signs to indicate to people that signals are being proposed, pending the outcome of the city's traffic review, followed by a community meeting. The councillor noted however, that there are other communities to examine and suggested a flyer would

be a more effective method of informing the public. Staff advised it is not their usual practice to distribute flyers when signals are being proposed; signage is more effective and neighbouring communities can be apprised of this issue through letters. Further, as city staff initiate their public consultation process, they would inform Regional staff who would then be part of that process.

Moved by L. Davis

That Recommendation 2 be amended to delete the text after the word “signal”.

CARRIED

Councillor Davis proposed the following:

That Transportation Committee recommend Council approve as funds become available, an intersection pedestrian signal be installed at Richmond Road and Athlone during roadway reconstruction and that this installation take priority over locations proposed in the 1998 Pedestrian Signal and Traffic Control Signal Program and in consultation with the Richmond Road Working Committee.

She emphasized that there is no other signal on that road between Churchill and Kirkwood and hoped it could be installed during the sewer work that will be done on Richmond Road. Staff had previously informed her the installation cost would be lower if it was done at the same time as the other road work. When questioned what the pedestrian warrants were at this location, staff advised that when this intersection was last monitored a few years ago, it either met the warrants or was very close to it.

The committee agreed to refer her Motion to staff.

That the Transportation Committee recommend Council approve that:

- 1. as funds become available, traffic control signals be installed at the following intersections in the order that the locations are listed;**
 - a. Merivale Road (Regional Road 17) and Family Brown Lane;**
 - b. Bank Street (Regional Road 31) and Lester Road (Regional Road 24), and;**
 - c. Blohm Drive and Hunt Club Road;**

2. **the intersection of Holland Avenue and Spencer Street be reviewed for the installation of a traffic control signal after the City of Ottawa has completed its “West Wellington Traffic Review” for the area surrounding Spencer Street, west of Holland Avenue between Wellington and Scott Streets;**
3. **as funds become available, an intersection pedestrian signal be installed at Richmond Road on the north side of Dumaaurier Avenue and that this installation take priority over the locations proposed in the 1998 Pedestrian Signal and Traffic Control Signal Programme - Phase 1 report.**

CARRIED, as amended