

5. BANK STREET AT LESTER ROAD/DAVIDSON ROAD - INTERSECTION MODIFICATION FOR TRAFFIC CONTROL SIGNAL - PUBLIC HEARING

COMMITTEE RECOMMENDATION

Having held a public hearing, that Council approve the proposed roadway modifications at Bank Street and Lester Road/Davidson Road as shown in Annex B.

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 6 June 2000 is immediately attached.
2. Extract of Draft Minute, Transportation Committee, 5 July 2000 will be distributed prior to Council and will include a record of the vote.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 20-00-R031CG**
Your File/V/Réf.

DATE 06 June 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **BANK STREET AND LESTER ROAD/DAVIDSON ROAD -
INTERSECTION MODIFICATION FOR TRAFFIC
CONTROL SIGNALS**

DEPARTMENTAL RECOMMENDATION

That Transportation Committee recommend Council approve the proposed roadway modifications at Bank Street and Lester Road/Davidson Road as shown in Annex B.

BACKGROUND

The intersection of Bank Street (Regional Road 31) and Lester Road (Regional Road 24)/Davidson Road is located in the City of Gloucester (as shown in Annex A). In the vicinity of this intersection, Bank Street is a four-lane 80 km/h. undivided roadway. Lester Road and Davidson Road is a two-lane 80 km/h. undivided roadway with stop control.

Analysis of data collected in May 1998 indicated that a traffic control signal is warranted at this location and Council approved that installation at its meeting of 09 December 1999. No intersection modifications were proposed at that time.

DISCUSSION

Upon further investigation, it has been determined that due to the long banked curve on Bank Street through the intersection, there is a requirement to reconstruct both approaches to Bank Street to improve the safety for east/west vehicular crossing movements. Currently, all such crossings are negotiated at low speeds as drivers on those approaches must first stop at the stop sign. However,

once a traffic signal is installed, east/west traffic travelling at the 80 km/h. speed limit and arriving on a green display, could become airborne as a result of the existing vertical profile crossing Bank Street. Therefore, to provide a safe and comfortable negotiation of this intersection by east/west traffic, it is necessary to implement a series of grade changes.

With the recent opening of the Rideau-Carleton Raceway Slots, traffic has increased in the area. This requires that a 38 m. eastbound left-turn lane (plus appropriate taper) be constructed on Lester Road and a 15 m. westbound left-turn lane (plus appropriate taper) be constructed on Davidson Road at the intersection (please refer to Annex B).

Pedestrians

There are currently no sidewalks in the vicinity of this intersection and this design does not provide for any. The latest traffic count (15 May 1998) indicates that one pedestrian crossed at the intersection.

Cyclists

There are currently no cycling facilities at this intersection. This intersection is not in the cycling network; therefore no cycling facilities have been provided.

Transit

Routes 142 and 197 travel through this intersection. Route 142 is a all-day local service and route 197 is a peak period service. Both routes connect up to Greenboro Station. The proposed roadway modifications will have no impact on the transit service.

CONSULTATION

As required by the *Municipal Act of Ontario*, a notice of the proposed roadway modifications has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

This report has been circulated to the area Councillor and the Regional Cycling Advisory Group (RCAG) for comments. Comments, if any, from RCAG will be available at the Public Hearing meeting.

Temporary signs advising pedestrians, cyclists and motorists that “traffic lights and roadway modifications are proposed” have been placed at the intersection. They identify a telephone number at which comments and concerns can be left and from which additional information can be obtained, if the caller wishes to discuss the matter with staff. Results of this consultation will also be available at the Public Hearing.

FINANCIAL IMPLICATIONS

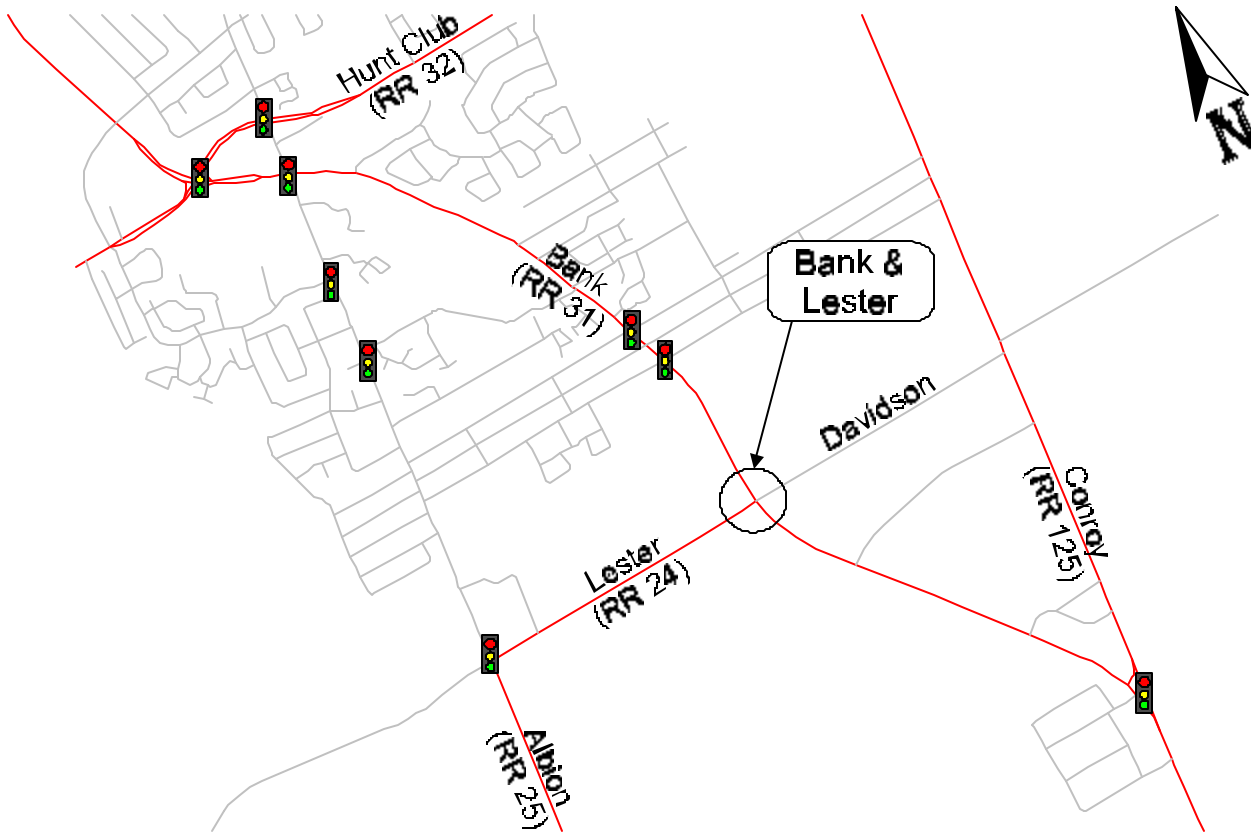
The total estimated cost for the installation of the traffic control signal, the intersection modification, construction supervision, and overhead street lighting is \$890,000 (this includes GST).

Funds for this project are available in the 2000 Capital Budget, Internal Order No. 900431, New Traffic Control Signal Programme, (reference page 192).

*Approved by
Doug Brousseau*

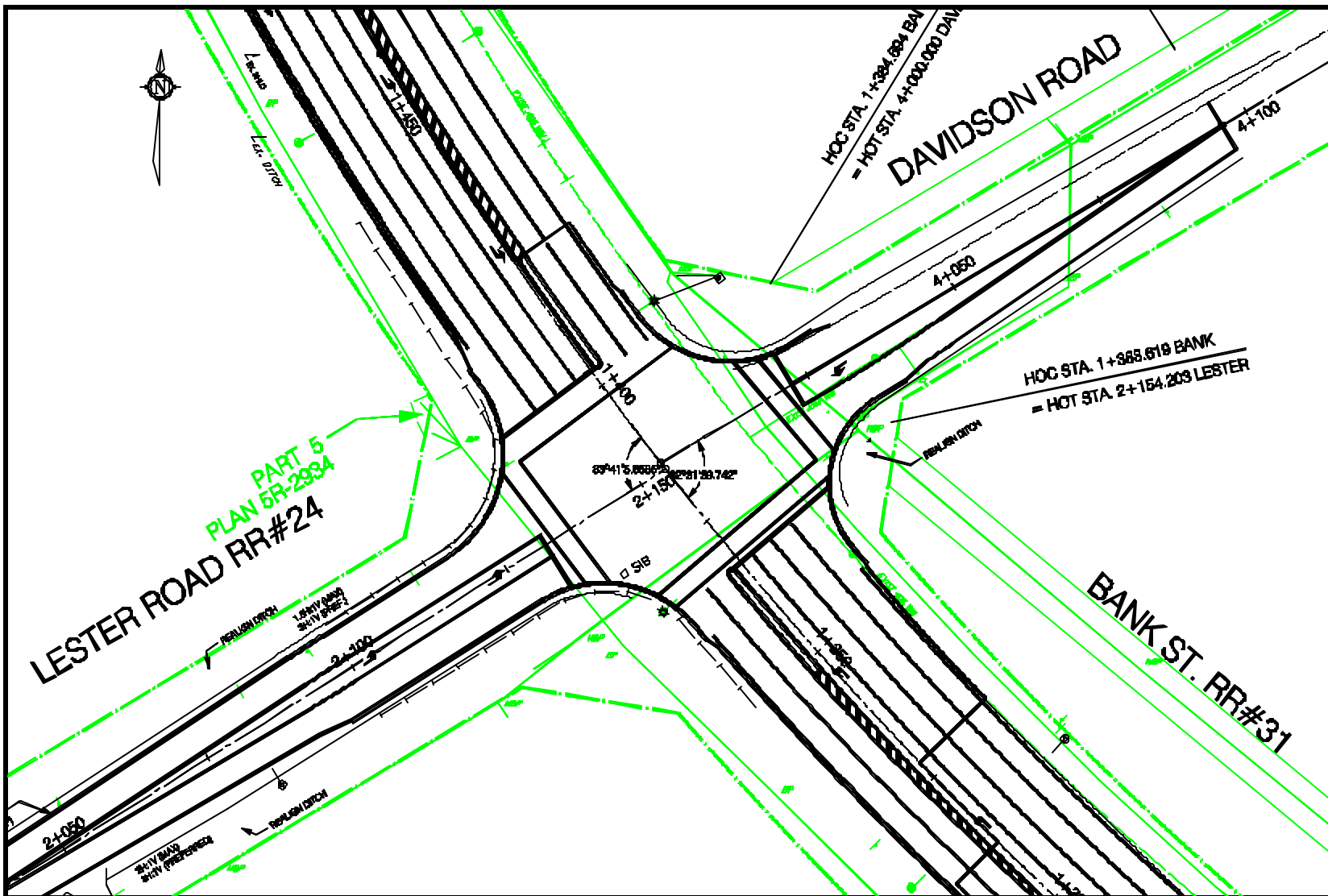
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Attach. (2)



**Bank St (RR 31) and Lester Rd (RR 24)/Davidson Rd
Intersection Modification for Traffic Control Signals
Key Plan**

MOBILITY SERVICES
Environment & Transportation Department



**BANK ST./LESTER RD./DAVIDSON ROAD
INTERSECTION MODIFICATION**



Ottawa-Carleton
MOBILITY SERVICES
 Environment & Transportation Department

ANNEX B