

8. MAIN STREET TRANSPORTATION AND STREETSCAPING STUDY - FINAL REPORT

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council:

1. **Receive the Main Street Transportation and Streetscaping Study Final Report, as produced by Delcan Consulting;**
2. **Approve all recommendations of that report pertaining to Regional roads, except recommendation 18 (i.e. approve recommendations 1 to 40, 47 to 49 and 58); and,**
3. **Refer all other recommendations of that report (i.e. recommendations 41 to 46 and 50 to 57) to the City of Ottawa and National Capital Commission, as appropriate, for their consideration, assessment and possible implementation, since those recommendations pertain to roadways under their jurisdiction.**
4. **That the following Recommendation 1 of the Delcan Study be monitored and if unsuccessful, that other solutions be examined: “As a test measure, permit parking in the ‘non-peak’ direction on Main Street during peak hours.”**

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 21 August 2000 is immediately attached.
2. Regional Cycling Advisory Group submission dated 6 September 2000 follows the report.
3. Extract of Draft Minute, Transportation Committee, 6 September 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 20-00-0082**
Your File/V/Réf.

DATE 21 August 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MAIN STREET TRANSPORTATION AND STREETSCAPING
STUDY - FINAL REPORT**

DEPARTMENTAL RECOMMENDATION

That Transportation Committee recommend Council:

- 1. Receive the Main Street Transportation and Streetscaping Study Final Report, as produced by Delcan Consulting;**
- 2. Approve all recommendations of that report pertaining to Regional roads, except recommendation 17 (i.e. approve recommendations 1 to 40, 47 to 49 and 58); and,**
- 3. Refer all other recommendations of that report (i.e. recommendations 41 to 46 and 50 to 57) to the City of Ottawa and National Capital Commission, as appropriate, for their consideration, assessment and possible implementation, since those recommendations pertain to roadways under their jurisdiction.**

BACKGROUND

The Main Street Transportation and Streetscaping Study was initiated in the Spring of 1999 in response to the community's concerns regarding pedestrian and cyclist safety, traffic speed, volume and congestion, and, cut-through traffic on local streets. The study was funded by the Region and directed by an Advisory Committee made up of representatives from the community,

the Region of Ottawa-Carleton and the City of Ottawa. The National Capital Commission (NCC) were invited to participate on the Advisory Committee, but declined. Nonetheless, they did provide guidance and technical input when requested.

A key component of the study was the involvement of the public. This was achieved through the Advisory Committee, focus groups, public open house meetings, a public walk-about and staff and Consultant availability. In addition, the City and Regional Councillors for the Ward were active participants on the Advisory Committee and in all other aspects of the study.

A number of problems and issues were identified by the community. Of those, the Consultant and Advisory Committee concluded that some were beyond the scope of the study and others could be combined since they shared a common location or theme. This resulted in a consolidated list of 58 problems and issues of which:

- 44 pertained to items/roadways under Regional jurisdiction;
- 10 pertained to items/roadways under City of Ottawa jurisdiction; and,
- 4 pertained to items/intersections at which a City street and an NCC roadway met.

The problems were verified by the Consultant and where necessary, additional data was gathered. Potential solutions were then developed for each problem and these were incorporated into a table of recommended measures. A cost estimate for each measure was then determined and a priority rating assigned based on the following:

- Stage 1: Low cost and highly effective measures that can reasonably be implemented within a six-month timeframe.
- Stage 2: Medium to high cost measures requiring either additional data collection, construction and/or funding approval.

Jurisdictional responsibilities and priorities of the recommended measures were as follows:

| <u>Jurisdiction</u> | <u>Number of Issues/Problems by Priority</u> | |
|-------------------------|--|----------------|
| | <u>Stage 1</u> | <u>Stage 2</u> |
| Region | 22 | 22 |
| City | 5 | 5 |
| City and NCC (combined) | 1 | 3 |

DISCUSSION

The Main Street Transportation and Streetscaping Study has progressed to the point where the plan can now be considered in principle by Transportation Committee and Council. It is the right of the Region of Ottawa-Carleton to implement, at its prerogative, any or all measures pertaining to Regional roads recommended in the Consultant's final report. However, to provide Committee members and Council with detailed information on which to base decisions in that regard, staff must first conduct a thorough analysis of each unresolved issue. These must reflect:

- detailed design - to ensure the feature is appropriate and can be physically accommodated;
- implications on the Regional road network including impacts on other agencies (emergency services);
- implementation and annual maintenance costs;
- design circulation comments;
- public consultation;
- Municipal Act advertising; and,
- further Committee hearings and approvals should objections be received.

Further, technical review of these measures must include discussion on their effectiveness, advantages, disadvantages, and general impacts on safety. It must also consider pedestrians, bicycles, transit, emergency vehicles (police, fire, ambulance), general traffic (speeds, volumes) and maintenance (particularly snow and ice control).

In that regard, it should be noted that a study is currently underway to evaluate the effectiveness of various traffic calming measures on local City of Ottawa streets and Regional roads. The study was co-funded by the Region and the City of Ottawa and the Consultant's report on that matter is expected this Fall. Accordingly, some of the recommendations in this report, such as those considering the possible installation of raised intersections, are conditional upon the findings of that study and the endorsement of Committee and Council with respect to their continued use.

In the case of recommendation 21, there is consensus among the community, the Advisory Committee and the Consultant that the access to the parking lot at St. Paul's University should be relocated further north to line up with Hazel Street. That "T" intersection is signalized and fails in peak periods whenever southbound drivers on Main must stop immediately south of the intersection to await left-turning gaps to enter the parking lot. As a result, vehicles are often stranded within the intersection and in turn pose hazards to pedestrians. Resolution of that issue will require detailed design and because the resultant operational improvement will benefit both the public and the University, cost-sharing options will be explored. University officials have expressed a willingness to proceed in that regard.

In the case of recommendation 17, there is consensus among local residents, most Advisory Committee members and the consultant that since there are no traffic control devices on Main in the vicinity of the four-way intersection at Bower Street and Beckwith Road, Main Street itself is a barrier that constrains pedestrian movements within the neighbourhood and therefore stifles the general cohesiveness of the Ottawa East community. Consequently, they would like to see a pedestrian-actuated traffic signal installed at that location. In addition, residents who egress Beckwith by car at this location complain that the stone pillars on either side of the road at Main Street block their view. In order to see past the pillars, they must ease forward to the point that they then obstruct pedestrian movements on the sidewalk.

However, while those concerns can be readily acknowledged on a subjective basis, the installation warrants for traffic control devices make no provision for such arguments. Only three collisions have been reported at this location in the three-year period ending 31 December 1999, none of which were angle types, and traffic counts conducted in May of this year show that a traffic control signal is only 10% warranted and a pedestrian signal 22% warranted. Furthermore, a safe alternative route is available for Beckwith drivers to access Main Street via the signalized intersection at Clegg Street, one block north. Therefore, since the collision experience and vehicle/pedestrian volumes do not satisfy the installation criteria for either device as approved by Council, this Department cannot recommend such an installation at this time.

CONSULTATION

As noted previously, a key component of the study was the involvement of the public. This was achieved through the Advisory Committee, focus groups, public open house meetings, a public walk-about and staff and Consultant availability. In addition, all three open houses were advertised through flyers to all area residences, businesses and institutions and all were advertised in the Ottawa Citizen and the Mainstreeter - The Ottawa East Community Voice.

The report has been reviewed by emergency services (fire and ambulance) and they have no concerns with the recommendations in respect to their operations.

Representatives from the Regional Cycling Advisory Group and Citizens for Safe Cycling served on the Advisory Committee. Copies of the Consultant's report have been circulated to both groups for comment and any comments received will be available at the Public Hearing.

FINANCIAL IMPLICATIONS

Preliminary cost estimates for all recommended measures are contained in the Consultant's report. Since implementation of measures such as speed humps depends on the outcome of studies currently underway to assess their effectiveness, the total estimated cost to implement all recommended measures could range from \$877,000 to \$1,104,000 (approx.). Of that amount, Stage 2 measures

recommended for Regional roads would result in expenditures ranging from \$695,000 to \$895,000 (approx.). Implementation costs for Stage 2 measures recommended for areas outside the Region's jurisdiction range from \$182,000 to \$209,000 (approx.). The Committee is reminded that these are preliminary estimates and experience has shown that once engineering design is complete, it is not unusual to see increases in costs.

For the most part, Stage 1 measures relate to sign, pavement marking and traffic signal changes normally implemented through current operational programmes. Work orders will be issued to undertake that work for those items pertaining to Regional roads, upon approval of this report by Committee and Council. This work will then be added to the Division's existing work plan.

*Approved by
Doug Brousseau*

JFB/js

-----Original Message-----

From: Brett Delmage [SMTP:brett@cfsc.ottawa.on.ca]
Sent: Wednesday, September 06, 2000 11:13 AM
To: Rosemary Nelson
Cc: Regional Cycling Advisory Group; Peter McNichol
Subject: RCAG comments on TC Sept.. 6 Agenda item 8, Main Street

Regional Cycling Advisory Group

RMOC Transportation Committee
c/o Rosemary Nelson, Committee Coordinator
NelsonRo@RMOC.on.ca

Re: Main Street Transportation and Streetscaping Study

The Regional Cycling Advisory Group (RCAG) thanks staff for the opportunity to participate in the working group for this study.

RCAG offers the following specific comments and recommendations on the report.

A. RCAG opposes and does NOT support additional car parking on Main Street as a traffic calming measure (Recommendations 1,2,3)

The report neglects to state that additional car parking will endanger cyclists and worsen cycling conditions, contrary to the objectives of the Transportation Master Plan and Official Plan.

Because all lanes are narrow on Main Street cyclists will be forced to either ride in the "door zone" of the parked cars and risk being seriously injured or killed by a car door carelessly opened into front of a cyclist; or will be forced to move into the center lane to pass each parked car safely, and the centre lane is also narrow and not shareable with motor vehicles.

Cyclist traffic will be most adversely affected by additional car parking.

B. implement an advanced stop bar for bicycles at Main and Lees

RCAG recommends that this relatively inexpensive and straight- forward measure to improve cycling, which has been implemented in many cities throughout the world, be fast-tracked to be done as a pilot implementation this year, not merely "considered" for implementation.

C. Implement raised intersections and speed humps

RCAG strongly supports the implementation of vertical traffic calming measures, including raised intersections (Recommendations 34, 47) and speed humps in the curbside lane (Recommendation 42) to slow speeding motor vehicles to safer speeds for cyclist traffic and pedestrians.

The Traffic Calming evaluation study is already 4-6 months behind, and will not be completed at all without additional, as yet unfunded work. Why is this evaluation report, of which the arrival is uncertain and indeterminate, being used as an excuse to do nothing on Main Street?

Vertical measures have already proven their effectiveness, safety and value where they have already been implemented in regional roads. There is no need for further delay, and RCAG strongly recommends that we get on with further implementation.

RCAG does NOT agree with Table 5, Recommendation 105, which opposes curbside speed "bumps" [sic].

Regional staff strongly opposed initial implementation of speed humps on regional roads several years ago. However these were approved by Transportation Committee and have proven to be effective, safe and relatively inexpensive to implement. This is despite the fact that there was "no precedent" in Canada for doing this at the time. Members of Regional Council can be proud of their support for this pioneering work.

The argument that putting speed humps only in the curbside lane is exaggerated. There is already a differential speed between any curbside lane and an inner lane on ordinary roads, due to "friction" with cyclist traffic, the curb, pedestrians, turning vehicles and roadside obstacles. This can be observed by the casual observer from any adjacent sidewalk.

RCAG strongly recommends that a small number of curbside speed humps be approved AS A PILOT PROJECT THIS YEAR to evaluate their effectiveness. We believe that this new measure will have a positive effect on speeding vehicles next to pedestrians using narrow, sub-standard sidewalks and cyclist traffic in the curbside lane, while allowing emergency vehicles and buses to easily bypass it by using the centre lane.

sincerely,

Brett Delmage
RCAG and CfSC representative,
Main Street Transportation and Streetscaping Study