1. INSTALLATION OF TRAFFIC CONTROL SIGNAL AND ROADWAY MODIFICATIONS AT CYRVILLE AND MEADOWBROOK - PUBLIC HEARING

COMMITTEE RECOMMENDATIONS AS AMENDED

Having held a public hearing, that Council approve the preliminary design for the new intersection on Cyrville Road and Meadowbrook Road including proposed roadway modifications as shown in Annex C as amended by the following:

a. that a concrete pad and bus shelter be installed for each of the two bus stops located on either side of Cyrville Road, for a total cost of $9,000 with funds to be provided within the total estimated cost of this project, and that where appropriate, the installation of bus shelters be included within the scope of all transportation capital projects.

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 25 September 2000 is immediately attached.

2. CAN-BIKE Instructor submission dated 17 October 2000 follows the report.

3. Extract of Draft Minute, Transportation Committee 18 October 2000 follows the public submission and includes a record of the vote.

REGION OF OTTAWA-CARLETON REPORT
RÉGION D'OTTAWA-CARLETON RAPPORT

Our File/N/Réf. **50** 20-00-R128H
Your File/V/Réf.

DATE 25 September 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **CYRVILLE ROAD AND MEADOWBROOK ROAD PRELIMINARY DESIGN - TRAFFIC CONTROL SIGNAL INSTALLATION AND ROADWAY MODIFICATIONS**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the preliminary design for the new intersection on Cyrville Road and Meadowbrook Road including proposed roadway modifications as shown in Annex C.

BACKGROUND

The intersection of Cyrville Road and Meadowbrook Road is located in the City of Gloucester, north of Innes Road (as shown in Annex A).

Conditions at the intersection satisfy the warrants for the installation of a traffic control signal; however, for a traffic control signal to operate safely, efficiently and effectively, roadway modifications are required.

EXISTING CONDITIONS

Cyrville meets Meadowbrook to form a "T" intersection with stop control currently facing southbound drivers on Meadowbrook. On the south side of the intersection, directly opposite Meadowbrook, there are two uncontrolled accesses to adjoining properties. In the vicinity of the intersection, Cyrville is

a two-lane, 60 km/h arterial with 3.5 m lanes, 2.0 m gravelled shoulders, and open ditches. Meadowbrook is a two-lane, 40 km/h residential collector with 5.5 m curbed lanes. There are no turning lanes at the intsersection; however, a short distance west, a westbound left-turn lane is in place to facilitate entry movements to Home Depot.

The existing roadway geometry is shown in Annex B.

Pedestrians

A 1.5 m concrete sidewalk exists along the west side of Meadowbrook. There are no sidewalks along Cyrville in the immediate vicinity of Meadowbrook. A traffic survey conducted on 14 May 1999 indicates that 56 pedestrians crossed Cyrville and 54 pedestrians crossed Meadowbrook over an 11 hour period.

Bicycles

There are currently no special provisions for bicycles on Cyrville. Cyclists must share the 3.5 m traffic lane with vehicles. The Regional Official Plan identifies Cyrville as an on-road cycling facility. The above-noted traffic survey also showed 67 eastbound cyclists, 40 westbound cyclists, 23 southbound cyclists, and 2 northbound cyclists travelled through the intersection during that 11 hour period.

Transit

Routes 125 and 126 travel through the intersection. Route 125 is an all-day service on Cyrville that connects Place d'Orleans and Hurdman Station. Route 126 is an all-day service on Meadowbrook that connects the Gloucester Centre with St. Laurent Shopping Centre. In peak periods, it extends to LeBreton Flats.

Automobiles

The traffic count showed that during the morning peak hour, a volume of 583 entered the intersection on Cyrville and 408 entered the intersection on Meadowbrook. In the afternoon peak hour, the volume is 1,141 vehicles on Cyrville and 222 vehicles on Meadowbrook. The total 11 hour entering volume is 8,500 vehicles on Cyrville and 2,391 vehicles on Meadowbrook.

DISCUSSION

This report recommends that Cyrville be constructed with curbs and sidewalks (to an urban cross-section), as shown in Annex C. Although Cyrville currently has gravel shoulders and open ditches, the proposed cross-section has the following benefits that better reflect the policies of the Regional Official Plan. As well, there are other existing/planned area developments that reinforce the urban design as being the preferred longer-term solution. The relevant benefits/circumstances are:

- pedestrians will be able to use a concrete sidewalk on both sides of the road instead of the gravel shoulder. The sidewalks will be separated from the curb by a boulevard;

- bicycles will have a delineated bike lane in each direction instead of having to share a lane with motorized traffic;

- sidewalks and landscaped boulevards are safer and more attractive than shoulders and ditches;

- adjacent sections of Cyrville have already been urbanized, therefore adding continuity to this section of Cyrville. Cyrville currently has curbs and sidewalks east of Maxime Street, and adjacent to and west of Home Depot;

- there is a new development proposal for the south side of Cyrville in the vicinity of the Cyrville/Maxine intersection. This development will add more traffic to Cyrville and it will likely be required to urbanize the section of Cyrville adjacent to it; and

- a major development is proposed for the old Towers site located at the Cyrville/Cummings intersection. This will add to the pedestrian, bicycle and vehicular traffic on Cyrville, thus reinforcing the need for improved pedestrian and bicycle facilities.

This design conforms to the Transportation Master Plan (TMP). That is, the guiding principle in the TMP is the provision of a model hierarchy with the emphasis on walking, cycling and transit usage.

Pedestrians

A paved sidewalk is proposed on both sides of Cyrville. As well, the proposed traffic signal will allow pedestrians to cross at the intersection in a more safe and controlled environment.

Bicycles

A delineated bicycle lane is proposed in both directions on Cyrville. This will separate cyclists from vehicular traffic, making it a safer environment for the cyclists.

Transit

Transit patrons will be better accommodated as they can walk on sidewalks instead of gravel shoulders and bus stop waiting areas can be more safely provided back of the proposed sidewalks, since there will be no ditches.

Automobiles

Opposing left-turn lanes are proposed on Cyrville, therefore, traffic entering the intersection will be able to make turning movements in a safer and protected environment. With signalization, and assuming five years of continued background traffic growth, the intersection is projected to operate at an excellent level of service, with most movements being at Level of Service A in peak periods.

CONSULTATION

The proposed intersection modifications fall under Schedule "A" of the Class Environmental Assessment for Municipal Road Projects.

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.

An "Open House", displaying the proposed roadway modifications, was held on Thursday, 21 September 2000 at 1681 Cyrville Road. As well, 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.

FINANCIAL IMPLICATIONS

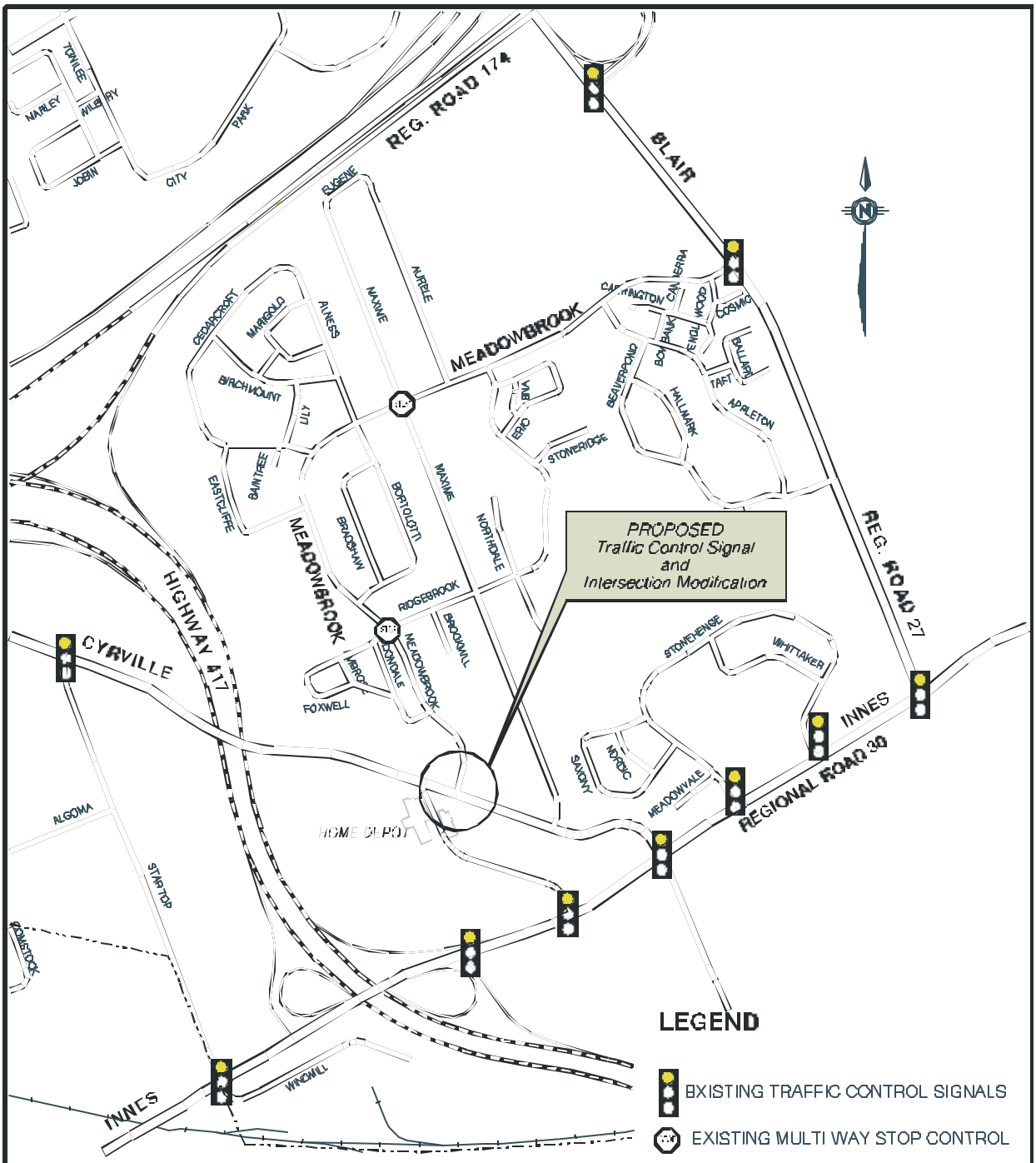
The following preliminary cost estimates, prepared by Delcan Corporation, Gloucester, are based on the functional design details for the roadway modifications and traffic control signal installation and are provided solely for the information of the Transportation Committee and Regional Council.

Item	Cost Estimate
Construction	$ 848,700
Traffic Plant	$ 130,000
Utility Relocations	$ 65,000
Engineering	$ 150,000
Contingencies	$ 210,000
Total Estimated Cost Before GST	$1,403,700
GST @ 7%	$ 98,259
TOTAL ESTIMATED COST	$1,501,959

Funds for the detailed design have been provided for in the 2000 Capital Budget, Internal Order 900431, New Traffic Control Signal Programme, (reference page 192). Funds for the new signal installation and roadway modifications have been requested for in the 2001 Capital Budget

Approved by
Doug Brousseau

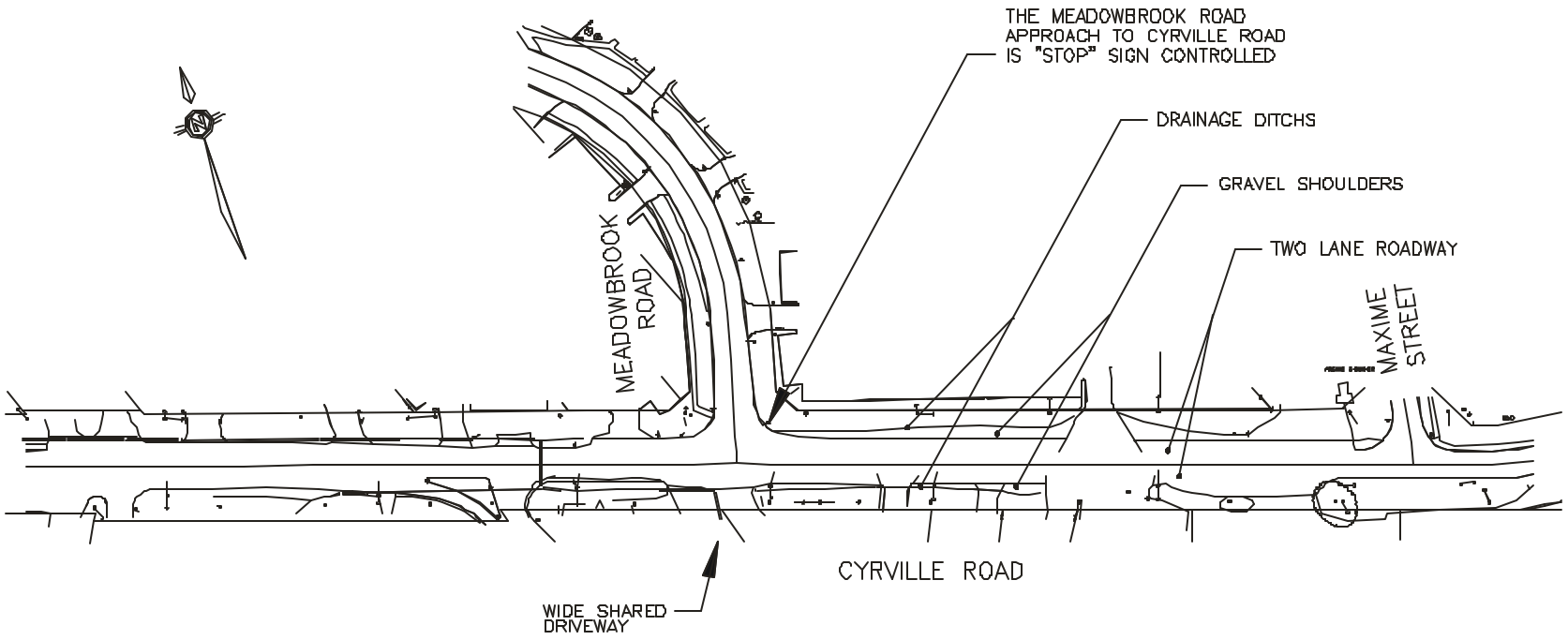
Attach. (3)



ANNEX A

KEY PLAN

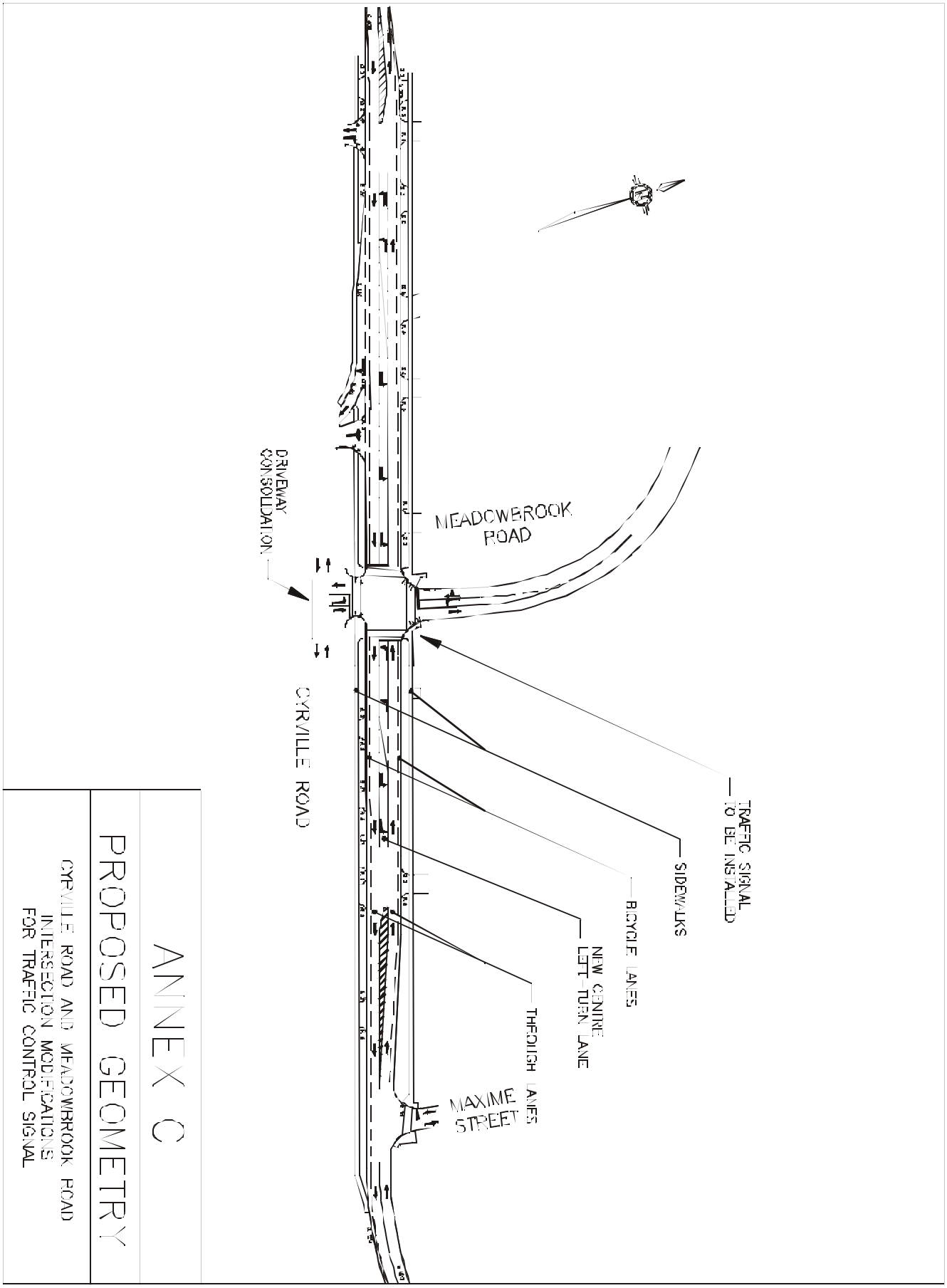
CYRVILLE ROAD AND MEADOWBROOK ROAD
INTERSECTION MODIFICATIONS
FOR TRAFFIC CONTROL SIGNAL



ANNEX B

EXISTING GEOMETRY

CYRVILLE ROAD AND MEADOWBROOK ROAD
INTERSECTION MODIFICATIONS
FOR TRAFFIC CONTROL SIGNAL



ANNEX C

PROPOSED GEOMETRY

CYRVILLE ROAD AND MEADOWBROOK ROAD
INTERSECTION MODIFICATIONS
FOR TRAFFIC CONTROL SIGNAL

To: Transportation Committee

From: Peter McNichol, RCAG Chair

Re: Traffic Control Signal and Roadway Modifications at Cyrville and Meadowbrook

The Regional Cycling Advisory Group (RCAG) wishes to comment on the characterization of bicycle lanes being safer than mixed use lanes.

RCAG has clearly stated to RMOC staff in earlier reports that bicycle lanes are for comfort and convenience. Bicycle lanes do not necessarily provide a safer environment for cyclists.

We support the general recommendation and proposed installation of bike lanes,
but do not support the justification.

Sincerely,

Peter McNichol
CAN-BIKE Instructor

Extract of Draft Minute
Transportation Committee
18 October 2000

ROADWAY MODIFICATION - PUBLIC HEARING

INSTALLATION OF TRAFFIC CONTROL SIGNAL AND ROADWAY MODIFICATIONS AT CYRVILLE AND MEADOWBROOK
- Director, Mobility Services and Corporate Fleet Services report dated 25 Sep 00

Councillor Bellemare indicated there was a desire by the community to have bus shelters installed on both sides of the road. He noted that such installation falls under the mandate of OC Transpo and they have advised that this location is not a high priority for shelters at this time, because of low ridership levels. The councillor explained that the cost to install such a facility is $6000, $1500 of which is for the concrete slab and given that sidewalks will be constructed during this project, he believed that cost could be waived. He was of the opinion that when a road is being upgraded from a rural to an urban standard, consideration should be given to installing bus shelters and other amenities to encourage transit use. He proposed the following:

That a œoncrete pad and bus shelter be installed for each of the two bus stops located on either side of Cyrville Road, for a total cost of $9,000 with funds to be provided within the total estimated cost of this project.

Councillor McGoldrick-Larsen suggested the Motion be amended to include that OC Transpo facilities such as bus shelters, pads, et cetera be included in the capital works program for all road construction and reconstruction. Councillor Bellemare accepted the amendment to his Motion.

While he agreed it is an excellent initiative to put shelters in where required, Doug Brousseau, Deputy Commissioner Transportation reminded committee that these facilities can be expensive to maintain and staff would have to discuss with OC Transpo about adding to their budget to sustain additional shelters.

Moved by M. Bellemare

That a concrete pad and bus shelter be installed for each of the two bus stops located on either side of Cyrville Road, for a total cost of $9,000 with funds to be provided within the total estimated cost of this project, and that where appropriate, the installation of bus shelters be included within the scope of all transportation capital projects.

CARRIED

Extract of Draft Minute
Transportation Committee
18 October 2000

Having held a public hearing, that the Transportation Committee recommend Council approve the preliminary design for the new intersection on Cyrville Road and Meadowbrook Road including proposed roadway modifications as shown in Annex C.

CARRIED as amended