

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