

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-00-R063-A**
Your File/V/Réf.

DATE 02 February 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **MODIFICATIONS TO MERIVALE ROAD BETWEEN CENTRAL
PARK DRIVE (NORTH) AND BASELINE ROAD TO
ACCOMMODATE PHASE II OF THE CENTRAL PARK
SUBDIVISION**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the installation of traffic control signals at the intersection of Central Park Drive and Merivale Road (south intersection) and the construction of associated roadway modifications on Merivale Road between Central Park Drive North and Baseline Road as described in the report and illustrated in Annex D, subject to the proponent, Ashcroft Development Incorporated:

- 1. funding the total cost for the roadway modifications and the associated utility relocations which would include paying the total cost for the traffic control signal installation and their annual maintenance costs until such time as the signals meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs, and;**
- 2. executing a legal agreement with respect to the above.**

BACKGROUND

The Transportation Committee, at its meeting on 02 July 1997, approved a report that contained a drawing prepared by Cumming Cockburn Consulting Engineers that illustrates the proposed Merivale Road widening and the construction of two signalized intersections on Merivale Road at the subdivision's primary collector road loop located at Central Park Drive north and Central Park Drive

south. The Public Hearing related to these road works took place at the 06 August 1997 Transportation Committee meeting with the report receiving final approval from Regional Council on 10 September 1997. A copy of this Council-approved drawing is attached as Annex B.

With staff consent, the proposed modification to Merivale Road shown in Annex B is divided into two stages. The first stage, illustrated in Annex C which was completed in 1998, involved the construction of auxiliary lanes and the installation of traffic control signals at the intersection of Central Park Drive (north) to accommodate the first phase of development of the Central Park Subdivision. As this development phase is nearing completion, the second stage of the identified roadway modifications to Merivale Road is now needed to facilitate the next phase of the subdivision's development.

As previously mentioned, the original functional design for the roadway modifications was approved in 1997; however, there have been changes to the subdivision's land-use concept for the remaining frontage along Merivale Road. To accommodate the revised land use, the proposed design for the second stage road modifications varies from the original sufficiently enough to warrant a Public Hearing and Council approval.

The location of the site in context of the area is provided as Annex A. The proposed changes to the functional design for the portion of Merivale between Central Park Drive (north) are illustrated in Annex D.

EXISTING CONDITIONS

The section of Merivale Road from approximately 40 m. south of Central Park Drive (north) to a point 200 m. north of Baseline Road is classified as an undivided, four-lane, urban, arterial roadway with a posted speed limit of 60 km./h. North and south of this road section the roadway transitions into a median divided cross-section.

Pedestrians

A 2.0 m. wide sidewalk is located along the west side of the roadway. No sidewalk is provided on the east side of Merivale Road in this area.

Based on a traffic survey carried out in August 1999, 144 pedestrians were recorded using this sidewalk over an eight-hour period.

Bicycles

Merivale Road from Island Park Drive to Baseline Road is identified in the Regional Transportation Master Plan and the Official Plan as a roadway with an on-road cycling facility. A bicycle lane is provided along the west side of Merivale Road in the area where the stage one modifications were constructed.

Bicycle volumes recorded in August 1999 along this section of Merivale Road indicate that over an eight-hour period, 94 cyclists travelled northbound while 109 cyclists travelled southbound.

Transit

Currently transit service along this section of Merivale Road is provided by regular routes #176 and #156 travelling on regular headways. Peak hour transit service is provided by routes #176, #55, and #114.

Serving the existing development, bus stops and shelters have been provided at the intersection of Central Park Drive (north) and Merivale Road to facilitate access to northbound and southbound transit.

Automobiles

As mentioned previously, this section of Merivale Road maintains an undivided, four-lane cross-section that transitions to a median divided roadway at the north and south end. Traffic volumes recorded in August 1999 indicate an average daily volume of approximately 16,100 southbound vehicles along with 12,800 northbound vehicles. By direction, the highest peak-hour volume consisted of approximately 1,500 southbound vehicles recorded between 4:15 p.m. and 5:15 p.m.

DESIGN PROPOSAL

The following modifications to the previously approved functional design are described below. These changes are also illustrated in Annex D.

1. A raised median is intended to be constructed along this section of roadway connecting the existing median located on the south side of the intersection with Central Park Drive (north) and extending south to the proposed intersection with Central Park Drive (south). South of this intersection, the proposed median will be connected with the existing median that approaches Baseline Road.
2. In regard to the previously mentioned median construction, it should be noted that it will extend across the existing access to the small commercial block located in the southwest quadrant of Central Park Drive (north) and Merivale Road. This will change the current operation of this access from the previously approved all-directional intersection to a right-in/right-out intersection; however, by virtue of this property's all-directional access to Central Park Drive (north), unrestricted movement onto Merivale Road will continue to be possible for this block of property.
3. Approximately 120 m. north of the Central Park Drive (south) junction with Merivale Road, a right-in/right-out driveway is proposed to facilitate access with the planned commercial block that will be located in the northwest quadrant of this intersection. In addition to this, a southbound deceleration lane is proposed for this access.

Pedestrians

Pedestrian movement will be unchanged with the maintenance of the existing sidewalk along the west side of Merivale Road. With the advent of traffic signals at the proposed intersection of Central Park

Drive (south) and Merivale Road, pedestrian mobility will be enhanced by protected crossings at this location. The proposed access to the commercial block located in the northwest quadrant of this intersection will provide an additional point where pedestrians will be exposed to turning traffic; however, the intended median extension will reduce this exposure to only right-turning traffic. Pedestrian security will benefit from the proposed median across the existing access to the small commercial block located off Merivale Road immediately south of Central Park Drive (north) since they would no longer be exposed to left-turning traffic.

Bicycles

Cyclist mobility and safety will be improved along the west side of Merivale Road with the southerly extension of the existing cycling lane across the frontage of the Central Park development.

Transit

As development proceeds and the need for transit service increases, additional bus stops will be provided at the new intersection of Central Park Drive (south) and Merivale Road.

Automobiles

As previously described, the median extension will enhance motorist safety by separating the northbound and southbound streams of traffic and by preventing the potentially more hazardous left-in/left-out manoeuvre at the existing and the proposed uncontrolled accesses onto Merivale Road. In addition, the southbound right-turn deceleration lanes proposed at the new right-in/right-out access and at Central Park Drive (south) will maintain safe traffic operation at these locations.

DISCUSSION

The originally approved functional design for this section of Merivale Road did not show a median from a point 40 m. south of the intersection with Central Park Drive (north) to Central Park Drive (south) which allowed all-directional access for the mixed-use commercial block located immediately south of Central Park Drive. The construction of a median along this section of Merivale Road would render this access to a right-in/right-out operation.

The proponent, Ashcroft Development Incorporated, wishes to maintain the Council-approved, direct, all-movement access to Merivale Road for this block of property because it increases the value and attractiveness of the site. In addition, the projected volumes turning left into and out of this access will be relatively light thereby reducing collision potential for pedestrians and vehicular traffic.

Alternatively, as previously mentioned this block of property has full access to Central Park Drive (north) which, in turn, is connected to the nearby signalized intersection at Merivale Road. Therefore, this property would continue to have all-directional access to Merivale Road, yet the potential for collisions involving left-turning vehicles would be virtually eliminated.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan (TMP) is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle is reflected in the following design features.

1. As defined in section 2.2.2 of the TMP, the provision of traffic control signals at Central Park Drive (south) and Merivale Road will provide a protected crossing opportunity for pedestrians wishing to access the proposed commercial block located in the northwest quadrant of the intersection.
2. The southerly continuation of the bicycle lane on the west side of Merivale Road across the frontage of the site conforms to section 2.3.2 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the proposed roadway modifications to accommodate the next phase of development of the Central Park subdivision, Ashcroft Development Incorporated will be responsible for 100% of the costs.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$240,000.00
Traffic Control Signals	\$100,000.00
Engineering	\$ 20,000.00
Utilities	\$ 30,000.00
Contingencies	<u>\$ 30,000.00</u>
Total Cost before G.S.T	\$420,000.00
G.S.T. @ 7%	\$ 30,000.00
TOTAL ESTIMATED COST	<u>\$450,000.00</u>

CONSULTATION

Notice of the proposed Merivale Road modifications to accommodate the second phase of the Central Park subdivision has been placed in Le Droit, the Ottawa Citizen, and the Ottawa Sun for four consecutive weeks.

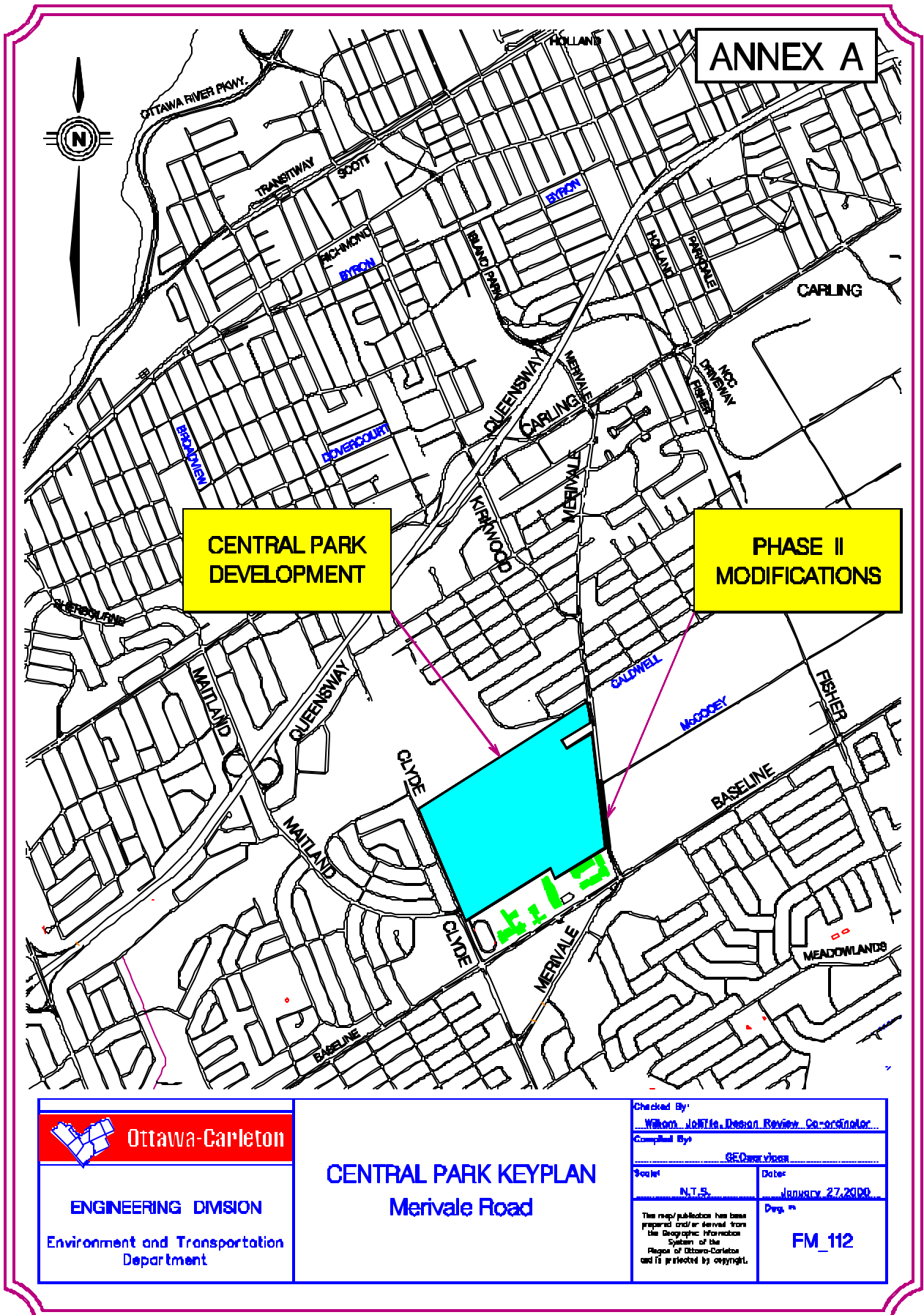
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

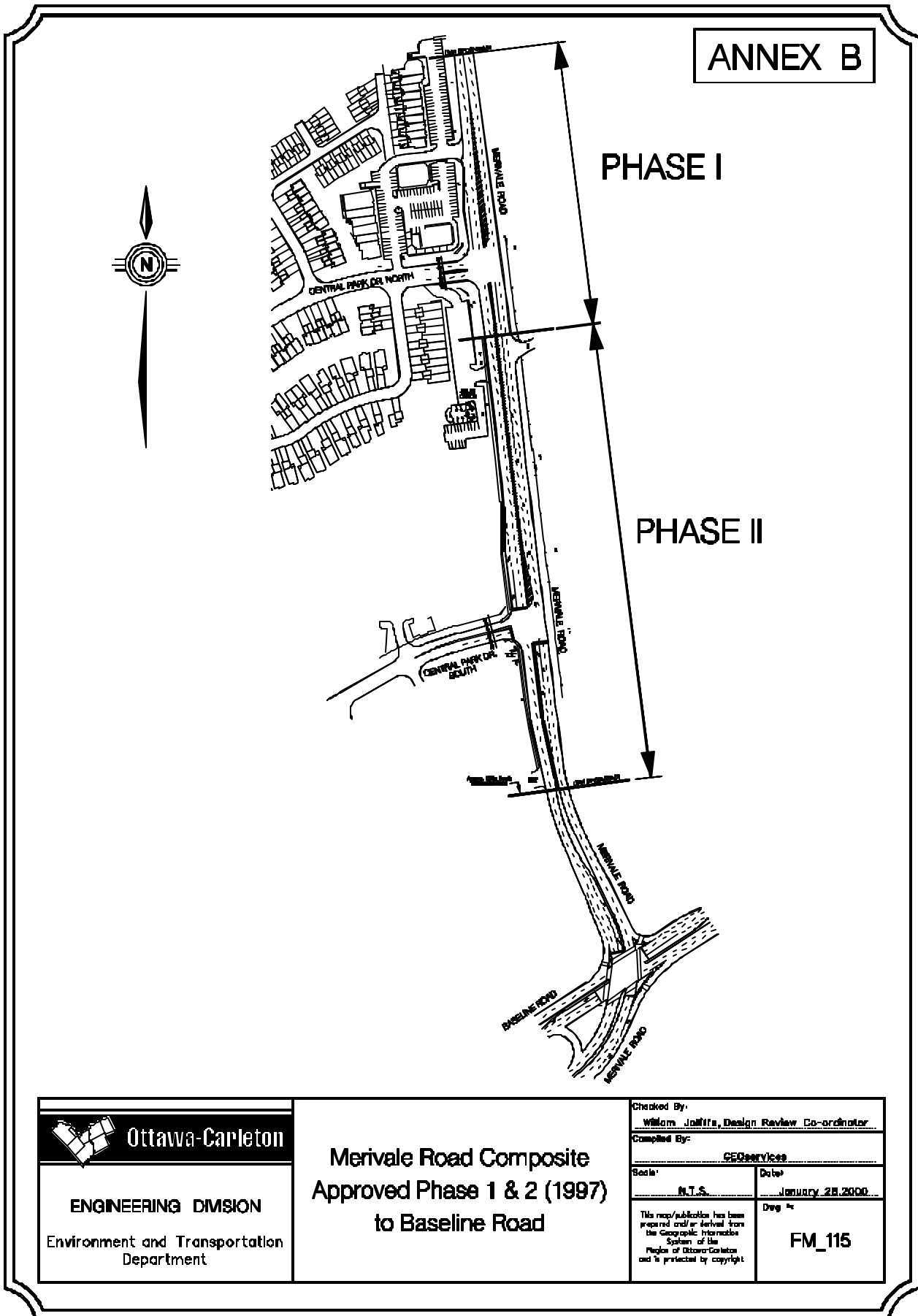
A draft conceptual drawing of the proposed roadway modifications was provided to the Regional Cycling Advisory Group for their meeting on 01 February 2000. Staff has requested that their comments be made available for the Transportation Committee meeting.

*Approved by
Doug Brousseau*

WJ/gc

Attach. (4)





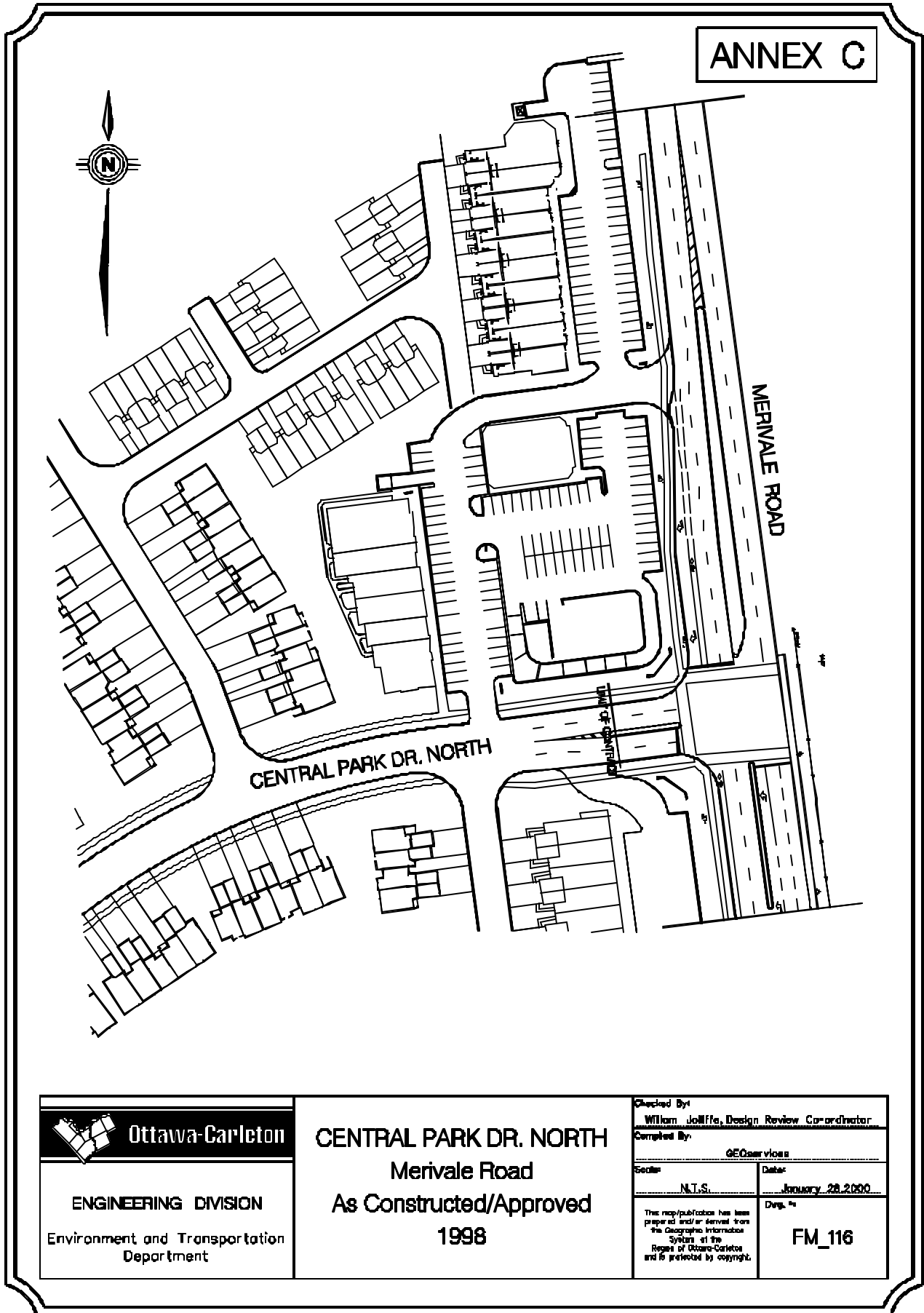
Ottawa-Carleton


ENGINEERING DIVISION

Environment and Transportation
Department

**Merivale Road Composite
Approved Phase 1 & 2 (1997)
to Baseline Road**

Checked By: William Joffe, Design Review Co-ordinator	
Compiled By: CEOServices	
Scale: N.T.S.	Date: January 28, 2000
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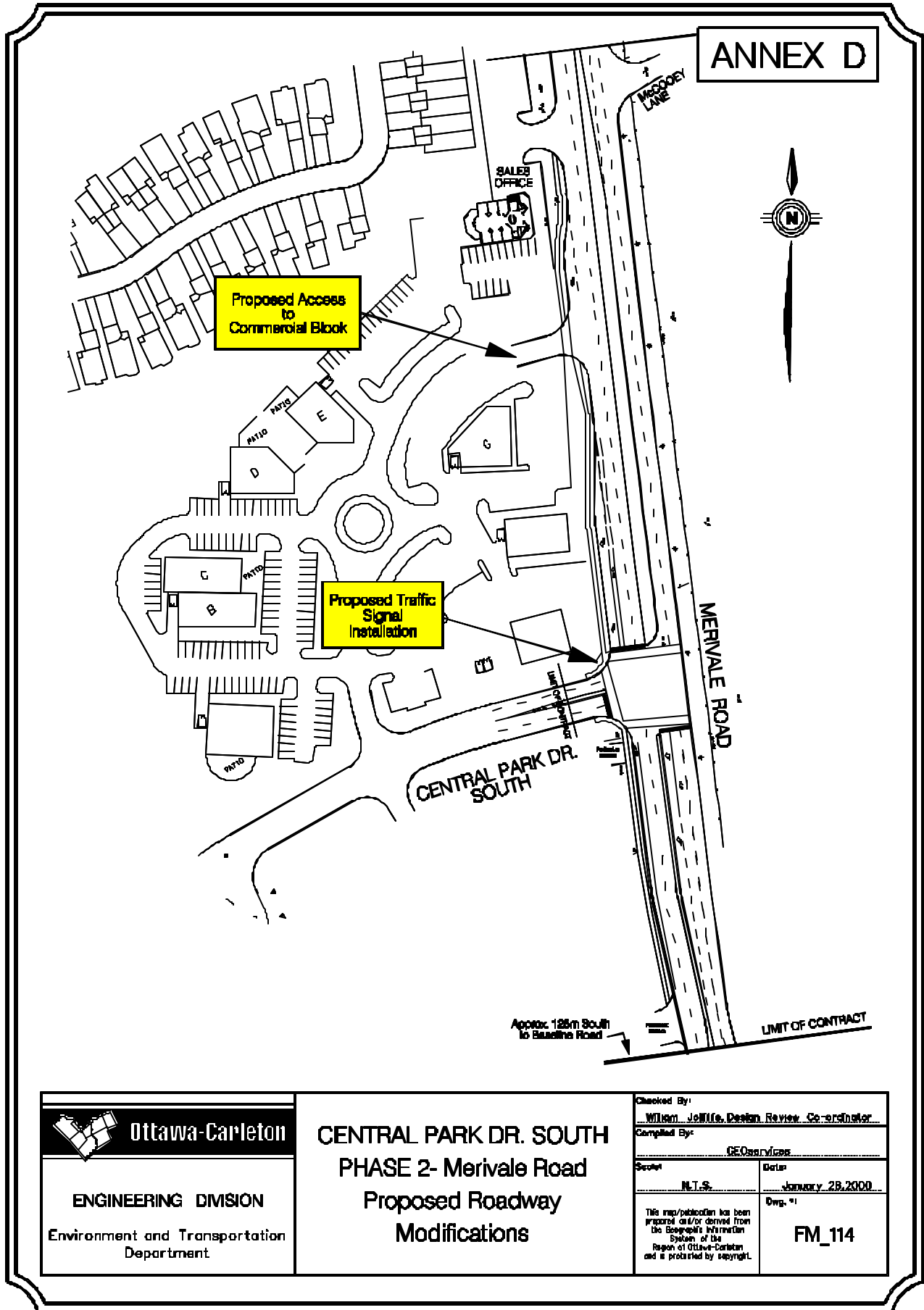


 **Ottawa-Carleton**

ENGINEERING DIVISION
Environment and Transportation
Department

CENTRAL PARK DR. NORTH
Merivale Road
As Constructed/Approved
1998

Checked By: William Joffe, Design Review Co-ordinator	
Completed By:	
GEOservices	
Scale: N.T.S.	Date: January 28, 2000
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ANNEX D




Proposed Access to Commercial Block

Proposed Traffic Signal Installation

Approx. 125m South to Baseline Road

LIMIT OF CONTRACT

 **Ottawa-Carleton**

ENGINEERING DIVISION

Environment and Transportation Department

CENTRAL PARK DR. SOUTH
PHASE 2- Merivale Road
Proposed Roadway
Modifications

Checked By: <u>William Joffe, Design Review Coordinator</u>	
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Dwg. #1 FM_114	