

**2. PEDESTRIAN SIGNAL INSTALLATION ON MEADOWLANDS DRIVE
(REGIONAL ROAD 51) ON THE EAST SIDE OF PERRY STREET**

COMMITTEE RECOMMENDATIONS

That Council approve the installation of an intersection pedestrian signal on Meadowlands Drive on the east side of Perry Street, subject to the City of Nepean:

- a. paying the total cost of the signal installation;**
- b. paying the annual maintenance and operating costs, and;**
- c. executing a legal agreement with respect to a. and b.**

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 28 January 2000 is immediately attached.
2. St. Gregory School Parent Council submission dated 15 February 2000 immediately follows the report.
3. Meadowlands Public School Council letter dated 15 February 2000 immediately follows the previous letter.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 20-00-R051W
DATE	28 January 2000
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	INTERSECTION PEDESTRIAN SIGNAL INSTALLATION ON MEADOWLANDS DRIVE (REGIONAL ROAD 51) ON THE EAST SIDE OF PERRY STREET

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. an intersection pedestrian signal not be installed on Meadowlands Drive at Perry Street, or;**
- 2. an intersection pedestrian signal be installed on Meadowlands Drive on the east side of Perry Street, subject to the City of Nepean:**
 - a. paying the total cost of the signal installation;**
 - b. paying the annual maintenance and operating costs, and;**
 - c. executing a legal agreement with respect to a. and b.**

BACKGROUND

The City of Nepean has requested the Region (refer Annex A) to install and maintain, at their costs, an intersection pedestrian signal on Meadowlands Drive on the east side of Perry Street (refer Annex B).

DISCUSSION

The latest pedestrian and traffic data collected on Friday, 03 September 1999 indicated that a pedestrian signal is only 21% warranted.

This Department can only recommend the installation of a pedestrian intersection signal when the established warrants are 100% satisfied. Based on the fact that the signal warrants are not met, it is recommended that a pedestrian intersection signal not be installed on Meadowlands Drive at Perry Street.

The estimated cost to install the pedestrian intersection signal at this location is \$45,000. The annual maintenance and operating costs are approximately \$3,500.

PUBLIC CONSULTATION

The City of Nepean, at its Public Works Committee and Council meetings on 14 December 1999, has proceeded through the necessary public consultation with the area residents, through newspaper advertisements and Community Associations, and with the Parent Councils of both the Meadowlands Public School (Ottawa Carleton Public Board) and St. Gregory School (Ottawa Carleton Catholic Board). No further consultation is required.

A copy of this report has been forwarded to the Regional Cycling Advisory Group (RCAG) for comments. Comments will be made available at Committee, if any.

Approved by
Doug Brousseau

HLD/sc

Attach. (2)

ANNEX A



December 17, 1999

John Buck, Manager
 Safety and Traffic Studies Branch
 Environment at Transportation Department
 Region of Ottawa Carleton
 111 Lisgar St.
 Ottawa, ON K2P 2L7

PUBLIC WORKS DEPARTMENT
 A. C. Bellinger, P. Eng.
 Commissioner

Ben Franklin Place
 101 Centrepointe Drive
 Nepean, Ontario
 K2G 5K7

Engineering Division
 Tel: 613-727-6631
 Fax: 613-727-6694

File Number: T18-01-PED

Dear John:

Re: Requested Pedestrian Signal - Meadowlands Drive at Perry Street/Peter Street

On Tuesday, December 14, 1999, both Nepean Public Works Committee and Council considered a request for a Pedestrian Signal for crossing Meadowlands Drive at the above noted location, and approved funding for this installation to occur. This issue was being dealt with at the request of the school councils of both St. Gregory and Meadowlands schools, south of Meadowlands, who have concerns of school children having to cross Meadowlands Drive in this area. Your Department had undertaken a warrant study for a Pedestrian Signal in September of this year, which determined warrants to be only 21% achieved, and had indicated to the school Councils that the Region would be unable to recommend funding for this.

Attached for your information is a copy of the staff report presented to Public Works Committee on this issue. We will provide you a copy of minutes from this meeting once approved.

We would appreciate if your Department would process the approvals required at the Regional level for this Signal, and proceed to construction of this as early as possible. The approved budget for this installation is \$45,000, in accordance with the estimate provided to us by Harvey Dorman of your Department. Once all approvals are in place, the Department will issue a purchase order for these works.

Should you require further information regarding this request, please contact the undersigned.

Yours truly,

Bob Streicher
 Manager of Transportation Services

OTTAWA-CARLETON ENVIRONMENT & TRANSPORTATION DEPARTMENT	
DB	
DEC 21 1999	
FILE NO: 20-99-R051W	
REC. NO: 7474	
FILE:	COPIES SENT TO: J. Buck

THE CORPORATION OF THE CITY OF NEPEAN
CITY COUNCIL RESOLUTION - DECEMBER 14, 1999

MOTION NUMBER 268-99

Moved by Councillor Rywak

Seconded by Councillor Phillips

WHEREAS Public Works Committee at its meeting on November 30, 1999 considered Public Works Department Report No. 085-99 and approved the installation of a Pedestrian Signal on Knoxdale Road at Skipton Road.

AND WHEREAS Public Works Committee at its meeting on December 14, 1999 considered Public Works Department Report No. 090-99 and approved the installation of a Pedestrian Signal on Meadowlands Drive at Perry Street/Peter Street.

AND WHEREAS the 1999 Capital Budget does not provide funding for the installations of these signals.

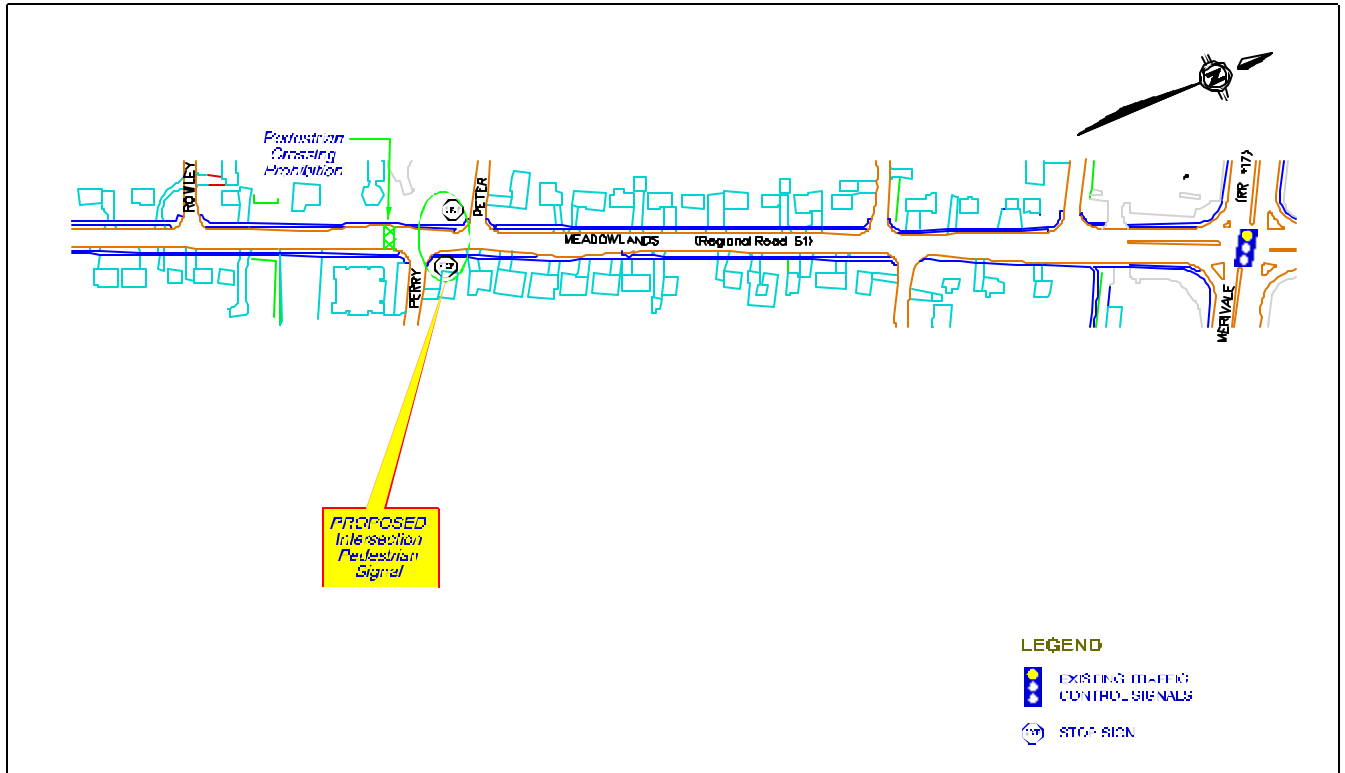
BE IT THEREFORE RESOLVED THAT the 1999 Capital Budget be amended to provide \$100,000 for the Knoxdale Road at Skipton Road and Meadowlands Drive at Perry Street/Peter Street Pedestrian Signals to be funded from the Road Construction Reserve Fund.


- Carried -

CERTIFIED TRUE COPY


JOHN LEMAISTRE
City Clerk

ANNEX B



MEADOWLANDS DRIVE (Regional Road 51) @ PERRY STREET			 Ottawa-Carleton MOBILITY SERVICES Environment & Transportation Department
Scale N. T. S.	Drawn By M.A.V.	Checked By	
802052-PS	Date JANUARY 2000	approved By	

February 15, 2000

Fax to: Rosemary Nelson
RMOC

Fax #: 560-1380

From: Mary Sheridan, Vice Chair, St. Gregory School Parent Council
Fax #224-9092 Home # 224-0284

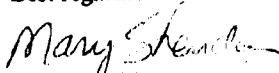
Dear Ms Nelson:

I was invited to attend the RMOC meeting to be held tomorrow February 16, 2000 at 1:00p.m. . An agenda item that I have been working on for over a year is scheduled to be discussed at the meeting. This item, which is the installation of a 'Pedestrian Activated Traffic Control Signal' at Meadowlands Drive and Perry Street was approved by Nepean City Councillors at a Public Works Committee meeting in December of 1999.

I am very sorry that I will not be able to attend that meeting due to a prior commitment. However, I would like to put forward a couple of comments on my behalf that possibly could be read if deemed necessary. This issue has strictly been a safety issue since day one. It is regarding school aged children from two schools, as well as a vibrant community trying to cross an intersection safely. This intersection is traveled by an average of 10,000 cars a day and there is no means for the children to cross safely. I am also sending copies of letters that I have written over the past year. There are many points that are made, but the main issue is the existence of a very busy community road without a safe crossing for the students as well as the residents.

Thanking you for your attention in this matter.

Best regards,


Mary Sheridan
Vice Chair

April 6th, 1999

Mr. Harvey Doorman
RMOC
Cartier Square, 111 Lisgar Street,
Ottawa, Ontario
K2P 2L7

Re Traffic Slowing Device on Meadowlands Drive

Dear Mr. Doorman,

As per our conversation a couple of weeks ago I am forwarding you the information regarding the number of students that live on the north side of Meadowlands Drive (Cityview) from both Meadowlands Public School and from St. Gregory's School. At Meadowlands there is 86 students and at St. Gregory's there are 114 students. As I discussed with you, there are many parents from both schools that would like to see a traffic slowing device (i.e., a light standard) set up on Meadowlands and Perry Street to facilitate a safe crossing for the student population at both schools.

You informed me that the region had previously studied this area and that there were not enough people using this intersection to warrant any type of traffic slowing device. My main point to you was that parents who have children living in this area do not let them walk or cycle to school because there is no safe place for them to cross Meadowlands. I have often crossed that intersection with my children either between 8:30-9:00 a.m. or 3:30-4:00 p.m. and it has often taken us up to five minutes to cross safely. The cars do not even slow down. Another issue that we discussed was that Meadowlands Drive is a 40 kmph zone on which most vehicles are driven at a minimum of 60 kmph. So if speed limits cannot be enforced, this is another reason for a traffic slowing device to be put in place.

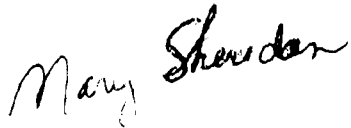
The Chair of Meadowlands Public School has an issue as well. The bussing for the 86 students that live in Cityview is under review and they have been informed that there is a strong possibility that there will not be bussing for these children next year. How will these children going to cross Meadowlands Drive?

There are other reasons for children crossing Meadowlands Drive, even when school is not in session. Children travel to Crestview Pool, the tennis courts, extra-curricular activities at both schools as well as the two play grounds. Therefore, walking traffic will easily be greater than that found in the aforementioned study.

This issue has been discussed at Parent Council meetings at both schools and I will be forwarding copies of this letter to Mr. Rick Chiarelli and Ms. Lee Farnsworth, City Councillors for this region.

Thank you very much for all the time and effort you took to explain to me the various formulae that RMOC uses to investigate an issue such as this. Hopefully I will hear from you in the near future so that we can find out the next step we need to take.

Regards,

A handwritten signature in black ink that reads "Mary Sheridan". The signature is written in a cursive style with a large, prominent "M" and "S".

Mary Sheridan,
Vice-Chair, Parent Council
St. Gregory School

c.c.: Mr. Rick Chiarelli, City Councillor, Nepean Centre
Ms. Lee Farnsworth, City Councillor, Nepean Centre
Mr. Al Loney, Regional Councillor, Ottawa
Mr. Doug Brusseau, Director Mobility Services, Environment & Transportation
Department

January 13th, 2000

Lee Farnworth,
Councillor, Merrivale Ward
Ben Franklin Place
101 Centrepointe Drive
Nepean, Ontario
K2G 5K7

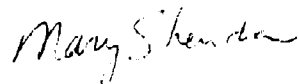
Dear Ms. Farnworth,

Greetings and Best Wishes for the year ahead. I had hoped to send this letter to you before the holidays, but unfortunately I did not have the chance. I wanted to extend my thanks to you and your fellow Councillors for approving our request for Pedestrian Activated Traffic Control Signals on Meadowlands Drive at Perry Street. Karen McGillvary and I greatly appreciated the opportunity to speak at the Public Works Committee meeting that was held on December 14th, 1999. We believe that the safety of students from both St. Gregory School and Meadowlands Public School crossing this intersection was a major factor in your decision, and we are thrilled with the outcome.

Our monthly Parent Council meeting is next week and, of course, the approval of the traffic lights will be on the agenda. Without being too presumptuous, I was wondering if I would be able to give the Council an approximate time frame as to when the work would be done, (i.e. six months, nine months, within the year)? Could you please call me at 224-0284 so that I can pass along the information.

Once again, on behalf of the student and parent population at both schools and the Parent Councils please accept our sincere thanks for your all efforts.

Best regards,



Mary Sheridan,
Vice Chair, St. Gregory School Parent Council

c.c. Karen McGillvary, Chair, Meadowlands Public School Parent Council
Evelyn Dagnofer, Principal, Meadowlands Public School
Gerry Gilmore, Principal, St. Gregory School
Councillor Al Loney
Councillor Rick Chiarelli
Bernadette Roy, Trustee, OCCSB

November 4th, 1999

Councillor Al Loney
RMOC Councillor, Baseline Ward
111 Lisgar Street
Ottawa, Ontario
K2P 2L7

RE: SAFE CROSSING AT MEADOWLANDS AND ROWLEY

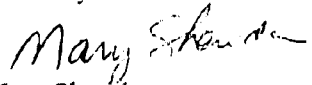
Dear Mr. Loney,

I would like to take this opportunity to thank you for setting up and attending the meeting that was held last Friday, October 29th at St. Gregory School. The time taken from your schedule was appreciated by all. I believe that we all walked away with perhaps a little more insight as well as the necessary data that will enable us to take the next step. Please extend my thanks also to Mr. Dorman for the information that he provided to all of us in attendance.

Although, I am aware that the intersection in question does not meet the 'warrants' at this time, I do believe that there is strong potential for that number to increase dramatically. First of all there is the long list of safety concerns regarding the students at both schools, and the community population in general, that have been discussed at length. Also there is all the reasons concerning Meadowlands Drive, the unusual configuration of the road, the volume of traffic that travels through our community, as well as the speed of those 10,000 cars that use Meadowlands on a daily basis. I will continue to work on this issue with the Parent Council at St. Gregory's as well as with Karen McGillvary and her Parent Council at Meadowlands Public School. Mrs. McGillvary and I will hopefully be able to have a proposal ready in the near future to present to Nepean City Council.

Once again, many thanks for your attention regarding this issue.

Sincerely,


Mary Sheridan,
Vice Chair, St. Gregory School Parent Council

c.c. Councillor Lee Farnworth
Councillor Rick Chiarelli
Bernadette Roy, Trustee, OCCSB
Mr. Gerry Gilmore, Principal, St. Gregory School
Karen McGillvary, Chair, Meadowlands Public School Parent Council
Evelyn Daghofer, Principal, Meadowlands Public School

February 15, 2000

To: Rosemary Nelson for distribution to the Transportation Committee of the RMOC
From: Karen MacGillivray, Chair of the Meadowlands Public School Council

Dear Members of the Transportation Committee,

On behalf of the School Council and all the parents of children attending Meadowlands Public School, I am asking you to grant the City of Nepean permission to install and maintain an integrated pedestrian control at Meadowlands Drive and Perry Street. The problem which will be solved by approving such a venture is one of **safety**, not for just a handful of residents but a wide variety of them who attend the local schools, churches, and museum as well as those who patronize local City facilities and businesses. Please find attached a copy of my presentation to the City of Nepean's Public Works Committee which clearly and succinctly outlines the problem, identifies who is affected, and states what must be done to address our serious safety concerns.

Thanking you in advance for your consideration,

A handwritten signature in cursive script that reads "Karen MacGillivray". The signature is written in black ink and is positioned below the text "Thanking you in advance for your consideration,".

Presentation to the City of Nepean's Public Works Committee
Tuesday, December 14th, 1999

What is the problem?

- *There is no traffic signal with integrated pedestrian control at Meadowlands Drive and Perry Street. Therefore, there is no safe means by which pedestrians living North of Meadowlands Drive and West of Merivale Road are able to cross Meadowlands Drive. These pedestrians have two choices: 1) They can take a considerable, time-consuming detour either East or West to the nearest traffic signal, and in the case of the traffic signal at Meadowlands Drive and Merivale Road, the risk involved in crossing is considerable given the intersection is deemed one of the most dangerous in the City; or 2) they can jaywalk and hope that their ability to judge the speed of oncoming traffic and the length of time needed to safely cross the roadway is accurate.*
- *The majority of crossings made at Meadowlands Drive and Perry Street, according to numerous studies done over the years by the Region, are made by children, youths, and seniors.*
- *Meadowlands Drive is a very wide regional road; in fact, it is a three lane roadway.*
- *Traffic on Meadowlands Drive is heavy during rush hour and seldom moves at the posted speed of 40 km/hr. More often than not, traffic is moving at 60 km/hr or more.*
- *Only a traffic signal with integrated pedestrian control is considered safe given the problems encountered with crosswalks and crossing guards at Brook Lane School prior to the installation of a traffic signal with integrated pedestrian control. Even with police presence, motorists were **not** stopping for pedestrians at the crosswalk across from the School or for crossing guards leading pedestrians (primarily young school children) into the roadway.*
- *The installation of a traffic signal with integrated pedestrian control is an expensive venture.*

Who is affected?

- *Elementary school children attending Meadowlands Public School, St. Gregory's Catholic School, Sir Winston Churchill Public School, and Frank Ryan Catholic School.*
- *Secondary school children attending Merivale High School.*
- *Parishioners attending St. Maurice's Catholic Church.*
- *Patrons of the Crestview Pool, the Crestview Tennis Courts, and the adjacent Crestview Park.*
- *Patrons of the Nepean Museum who live on or attend school on the South side of Meadowlands Drive.*

What can be done?

We recognize that in these times of drastic budget cuts and enforced fiscal restraint, funds for any project are difficult to secure. However, given that the groundwork for a traffic signal was laid by the Region when Meadowlands Drive was recently paved, the cost of installing a signal is considerably less than it might otherwise have been. At a recent meeting held among representatives of the Region, the City, and the schools involved, the cost was roughly estimated to be about \$45,000.00 plus maintenance. Also, given that the Council has been generous in the past in supporting ventures which improve the safety of the City's residents, we do not feel that our request is out of order. Therefore, we respectfully request that this Committee approve the funds necessary for the installation of a traffic signal with integrated pedestrian control at Meadowlands Drive and Perry Street.