

4. 1998/1999 PEDESTRIAN SIGNAL PROGRAMMES

COMMITTEE RECOMMENDATIONS

That Council approve:

- 1. that the pedestrian crossing locations listed in Annex A that meet 75% but not 100% of the warrant requirement, be further reviewed in the year 2000 Pedestrian Signal Programme;**
- 2. that the pedestrian crossing locations listed in Annex A that fail to meet 75% of the warrant requirement, not be reviewed in the year 2000 Pedestrian Signal Programme unless requested by the ward Councillor, and;**
- 3. that a public consultation process be initiated for the proposed roadway modifications for the intersection of Bank Street and McLeod Street (Annex D), where the proposed modifications are in lieu of a warranted pedestrian signal.**

DOCUMENTATION

- 1. Director, Mobility Services and Corporate Fleet Services report dated 4 February 2000 is immediately attached.**
- 2. Regional Cycling Advisory Group comments dated 15 February 2000 immediately follow the report.**

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 20-00-0202**
Your File/V/Réf.

DATE 04 February 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **1998/1999 PEDESTRIAN SIGNAL PROGRAMMES**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. that the pedestrian crossing locations listed in Annex A that meet 75% but not 100% of the warrant requirement, be further reviewed in the year 2000 Pedestrian Signal Programme;**
- 2. that the pedestrian crossing locations listed in Annex A that fail to meet 75% of the warrant requirement, not be reviewed in the year 2000 Pedestrian Signal Programme unless requested by the ward Councillor, and;**
- 3. that a public consultation process be initiated for the proposed roadway modifications for the intersection of Bank Street and McLeod Street (Annex D), where the proposed modifications are in lieu of a warranted pedestrian signal.**

BACKGROUND

Data collected during the 1998 and 1999 Pedestrian Traffic Signal Programmes have been analysed and presented by percent warranted in Annex A. Of the 25 locations analysed over this period, only the location of Bank Street and McLeod Street fully satisfied the pedestrian signal warrant. Detailed information and ranking for each of the locations analysed can be found in alphabetical order in Annex B.

DISCUSSION

This report reflects on all pedestrian crossing locations that had been requested for a pedestrian signal warrant analysis in the years 1998 and 1999. Over the two year period, 25 locations were run through the warrant analysis process. Of the 25, one location was 100% warranted, one location was warranted between 75% and 100% and the remaining 23 less than 75%. Outlined below are the actions to be take for the locations analysed.

A. Warranted Locations

Bank Street at McLeod Street

Although the crossing of Bank Street at McLead Street meets the Region's pedestrian signal warrants, there are additional Regional policies which effect the installation of a warranted signal. One such policy comes into play for this crossing. The "Greater Central Area Signal Spacing Policy" (Council 28 November 1984) states that "a signal will not be installed closer than 90 m. to an existing traffic control signal", as it is expected that a pedestrian should be able to walk 180 m. (90 m. x 2) in order to access a protected crossing. In this case two protected crossings for pedestrians are within 90 m of McLeod Street; those being at Gladstone Avenue (68 m.) and Flora Street (72 m.) as shown in Annex C. Abiding by this policy, a signalized crossing would not be permitted; however in the interest of safety, staff still have a concern with the intersection from a combined pedestrian movement and vehicle collision perspective.

The intersection of Bank Street and McLeod Street between January 1995 and December 1998, experienced 17 right angle type collisions involving westbound vehicles crossing Bank Street of which 3 involved injuries. Right angle collisions are deemed preventable by a number of possible measures including the installation of a traffic control signal or a full intersection pedestrian signal as is warranted for this location. Other measures would include prohibiting westbound movements in the intersection, either through regulatory signing or geometric modifications. Signage is currently in place and has been deemed ineffective. Geometric changes would consist of physical measures permitting drivers to make right turns only thus restricting the more dangerous through and left turn movements.

In consultation with the area Councillor, it was agreed that action was required to improve the safety of the intersection and as Regional policy did not reflect favourably on a signal, that geometric modifications in the form of a channelized right turn from McLeod westbound to Bank northbound (Annex D), be implemented in its place. This measure would improve pedestrian crossings at the intersection particularly for movements across the intersection's south and west face, as well as greatly reduce the potential for right angle collisions.

Therefore, it is proposed that in lieu of a pedestrian signal, a westbound left turn and through movement prohibition at any time, be implemented at Bank Street and McLeod Street and that geometric modifications as shown in Annex D be implemented to reinforce the proposed movement restrictions.

B. Unwarranted Locations at which Further Review is Proposed

Consistent with the Traffic Control Signal warrant process and reporting, all analyzed signals that are found to be at least 75% but not fully warranted are recommended to be reanalysed in the following

year. Based on the 1998/1999 programme it is proposed that the crossing location of Brookfield Road between Hobson Road and Riverside Drive be passed to the 2000 programme for further assessment.

C. Unwarranted Locations at which No Further Action is Proposed

It is proposed that no further action be taken for the locations that are less than 75% warranted.

CONSULTATION

As recommended, the location requiring action from the 1998/1999 Pedestrian Signal Programme should be subjected to the public hearing process for public input. This process will include but will not be restricted to the following items.

Temporary signs advising pedestrians and motorists that “roadway modifications are proposed” will be placed at the intersection of Bank Street and McLeod Street. These signs feature a telephone number from which more information can be obtained and/or comments and concerns can be left. Results of this consultation will be available at the Public Hearing.

FINANCIAL STATEMENT

Funds for pedestrian signal items are provided in the 2000 Capital Budget, under New Traffic Control Signal Programme Account 900431.

*Approved by
Doug Brousseau*

HLD/cf

Attach. (4)

1998 / 1999 PEDESTRIAN SIGNAL PROGRAMME

	<u>Location</u>	<u>Percent Warranted</u>
(1)	<u>Warranted Location Proposed for Roadway Modifications in lieu of a Pedestrian Signal Installation</u>	
	Bank Street at McLeod Street	139
(2)	<u>Locations at which Further Review Is Proposed</u>	
	Brookfield Road between Hobson Road and Riverside Drive	80
(3)	<u>Locations at which No Further Review Is Proposed</u>	
	Parkdale Avenue at Tyndall Avenue	67
	Richmond Road at Athlone Avenue	67
	Walkley Road at Melfort Street	66
	Bank Street at Randall Avenue (east roadway)	60
	Meadowlands Drive (Reg Rd 51) between Hogan and Ness Streets	40
	Meadowlands Drive (Reg Rd 51) - Beliveau Street to Ridge to Inverness Avenue	32
	Eagleson Road (Reg Rd 49) (east roadway) at cycling path between Rothesay Drive and Stonehaven Drive	24
	Hazeldean Road (Reg Rd 36) at pedestrian path Edgewater Street and Young Road	24
	Ogilvie Road (Reg Rd 50) (north roadway) Appleford Street and Elmlea Gate	20
	Fisher Avenue at Normandy Crescent - north intersection	19
	Riverside Drive at Malhotra Crescent	19
	Bank Street (Reg Rd 31) at St. Bernard Street	18
	St. Joseph Boulevard (Reg Rd 34) at Edgar Brault Street	17

1998 / 1999 PEDESTRIAN SIGNAL PROGRAMME

<u>Location</u>	<u>Percent Warranted</u>
(3) <u>Locations at which No Further Review Is Proposed</u>	
Greenbank Road (Reg Rd 13) (west roadway) Bellman Drive and Canfield Road	between 14
Jeanne d'Arc Boulevard (Reg Rd 55) (north roadway) Belcourt Boulevard and des Epinettes Boulevard	between 13
Meadowlands Drive (Reg Rd 51) at Perry Street	12
Main Street (Reg Rd 5) at Hobin Street	6
Main Street (Reg Rd 5) between Beverly Street and Hobin Street	6
McArthur Avenue between Church Street and May Street	6
St. Joseph Boulevard (Reg Rd 34) (north roadway) Hart Road and RCMP access	between 5
Merivale Road (Reg Rd 17) between Brookdale Street MacFarlane Road	and 4
Bank Street (Reg Rd 31) at Athans Avenue	4
Woodroffe Avenue at Field Street	0

1998 / 1999 PEDESTRIAN SIGNAL PROGRAMME

Location	Rank	Percent Warrant Met (Based on Lowest Warrant)	Major Street Volume (12 hrs)	No. of Pedestrians Crossing (6 hrs)	No. of Children Crossing (6 hrs)	No. of Senior Citizens Crossing (6 hrs)	No. of Pedestrian Collisions (3 yrs - 1995-1997)	Day and Date of Count	Comments
Bank Street (Reg Rd 31) at Athans Avenue	24	4	10,639	18	1	0	0	Wednesday 16 Jun 99	
Bank Street at McLeod Street	1	139	14,018	186	5	38	0	Tuesday 19 May 98	requested by CNIB staff person
Bank Street at Randall Avenue	6	60	21,010	156	13	8	0	Wednesday 8 Dec 99	
Bank Street (Reg Rd 31) at St. Bernard Street	14	18	10,639	50	10	0	0	Tuesday 15 Jun 99	
Brookfield Road between Hobson Road and Riverside Drive	2	80	10,059	344	0	0	0	Tuesday 15 Jun 99	
Eagleson Road (Reg Rd 49) (east roadway) between Rothesay Drive and Stonehaven Drive	8	24	8,599	123	14	1	0	Thursday 11 Jun 98	at bicycling corridor / pathway
Fisher Avenue at Normandy Crescent -north intersection	12	19	12,434	34	4	2	0	Tuesday 11 May 99	
Greenbank Road (Reg Rd 13) (west roadway) between Bellman Drive and Canfield Road	16	14	8,068	61	0	0	0	Tuesday 25 May 99	
Hazeldean Road (Reg Rd 36) between Edgewater Street and Young Road	10	24	12,713	63	6	0	0	Wednesday 3 Jun 98	at pedestrian pathway

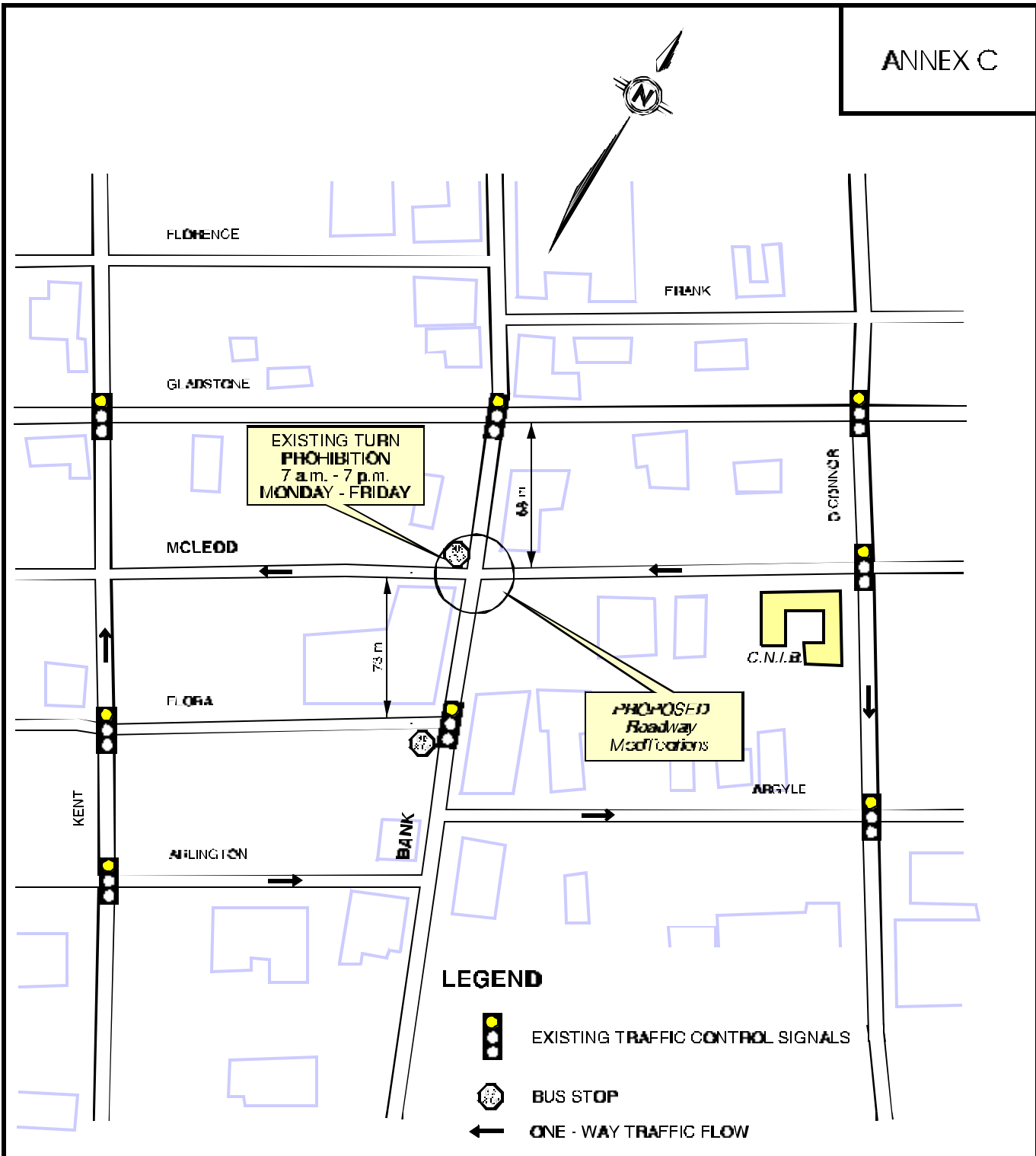
1998 / 1999 PEDESTRIAN SIGNAL PROGRAMME

Location	Rank	Percent Warrant Met (Based on Lowest Warrant)	Major Street Volume (12 hrs)	No. of Pedestrians Crossing (6 hrs)	No. of Children Crossing (6 hrs)	No. of Senior Citizens Crossing (6 hrs)	No. of Pedestrian Collisions (3 yrs - 1995-1997)	Day and Date of Count	Comments
Jeanne d'Arc Boulevard (Reg Rd 55) (north roadway) between Belcourt Boulevard and des Epinettes Boulevard	17	13	8,860	67	56	0	0	Tuesday 19 May 98	
Main Street (Reg Rd 5) at Hobin Street	19	6	14,294	60	7	11	0	Thursday 28 May 98	
Main Street (Reg Rd 5) between Beverly Street and Hobin Street	20	6	14,294	43	10	5	0	Tuesday 19 May 98	
Meadowlands Drive (Reg Rd 51) - Beliveau Street to Beaver Ridge to Inverness Avenue	8	32	10,923	121	4	7	0	Tuesday 11 May 99	
Meadowlands Drive (Reg Rd 51) between Hogan and Ness Streets	7	40	10,792	91	13	4	2	Tuesday 25 May 99	
Meadowlands Drive (Reg Rd 51) at Perry Avenue	18	12	9,750	52	14	12	0	Friday 3 Sept 99	
McArthur Avenue between Church Street and May Street	21	6	12,929	78	0	4	0	Tuesday 11 May 99	
Merivale Road (Reg Rd 17) between Brookdale Street and MacFarlane Road	23	4	10,742	27	6	0	0	Tuesday 25 May 99	




1998 / 1999 PEDESTRIAN SIGNAL PROGRAMME

Location	Rank	Percent Warrant Met (Based on Lowest Warrant)	Major Street Volume (12 hrs)	No. of Pedestrians Crossing (6 hrs)	No. of Children Crossing (6 hrs)	No. of Senior Citizens Crossing (6 hrs)	No. of Pedestrian Collisions (3 yrs - 1995-1997)	Day and Date of Count	Comments
Ogilvie Road (Reg Rd 50) (north roadway) between Appleford Street and Elmlea Gate	11	20	7,517	68	2	2	1	Wednesday 16 Jun 99	
Parkdale Avenue at Tyndall Avenue	3	67	16,747	201	82	7	0	Tuesday 19 May 98	
Richmond Road at Athlone Avenue	4	67	11,834	307	10	16	0	Wednesday 24 Jun 98	
Riverside Drive (west roadway) at Malhotra Crescent	13	19	9,356	35	0	1	0	Tuesday 25 May 99	
St. Joseph Boulevard (Reg Rd 34) (north roadway) at 1399 St. Joseph Boulevard between Hart Road and RCMP Centre access	22	5	6,817	15	5	0	0	Tuesday 2 Nov 99	no pedestrian waited more than 60 seconds to cross road
St. Joseph Boulevard (Reg Rd 34) at Edgar Brault Street	15	17	19,761	54	6	4	0	Tuesday 11 May 99	
Walkley Road (south roadway) at Melfort Street	5	66	11,483	155	24	11	1	Tuesday 18 May 99	
Woodroffe Avenue at Field Street	25	0	31,197	0	0	0	0	Wednesday 3 Jun 98	

ANNEX C



LEGEND

-  EXISTING TRAFFIC CONTROL SIGNALS
-  BUS STOP
-  ONE - WAY TRAFFIC FLOW

1998/1999 PEDESTRIAN SIGNAL PROGRAMMES

BANK STREET AT MCLEOD STREET



Ottawa-Carleton

MOBILITY SERVICES
Environment & Transportation Department

Drawn By
E. P.

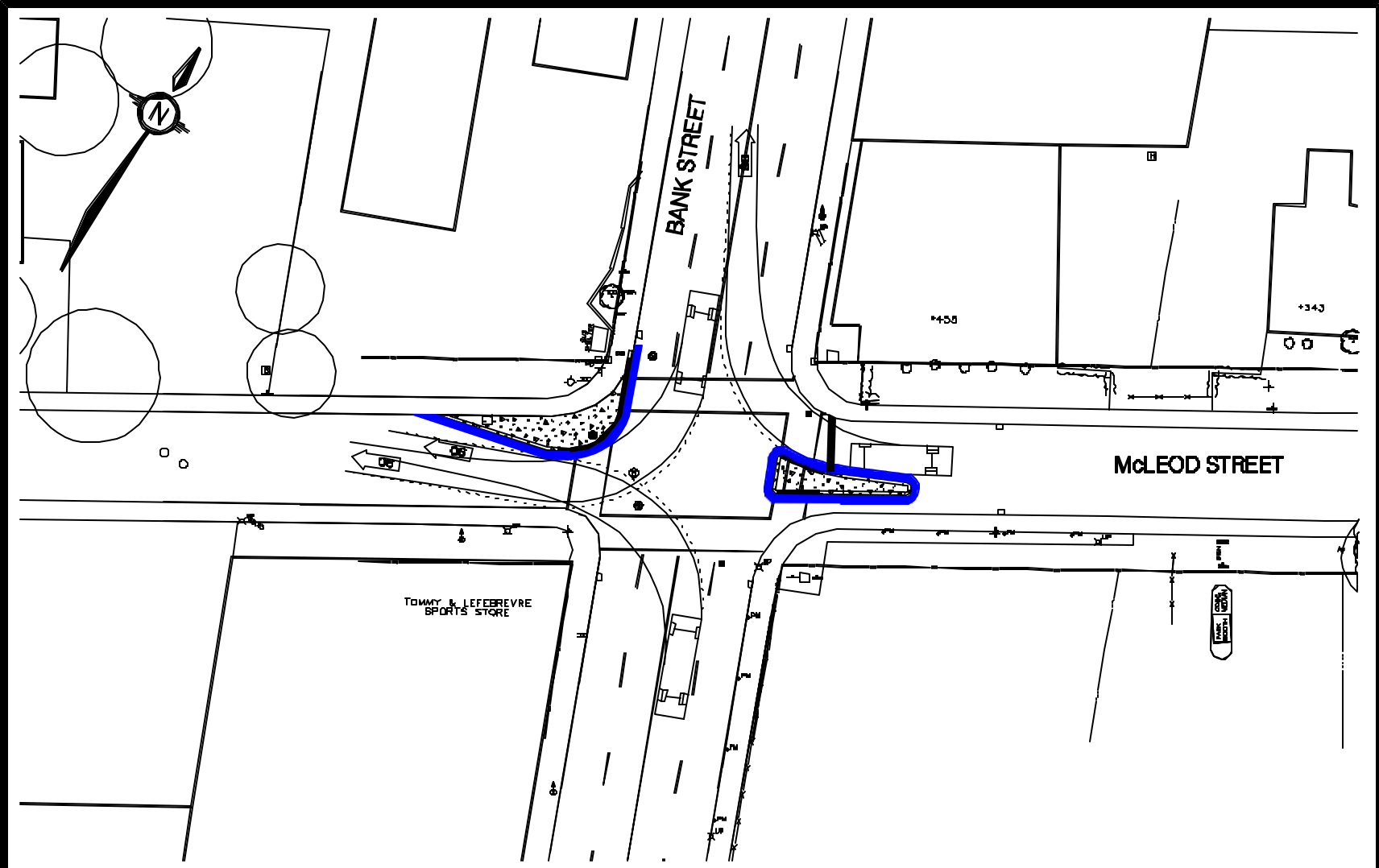
Checked By
H. L. D.

Approved By
G. K.

Scale
N. T. S.

Date
June 1999

8021-S2-ps



**INTERSECTION IMPROVEMENT
BANK STREET AT McLEOD STREET**

**OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT**

SCALE	N.T.S.	DRAWN BY	W.H.L.	CHECKED BY	L.P.D.
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SM - 3811	DATE	Mar. 1999	APPROVED BY	H.D.
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TRANSPORTATION PROJECTS BRANCH

Nelson, Rosemary

From: Peter McNichol [peter.mcnichol@ocmtech.com]
Sent: Tuesday, February 15, 2000 4:21 PM
To: 'nelsonro@rmoc.on.ca'
Cc: 'Peter Sympatico'
Subject: 1998/1999 Pedestrian Signal Programmes

To: Transportation Committee

From: Peter McNichol, Chair RCAG

Re: 1998/1999 Pedestrian Signal Programmes (Pedestrian Signal Warrants for Eagleson Road (RR49) at cycling path between Rothesay Drive and Stonehaven Drive.)

The Regional Cycling Advisory Group (RCAG) is concerned that there appears to be no current means to support the installation of a signal at the pathway crossing on Eagleson.

RMOC pedestrian warrants do not justify the installation of a signal at this time. RCAG has been unable to allocate funds from its Cycling Facilities Improvement Program (CFIP) for such a signal. The city of Kanata seems unwilling to consider the cost required to fund the signal.

RCAG is concerned about the methods used to determine the need for pedestrian signals. Specifically how they apply to the pathway crossing at Eagleson.

The count was done on Thursday 11 June 1998. This is a weekday. The report does not make reference to weekend traffic.

Last summer Citizen's for Safe Cycling had a display table one Saturday at the western side of the Eagleson the pathway crossing. On that day I counted 50 crossings in a two hour period. I also noted that many pedestrians stopped at the eastern edge of the roadway and did not cross the road. I was unable to determine why they did this. I would propose that the desired length of walk or the lack of a sign may have contributed as part of the reason their decision to turn around. A pedestrian count would not take this into account.

Pedestrian counts also fail to take into account the number of people (children, older adults, physically challenged, etc.) who do not use this route because of the lack of a signal. When roads are built they are built to handle projected volumes yet signal counts do not include projected counts if signals did exist.

When permission was given to locate a new signalized intersection for a new automotive services mall just 100m south of the crossing concerns were expressed about this crossing by many individuals including Kanata councillors and RMOC Transportation Committee members at the time. Suggestions were made that the pathway crossing be closed or rerouted. At that time RCAG pointed to many reasons why the new intersection should not be installed and that cyclists would be severely inconvenienced by a detour and being forced to walk their bikes at a pedestrian crossing at the proposed full signal.

At that time RMOC staff assured Transportation Committee that the additional of a signal 100m south of the pathway did not prevent a signal being located at the pathway crossing.

The recommendation that a count not be done at this location this year should be questioned. Several factors may affect new count. These include:

- 1) The number of persons crossing on a Saturday or Sunday if a weekend count were done.
- 2) The use of this crossing by students travelling to the new Catholic High School in Stittsville.
- 3) The use of this crossing by elementary school children if a signal were installed.
- 4) The pedestrians who use the new pedestrian crossing 100m south of the crossing who would prefer a crossing at the pathway.
- 5) The cyclists who unsafely (by cycling on the crosswalk) use the new pedestrian crossing 100m south of the crossing. Cyclists crossing at the pathway crossing do not encounter cross traffic. Thus a signalized crossing at the pathway would be safer than the full signal 100m south of the crossing.
- 6) The use of the busses, cars, carpools, and parent taxis because the crossing is not signalized.
- 7) The additional hazards that may occur in those attempting to cross the road now that additional traffic will be leaving the crossing.

- 2) The use of this crossing on July 9 2000 by participants of the "Trans Canada Trail Relay 2000".
- 3) The unknown status city municipal funds or cycling funds that would contribute to the installation of signals that are not 100% warranted in the New City of Ottawa.

It should be noted that number one warranted crossing (Bank at McLeod) had a six hour pedestrian count of 186 and was 139% warranted while the Eagleson crossing count of 123 was only 24% warranted. The actual counts only differ by 63. Yet the perceived dangers this road which prevent people from crossing do not appear to factor into the counts or a justification for the installation of signal at this crossing.

RCAG is unsure of what can be done to gain political support for the funding required to provide a signal at the pathway crossing. RCAG welcomes your suggestions.

Sincerely,

Peter McNichol
RCAG Chair