

1. 1800 BANK STREET - MEDIAN CLOSURE - PUBLIC HEARING

COMMITTEE RECOMMENDATIONS

Having held a public hearing, that Council approve:

- 1. the median closure at the access at 1800 Bank Street and associated extension of the northbound left-turn bay at the intersection of Bank Street and Alta Vista Drive (Annex A), and;**
- 2. the immediate implementation of temporary physical measures to close the median break until the permanent closure is in place.**

DOCUMENTATION

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

Our File/N/Réf. **50 20-00-0102, 20-00-R085**
Your File/V/Réf.

DATE 25 February 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **BANK STREET AT 1800 BANK STREET - MEDIAN CLOSURE**

DEPARTMENTAL RECOMMENDATION

That Transportation Committee recommend that Council approve:

- 1. the median closure at the access at 1800 Bank Street and associated extension of the northbound left-turn bay at the intersection of Bank Street and Alta Vista Drive (Annex A), and;**
- 2. the immediate implementation of temporary physical measures to close the median break until the permanent closure is in place.**

BACKGROUND

In 1994, the Safety Improvement Programme (SIP) identified the 1800 Bank Street median break location (Bank Street between Alta Vista Drive and Walkley Road as shown in Annex B) as a safety concern due to the high number of vehicle collisions. In response, staff through Council approval have implemented two turn restrictions to reduce the number of collisions occurring at this location. In July 1995, eastbound left turns (those exiting 1800 Bank Street) were prohibited (Transportation Committee report 13 March 1995). As collisions continued to be a concern, in April 1995 the northbound left turns were prohibited (Transportation Committee report 11 January 1999).

With the combination of the two turning restrictions no legal movements could be made through this median break. To accommodate those who wanted to make the restricted movements, permissive U-turn conditions were established and identified at the intersections of Bank Street and Walkley Road , and Bank Street and Alta Vista Drive.

Since the implementation of the turn restriction in April 1999, staff have monitored the movements and collisions at this location. An eight-hour traffic count conducted 23 August 1999 shows that 49 motorists made an illegal eastbound left turn out and 99 motorists made an illegal northbound left turn

into the 1800 Bank Street access. A second eight-hour traffic count was conducted 21 February 2000, which showed that 39 motorists continued to make an illegal eastbound left turn out and 49 motorists continued to make an illegal northbound left turn into the 1800 Bank Street access. In terms of collisions, seven median break related collisions occurred between 29 April 1999 and 31 December 1999. Of the seven, two involved personal injury.

DISCUSSION

Based on the level of non-compliance in regard to the turning restrictions at this location and the seven collisions that have occurred, staff recommend physical closure of the median break. As well as eliminating dangerous movements, the closure will also free up police officer resources which are currently being used to enforce the turning movement restrictions.

It is also recommended the U-turn conditions currently servicing drivers entering 1800 Bank Street from the northbound Bank Street lanes be improved with an extension of the northbound left turn lane at Alta Vista Drive.

PUBLIC CONSULTATION

Pursuant to the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*, this item has been advertised for a four-week period.

In addition, signs notifying the public of the proposed closure were erected at the median break location with a phone number for more information and comments, and the report was circulated to RCAG for their comments. Comments from both sources will be made available if requested.

Concerns expressed by those representing the 1800 Bank Street building at the time the northbound turn restriction was put forward to Transportation Committee (11 January 1999) have been attached as Annex C.

FINANCIAL IMPLICATION

Cost of construction for the median closure and extended left turn lane is approximately \$50,000. Funds for this work are available under the Safety Improvement Programme, Capital Account #900079.

Approved by
Doug Brousseau

CB/sc

Attach. (3)

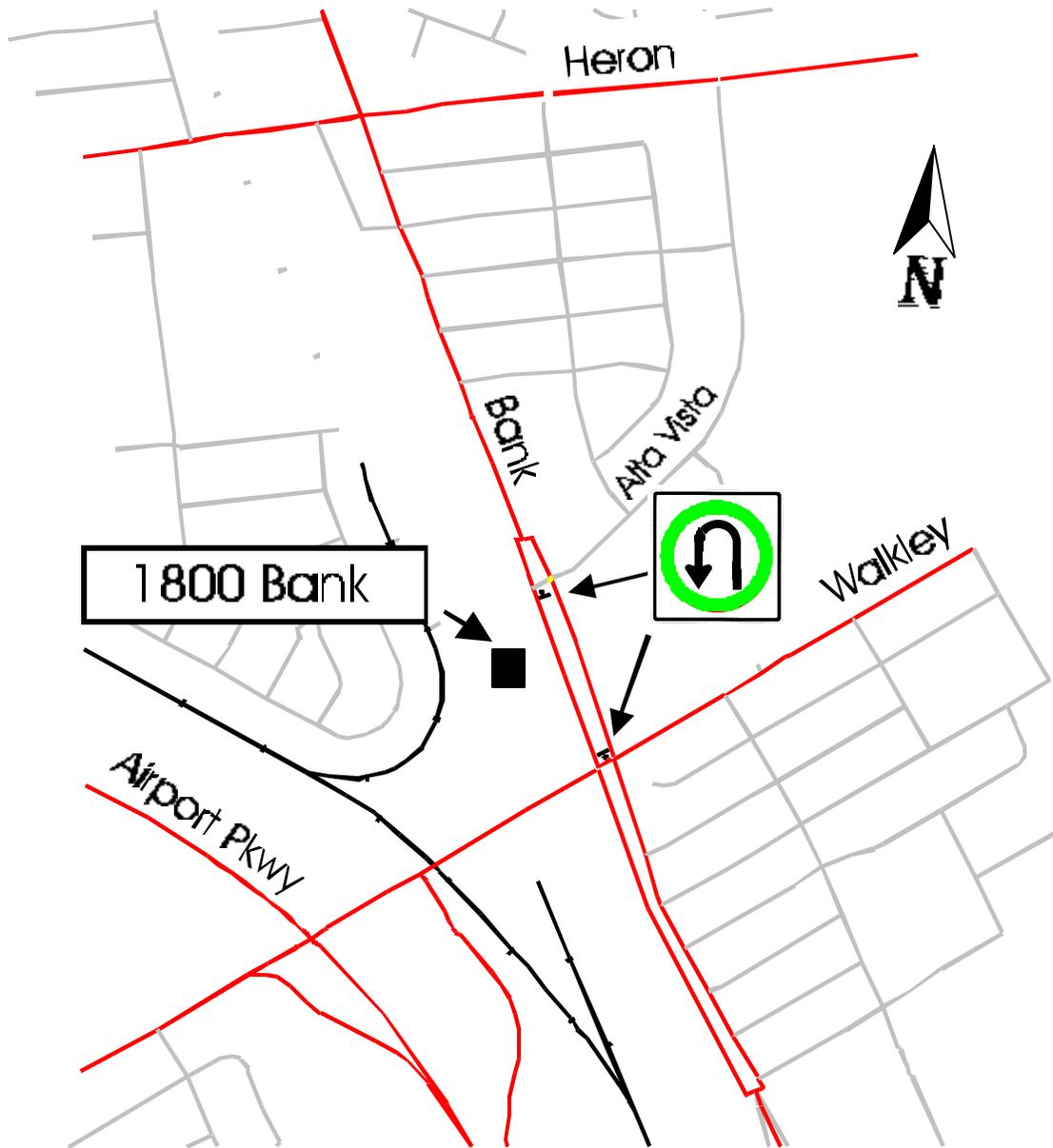


**SAFETY IMPROVEMENT PROGRAMME
MEDIAN CLOSURE AT 1800 BANK ST.**

**OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT**

SCALE N.T.S.	DRAWN BY R.B.H.	CHECKED BY
SM-3816	DATE SEPT. / 99	APPROVED BY P.H.S.

TRANSPORTATION PROJECTS BRANCH



**1800 Bank Street Median Break
Location Map**

Annex C

WAYNE P. SMITH
Barrister, Solicitor & Notary

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Ottawa, Ontario, K1V 0W3
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(613) 733-5272 fax
e mail: smithottawa@msn.com

November 10, 1998

Regional Municipality of Ottawa Carleton
111 Lisgar Street
Ottawa, Ontario
K2P 2L7

Attention: Penelope Palmer

OTTAWA-CARLETON ENVIRONMENT & TRANSPORTATION DEPARTMENT	
DB / [Signature]	
RECEIVED NOV 11 1998	20-98-0102
FILE NO:	20-98-R031
REC. NO:	8372
FILE:	COPIES SENT TO:

Dear Ms. Palmer,

Re: 1800 Bank Street
File No. 50 20-98-10102, 20-98-R085

I am writing in response to your letter of November 4, 1998 respecting the proposed Northbound Left Turn Prohibition. This letter is on my behalf, and on behalf of the Landlord of 1800 Bank Street.

Both the Landlord, and I, are aware of the traffic situation at the entrance to the plaza. We do not believe the solution you propose will really address the problem.

This same issue came up when the present left turn prohibition was put into place, which was designed to prevent left turns by vehicles leaving the plaza onto Bank Street. This prohibition is largely ignored, and on any given day, many vehicles simply make the left anyway. Further, an attempt to make a U-Turn at Bank and Walkley is really only effective in the morning hours. In the afternoon, it is very difficult to turn right onto Bank Street, and get into the left lane soon enough to make the intersection given the large volume of traffic. The inconvenience to both the tenants and customers of the plaza wanting to go north on Bank Street is obvious.

Your present proposal respecting individuals proceeding northbound on Bank Street who want to enter the plaza mirrors the actions taken against individuals leaving the plaza. Only now the traffic buildup will be at the intersection of Alta Vista and Bank.

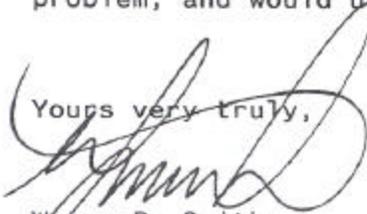
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The solution which would address both turning safety and the inconvenience to the users of the plaza would be some form of traffic control at the plaza entrance. Traffic lights, with advance turning signals would be ideal. If your budget does not allow for that, even a simple stop sign would probably improve the situation tremendously.

Also to be kept in mind is the plaza itself. One of the factors affecting the plaza's property value is ease of ingress and egress. Your proposal, together with the prohibition already in place, makes entering and leaving the property more difficult. Retail tenants are not inclined to seek space in a location that is difficult to access, which in turn affects the value of the property. No one debates the importance of traffic safety, but some consideration must be given to the property owner.

We feel that the implementation of traffic controls at the entrance to the plaza is a far better, and fairer solution to the problem, and would urge you to consider this option.

Yours very truly,



Wayne P. Smith
wps/ew