

4. TRAFFIC CONTROL SIGNALS - BRONSON AT GLOUCESTER AND BRONSON AT LAURIER

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**COMMITTEE RECOMMENDATIONS AS AMENDED**

**That Council approve:**

- 1. the retaining of the traffic control signal at the intersection of Bronson Avenue and Gloucester Street and the installation of traffic control signals at the intersection of Bronson Avenue and Laurier Avenue;**
- 2. that the existing westbound through and left turn prohibition at Bronson and Laurier (7:00 a.m. to 7:00 p.m. Monday through Friday) be rescinded;**
- 3. that the westbound through movement at Bronson and Laurier be prohibited at all times, bicycles exempted.**

**DOCUMENTATION**

1. Councillor D. Holmes report dated 30 Jun 98 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 21 July 98 immediately follows the report and includes a record of the vote.

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

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Our File/N/Réf.            03 07-98-0126  
Your File/V/Réf.

DATE                        30 June 1998

TO/DEST.                 Co-ordinator, Transportation Committee

FROM/EXP.                Chair, Transportation Committee

SUBJECT/OBJET            **TRAFFIC CONTROL SIGNALS - BRONSON AT LAURIER/  
BRONSON AT GLOUCESTER**

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### **REPORT RECOMMENDATIONS**

**That the Transportation Committee recommend Council approve:**

- 1.     the retaining of the traffic control signal at the intersection of Bronson Avenue and Gloucester Street and the installation of traffic control signals at the intersection of Bronson Avenue and Laurier Avenue;**
- 2.     that the existing westbound through and left turn prohibition at Bronson and Laurier (7:00 a.m. to 7:00 p.m. Monday through Friday) be rescinded;**
- 3.     that the westbound through movement at Bronson and Laurier be prohibited at all times.**

### **BACKGROUND**

This item was deferred on 1 October 1997 for further public consultation. At a community meeting on 12 May 1998, the community indicated support for maintaining the traffic control signal at the intersection of Bronson Avenue and Gloucester Street as it provides a safe approach for pedestrians accessing the bus stop on the west side of Bronson Avenue. (A petition and a drawing showing the traffic circulation is appended.)

Traffic studies over the years have indicated that a traffic control signal at the intersection of Bronson Avenue and Laurier Avenue is warranted.

Constituents have expressed concern over increased traffic flow through neighbourhoods west of Bronson Avenue if through traffic from Laurier Avenue is permitted.

The Director of Mobility Services and Corporate Fleet Services report dated 26 September 1997 immediately follows this report.

*Approved by  
Diane Holmes*

/rn

att.

Ms. Diane Holmes,  
Regional Counsellor, Somerset Ward,  
111 Lisgar St.,  
Ottawa, Ontario,  
K2P 2L7

June ~~16~~<sup>27</sup>, 1998

Dear Councillor Holmes:

Re: Congestion on Cambridge St. North between Primrose and Laurier Avenue West

We understand that the region is considering installing a traffic light on Bronson Avenue at the intersection of Laurier Avenue West.

We recommend that the traffic light at this intersection direct traffic that is travelling west on Laurier to turn either right or left at the intersection of Laurier and Bronson. In other words, west-moving traffic could not proceed to cross Bronson. This recommendation supports the signage which is already in place but is not controlled by a traffic light. Please see the attached drawing which reflects our recommendation.

Further, we recommend that at Primrose and Cambridge Street North, Cambridge Street North on the block of the hospital be one-way from Primrose to Laurier as indicated on the attached drawing.

With the new addition to the hospital and the addition of the day therapy program, traffic has increased enormously on this residential street. Further, given additional traffic generated by staff being picked up and dropped off at shift time changes, the street is extremely congested. We feel that the traffic situation generated by the hospital is unsafe for adults and children living in the area and is not appropriate for a residential area.

We feel that the two recommendations cited above, would work towards ameliorating some of the issues relating to traffic congestion and noise.

I support the above recommendations.

Name Paul Kalapouris  
Paul Kalapouris

Address 91 Cambridge St N.  
57 Cambridge N.

Name Cont'd

Miss Mary

Miss Mary

Miss Mary

Miss Mary

Miss Mary

Blank lines for names

Address Cont'd

57 Cambridge N.

51 Cambridge N.

23 Cambridge N.

23 Cambridge N.

89 Cambridge St. N.

89 Cambridge St. N.

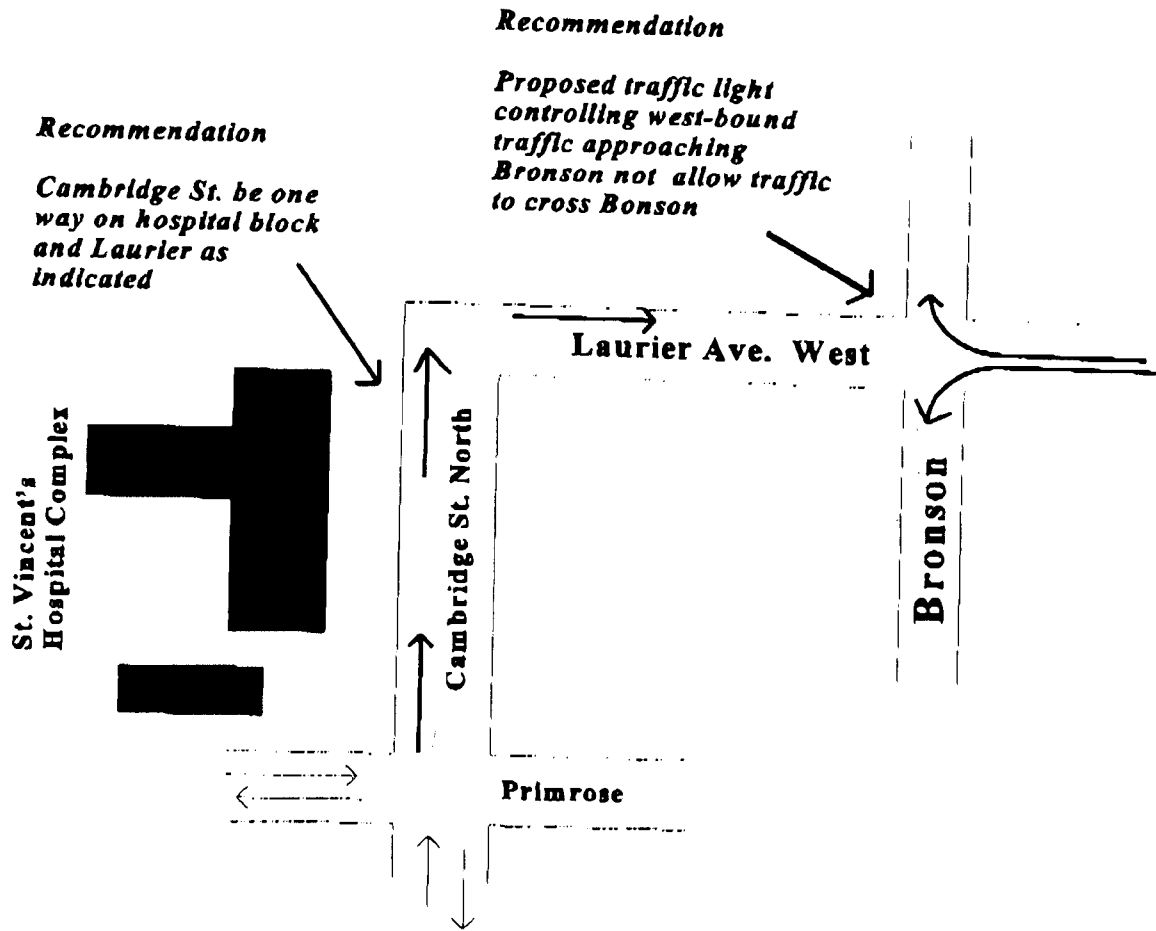
98 Cambridge St. N.

98 Cambridge St. N.

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cc. Elizabeth Arnold

# Proposed Traffic Circulation on Cambridge St. North Between Primrose and Laurier Ave. West



Our File/N/Réf. 25 20-97-0202  
 Your File/V/Réf.

DATE 26 September 1997

TO/DEST. Co-ordinator, Transportation Committee

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

SUBJECT/OBJET **1997 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL  
 SIGNAL PROGRAMME - PHASE 1**

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**DEPARTMENTAL RECOMMENDATIONS**

**That the Transportation Committee recommend Council approve:**

- 1. the installation of a traffic control signal at the following two intersections;**
  - a. Bronson Avenue and Laurier Avenue, and;**
  - b. Cahill Drive and Hunt Club Road;**
- 2. in conjunction with 1. a;**
  - a. the existing westbound through and left turn prohibitions (7:00 a.m. to 7:00 p.m., Monday through Friday) be rescinded, and;**
  - b. the existing traffic signal at Bronson Avenue and Gloucester Street be removed.**

**BACKGROUND**

Each year staff produce two Pedestrian Signal and Traffic Control Signal Programme reports for the consideration of Transportation Committee and Council. In order to expedite the installation of traffic control signals in the same year in which studies are conducted, the Phase 1 report presents those locations studied in the programme year which are 100% warranted and do not require any intersection or roadway modifications.

A second or "Phase 2" report will contain all other locations reviewed in 1997 for either a pedestrian signal or a traffic control signal, including those which require any intersection or

roadway modifications. Certain locations in this report will be subject to the public hearing process. Signals approved in the Phase 2 report will not be implemented until the summer of 1998.

## DISCUSSION

### Pedestrian Signal Programme

No locations met 100% of the Regional warrants for the installation of a pedestrian signal.

### Traffic Control Signal Programme

There are two intersections that met 100% of the warrants for the installation of a traffic control signal and do not require any intersection or roadway modifications prior to signal installation. Survey data, priority rank, etc. for the two locations are summarized in order of priority in Annex A. These two locations are listed in order of priority.

<u>Rank</u>	<u>Location</u>
1	Bronson Avenue and Laurier Avenue
2	Cahill Drive and Hunt Club Road

### Bronson Avenue and Laurier Avenue

Analysis of data collected in May 1997 indicates that a traffic control signal is still 100% warranted at the intersection of Bronson Avenue and Laurier Avenue, even with the existing westbound through and left-turn restrictions in place.

Bronson and Laurier was brought to Committee in 1995 with the recommendation to implement westbound left turn and straight through prohibitions from 7:00 a.m. to 7:00 p.m., Monday to Friday. This was to alleviate the high frequency of collisions at this intersection. Council approved the recommendation with staff directed to report back to Transportation Committee on its effectiveness, including any increase in traffic on Gloucester Street at Bronson Avenue or on Somerset Street at Bronson Avenue.

Data collected in 1997 showed that approximately 50% of the traffic volume previously making the left turn and through movements were still doing so with the turn restrictions in place. The majority of the displaced traffic moved to the Gloucester Street and Bronson Avenue intersection. There was no appreciable increase in traffic at Somerset Street and Bronson Avenue.

For the one-year period since the turn restrictions have been implemented, there have been six right angle collisions. Although the turn restriction lowered the average number of yearly collisions (7.75 per year - 1992 through 1995), the number of collisions is still unacceptable. Right angle collisions are deemed preventable by traffic control signals.



It is therefore proposed that a traffic control signal be installed at the intersection of Bronson Avenue and Laurier Avenue in conjunction with the rescinding of the westbound through and left-turn restrictions.

In order for this proposed signal to operate safely, the existing traffic signal at the intersection of Bronson Avenue and Gloucester Street must be removed. The intersection of Bronson and Gloucester is approximately 25 metres from Bronson Avenue and Laurier Avenue. Signals in such close proximity have experienced a high rear-end collision frequency despite signal display and timing modifications.

Staff do not recommend any changes to the southbound left-turn prohibition currently in place at Bronson Avenue and Laurier Avenue. In fact, a severe operational problem would occur if the prohibition were lifted.

Pedestrians currently using the signal at Gloucester Street will have to walk 25 metres to use the proposed signal at Laurier Avenue; however, bus route modifications may shift the crossing demand to Laurier Avenue.

The preliminary cost estimate for the installation (including removal of the Gloucester Street signal) is \$90,000.

#### Cahill Drive and Hunt Club Road

Analysis of data collected in July 1997 indicates that a traffic control signal is warranted at the intersection of Cahill Drive and Hunt Club Road. Therefore, it is proposed that a traffic control signal be installed.

Three right angle vehicular collisions have occurred at this intersection between 1 January 1994 and 31 December 1996.

This signal installation will provide pedestrians with a protected crossing of Hunt Club Road and will allow cyclists and motorists safer access onto Hunt Club Road. The signal installation will greatly benefit OC Transpo operations since all buses serving two bus routes turn left out of Cahill Drive.

The preliminary cost estimate for the installation is \$60,000.

#### CONSULTATION

Prior to submission of this report to Committee, temporary signs were placed at the two locations recommended in this report with the appropriate message that "traffic lights" are being proposed. Further, similar signs were erected at Bronson and Gloucester advertising that the existing signal

“is proposed to be relocated to Bronson and Laurier”. All signs display the telephone number 560-2108 for the Environment and Transportation Department’s Open Line where callers may listen to information about each location and record their comments concerning the proposals.

A draft of this report has not been circulated to the Regional Cycling Advisory Group (RCAG).

A memo has been forwarded to the City of Ottawa for their comments about the relocation of the Bronson Avenue and Gloucester Street signal since the City currently pays the maintenance and operating cost of this signal. At the time of writing, no comments have been received.

### FINANCIAL STATEMENT

	912-37240	912-30704
	\$	\$
Approved Budget to Date	1,341,100	8,474,000
Total Paid and Committed	<u>1,163,149</u>	<u>(7,370,979)</u>
Balance Available	177,951	1,103,021
THIS REQUEST	<u>(70,000)</u>	<u>(60,000)</u>
Balance Remaining	<u>107,951</u>	<u>1,043,021</u>

Funds have been provided in the 1997 Capital Budget, Account 912-37140, New Traffic Control Signal Programme (reference page 119) and Account 912-30704 Hunt Club Road (Cahill-Esson) (reference page 375).

*Approved by*  
*Doug Brousseau*

HLD/sc

Attach. ( 1 )

**1997 TRAFFIC CONTROL SIGNAL PROGRAMME**

Location	Priority Rank	Percent Warrant Met	Total Approach Volume Major Street (8 hrs)	Total Approach Volume Minor Street (8 hrs)	No. of Pedestrians Crossing Major Street (8 hrs)	No. of Preventable Accidents Average per Year. (for 3 yrs. 1 Jan 94-31 Dec 96)	Day and Date of Count	Comments
Bronson Avenue & Laurier Avenue	1	100	8,470	1,181	123	6.33	Thur 29 May 97	flashing beacon over intersection / westbound through & left-turn restriction (7:00 a.m. - 7:00 p.m., Mon to Fri)
Cahill Drive & Hunt Club Road	2	100	15,385	850	16	1.00	Thur 24 Jul 97	
Bronson Avenue & Gloucester Street	N/A	93	8,074	1,007	175	0.33	Fri 30 May 97	existing traffic signals (Jul '91) / pedestrian collision



Department of      Services du  
Engineering and Works      génie et des travaux publics  
111 Sussex, Ottawa, Ontario K1N 5A1

Tel. No. (613) 244-5300  
Fax. No. (613) 244-5421  
EW-2180-27/8161

September 30, 1997

EW-LTP-RF2/...Bronson Ave-TCS

John A. Fraser, P.Eng.  
Operational Studies Engineer  
Mobility Services Division  
Environment and Transportation Department  
Regional Municipality of Ottawa-Carleton  
Ottawa-Carleton Centre  
111 Lisgar Street  
Ottawa, Ontario  
K2P 2L7

Dear Mr. Fraser:

**RE: TRAFFIC CONTROL SIGNALS - BRONSON AVENUE AND GLOUCESTER STREET**

On July 3, 1991, City Council approved the installation of a traffic control signal (TCS) at the intersection of Bronson Avenue and Gloucester Street. This control was made operational on October 7, 1991. As traffic conditions at this intersection did not achieve the Ministry of Transportation of Ontario warrant requirements for the installation of a TCS, the City assumed its full installation cost, as well as its annual maintenance and operational expenses.

The request for a TCS at Bronson Avenue and Gloucester Street originated in 1989 when area transit users were affected by a bus routing change. At that time, westbound transit service was removed from Gloucester Street and relocated to the west side of Bronson Avenue, requiring some users to cross Bronson Avenue near Gloucester Street. In a report to the Community Services and Operations Committee meeting of June 26, 1991, signalization of the intersection of Bronson Avenue and Gloucester Street was not recommended as it was deemed unwarranted (only 82% of the warrant requirements were achieved). Nonetheless, City Council approved the installation of the TCS at an estimated cost of \$56,700 in 1991.

It is our understanding that current traffic conditions at the intersection of Bronson Avenue and Gloucester Street do not warrant a TCS. Further, the neighbouring intersection of Bronson Avenue and Laurier Avenue West warrants a TCS and continues to experience a high collision frequency, despite the recent prohibition of westbound through and left-turn movements at this intersection.

Laurier Avenue West intersects Bronson Avenue near the crest of a steep hill, which restricts sight distances for motorists approaching the intersection. As Gloucester Street intersects with Bronson Avenue at a point further south from the crest of the hill, greater sight distances are available and collision frequency has never been a concern at this intersection.

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A distance of less than 70 metres separates the intersections of Bronson Avenue with Laurier Avenue West and Gloucester Street. With the installation of a TCS at the intersection of Bronson Avenue and Laurier Avenue West, we understand that removal of the unwarranted TCS at Bronson Avenue and Gloucester Street is required to ensure a safe, coordinated and efficient traffic progression through the area. In addition, pedestrian crossings across Bronson Avenue in this area can be safely accommodated at the proposed TCS at Bronson Avenue and Laurier Avenue West.


Based on the foregoing, the Department can support the proposed relocation of the TCS from the intersection of Bronson Avenue and Gloucester Street to the intersection of Bronson Avenue and Laurier Avenue West.

Notwithstanding the substantial investment made by the City of Ottawa in 1991 to enhance the safety of pedestrians crossings across Bronson Avenue in the vicinity of Gloucester Street, the Department will recommend the proposed TCS relocation subject to the following conditions:

- (a) That pedestrian crossings be accommodated across Bronson Avenue at Laurier Avenue West through the provision of a full traffic control signal;
- (b) That full salvage value be credited to the City for all TCS equipment removed from the intersection of Bronson Avenue and Gloucester Street;
- (c) That the Regional Municipality of Ottawa-Carleton assume all costs related to the removal of the TCS at the intersection of Bronson Avenue and Gloucester Street and installation of a new TCS at the intersection of Bronson Avenue and Laurier Avenue West; and
- (d) That, with the removal of the TCS at the intersection of Bronson Avenue and Gloucester Street, the City's agreement to assume annual maintenance and operational costs for this TCS be terminated.

A report to the Community Services and Operations Committee and City Council will be prepared and circulated for comment as soon as current priorities and commitments permit. Should you have any questions or wish to discuss the matter further, please feel free to contact Mr. Rob Orchin, Manager of Transportation Services, at 244-5300, extension 3662.

Yours truly,

  
 R.G. Hewitt  
 A/Director  
 Licensing, Transportation  
 and Parking Branch

c.c. Councillor E. Arnold, Somerset Ward (OT 6)  
 S. Rathwell, Service Planning, OC Transpo, 1500 St. Laurent Blvd, K1Z 0Z8  
 J. Bell, Manager, Traffic Operations Br., RMOC Environment & Transportation