

4. WALKLEY ROAD WEST OF CONROY ROAD - TRAFFIC CONTROL SIGNALS

COMMITTEE RECOMMENDATIONS

That Council approve the installation of traffic control signals on Walkley Road at the main access to the Chello Development site approximately 130 m West of Conroy Road subject to the developer, Chello Building Corporation:

- a. funding the total cost of the traffic control signal installation, the associated roadway modifications and any applicable utility relocations which includes paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs; and,**
- b. executing legal agreements with respect to the above.**

DOCUMENTATION

- 1. Director, Mobility Services and Corporate Fleet Services report dated 19 May 2000 is immediately attached.**

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 23-00-R125-B**
Your File/V/Réf.

DATE 19 May 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **WALKLEY ROAD WEST OF CONROY ROAD - TRAFFIC
CONTROL SIGNALS**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the installation of traffic control signals on Walkley Road at the main access to the Chello Development site approximately 130 m. West of Conroy Road subject to the developer, Chello Building Corporation:

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

BACKGROUND

Chello Building Corporation, in association with Imperial Oil Limited, are currently in the process of receiving site plan approval from the City of Ottawa for a development to be located in the southwest corner of the intersection of Walkley Road and Conroy Road. This proposed development will consist of a furniture store, a restaurant, and a combined gas bar/car wash/convenience store for a combined, overall floor space of approximately 5,200 m².

Although this development will have driveways to both abutting roadways, the main access will be located at the westerly end of the site on Walkley Road and will be controlled by traffic signals.

This proposed development is shown in an area context in Annex A.

EXISTING CONDITIONS

The proposed commercial/retail development conforms to the predominant land use in this area of the City of Ottawa which is a business park. The site is bounded on the north by Walkley Road and on the east by the recently reconstructed Conroy Road. Both roadways maintain an arterial, four-lane, median divided cross-section. Current access to the site is facilitated by an existing median break on Walkley Road located about 100 m. west of Conroy Road.

Pedestrians

Pedestrian mobility in this area is facilitated by 1.5 m. wide concrete, fully maintained sidewalks located on both sides of Walkley Road and the east side of Conroy Road. Along the west side of Conroy, a fully maintained 3.0 m. asphalt recreational path is provided. Pedestrian crossings are assisted at the intersection of Conroy and Walkley with the provision of push buttons that actuate a special phase in the traffic signal cycle; however, because of the double northbound left-turn lanes on Conroy, travel across Walkley Road is restricted to the east side.

Based on a traffic volume survey carried out on a Tuesday in January 2000 at this intersection, pedestrian travel is relatively light. During this time period, three pedestrians were recorded crossing Walkley Road and ten pedestrians were recorded crossing Conroy Road. Since Conroy Road was undergoing reconstruction in 1998 and 1999, pedestrian counts recorded in those years are considered unreliable.

Bicycles

On-road cycling facilities in the form of 2.0 m. wide bike lanes have been provided on both sides of Conroy Road adjacent to the development site. In addition, cyclists may also use the previously-mentioned recreational path along the west side of Conroy Road. No bicycle lanes are provided on Walkley Road.

Over an eight hour period on 26 August 1998, 27 cyclists were recorded on Conroy Road and 68 were counted travelling on Walkley Road. These numbers are not considered reliable estimates of current cyclist exposure on Conroy Road because of the previous rural cross-section of that roadway and recent construction. Moreover, a traffic survey carried out in January 2000 does not provide an accurate reflection of current cycling activity in this area.

Transit

Regular route bus service is provided on Walkley Road (Route 111) but no regular route services are provided on the section of Conroy Road adjacent to the proposed development site. No additional peak hour routes operate on the sections of Walkley Road and Conroy Road adjacent to the site. Bus stops servicing regular eastbound and westbound routes on Walkley are located in bus bays that are situated on the departure side of the intersection of Walkley Road/Conroy Road.

Automobiles

Walkley Road in this area maintains a four lane, median divided, urban cross-section. At the intersection with Conroy Road, two through lanes and one right-turn lane are provided on the eastbound approach and two through lanes and two left-turn lanes are provided on the westbound approach. The speed limit on this section of Walkley Road is 50 km/h.

Conroy Road is a median divided, arterial roadway with two left-turn lanes and a right-turn lane on the northbound approach to Walkley Road.

Right turns at this intersection are channelized and controlled by yield signs.

DESIGN PROPOSAL

It is proposed that the existing intersection of Walkley Road and the Chello site access will be relocated approximately 30 m. west of its current position and will be controlled by traffic signals. The existing eastbound right-turn lane will be extended further west to provide a deceleration lane into the proposed development. In addition, this lane will be widened along the parallel section to include the provision for a 1.5 m. cycling lane on the approach to Conroy Road. These proposed modifications are illustrated in Annex B.

Pedestrians

The proposed relocated signalized site access on Walkley Road will include pedestrian crosswalks across Walkley Road on both sides of the driveway. As well, a pedestrian crosswalk will be provided on the northbound approach to the proposed intersection. The proposed traffic signals will include pedestrian push buttons to actuate a pedestrian phase in the timing of the new traffic signals. Audible signals will also be installed.

Bicycles

A 1.5 m. bike lane or “pocket” will be provided between the eastbound through lane and the parallel section of the proposed extended eastbound right-turn lane. The construction of the signalized intersection at the site access on Walkley Road will enable cyclists safe ingress and egress by providing protected crossing opportunities.

Transit

Current transit operations will not be affected by the proposed roadway modifications. As development proceeds in this area, transit service will be provided where demand warrants.

Automobiles

With the provision of traffic control signals at the main site access on Walkley Road, motorist safety will be significantly enhanced at this location.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle of 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. The provision of traffic control signal conforms to 2.2.2, item 2.
2. The construction of an eastbound cycling lane along the parallel section of the right-turn lane conforms to 2.3.4, item 2 of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the provision of traffic control signals at Walkley Road and the main Chello development site access, the proponent, Chello Building Corporation, will be responsible for 100% of the costs.

Cost Estimates

The following preliminary cost estimates, prepared by Cumming Cockburn Limited, are based on the functional design details for the roadway modifications and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$150,000
Traffic Control Signals	\$100,000
Engineering	\$ 20,000
Utilities/Contingencies	<u>\$ 15,000</u>
Total Cost before G.S.T.	\$285,000
G.S.T. @ 7%	<u>\$ 20,000</u>
TOTAL ESTIMATED COST	<u>\$305,000</u>

CONSULTATION

A public hearing will not be held; however, in consultation with the ward councillor's office there appears to be widespread support from the surrounding community for this proposed development.

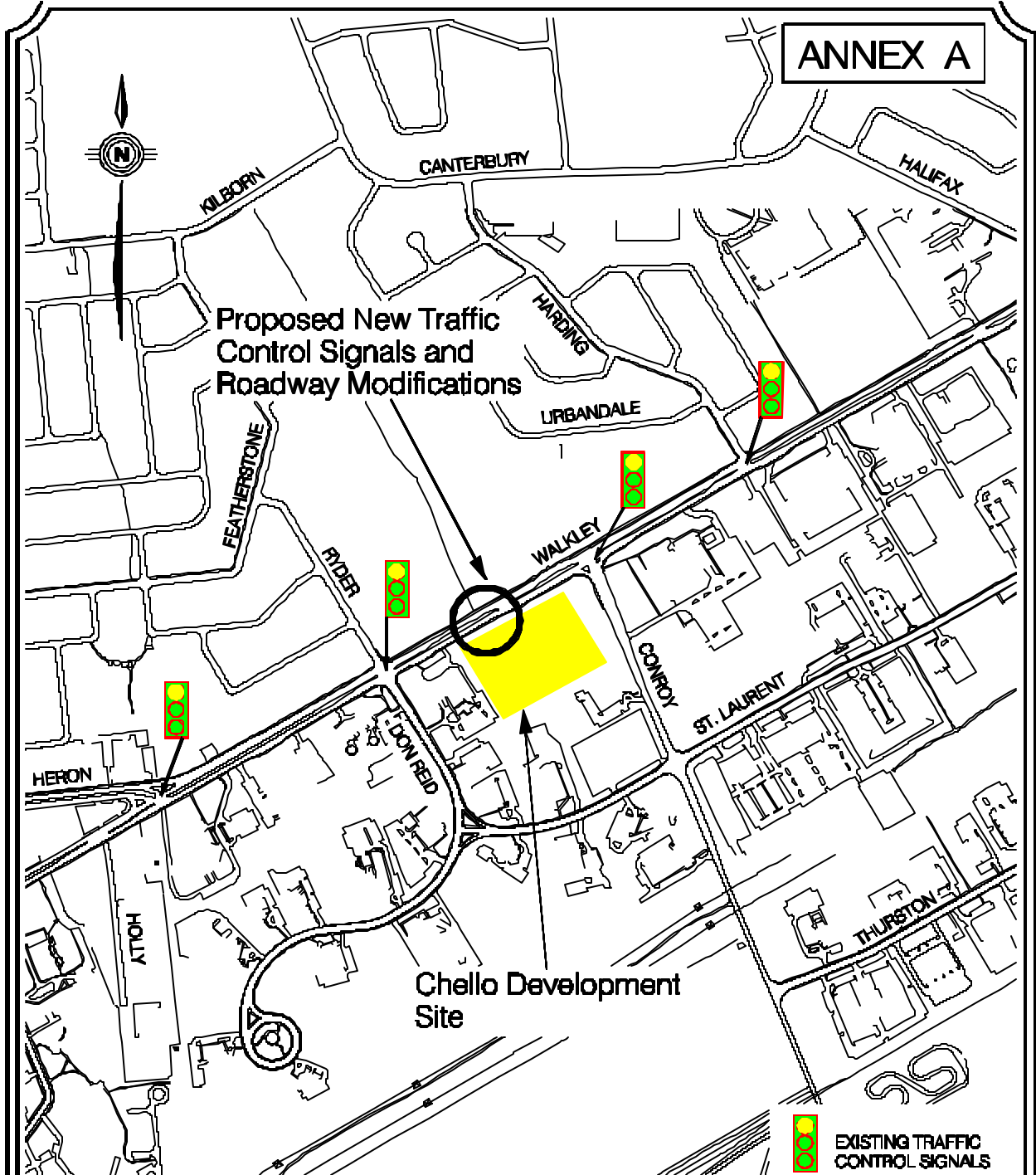
COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP


On 25 May 2000, a draft report containing a conceptual drawing of the proposed roadway modifications will be directed to the Regional Cycling Advisory Group for their consideration. Staff has requested that their comments be made available for the Transportation Committee meeting.

Approved by
Doug Brousseau

WJ/gc

Attach. (2)

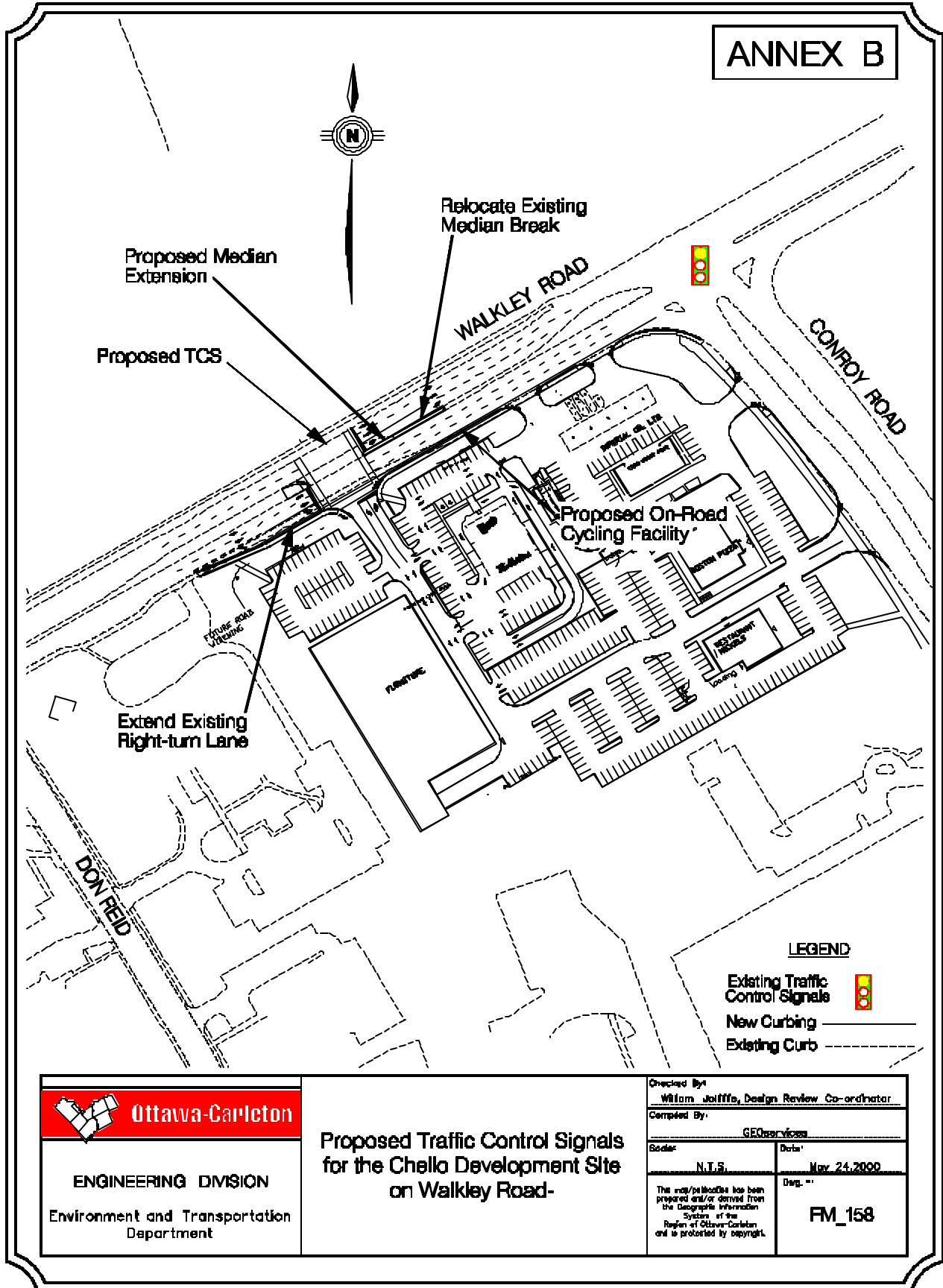


 **Ottawa-Carleton**


ENGINEERING DIVISION
Environment and Transportation
Department

-KEYPLAN-
Proposed Traffic Control Signals
for Commercial Site on
Walkley Road
-West of Conroy Road-

Checked By: William Joffe, Design Review Co-ordinator	
Compiled By: GEOservices	
Scale: N.T.S.	Date: May 23, 2000
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ANNEX B

 **Ottawa-Carleton**

ENGINEERING DIVISION
Environment and Transportation
Department

**Proposed Traffic Control Signals
for the Chello Development Site
on Walkley Road-**

Checked By William Joffe, Design Review Co-ordinator	
Compiled By GEOservices	
Date: N.T.S.	Date: May 24, 2000
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