

1. KING EDWARD AVENUE AND ST. PATRICK STREET - SAFETY IMPROVEMENT - PUBLIC HEARING

COMMITTEE RECOMMENDATION

Having held a public hearing, that Council approve the construction of the proposed modifications for the intersection of King Edward Avenue and St. Patrick Street identified in Annex A.

DOCUMENTATION

1. Co-ordinator, Transportation Committee report dated 9 June 1999 is immediately attached.
2. Federation of Citizens' Associations of Ottawa-Carleton letter dated 15 June 1999 immediately follows the report.
3. Extract of Draft Minute, Transportation Committee, 16 June 1999, will be distributed prior to Council and will include a record of the vote.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. 03 07-99-0099

DATE 9 June 1999

TO/DEST. Transportation Committee

FROM/EXP. Co-ordinator, Transportation Committee

SUBJECT/OBJET **KING EDWARD AVENUE AND ST. PATRICK STREET -
SAFETY IMPROVEMENT - PUBLIC HEARING**

REPORT RECOMMENDATION

That Council approve the construction of the proposed modifications for the intersection of King Edward Avenue and St. Patrick Street identified in Annex A.

BACKGROUND

On 19 May 1999, the Transportation Committee considered the attached report dated 30 April 1999 from the Director of Mobility Services and Corporate Fleet Services. The extract of Minute is appended for your reference.

In addition to approving the staff recommendation, the following Motion was also approved:

That staff investigate the extension of the median on the south side of King Edward Avenue through the pedestrian walk area.

Further, and in response to the committee's request, the staff report on the Concept Plan for King Edward Avenue has been issued separately. A copy of the 1993 report from UMA entitled "King Edward Avenue Community Improvement Plan" is available upon request. In conjunction with this report, you will also find issued separately, an extract of Transportation Committee Report 5 to Council on 26 April 1995 entitled "Urban Rehabilitation Program Priority List".

The project was advertised in the three daily papers on May 21 and 28 and June 4 and 11, 1999. As a result of the objections received at the previous meeting, a public hearing was scheduled for 16 June 1999. Pending the results of the public hearing, the committee's recommendations will be forwarded to Council for final approval on 23 June 1999.

*Approved by
Rosemary Nelson*

att.

REGION OF OTTAWA-CARLETON
 RÉGION D'OTTAWA-CARLETON

REPORT
 RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 20-99-R099Q
DATE	30 April 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	KING EDWARD AVENUE AND ST. PATRICK STREET - SAFETY IMPROVEMENT MODIFICATIONS

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council approve:

- 1. the construction of the proposed modifications for the intersection of King Edward Avenue and St. Patrick Street identified in Annex A; and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the *Municipal Act (Ontario)*.**

BACKGROUND

The intersection of King Edward Avenue and St. Patrick Street was identified for inclusion and study in the Safety Improvement Programme. A review of the collision history at this location indicated that collisions involving westbound right-turning rear-end movements were one of the principal collision patterns. Recommendations to eliminate these collisions include physical changes to the geometry of the intersection.

The other principal collision patterns identified were addressed using a combination of signs, signal head changes and signal timing changes.

DISCUSSION

The proposed modifications (indicated in Annex B) to eliminate westbound right-turning rear-end collisions include:

- creating double signalized westbound right-turn lanes;

- removing the right-turn channel island on the northeast corner of the intersection;
- cutting back the curb on the northeast corner of the intersection to accommodate these turning lanes;
- implementing an intersection narrowing on the west side of the intersection to prevent drivers in the right-turn lane from continuing straight ahead; and
- providing no right turn on red for southbound right-turning motorists.

The proposed modifications are an improvement for pedestrians crossing this intersection. Pedestrians crossing King Edward Avenue on the north side of the intersection currently are in conflict with vehicles turning right in the through right-turn channel as well as vehicles illegally turning right in front of the island. Signalizing the right turns will remove this right turn versus pedestrian conflict since pedestrians will have their own phase to cross King Edward Avenue and right-turning vehicles will only be able to make that manoeuvre on a green signal. Participants at the open house indicated that the slightly wider crossing without the islands would be acceptable since it would be unobstructed by right-turning vehicles.

On the west side of the intersection, the intersection narrowing will shorten the north-south pedestrian crossing somewhat. The southbound right-turn movement will be prohibited during a red light and this will eliminate the right-turning vehicle versus pedestrian conflict.

CONSULTATION

An initial community meeting was hosted by the Regional Councillor to introduce the proposed modifications to members of the community. Staff, along with the Regional Councillor, then hosted an open house to bring these modifications to the attention of the residents in the area. An accompanying flyer was also distributed inviting members of the public to attend the open house.

Staff were able to accommodate all recommendations, except for two, that resulted from the open house. The two outstanding recommendations included changes that staff felt would result in the intersection operating at over capacity and would possibly result in drivers making more illegal movements which would create more safety hazards for pedestrians.

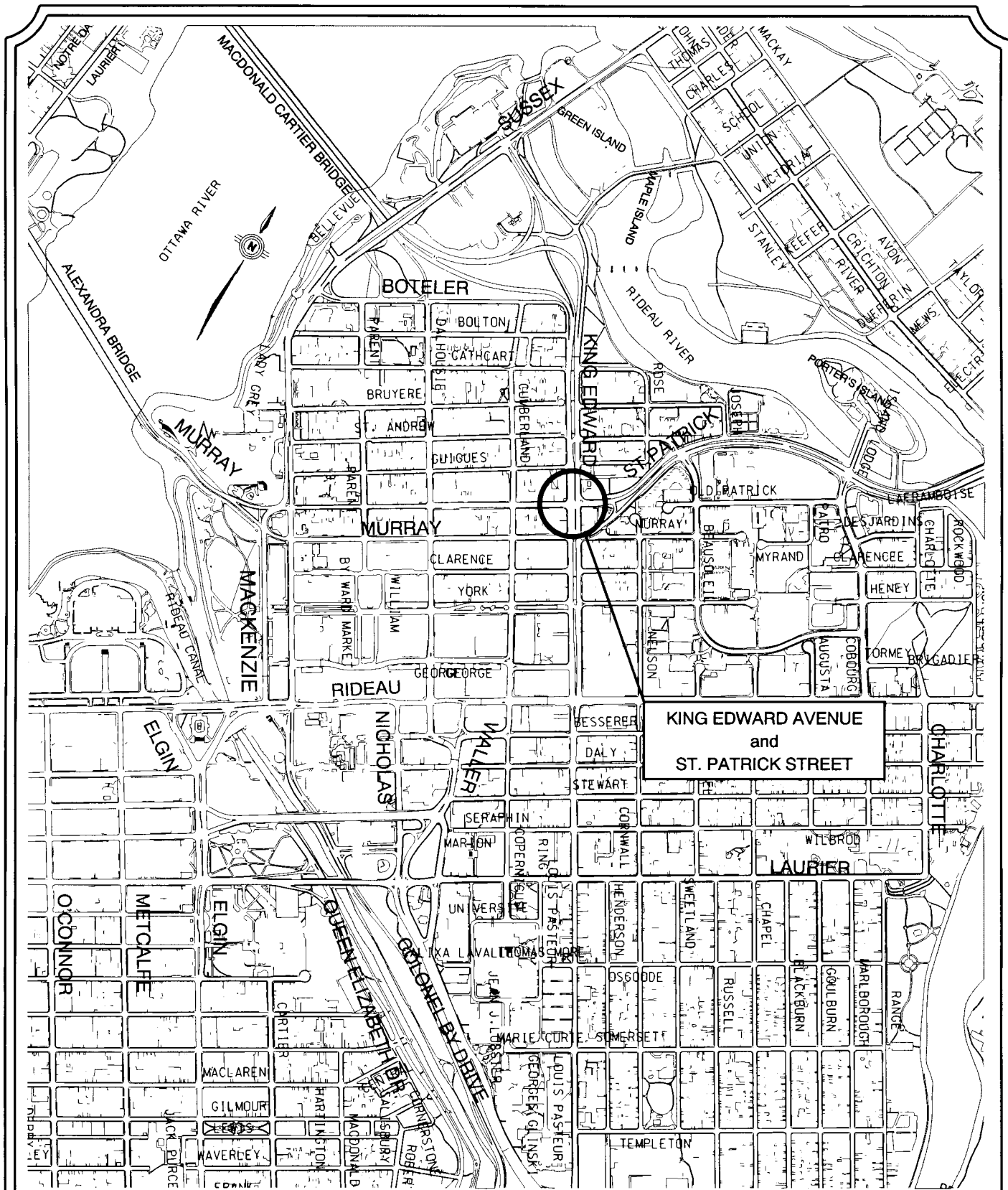
FINANCIAL IMPLICATIONS

Cost estimates indicate that a financial expenditure of approximately \$113,000 is required to implement the recommended measures. If approved by Transportation Committee and Council, funds have been provided in the 1999 Capital Budget, Account No. 912-30756 (Order No. 900079), Safety Improvement Programme.

*Approved by
Doug Brousseau*

CB/PP/sc

Attach. (2)



**KING EDWARD AVENUE
and
ST. PATRICK STREET**

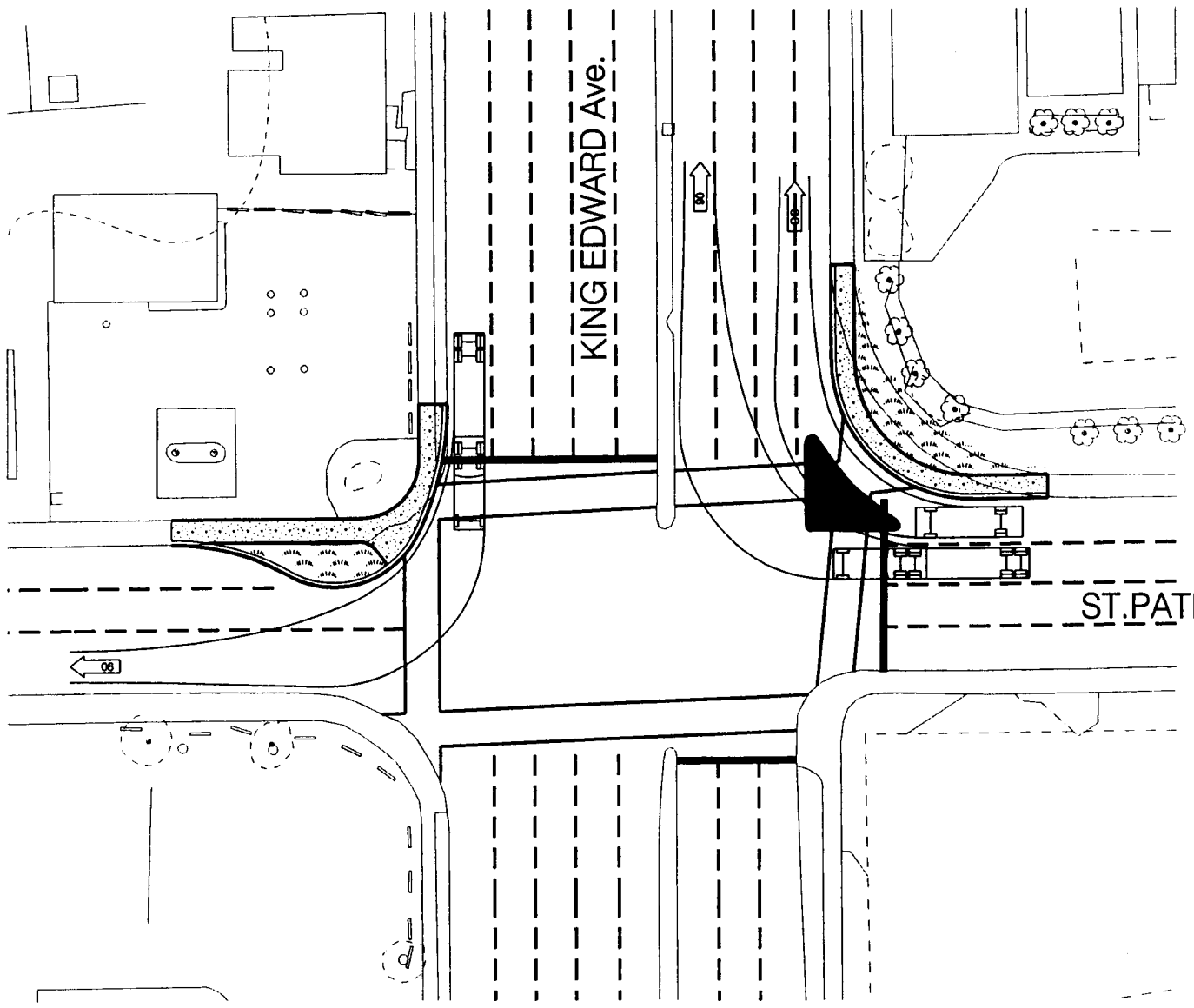


Ottawa-Carleton
MOBILITY SERVICES DIVISION
Environment and Transportation
Department

King Edward Avenue
&
St. Patrick Street

Checked By:	
Approved By:	
Scale: N.T.S.	Date: April 15, 1999
This map/publication has been prepared and/or derived from the Geographic Information System of the Regional Municipality of Ottawa-Carleton and is protected by copyright.	
Dwg. #: ANNEX A	

SM-3803 - 8.5x11 - 10/20 - 1998



SAFETY MODIFICATION
ST. PATRICK St. & KING EDWARD Ave.

OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE N.T.S.	DRAWN BY L.P.D.	CHECKED BY L.P.D.
SM-3803	DATE SEPT 1998	APPROVED BY K. V. H.

TRANSPORTATION PROJECTS BRANCH

ANNEX B

King Edward Avenue Task Force

Groupe de travail de l'avenue King Edward

To Members of Regional Transportation Committee:

Why you should not approve the Intersection Modification at King Edward and St. Patrick

This intersection modification is intended to improve pedestrian safety at this corner. But it does so at an enormous cost to the community. In return for safer crossing, we are obliged to accept:

a design that enforces a highway function that this roadway was never meant to have;

not one but two right turn lanes to accommodate commuter traffic in a residential area;

a wide intersection radius that favours fast vehicle turning more suited to a highway rather than an urban street environment;

a design that is reminiscent of the antiquated thinking of the transportation planning of the '60's;

a design that is vehicle-centred rather than pedestrian-centred in a highly residential area of King Edward and St. Patrick;

a design that includes no pedestrian orientation and no traffic-calming measures.

We ask you to request staff to re-examine this plan and to include:

a return to a normal urban grid pattern with a tight right turning radius;

the removal of one of the right-turning lanes;

the application of the Wellar pedestrian index to determine how comfortable pedestrians are with the intersection design;

the introduction of a bicycle lane along St. Patrick and King Edward;

the introduction of traffic-calming measures such have recently been applied to other downtown arterials.

6. KING EDWARD AVENUE & ST. PATRICK STREET - SAFETY IMPROVEMENT
- Director, Mobility Services and Corporate Fleet Services report dated 30 Apr 99

Following a brief staff presentation on the proposed alterations to the intersection, Councillor Cantin inquired whether the traffic signal could be lowered so it is more visible to northbound motorists turning right from St. Patrick onto King Edward. The Safety Improvement Engineer, Penny Palmer, advised this could be investigated.

Councillor Cantin was concerned the proposal will add almost one additional lane to the pedestrians' crossing distance and with the removal of the island, there will be no pedestrian refuge. Ms. Palmer advised the modification adds a very marginal amount of crossing distance and pedestrians were not using the island in any case. In response to his query about eliminating the right turn on red, she advised that the volume of traffic moving through this intersection would back-up, making it even less safe for pedestrians. She confirmed the signal timing will be adjusted to accommodate the new geometry at the intersection and that it will make minimal difference to motorists.

Some councillors questioned how the modification will make it safer for pedestrians and Ms. Palmer explained that at the present time, cars and pedestrians share a green signal and conflicts occur. With prohibited right turns on the red, and a protected crossing cycle for pedestrians, there should be no such interference from vehicles turning right at either ends of the intersection. She confirmed that on the south side pedestrians will have a conflict with left turning vehicles, but there is nothing staff can do at this time to address that problem.

Angie Todesco, King Edward Avenue Task Force was grateful the Region was looking at this intersection from a safety point of view, but recollected that improvements were part of the negotiations for the King Edward Avenue Community Improvement Plan. And yet, she believed staff were looking at this road as a highway and therefore did not see this as a very substantial improvement to the community. She indicated that sub-committees were created within the community to examine various alternatives for this intersection and recommendations were sent to the Regional Chair, although these did not appear to have been brought before committee. It was the intent of the Task Force to bring community-based solutions to committee for consideration and referred to their comments appended to the report, in which several recommendations were made.

Councillor Legendre referred to the King Edward Avenue Revitalization Project and recollected the discussion held several years ago at which time it was thought there would be a very different picture of King Edward and yet he has not seen any improvements in that direction. While Mr. Brousseau was not sure of the final status of that report, he indicated it is a question of funding and the Region does not have enough to do the things it wants to do in this area. The councillor referred to the recommendation of the Task Force to apply the Walking Security Index to this intersection to determine the

Transportation Committee Minute
19 May 1999

comfortability of pedestrians and thought this was one of the locations Regional Council agreed to include as part of that report. Staff confirmed it was.

Councillor Meilleur read a deputation from a resident, Sonia Myles, who was unable to stay for the duration of the meeting. Mrs. Myles advised that she uses this intersection several times a day and is extremely concerned about the safety of pedestrians because of illegal movements by motorists. While she understood there was opposition to the new turning lanes, she emphasized that pedestrian safety is paramount and while this may not be the ideal situation, it is definitely a step in the right direction.

Staff were requested to address some of the recommendations put forward by the Task Force, in particular, the removal of one of the right turn lanes and the introduction of a bicycle lane along St. Patrick and King Edward. Ms. Palmer advised that removing one of the right turn lanes will result in traffic backing up for several blocks, creating frustration among drivers and may encourage more illegal movements such as running the red light. With respect to the installation of a bicycle lane, she recommended that if this facility was to be introduced, it would have to stretch the length of the street and there are no funds to cover the costs associated with such a project. Staff further indicated that the curb lane on King Edward between Rideau Street and the MacDonald-Cartier Bridge is already painted sufficiently wide to accommodate bicycles.

As a frequent cyclist of this roadway, Councillor Doucet agreed it is like biking on a highway in the middle of a community. He believed that such roads can still be made pedestrian friendly, yet opined the short-term modifications will make little difference. For the long term, however, he recognized the need to change the whole character of the road to bring it back to the type of road it should be, which can be safely used by everyone.

While she agreed the proposal is not the ideal situation and is a small improvement, Councillor Meilleur nevertheless believed it will mean a lot for the community. She referred to the public open houses which were well attended and the majority of those in attendance supported the plan for the modifications. She hoped that one day there will be another interprovincial bridge further east which will help to reduce the amount and type of traffic currently flowing down King Edward Avenue.

The Committee Chair reminded committee that this intersection was one of the intersections that Council agreed to add to the Walking Security Index and hoped there would be some recommendations brought forward as part of that study. At her suggestion, the committee agreed to bring back the King Edward Avenue Revitalization Study back for review. Chair Holmes further noted that the median on the south side of the intersection does not enter into the pedestrian walk area, which would provide a refuge for pedestrians crossing this busy street. Ms. Palmer advised that no construction is planned for that section of the intersection.

Moved by D. Holmes

That staff investigate the extension of the median on the south side of King Edward Avenue through the pedestrian walk area.

CARRIED

That Transportation Committee recommend Council approve:

- 1. the construction of the proposed modifications for the intersection of King Edward Avenue and St. Patrick Street identified in Annex A; and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the *Municipal Act* (Ontario).**

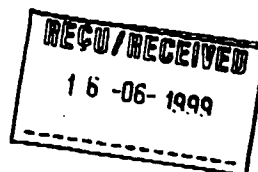
CARRIED as amended
(D. Holmes dissented)

Federation of Citizens' Associations of Ottawa-Carleton
FCA • FAC
Fédération des associations civiques d'Ottawa-Carleton

Box 55038, 240 Sparks Street
Ottawa, Ontario K1P 1A1

June 15, 1999

Councillor Diane Holmes, Chair
Transportation Committee
Region of Ottawa-Carleton



RE: Safety Improvement Program: King Edward Avenue/St. Patrick Street

The Federation of Citizens' Associations (FCA) supports the position of the King Edward Avenue Task Force with respect to the Safety Improvement Program modifications proposed for the King Edward Avenue/St. Patrick Street intersection.

The FCA has taken a keen interest in the development of the Official Plan and Transportation Master Plan policies which affect the quality of life in our communities. We have long been supporters of the 'green hierarchy' which now forms the basis of the Region's transportation policy.

We urge you to delay approval and implementation of the proposed modifications until the intersection has been evaluated using the Walking Security Index. Once construction has occurred, it will be difficult to justify further modifications which may be required to enhance pedestrian security.

We agree with the King Edward Avenue Task Force that the proposed modifications put the needs of motorists ahead of the needs of pedestrians. Although the proposal will enhance pedestrian safety by separating pedestrian and vehicular movements, it will do so by making pedestrians wait longer to cross the street.

This intersection is located in the heart of the city, in a downtown, mixed residential/commercial area, with a posted speed limit of 50 kph. Although the roads are arterials, the land uses should dictate an intersection design that encourages urban driving habits, not freeway driving habits. Double left and right turns are designed to move car traffic quickly and efficiently, and encourage motorists to think that driving at any speed on such a road is acceptable. Residents who live on Regional roads should be able to walk, cycle and cross the road in safety.

Thank you for your attention to this matter.

Linda Hoad
President