

1. BANK STREET AND MCLEOD STREET INTERSECTION MODIFICATIONS - PUBLIC HEARING

COMMITTEE RECOMMENDATIONS

Having held a public hearing, that Council approve:

- 1. the proposed roadway modifications as shown in Annex C, and;**
- 2. that westbound left turns and straight-through movements at the intersection of Bank and McLeod Street be prohibited at any time, bicycles excepted.**

DOCUMENTATION

- 1. Director, Mobility Services and Corporate Fleet Services report dated 29 March 2000 is immediately attached.**

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 20-00-0202; 20-00-R031BX**

DATE 29 March 2000

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services

SUBJECT/OBJET **BANK STREET AND MCLEOD STREET INTERSECTION
MODIFICATIONS**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend that Council approve:

- 1. the proposed roadway modifications as shown in Annex C, and;**
- 2. that westbound left turns and straight-through movements at the intersection of Bank and McLeod Street be prohibited at any time, bicycles excepted.**

BACKGROUND

As reported in the 1998 and 1999 Pedestrian Traffic Signal Programme report (Transportation Committee 16 February 2000), the intersection of Bank Street and McLeod Street fully satisfied the pedestrian signal warrant. Supporting traffic data for this location is presented in Annex A.

DISCUSSION

Although the crossing of Bank Street at McLeod Street meets the Region's pedestrian signal warrants, there are additional Regional policies which affect 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 at least 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 B. 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 15 right-angle type collisions involving westbound vehicles crossing Bank Street, two of

which 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 which prohibits westbound through movements and has been deemed ineffective (in a standard 8-hour count 25 August 1998, 86 vehicles proceeded through the intersection). 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 be implemented in its place (refer to Annex C). In addition to improving pedestrian crossings at the intersection, particularly for movements across the intersection's south, east and west faces, this proposed modification eliminates the potential for right-angle vehicle collisions.

Therefore, in lieu of a pedestrian signal, it is proposed that 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 C be implemented to reinforce the proposed movement restrictions.

CONSULTATION

As required by the *Municipal Act of Ontario*, a notice of the proposed roadway modifications has been placed in *Le Droit*, the *Ottawa Citizen* and the *Ottawa Sun* for four consecutive weeks.

A copy of this report has been circulated to the Regional Cycling Advisory Group (RCAG) for comments. RCAG comments, if any, will be made available upon request at the Public Hearing.

Temporary signs advising pedestrians, cyclists and motorists that "roadway modifications are proposed" have been placed at the intersection of Bank Street and McLeod Street. They 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 the New Traffic Control Signal Programme Account (#900431). The estimated cost for construction to provide the recommended roadway modifications and install the associated signage is \$24,000.

Approved by
Doug Brousseau

HLD/sc

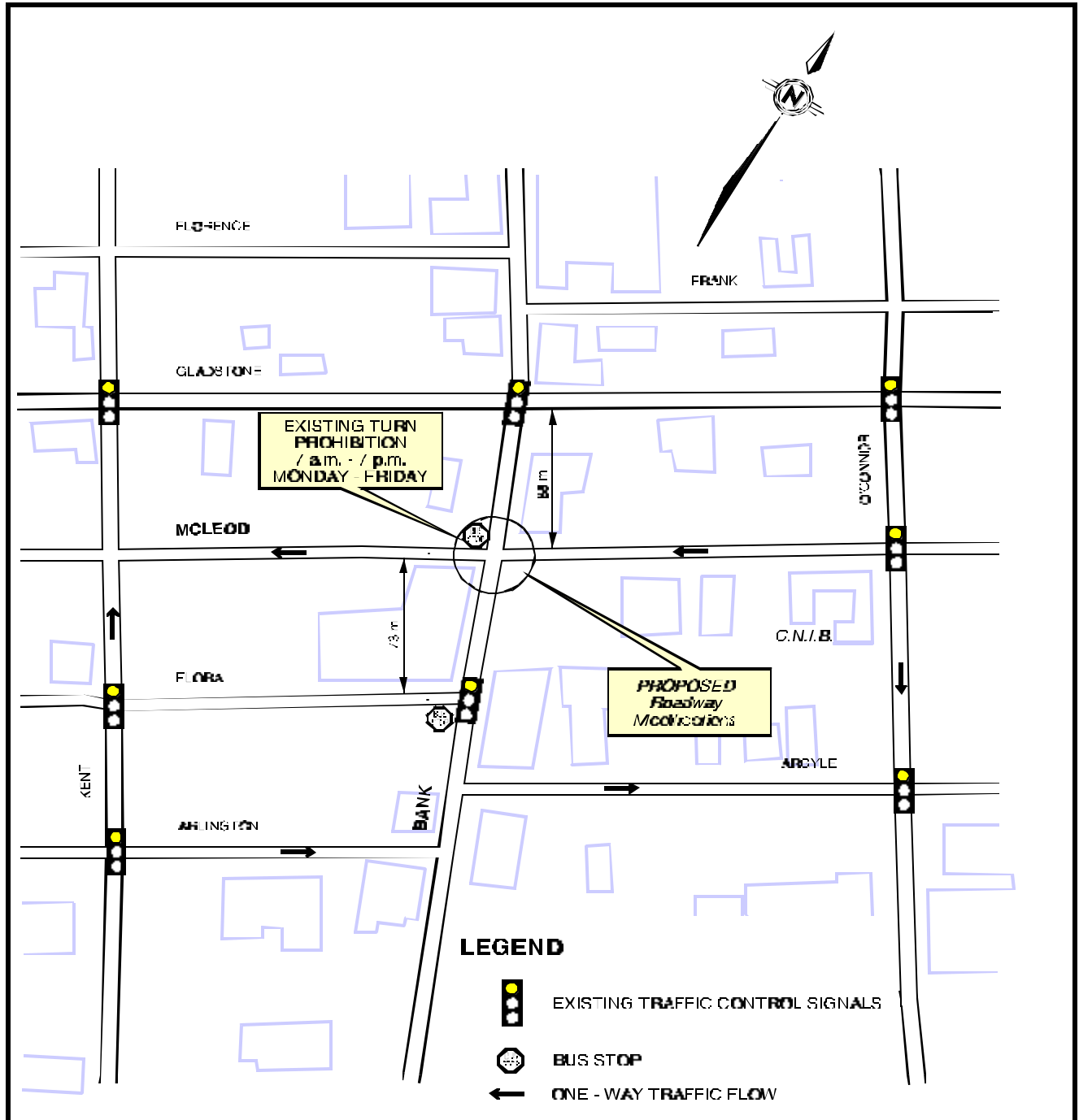
Attach. (3)

Bank Street and McLeod Street

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 at McLeod Street	1	139	14,018	186	5	38	0	Tuesday 19 May 98	requested by CNIB staff person

There were 15 right-angle vehicle collisions for the period 1 January 1995 to 31 December 1998.

ANNEX B



1998/1999 PEDESTRIAN SIGNAL PROGRAMMES

BANK STREET AT MCLEOD STREET

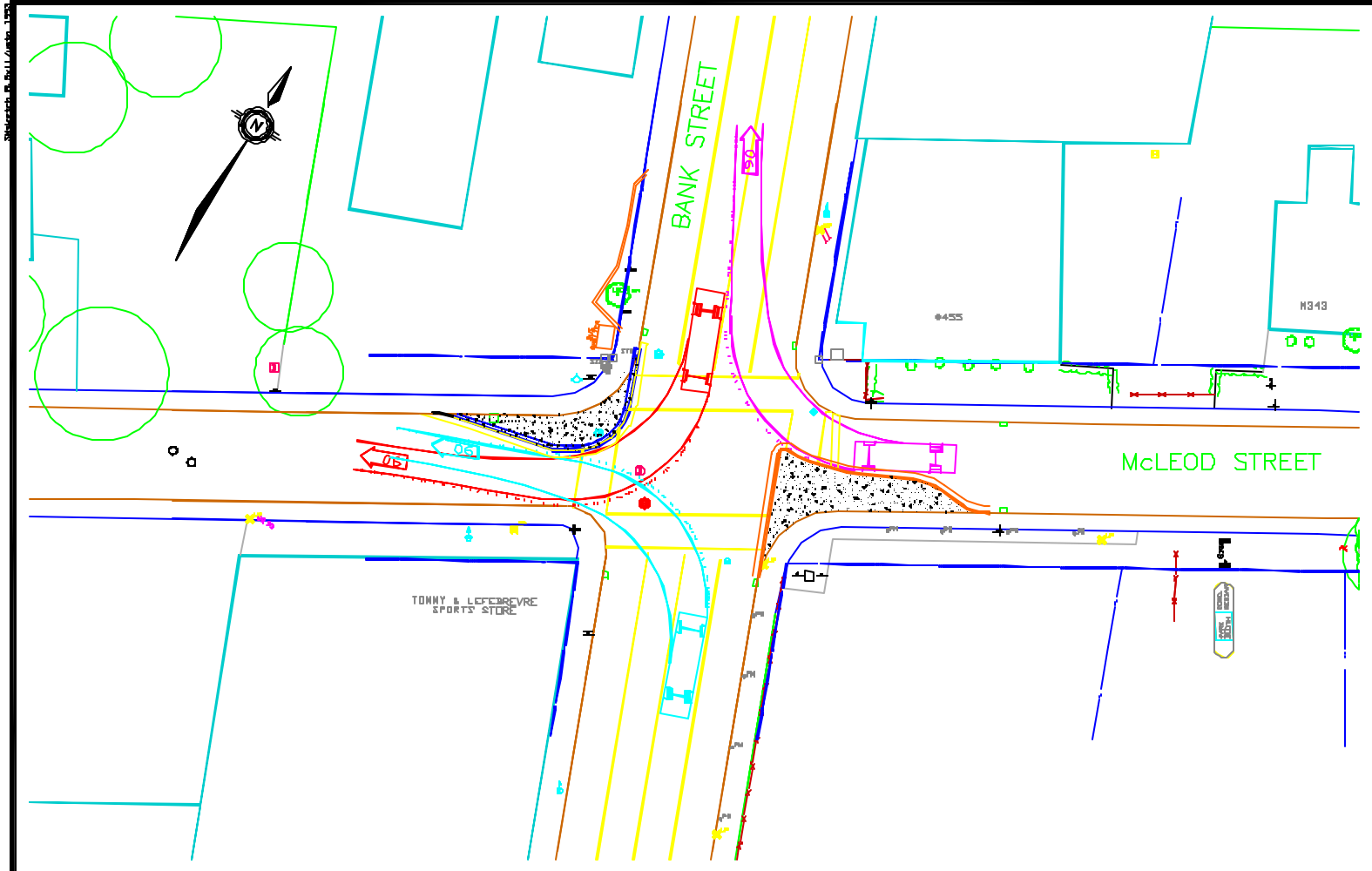


Ottawa-Carleton

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
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INTERSECTION IMPROVEMENT
BANK STREET AT McLEOD STREET

OTTAWA — CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE 1:500	DRAWN BY W.H.L.	CHECKED BY L.P.D.
SM — 3811	DATE Mar. 1999	APPROVED BY H.D.

TRANSPORTATION PROJECTS BRANCH

ANNEX C