

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

REPORT  
RAPPORT

---

Our File/N/Réf.	25 20-97-R083N
DATE	16 September 1997
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	<b>KENT STREET AT LISGAR STREET - WESTBOUND THROUGH PROHIBITION</b>

---

### **DEPARTMENTAL RECOMMENDATION**

**That Transportation Committee recommend Council change the westbound through prohibition at Kent Street and Lisgar Street, currently in effect from 7:00 a.m. to 7:00 p.m. (Monday to Friday), to a westbound through prohibition at all times.**

### **DISCUSSION**

For the past several years, this intersection has been monitored for safety reasons. In 1990, although the collision experience and vehicle/pedestrian volumes satisfied the warrants for traffic control signals, the provisions of the "Greater Central Area Signal Spacing Policy" precluded their installation until other methods were tried and proven insufficient.

As an alternative, Council approved the prohibition of westbound through movements across Kent Street, from 7:00 a.m. to 7:00 p.m., (Monday to Friday). Experience has shown that this restriction is not well complied with. The intersection is comprised of two one-way streets and a recent 12-hour count (7:00 a.m. to 7:00 p.m.) showed that despite the presence of excessive signage, 589 vehicles disregarded that regulation. These illegal movements represented 39% of the total traffic flow approaching Kent on Lisgar.

The following table illustrates the accident experience at this location. As shown, the total number of collisions, including angle types involving westbound drivers, has significantly diminished since the westbound through movement was restricted in late 1990.

<b>YEAR</b>	<b>TOTAL</b>	<b>ANGLE</b>
<b>1989</b>	11	7
<b>1990</b>	15	12
<b>1991</b>	6	2
<b>1992</b>	8	6
<b>1993</b>	5	3
<b>1994</b>	6	3
<b>1995</b>	6	3
<b>1996*</b>	2*	2*

\* The 1996 statistics reflect the influence of roadworks and construction activities associated with new housing units on the south side of Lisgar, immediately east of Kent. For several months, those activities disrupted and reduced the normal vehicular flows on Lisgar Street.

While the reduction in collisions may appear to be positive, the extent of non-compliance with the posted regulation is cause for concern. As a result, in May 1996 the Ottawa-Carleton Regional Police Service requested that rather than relying exclusively on signage and Police enforcement to compel drivers to comply with that regulation, some alternative be developed. The police simply do not have the resources to monitor the intersection on a daily basis.

The most favourable solution appeared to be through the geometric changes illustrated in Annex A. These were discussed with and concurred to by the consultant managing the Centretown Traffic Calming Study. Their effectiveness was then field tested (using road cones to delineate the geometry) by a review team consisting of City and Regional staff and the affected City and Regional Councillors. Observations by that team confirmed that this geometry effectively compelled westbound drivers to turn right onto Kent Street.

### CONSULTATION

To ensure compatibility with the Public Participation Policy, the changes proposed at the intersection were then advertised by the City in the Ottawa Citizen and Le Droit. No objections were received. The City of Ottawa's Community Services and Operations Committee then endorsed the proposal and City Council approved that the measure be implemented on a trial basis until May 1998. Lisgar is a City street but the intersection falls under Regional jurisdiction; therefore, this action was intended purely to provide the Region with the City's concurrence to proceed in that direction, if that was our ultimate decision.

To continue the public consultation process further, the Regional Councillor for Somerset Ward then produced a flyer and commenced its distribution "by hand", the plan being to first canvas residents living in close proximity to the intersection and if well supported, to then flyer businesses and residents in the surrounding area. While those contacted appeared to be in favour of the proposal, we were subsequently advised that representatives of two local businesses did not endorse the plan. They in turn circulated a counter petition, endorsing the installation of traffic control signals at the intersection.

Ordinarily, as approved by Council, changes to intersection control are implemented under the delegated authority of the Environment and Transportation Commissioner. However, that process requires that the measure not only be concurred to by the Ward Councillor, but also be supported by the community at large. As that is not the case in this situation, the matter must now be considered by Transportation Committee.

Nonetheless, this Department recommends that the proposed channelization be implemented on a trial basis to determine its effectiveness. Vehicle and pedestrian conditions at the intersection continue to meet the installation warrants for traffic control signals and in keeping with Council's directive in the Greater Central Area Signal Spacing Policy, this Department, City staff and the City and Regional Councillors are anxious to find an alternative to that type of control. Implementation of the channelization will require prohibiting the westbound through movement at all times.

Furthermore, even though the focus may appear to have shifted from safety to driver compliance, that is not the situation and it is this Department's belief that if the westbound through prohibition is relaxed in any way, or rescinded completely to eliminate the non-compliance issue, the collision experience will again rise to pre-1991 levels.

The estimated cost to signalize the intersection is \$65,000 and the annual maintenance and operating cost associated with signalized intersections in the downtown area is \$3,500 per location. The estimated cost to implement the proposed channelization using pre-cast curbing is \$2,000. If the proposed geometry produces the hoped-for results, does not unduly impact the community, and, following its trial period is approved by Council as a permanent measure, it would be replaced on that basis as part of any future roadworks on Kent Street or Lisgar Street.

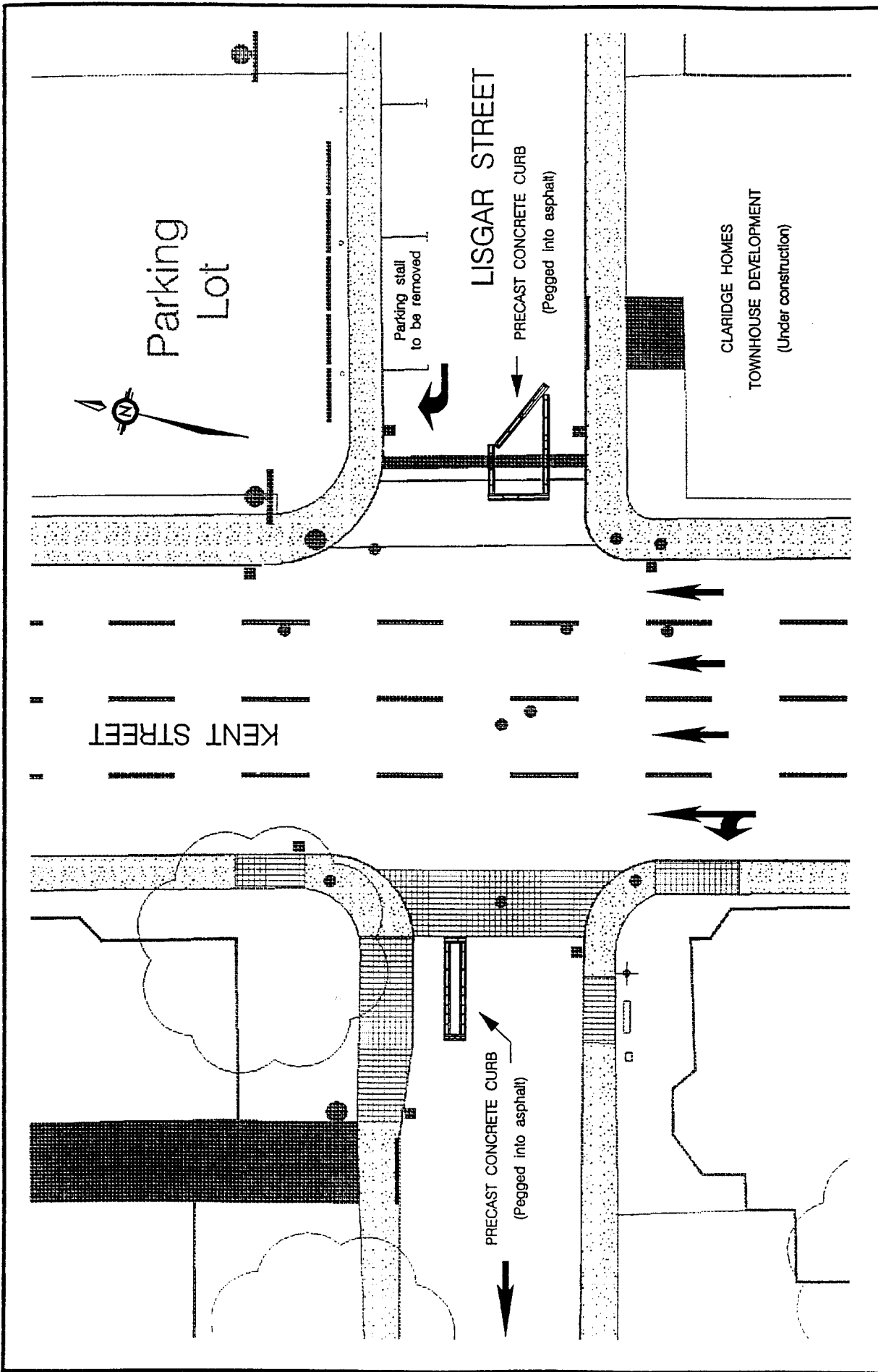
#### FINANCIAL IMPLICATIONS

The estimated cost to implement the proposed channelization on a six-month trial basis (using pre-cast curbing) is \$2,000. Funds are available in account 012-32321-2406, Hardtop Maintenance.

*Approved by  
Doug Brousseau*

JFB/sc

Attach. ( 1 )



# OTTAWA - CARLETON

ENVIRONMENT AND TRANSPORTATION  
DEPARTMENT

## PROPOSED TEMPORARY CHANNELIZATION KENT STREET AT LISGAR STREET

SCALE 1 : 250  
DRAWN BY D.B.S.  
CHECKED BY D.B.S.

DATE JUL. 97  
APPROVED BY

BRANCH ROADWAY DESIGN AND CONSTRUCTION

SM-0000

SHARISH B. RAJIVAN, 1997