

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

REPORT
RAPPORT

Our File/N/Réf. **25 20-97-R055E**
Your File/V/Réf.

DATE 13 June 1997

TO/DEST. Co-ordinator, Transportation Committee

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

SUBJECT/OBJET **OPENING OF BELCOURT BOULEVARD AT JEANNE D'ARC
BOULEVARD**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the right-in/right-out opening of Belcourt Boulevard at Jeanne D'Arc Boulevard as illustrated in Annex A, and authorize the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.

BACKGROUND

In April 1997 the City of Gloucester Council requested that the Regional Municipality of Ottawa-Carleton incorporate a right-in/right-out opening on Belcourt Boulevard at Jeanne D'Arc Boulevard. The modification will not impact the recently installed half signal at this location. The Environment and Transportation Department has no objections to this requested proposal.

DISCUSSION

In September 1996, the consulting engineering firm, Delcan Corporation, was retained by the City to assist in undertaking a traffic flow analysis in the Chateau Neuf area of Orléans. The resultant "Orléans Traffic Circulation Study Monitoring Report No. 2" was presented to Gloucester City Council in March 1997.

The proposed modification is illustrated in Annex A.

The attached letter (Annex B) from Delcan Corporation to the City of Gloucester offers a brief background of the request for a right-in/right-out at the intersection of Belcourt Boulevard and Jeanne D'Arc Boulevard.

Pedestrians

The sidewalk will be interrupted twice on the north side of Jeanne D'Arc Boulevard to accommodate the right-on/right-out configuration of the opening. Pedestrians will have to cross one of these openings to access the half signal in order to cross Jeanne D'Arc Boulevard.

Cyclists

1996 traffic counts indicate that approximately 63 cyclists travel westbound on this section of roadway. The right-in/right-out opening will give cyclists access to the north section of Belcourt from Jeanne D'Arc.

Transit

The bus stop on the north side of Jeanne D'Arc Boulevard at Belcourt Boulevard will be relocated west of its current position to a point adjacent to the stop bar. OC Transpo is in agreement with the relocation of this bus stop.

Vehicles

Opening Belcourt Boulevard would allow vehicles to access Belcourt immediately north of Jeanne D'Arc without using Beauséjour Drive. As indicated in Annex B, it is anticipated that there would be a decrease of 400 vehicles per day from Beauséjour and an increase of 400 vehicles per day on Belcourt immediately north of Jeanne D'Arc.

FINANCIAL IMPLICATIONS

Should Regional Council approve the proposed modifications to the intersection, the City of Gloucester will be responsible for 100% of all costs.

COST ESTIMATE

The following cost estimates, prepared by the RMOC Environment and Transportation Department are conceptual and are provided solely for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$30,000
Engineering	9,000
Utilities	6,000 (possibly need to relocate 2 hydro poles)
Contingencies	<u>6,000</u>
TOTAL COST	\$51,000

CONSULTATION

The opportunity for general public input will be provided via the public hearing process.

*Approved by
Doug Brousseau*

PP/sc

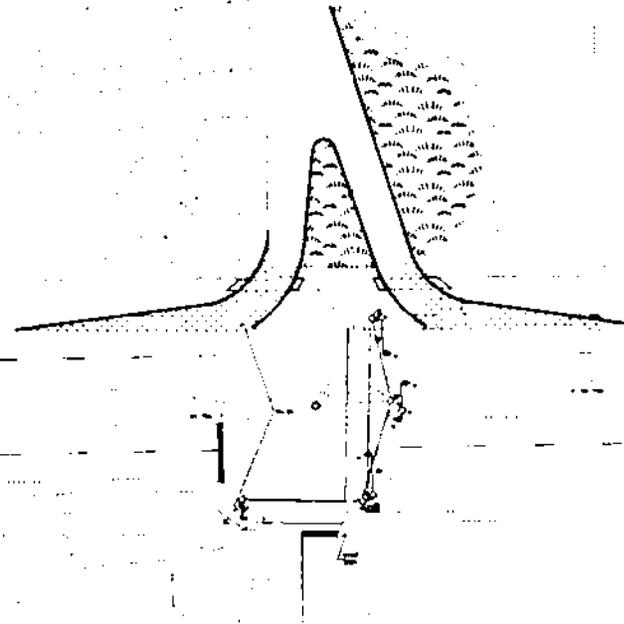
Attach. (4)



BELCOURT BOULEVARD

BELVAL ROAD

JEANNE D'ARC BOULEVARD



INTERSECTION MODIFICATION
JEANNE D'ARC BOULEVARD
AND BELCOURT BOULEVARD

OTTAWA – CARLETON

ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE
1 : 1000

DRAWN BY
J.K.H.

CHECKED BY
D.B.S.

SM-4000

DATE
MAY 1997

APPROVED BY
D.B.S.

BRANCH

SAFETY & TRAFFIC STUDIES

Our Ref: TO2202TOA-00

City of Gloucester
1595 Telesat Court, 2nd Floor
Gloucester, Ontario
K1G 3V5

Attention: Mr. Dale Philipotts
Director of Works

Dear Sir:

Re: **Belcourt Right-In/Right-out at Jeanne d'Arc Boulevard**

As requested, the following is a summary of our most recent assessment of the potential effects of reopening the north leg of the Belcour/Jeanne d'Arc intersection to right-in/right-out traffic.

Background and Context:

The Orleans Traffic Circulation Study was initiated in 1992/93 due to the high volume and speed of traffic on Beauséjour, Sunview and Belcourt (north of Beauséjour).

On the subject section of Beauséjour, east of Jeanne d'Arc, daily volumes were in the order of 5700 on a weekday and 6300 on a Saturday. The City had established a general guideline of 4000 vpd as being a maximum acceptable volume for this section of the street. It was therefore quite clear that solutions were needed to reduce the volume. Relevant recommended solutions from the 1993 Study were as follows:

- **Stage 1:** STOP signs at seven locations on Beauséjour, Belcourt and Sunview, and an east-west through movement prohibition on Beauséjour at Jeanne d'Arc.
- **Stage 2:** Trial speed bumps on Belcourt and Sunview.
- **Stage 3:** Right-in/right-out opening of Belcourt at Jeanne d'Arc.

An equally important recommendation in the Study was the need for a monitoring program after each stage of the Plan to determine the effectiveness of implemented measures and whether further measures were needed.

A monitoring program was undertaken (June 1994) after the Stage 1 measures were implemented. As a result, the east-west through movement prohibition on Beauséjour at Jeanne d'Arc was relaxed in order to maximize mobility through the community while keeping volumes on Beauséjour below 4000 vpd.

DELSCAN

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At about that time, funding became available for the Carrière Extension, therefore further implementation of the initial plan was delayed until the Extension was constructed and monitoring of its effects was undertaken. The results were summarized in the January 1997 Monitoring Report No. 2.

Key findings in this latest Monitoring Report, with respect to Beauséjour, were:

- weekday volumes were 3200 vph
- Saturday volumes were 3500 vph
- Sunday volumes were 3000 vph.

Recommendations from this Report were:

- the weekday east-west through traffic prohibition on Beauséjour at Jeanne d'Arc be removed
- the weekend (Saturday and Sunday) east-west through traffic prohibition on Beauséjour at Jeanne d'Arc be modified to apply only to the time periods 9:00 a.m. to 6:00 p.m.

It was estimated that the resulting traffic on Beauséjour east of Jeanne d'Arc traffic would be in the order of 3700 vph on a weekday and 3900 vph on a Saturday with both volumes being below the 4000 vpd guideline.

On March 25, 1997 Gloucester Council approved the foregoing recommendations. In addition, they also approved a motion directing staff to prepare a report for RMOC's Transportation Committee requesting the opening of a right-in/right-out on Belcourt at Jeanne d'Arc.

Current Thinking:

The following comments are provided with respect to the current traffic conditions and the effects of the Council motion regarding the Belcourt opening:

- the Carrière Extension has had a significant effect on reducing volumes on the subject section of Beauséjour. Volume reductions on Beauséjour as a result of the Extension were 1500 vpd on a weekday, thereby reducing total daily volumes to below 4000 vpd.
- it is estimated that if the Belcourt right-in/right-out were implemented, it would remove approximately an additional 400 vph on a weekday from the subject section of Beauséjour. Reciprocally, it is estimated that volumes on Belcourt would increase by 400 vpd immediately north of Jeanne d'Arc, and by 200 vph immediately south of Beauséjour. Current volumes on Belcourt range from 0 vph just north of Jeanne d'Arc to approximately 800 vph at a point just south of Beauséjour. The net effect on Belcourt would be daily volumes in the range of 400 vph to 1000 vph over the section from Jeanne d'Arc north to Beauséjour.

DELSCAN

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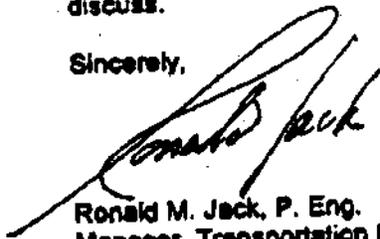
- the traffic reduction that would be achieved on Beauséjour with the Belcourt right-in/right-out would not be sufficient to allow the above-noted weekend through movement restriction to be removed and the 4000 vpd guideline respected.

Conclusion:

The Belcourt right-in/right-out will marginally improve mobility within the community while slightly reducing daily volumes on Beauséjour east of Jeanne d'Arc and slightly increasing volumes on Belcourt south of Beauséjour. Resultant volumes on both streets will remain the City's guideline for these street types.

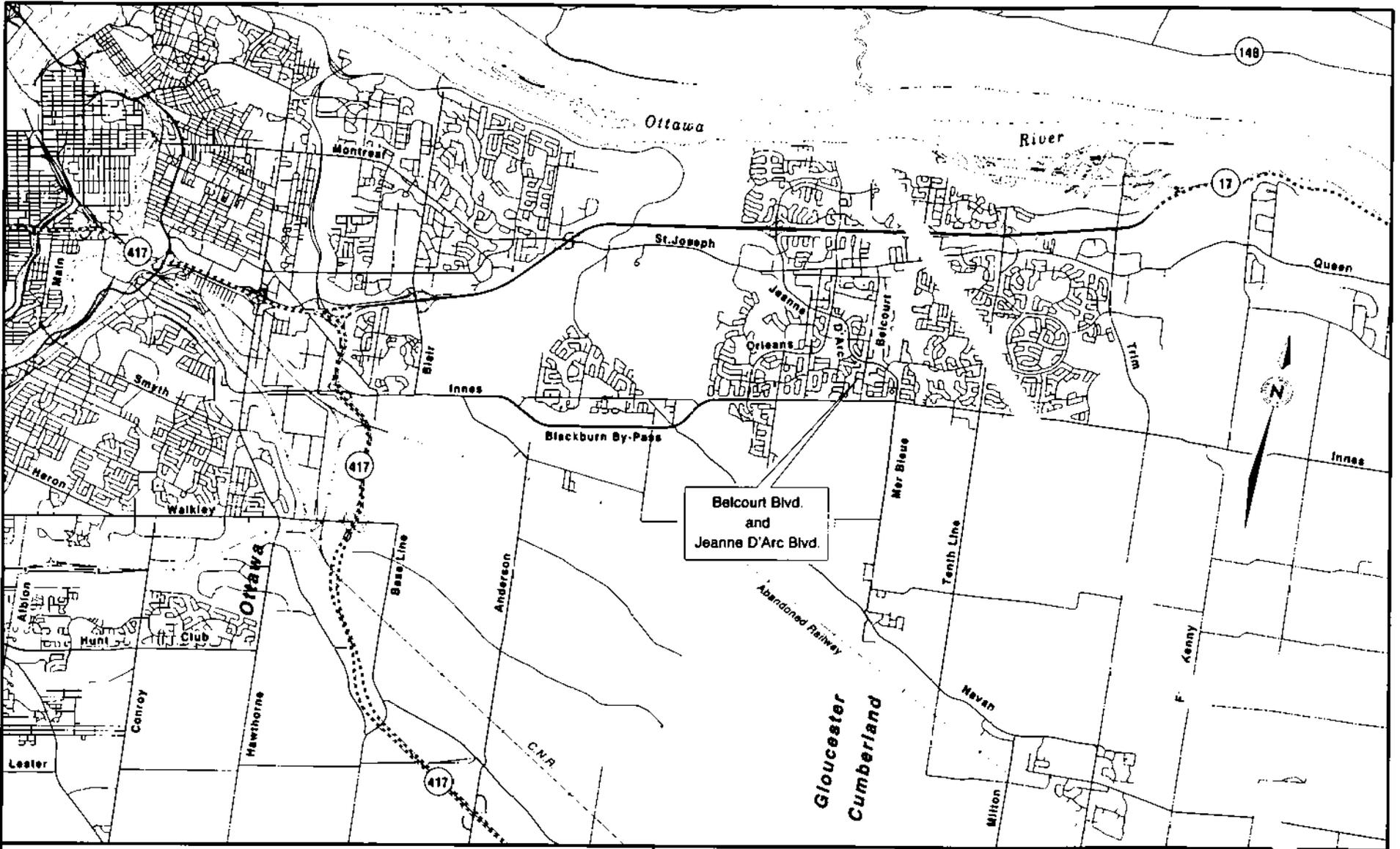
Dale, I would be pleased to discuss the foregoing with you at your convenience. Please call to discuss.

Sincerely,



Ronald M. Jack, P. Eng.
Manager, Transportation Division

RMJ:ch



**BELCOURT BOULEVARD
and
JEANNE D'ARC BOULEVARD**

SCALE	DRAWN BY	CHECKED BY
N.T.S.	G.P.	P.P.
5021	DATE JUNE '97	APPROVED BY P.M.



MOBILITY SERVICES
Environment & Transportation Department