

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

REPORT
RAPPORT

Our File/N/Réf.	03 07-98-0099
DATE	25 August 1998
TO/DEST.	Transportation Committee
FROM/EXP.	Co-ordinator, Transportation Committee
SUBJECT/OBJET	TRAFFIC CONTROL SIGNALS AND ROADWAY MODIFICATIONS AT ALBION ROAD AND RIDEAU ROAD AND AT TRIM ROAD AND WATTERS ROAD - PUBLIC HEARING

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. the installation of a traffic control signal at the following two intersections in conjunction with the proposed roadway modifications for each intersection;**
 - a. Albion Road (Regional Road 25) and Rideau Road; and;**
 - b. Trim Road (Regional Road 57) and Watters Road;**
- 2. the roadway modifications for the above two intersections as shown in Annex F (pages 2-4) and Annex G (pages 2-3).**

BACKGROUND

At its meeting on 21 July 1998, the Transportation Committee approved the attached report dated 22 May 1998 from the Environment and Transportation Department. The committee had agreed to proceed to advertise for the two intersection modifications (Recommendations 1 and 2) prior to sending those to Council. On 12 August 1998, Regional Council approved staff Recommendations 3, 4 and 5.

As detailed in the extract of Draft Minute appended to the staff report, a request was made for additional information on pedestrian signal heads and the staff response is incorporated as an Addendum to the report dated 12 August 1998, which immediately follows the Draft Minute.

The project was advertised in the three daily papers on the following dates: August 1, 2, 8, 9, 15, 16, 22 and 23, 1998. A letter in support of the signals was received and immediately follows the Addendum report.

*Approved by
Rosemary Nelson*

Our File/N/Réf. **50 20-98-0202**
 Your File/V/Réf.

DATE 22 May 1998

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **1997 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL
 SIGNAL PROGRAMME - PHASE 2**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. the installation of a traffic control signal at the following two intersections in conjunction with the proposed roadway modifications for each intersection;**
 - a. Albion Road (Regional Road 25) and Rideau Road; and;**
 - b. Trim Road (Regional Road 57) and Watters Road;**
- 2. the roadway modifications for the above two intersections as shown in Annex F (pages 2-4) and Annex G (pages 2-3), and authorize the initiation of the public hearing process, as required by Sections 297 and 300 of the *Ontario Municipal Act*;**
- 3. the intersections listed in Annex C (2) be further reviewed and included in the 1998 Traffic Control Signal Programme;**
- 4. no further action be taken at this time with respect to the installation of a traffic control signal at the locations listed in Annex C (3);**
- 5. no further action be taken at this time with respect to the installation of a pedestrian signal at the locations listed in Annex A (2).**

DISCUSSION

This report presents the results of the signal warrant analysis for all the locations studied in 1997, except those previously dealt with in the 1997 Phase 1 report.

A. PEDESTRIAN SIGNAL PROGRAMME

None of the locations reviewed for a pedestrian signal are yet fully warranted; therefore, no pedestrian signals are being recommended. Furthermore, at none of the locations were the pedestrian volumes high enough to justify re-study in the 1998 programme.

The locations are summarized in order of percent warranted in Annex A. Survey data, location ranking and other information for the locations evaluated for possible pedestrian signal installation are summarized in alphabetical order in Annex B.

It is proposed that no further action be taken to review the locations listed in Annex A (2) for possible installation of a pedestrian signal.

B. TRAFFIC CONTROL SIGNAL PROGRAMME

The locations are summarized in order of percent warranted in Annex C. Survey data, intersection ranking and other information for the traffic control signal locations are summarized in alphabetical order in Annex D.

Warranted Locations

There are four locations that satisfy the warrants for a traffic control signal; however, only two of the locations are recommended for installation. A location plan showing all four warranted signal locations is attached as Annex E. The warranted locations are presented below in order of priority ranking.

Albion Road (Regional Road 25) and Rideau Road

This is a rural location previously reviewed in 1996 and based on analyses of the 1996 data, a traffic control signal was warranted at this intersection (refer Annex D, page 1). However, for a traffic control signal to operate safely and effectively, it is necessary to construct left-turn lanes plus appropriate taper on all four approaches to the intersection (refer Annex F).

The need for property acquisition and detail design required for the above-noted modification postponed the recommendation to install a traffic control signal in the 1996 programme.

In the years 1995 to 1997, 10 right angle collisions have been reported at this intersection. Right angle collisions are deemed preventable by the installation of a traffic control signal.

Therefore, it is recommended that a traffic control signal be installed at the intersection of Albion Road and Rideau Road in conjunction with the proposed intersection modification.

The estimated costs are:

- a. \$85,000 for a traffic control signal; and
- b. \$615,000 for the intersection modification.

Trim Road (Regional Road 57) and Watters Road

Analyses of 1997 data indicate that a traffic control signal is currently warranted at this intersection (refer Annex D, page 6). However, for a traffic control signal to operate safely and effectively, an intersection modification is required which includes the construction of northbound left-turn and southbound left-turn and right-turn lanes plus appropriate taper (refer Annex G).

In the years 1995 to 1997, eight right angle collisions have been reported at this intersection. Right angle collisions are deemed preventable by the installation of a traffic control signal.

Therefore, it is recommended that a traffic control signal be installed at the intersection of Trim Road and Watters Road in conjunction with the proposed intersection modification. Since Trim Road is on the Cycling Transportation Network (CTN), 2.0 metre cycling lanes are included in the design.

The estimated costs are:

- a. \$85,000 for a traffic control signal; and
- b. \$225,000 for the intersection modification.

Huntley Road (Regional Road 5) and Flewellyn Road

This is a rural location previously reviewed in 1996 and based on analyses of the 1996 data, a traffic control signal is warranted at this intersection (refer Annex D, page 2). However, for a traffic control signal to operate safely and effectively, it is necessary to construct left-turn lanes plus appropriate taper on all four approaches to the intersection. Currently, multi-way stop control is the existing control at the intersection.

Although the traffic volumes on both the major road and minor road are above the warrant values for the installation of traffic control signals, there is no major collision problem. There have been only four right angle collisions reported in the three years 1995 to 1997, none of which occurred in 1997.

Therefore, since multi-way stop control currently exists and there is no high collision experience, it is proposed that no action be taken at this time to upgrade intersection control to traffic control signals. However, the location should continue to be reviewed for operational problems for which traffic control signals may be the solution.

The preliminary estimated costs are:

- a. \$85,000 for a traffic control signal; and
- b. \$275,000 for the intersection modification.

Albion Road (Regional Road 25) and Mitch Owens Rideau Road (Regional Road 8)

Analyses of 1997 data indicate that a traffic control signal is currently warranted at this rural intersection (refer Annex D, page 4). However, for a traffic control signal to operate safely and effectively, an intersection modification is required which includes the construction of eastbound and southbound left-turn lanes plus appropriate taper.

Although the traffic volumes on both the major road and minor road are above the warrant values for the installation of traffic control signals, there is no right angle collision problem. In the years 1995 to 1997, no right angle collisions have been reported at this intersection. Right angle collisions are deemed preventable by the installation of a traffic control signal.

As well, in the summer of 1997 the shoulder was paved to provide a “slip around” for eastbound through traffic which has helped to alleviate the congestion caused by the heavy eastbound left-turn vehicle volume. This has improved the overall operation of this intersection.

Therefore, it is proposed that no action be taken at this time to upgrade intersection control to traffic control signals. However, the location should continue to be reviewed for operational problems for which traffic control signals may be the only solution.

The preliminary estimated costs are:

- a. \$85,000 for a traffic control signal; and
- b. \$295,000 for the intersection modification.

Other Locations

In accordance with Council’s resolution of 09 July 1997, only those locations that are warranted to the extent of 75% or greater are forwarded for review in the next year’s Signal Programme.

Therefore, it is proposed that the locations listed in Annex C (2) (75% or greater) be included in the 1998 Pedestrian Signal and Traffic Control Signal Programme and that the locations listed in Annex C (3) (74% or less) not be included for review for a traffic control signal in the 1998 Programme.

CONSULTATION

A draft of this report was circulated to the Regional Cycling Advisory Group (RCAG) for comments. RCAG comments, if any, will be available at the Transportation Committee meeting. Also, the "raw" data contained in the annexes to this report have been circulated to the Chair and Members of Council.

Temporary signs advising pedestrians and motorists that "roadway modifications and traffic lights are proposed" have been placed at the two intersections recommended for a traffic control signal. The sign also provides a number (560-2108) for people to call to register their comments. Results of the consultation will be available at the Public Hearing.

FINANCIAL STATEMENT

Funds have been provided in the 1998 Capital Budget, Account No. 912-37140, Traffic Control Signal Programme (page 157) and Account No. 912-30708, Safety Improvement Programme (page 133).

Approved By
Doug Brousseau

HLD/sc

Attach. (7)

1997 PEDESTRIAN SIGNAL PROGRAMME
PHASE 2

Priority Listing

<u>Location</u>	<u>Percent Warranted</u>
<u>(1) Locations Recommended for Installation</u>	
None	
<u>(2) Locations at which No Further Review Is Proposed</u>	
Kirkwood Avenue at Clare Street	39
Kirkwood Avenue at Iona Street	20
Beechwood Avenue at Jolliet Avenue	17
McArthur Avenue at Cyr Street	15
Bearbrook Road (Reg Rd 28) at pedestrian path between Centre Park Drive and West Park Drive - south	14
Bank Street (Reg Rd 85) at St. Bernard Street	12
Fisher Avenue at Normandy Crescent - north intersection	12
Meadowlands Drive (Reg Rd 51) at Perry Street	10
Fallowfield Road (Reg Rd 12) at Montana Way pedestrian path	10
Maitland Avenue at Lenester Avenue	5
Perth Street (Reg Rd 10) at Murray Street	2

Location	Rank	Percent Warrant Met (Based on Lowest Warrant)	Major Street Volume (12 hrs)	No. of Pedestrians Crossing (8 hrs)	No. of Children Crossing (8 hrs)	No. of Senior Citizens Crossing (8 hrs)	Day and Date of Count	No. of Pedestrian Accidents Total (3 yrs - 1994-1996)	Comments
Bank Street (RR-85) at St. Bernard Street	6	12	10,812	64	18	2	Wednesday 24 September 97	25	
Bearbrook Road (RR-28) at pedestrian path between Centre Park Drive and West Park Drive - south	5	14	5,760	132	61	1	Thursday 25 September 97	1	- includes children crossing on bicycles
Beechwood Avenue at Jolliet Avenue	3	17	12,326	62	1	3	Monday 26 May 97	0	
Fallowfield Road (RR-12) at Montana Way pedestrian path	9	10	14,151	26	2	0	Tuesday 27 May 97	0	
Fisher Avenue at Normandy Crescent - north intersection	7	12	11,946	31	10	2	Wednesday 7 May 97	0	
Kirkwood Avenue at Clare Street	1	39	9,938	110	1	8	Friday 23 May 97	0	
Kirkwood Avenue at Iona Street	2	20	9,938	98	16	1	Monday 26 May 97	0	

Location	Rank	Percent Warrant Met (Based on Lowest Warrant)	Major Street Volume (12 hrs)	No. of Pedestrians Crossing (8 hrs)	No. of Children Crossing (8 hrs)	No. of Senior Citizens Crossing (8 hrs)	Day and Date of Count	No. of Pedestrian Accidents Total (3 yrs - 1994-1996)	Comments
Maitland Avenue at Lenester Avenue	10	5	12,427	25	1	3	Friday 23 May 97	26	
McArthur Avenue at Cyr Street	4	15	12,500	176	8	5	Friday 23 May 97	3	
Meadowlands Drive (RR-51) at Perry Street	8	10	9,739	72	11	0	Wednesday 24 September 97	0	- includes children crossing on bicycles
Perth Street (RR-10) at Murray Street	11	2	8,275	21	0	4	Friday 23 May 97	0	

1997 TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 2
Priority Listing

	<u>Location</u>	<u>Percent Warranted</u>
(1)	<u>Locations Recommended for Installation</u>	
	Albion Road (Reg Rd 25) and Rideau Road	100
	Trim Road (Reg Rd 57) and Watters Road	100
(2)	<u>Locations at which Further Review Is Proposed</u>	
	Huntley Road (Reg Rd 5) and Flewellyn Road	100
	Mitch Owens Road (Reg Rd 8) and Albion Road (Reg Rd 25)	100
	Carp Road (Reg Rd 5) and March Road (Reg Rd 49)	98
	Jeanne d'Arc Boulevard (Reg Rd 55) and des Epinettes Boulevard	95
	Churchill Avenue and Scott Street	95
	Blohm Drive and Hunt Club Road	95
	Lynda Lane and Smyth Road	95
	Raymond Street and Rochester Street	93
	Leitrim Road (Reg Rd 14) and Hawthorne Road	93
	Jeanne d'Arc Boulevard (Reg Rd 55) and Hunters Run Drive	91
	Woodroffe Avenue (Reg Rd 15) and Longfields Drive	86
	Orléans Boulevard (Reg Rd 56) and Forest Valley Drive	85
	Scott Street and Western Avenue	82
	Innes Road (Reg Rd 30) and Prestwick Drive	82
	Highway 417 - eastbound exit ramp and Lees Avenue	80

1997 TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 2
Priority Listing

	<u>Location</u>	<u>Percent Warranted</u>
(2)	<u>Locations at which Further Review Is Proposed</u>	
	Roger Stevens Drive (Reg Rd 6) and Rideau Valley Drive (Reg Rd 13) - west intersection	78
	Cyrville Road (Reg Rd 128) and Maxime Street	77
	Churchill Avenue and Clare Street	76
	Cyrville Road (Reg Rd 128) and Meadowbrook Drive	76
	Mitch Owens Road (Reg Rd 8) and Stagecoach Road (Reg Rd 25)	75
(3)	<u>Locations at which No Further Review Is Proposed</u>	
	Fallowfield Road (Reg Rd 12) and Larkin Drive	74
	Main Street (Reg Rd 5) and Hobin Street	73
	Iona Street and Kirkwood Avenue	70
	Innes Road (Reg Rd 30) and Page Road	67
	Roger Stevens Drive (Reg Rd 6) and Rideau Valley Drive (Reg Rd 13) - east intersection	65
	Cummings Avenue and Montreal Road	65
	Clare Street and Kirkwood Avenue	64
	Bell Street and Gladstone Avenue	64
	Baseline Road and Cordova Avenue	64
	Kelly Avenue and Pinecrest Road	61
	Bay Street and Gladstone Avenue	59

1997 TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 2
Priority Listing

	<u>Location</u>	<u>Percent Warranted</u>
(3)	<u>Locations at which No Further Review Is Proposed</u>	
	Robertson Road (Reg Rd 36) and Vanier Road	54
	St. Joseph Boulevard (Reg Rd 34) and Gabriel Street	50
	Ages Road and Hawthorne Road	49
	Orléans Boulevard (Reg Rd 56) and Oak Meadows Drive	47
	Orléans Boulevard (Reg Rd 56) and Boyer Road	45
	March Road (Reg Rd 49) and Klondike Road	26
	Langs Road and Montreal Road	40
	March Road (Reg Rd 49) and Maxwell Road	16
	St. Joseph Boulevard (Reg Rd 34) and Edgar Brault Street	11

1997 TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2

Location	Rank	Percent Warrant Met	Total Approach Volume Major Street (8 hrs)	Total Approach Volume Minor Street (8 hrs)	No. of Pedestrians Crossing Major Street (8 hrs)	No. of Preventable Accidents Average per Year. (for 3 yrs. 1 Jan 94-31 Dec 96)	Day and Date of Count	Comments
Ages Road and Hawthorne Road	37	49	13,151	330	2	0.00	Monday 16 Jun 97	
Albion Road (RR-25) and Rideau Road	2	100	4,322	1,026	0	3.33	Thursday 23 May 96	- overhead flashing beacon - volume data from 1996
Baseline Road and Cordova Avenue	31	64	16,706	675	33	4.00	Wednesday 7 May 97	
Bay Street and Gladstone Avenue	33	59	6,578	208	216	2.00	Thursday 15 May 97	
Bell Street and Gladstone Avenue	30	64	7,250	654	153	2.33	Friday 16 May 97	
Blohm Drive and Hunt Club Road	8	95	7,713	991	0	0.67	Monday 21 Jul 97	
Carp Road (RR-5) and March Road (RR-49)	5	98	2,697	1,944	3	0.00	Friday 6 Jun 97	existing multi-way stop control
Churchill Avenue and Clare Street	20	76	4,366	509	188	1.33	Thursday 12 Jun 97	

1997 TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2

Location	Rank	Percent Warrant Met	Total Approach Volume Major Street (8 hrs)	Total Approach Volume Minor Street (8 hrs)	No. of Pedestrians Crossing Major Street (8 hrs)	No. of Preventable Accidents Average per Year. (for 3 yrs. 1 Jan 94-31 Dec 96)	Day and Date of Count	Comments
Churchill Avenue and Scott Street	7	95	4,102	2,870	403	0.00	Friday 23 May 97	- existing multi-way stop control
Clare Street and Kirkwood Avenue	29	64	6,929	673	118	1.67	Thursday 22 May 97	
Cummings Avenue and Montreal Road	28	65	13,541	856	49	1.33	Monday 21 Jul 97	
Cyrville Road (RR-128) and Maxime Street	19	77	5,211	814	3	0.00	Wednesday 14 May 97	
Cyrville Road (RR-128) and Meadowbrook Drive	21	76	5,709	1,491	26	0.33	Thursday 15 May 97	
Fallowfield Road (RR-12) and Larkin Drive	23	74	6,279	915	3	0.33	Friday 30 May 97	
Hunt Club Road and Paul Anka Drive	34	55	17,409	664	19	1.33	Wednesday 7 May 97	
Huntley Road (RR-5) and Flewellyn Road	1	100	3,533	1,853	2	1.33	Thursday 13 Jun 96	- existing multi-way stop control - volume data from 1996

1997 TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2

Location	Rank	Percent Warrant Met	Total Approach Volume Major Street (8 hrs)	Total Approach Volume Minor Street (8 hrs)	No. of Pedestrians Crossing Major Street (8 hrs)	No. of Preventable Accidents Average per Year. (for 3 yrs. 1 Jan 94-31 Dec 96)	Day and Date of Count	Comments
Hwy 417 exit ramp and Lees Avenue	17	80	2,666	2,273	39	2.00	Wednesday 14 May 97	existing multi-way stop control
Innes Road (RR-30) and Page Road	26	67	8,895	906	21	4.00	Friday 11 July 97	
Innes Road (RR-30) and Prestwick Drive	16	82	8,319	877	7	1.00	Wednesday 14 May 97	
Iona Street and Kirkwood Avenue	25	70	6,650	519	82	0.67	Wednesday 21 May 97	
Jeanne d'Arc Boulevard (RR-34) and des Epinettes Boulevard	6	95	5,232	3,077	172	1.00	Friday 30 May 97	existing multi-way stop control
Jeanne d'Arc Boulevard (RR-55) and Hunters Run Drive	12	91	8,034	1,064	15	1.67	Thursday 5 June 97	
Kelly Street and Pinecrest Road	32	61	13,662	482	0	2.33	Wednesday 21 May 97	
Langs Road and Montreal Road	41	40	16,418	577	35	0.33	Tuesday 20 May 97	

1997 TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2

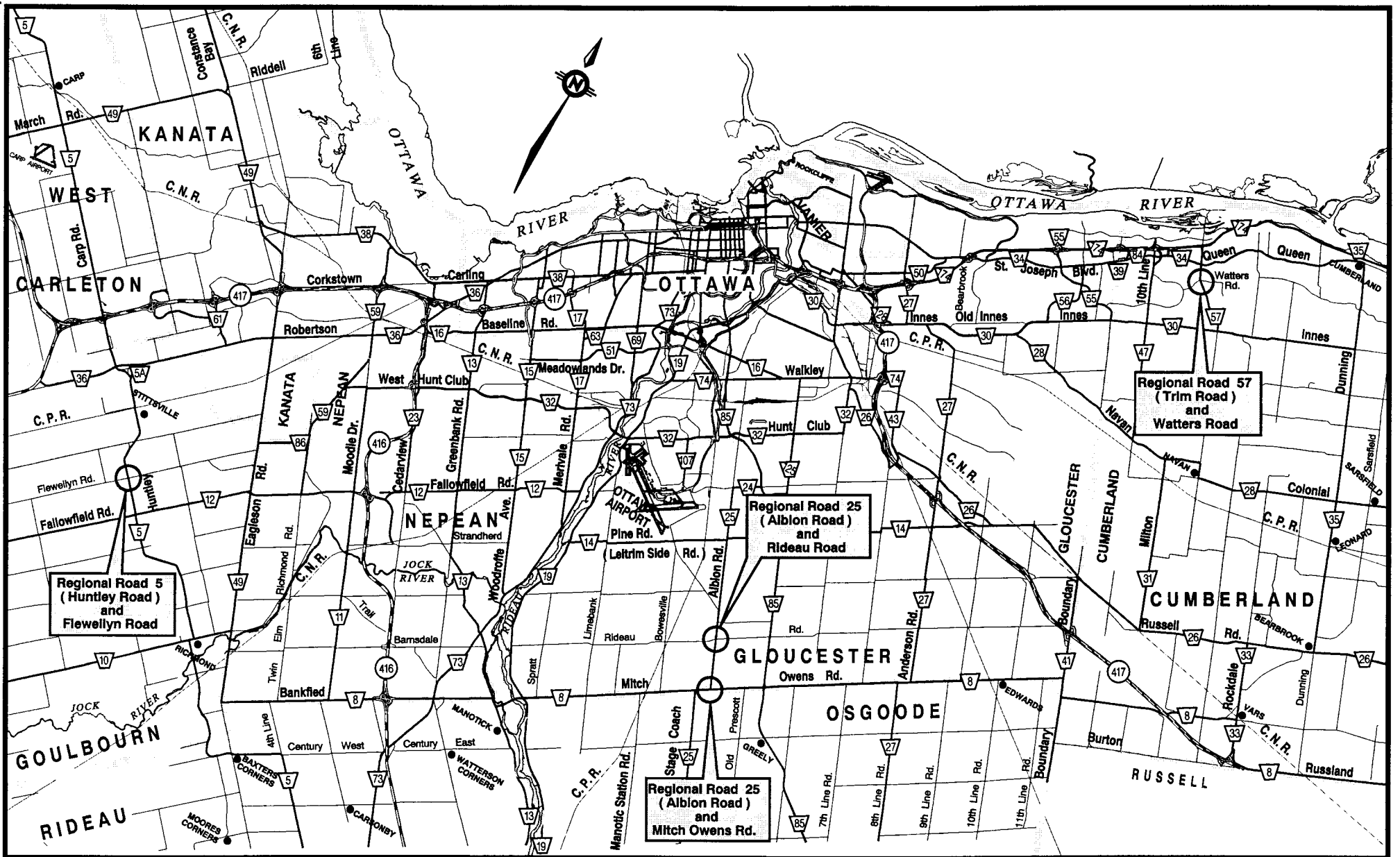
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Leitrim Road (RR-14) and Hawthorne Road	11	93	2,373	1,818	0	0.67	Wednesday 28 May 97	existing multi-way stop control
Lynda Lane and Smyth Road	9	95	9,852	871	111	1.33	Friday 30 May 97	
Main Street (RR-5) and Hobin Street	24	73	8,880	759	35	1.33	Tuesday 27 May 97	
March Road (RR-38) and Klondike Road	40	26	8,196	210	8	0.00	Friday 23 May 97	
March Road (RR-49) and Maxwell Road	42	16	7,765	105	0	0.00	Thursday 8 May 97	
Mitch Owens Drive (RR-8) and Albion Road (RR-25)	4	100	5,122	1,838	10	0	Friday 13 June 97	
Mitch Owens Drive (RR-8) and Stagecoach Road (RR-25)	22	75	5,181	1,631	0	0.33	Monday 9 June 97	
Orléans Boulevard (RR-56) and Boyer Road	39	45	5,948	917	42	1.33	Wednesday 14 May 97	

1997 TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2

Location	Rank	Percent Warrant Met	Total Approach Volume Major Street (8 hrs)	Total Approach Volume Minor Street (8 hrs)	No. of Pedestrians Crossing Major Street (8 hrs)	No. of Preventable Accidents Average per Year. (for 3 yrs. 1 Jan 94-31 Dec 96)	Day and Date of Count	Comments
Orléans Boulevard (RR-56) and Forest Valley Drive	14	85	6,865	1,446	63	3.00	Tuesday 20 May 97	
Raymond Street and Rochester Street	10	93	3,993	2,607	94	3.33	Thursday 12 Jun 97	
Robertson Road (RR-36) and Vanier Road	35	54	17,863	471	76	1.33	Thursday 5 June 97	
Roger Stevens Drive (RR-6) and Rideau Valley Drive (RR-13) - east intersection	27	65	2,504	941	0	0.33	Friday 30 May 97	
Roger Stevens Drive (RR-6) and Rideau Valley Drive (RR-13) - west intersection	18	78	2,193	911	1	0.33	Tuesday 19 Aug 97	existing multi-way stop control
St. Joseph Boulevard (RR-34) and Edgar Brault Street	43	11	11,837	121	11	0.00	Wednesday 21 May 97	
St. Joseph Boulevard (RR-34) and Gabriel Street	36	50	13,564	720	13	0.67	Friday 9 May 97	

1997 TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2

Location	Rank	Percent Warrant Met	Total Approach Volume Major Street (8 hrs)	Total Approach Volume Minor Street (8 hrs)	No. of Pedestrians Crossing Major Street (8 hrs)	No. of Preventable Accidents Average per Year. (for 3 yrs. 1 Jan 94-31 Dec 96)	Day and Date of Count	Comments
Scott Street and Western Street	15	82	8,103	813	96	1.33	Friday 30 May 97	
Trim Road (RR-57) and Watters Road	3	100	3,641	1,665	5	2.33	Thursday 15 May 97	
Woodroffe Avenue (RR-15) and Longfields Drive	13	86	7,324	591	0	1.00	Wednesday 28 May 97	



TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 2
Location Plan



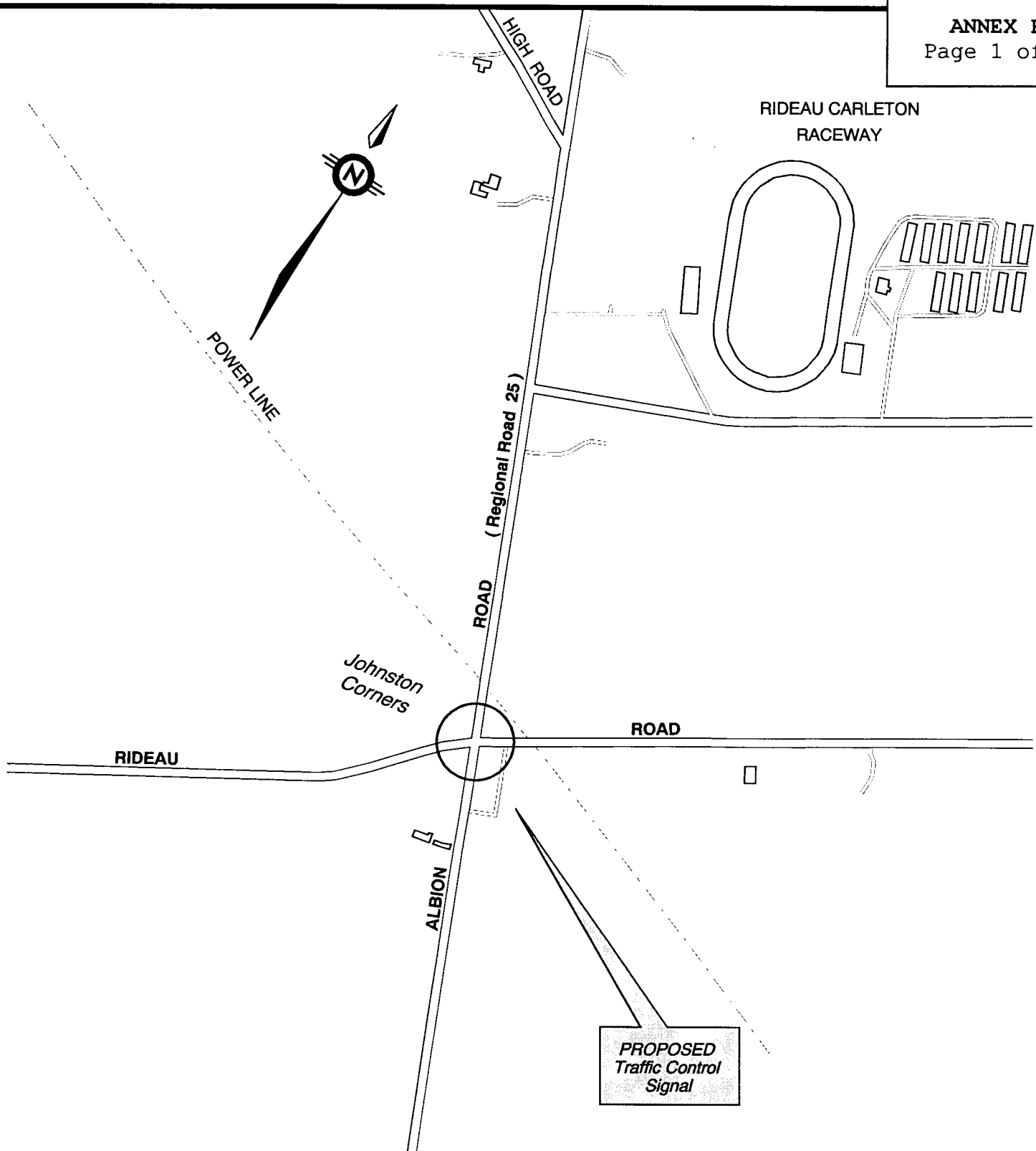
Ottawa-Carleton

MOBILITY SERVICES

Environment & Transportation Department

Scale N. T. S.	Drawn By E. P.	Checked By H. L. D.
8005-S1-tcs, LP	Date DECEMBER 1997	Approved By J. A. F.

ANNEX E



PEDESTRIAN SIGNAL AND
TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 2
ALBION ROAD (Regional Road 25) and
RIDEAU ROAD



Ottawa-Carleton

MOBILITY SERVICES
Environment & Transportation Department

Drawn By
E.P.

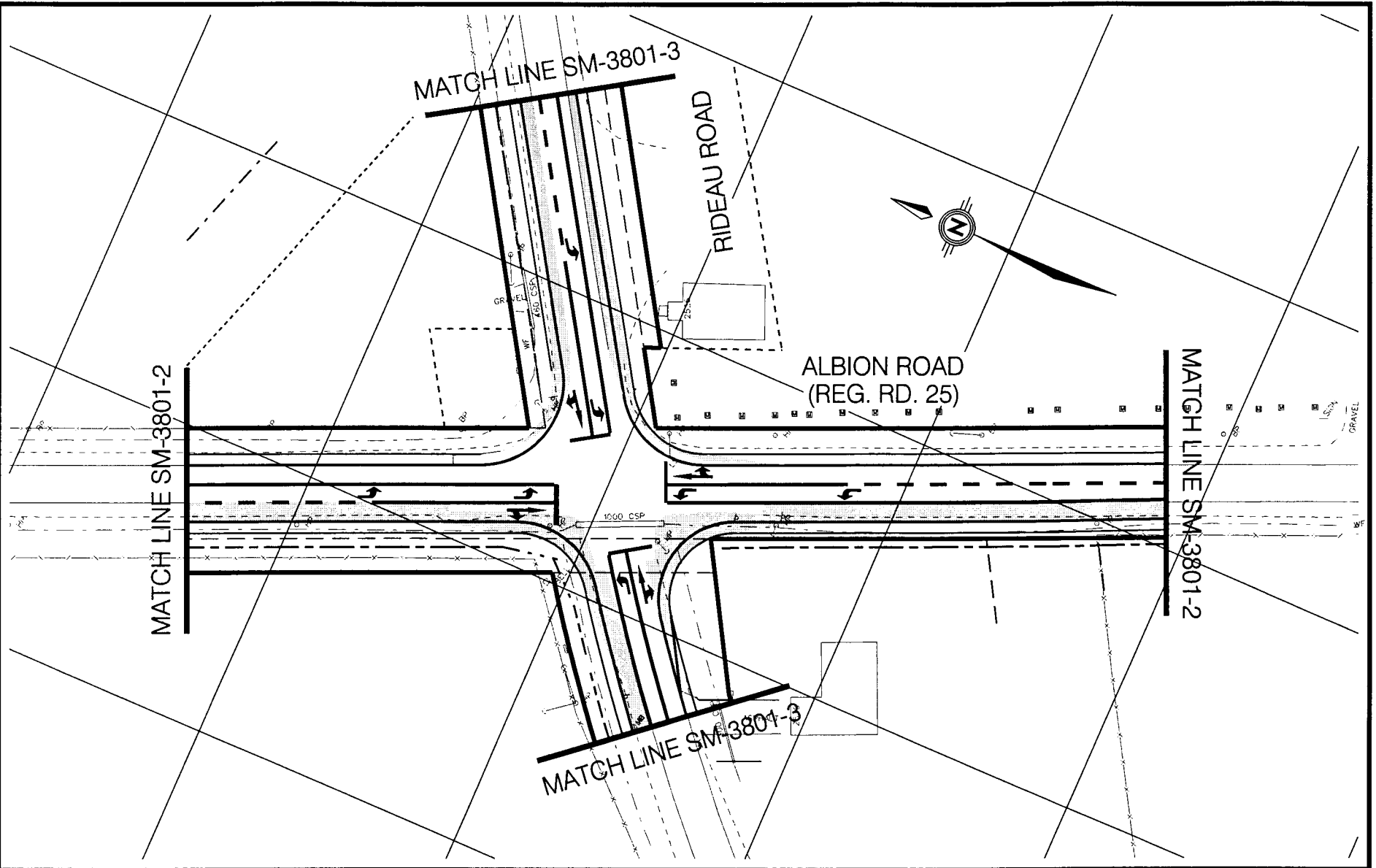
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Approved By
J.A.F.

Scale
N. T. S.

Date
DECEMBER 1997

8005-S3-tcs



INTERSECTION MODIFICATION
ALBION ROAD & RIDEAU ROAD

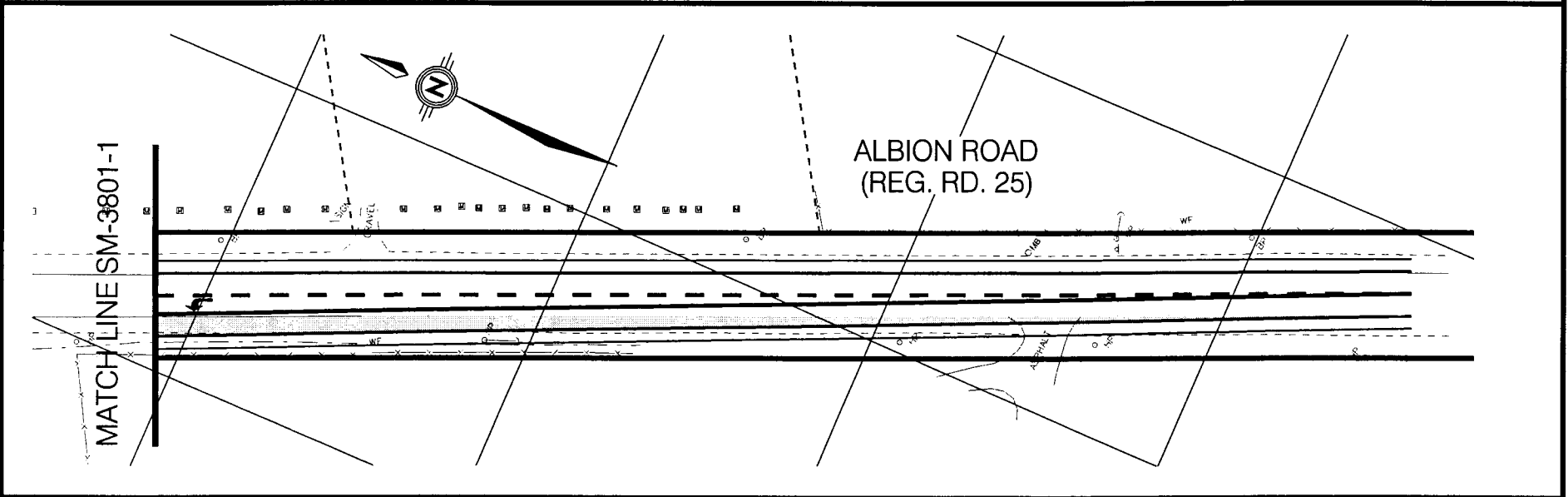
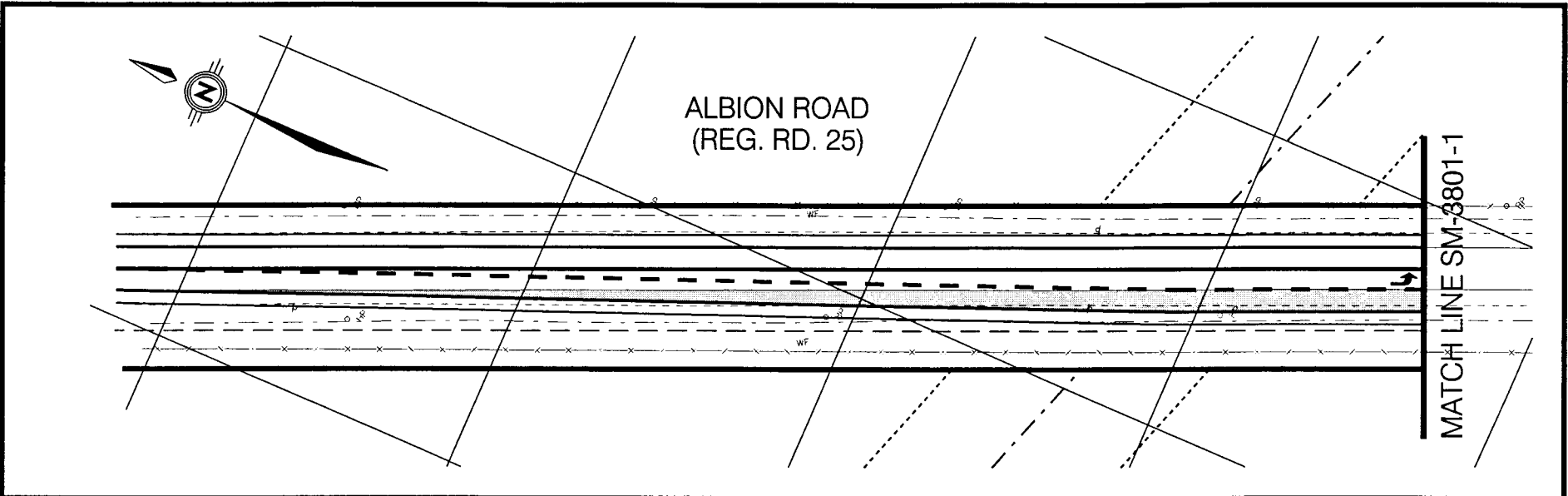
OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE N.T.S.	DRAWN BY W.H.L.	CHECKED BY L.P.D.
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SM-3801-1	DATE APR 1998	APPROVED BY P.H.S.
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TRANSPORTATION PROJECTS BRANCH

Sketch 9.5x11/rdn 1993



INTERSECTION MODIFICATION
ALBION ROAD & RIDEAU ROAD

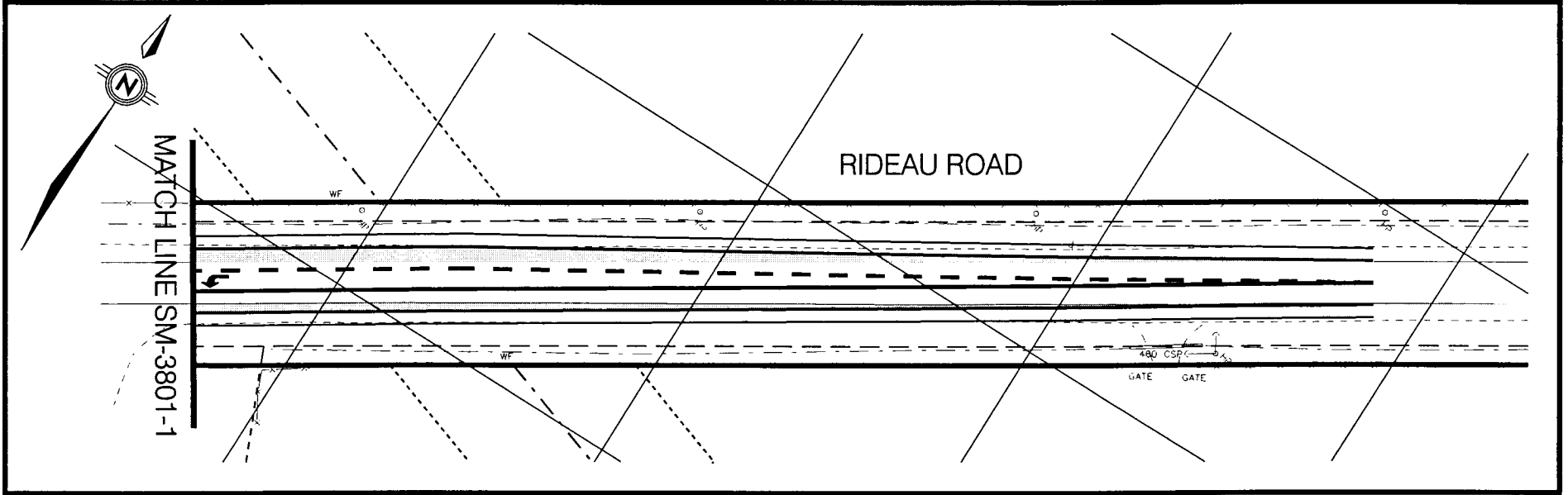
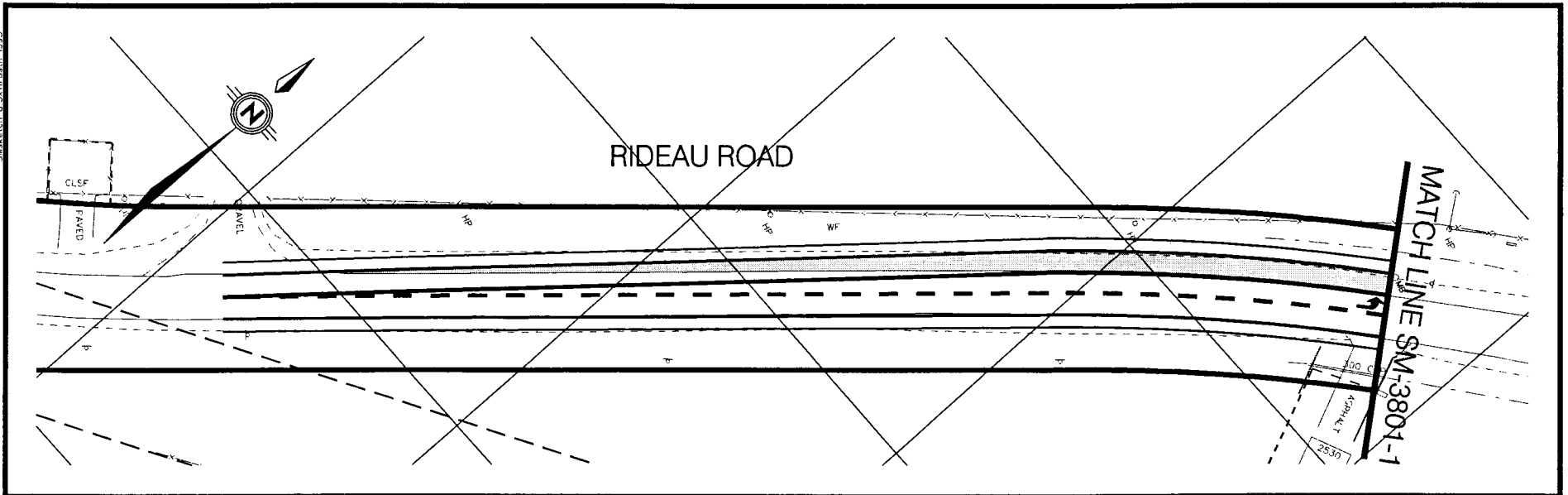
OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE N.T.S.	DRAWN BY W.H.L.	CHECKED BY L.P.D.
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SM-3801-2	DATE APR 1998	APPROVED BY P.H.S.
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TRANSPORTATION PROJECTS BRANCH

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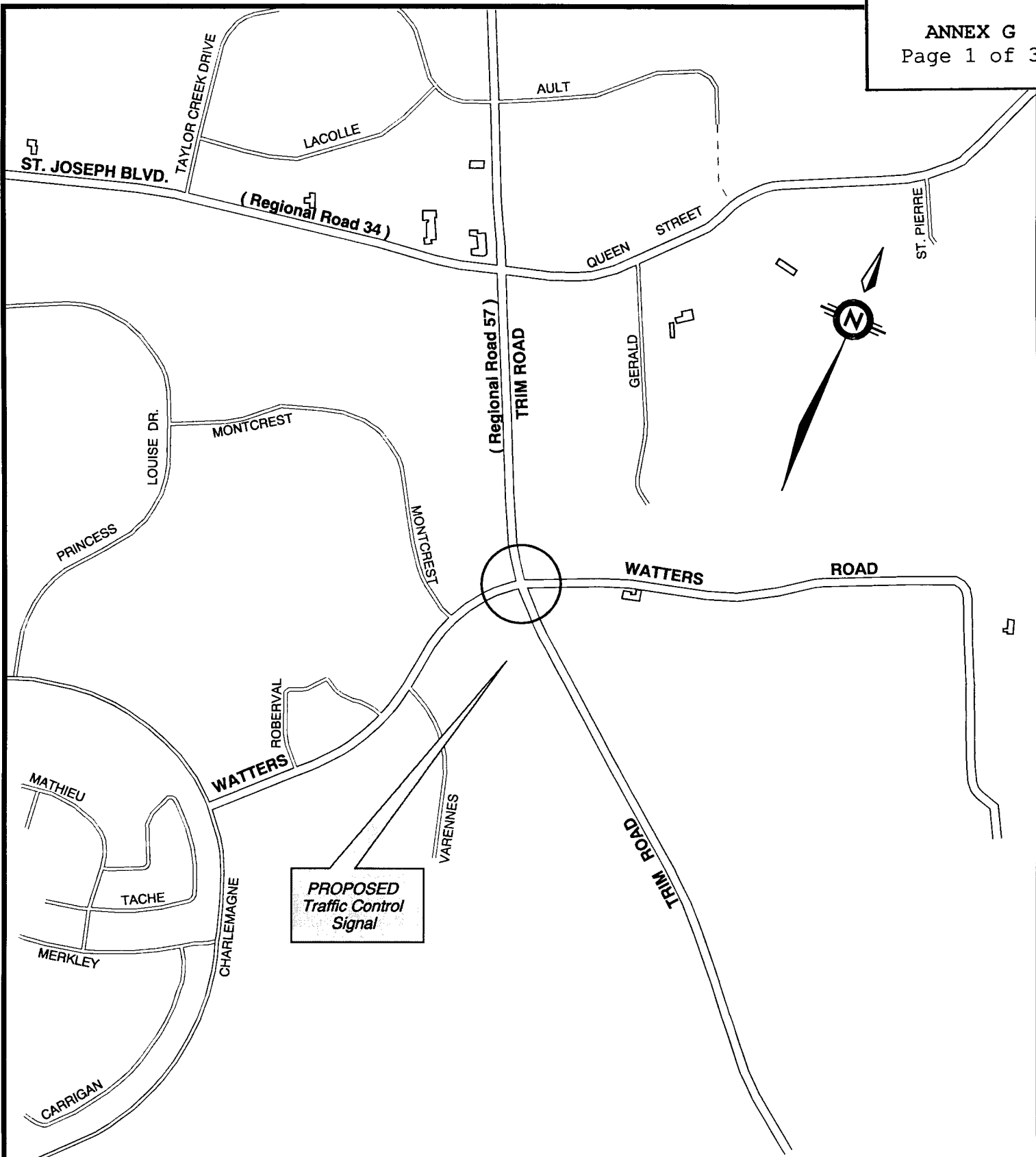


INTERSECTION MODIFICATION
ALBION ROAD AND RIDEAU ROAD

OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE	N.T.S.	DRAWN BY	W.H.L.	CHECKED BY	L.P.D.
SM-3801-3	DATE	APR 1998		APPROVED BY	P.H.S.

TRANSPORTATION PROJECTS BRANCH

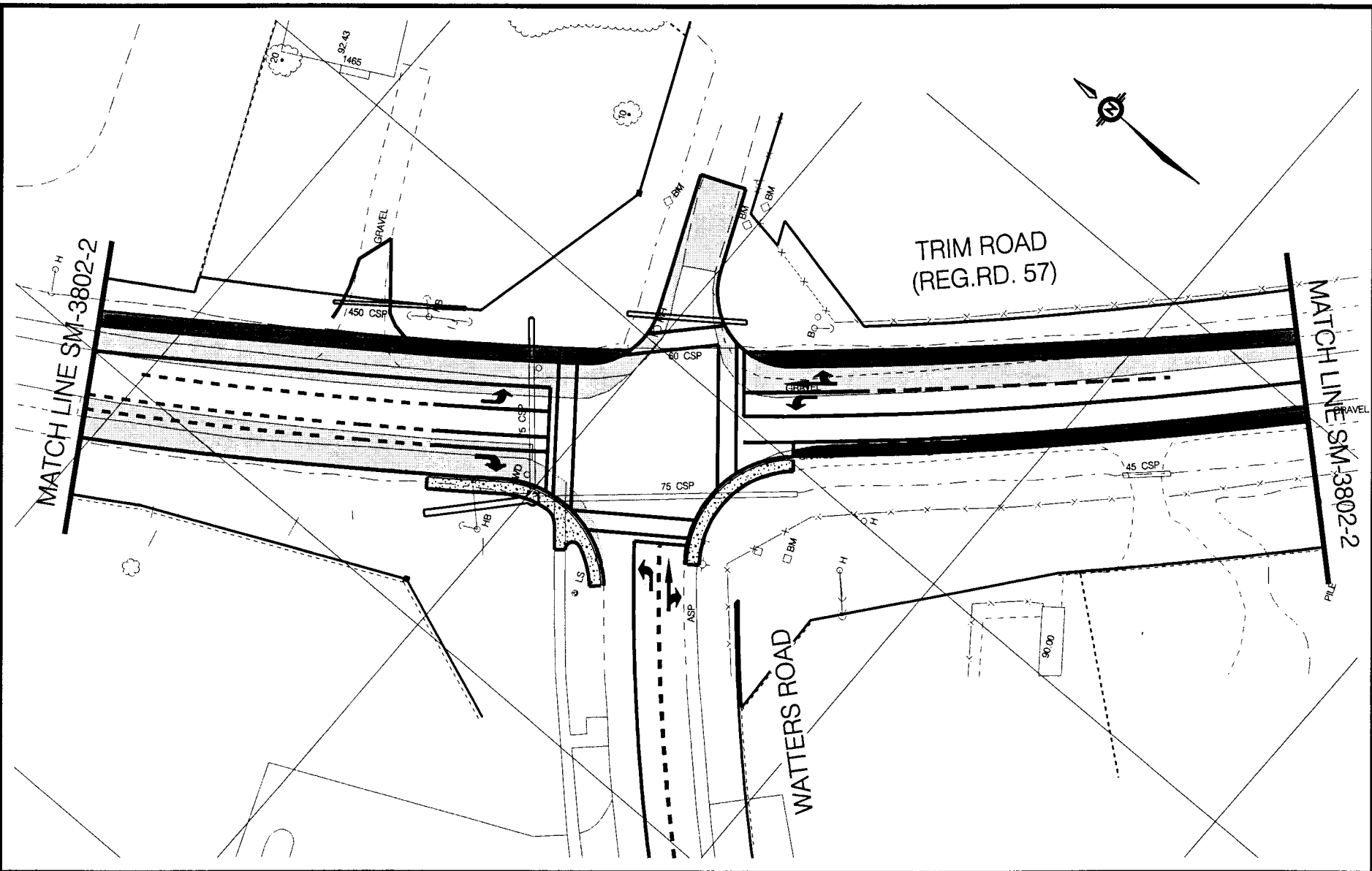


**PEDESTRIAN SIGNAL AND
TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 2
TRIM ROAD (Regional Road 57) and
WATTERS ROAD**



Ottawa-Carleton
MOBILITY SERVICES
Environment & Transportation Department

Drawn By E.P.	Checked By H.L.D.	Approved By J.A.F.	Scale N. T. S.	Date DECEMBER 1997	8005-S5-tcs
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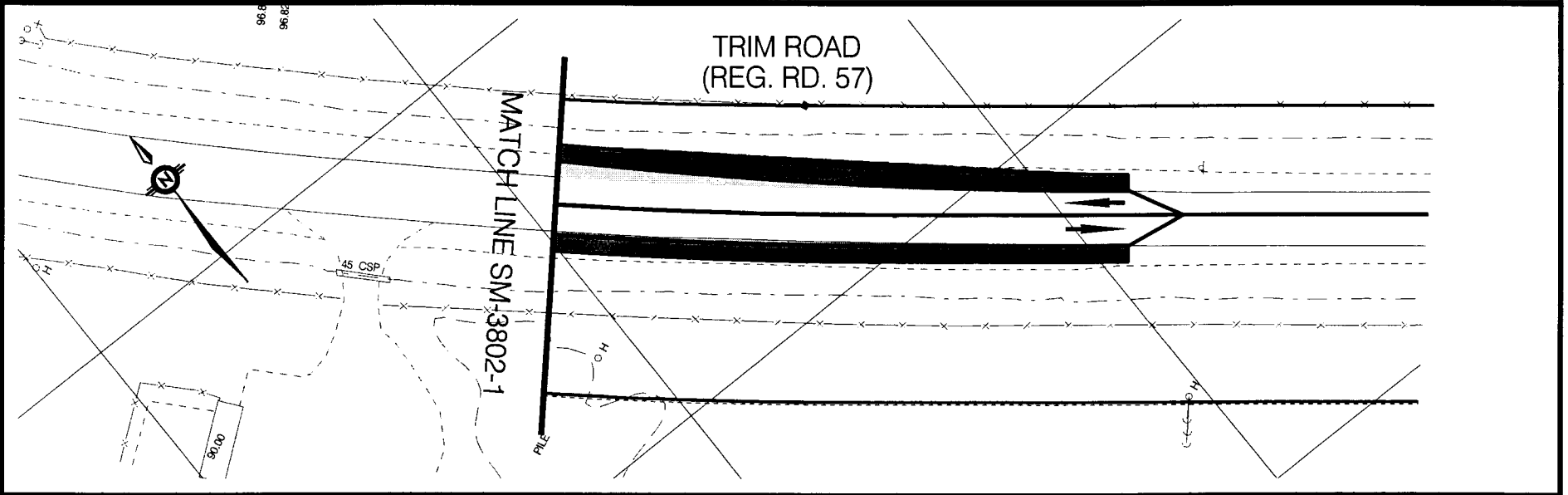
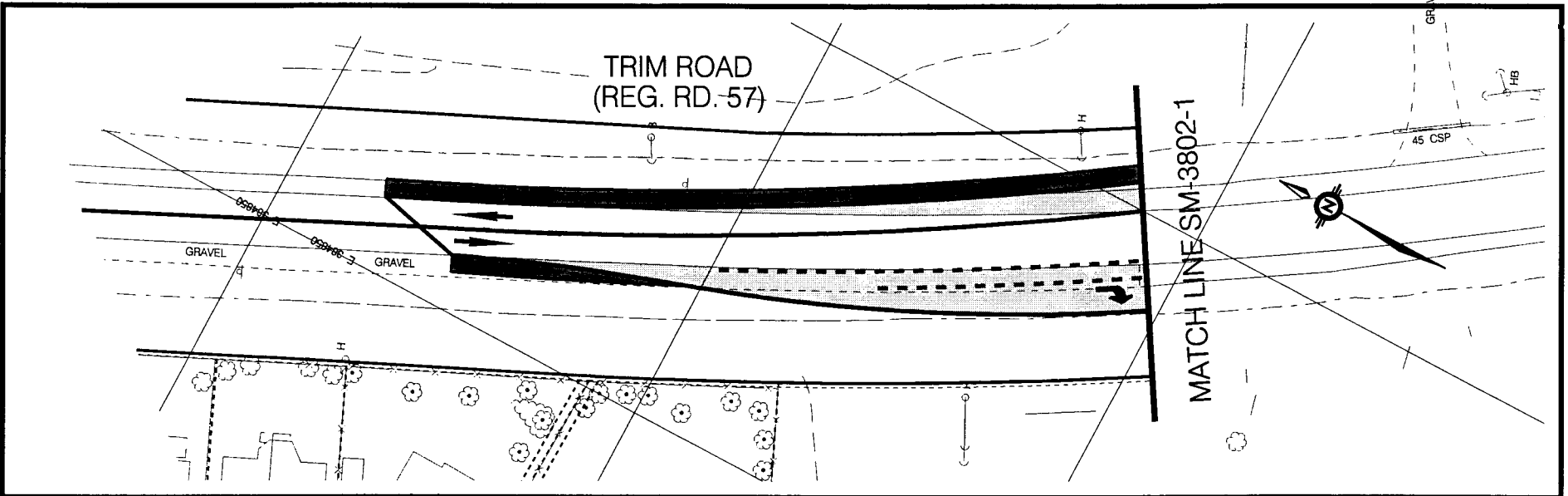
INTERSECTION MODIFICATION
 TRIM ROAD & WATTERS ROAD

OTTAWA - CARLETON
 ENVIRONMENT AND TRANSPORTATION
 DEPARTMENT

SCALE N.T.S.	DRAWN BY W.H.L.	CHECKED BY L.P.D.
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SM-3802-1	DATE APR 1998	APPROVED BY P.H.S.
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TRANSPORTATION PROJECTS BRANCH



INTERSECTION MODIFICATION
TRIM ROAD & WATTERS ROAD

OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE N.T.S.	DRAWN BY W.H.L.	CHECKED BY L.P.D.
SM-3802-2	DATE APR 1998	APPROVED BY P.H.S.

TRANSPORTATION PROJECTS BRANCH

3. 1997 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2
- Director Mobility Services and Corporate Fleet Services report dated 22 May 98

Councillor Legendre inquired whether the traffic control signal warrants changed as a result of the Transportation Master Plan (TMP) and the Official Plan. The Director of Mobility Services, Doug Brousseau, advised that the warrant system is just a tool in terms of priority; however, staff will be reporting back to committee in the fall on the new warrant system. The councillor also questioned whether the comments from the Regional Cycling Advisory Group will be available at the public hearing and staff advised that any comments they may have will be provided at that time.

Councillor Cantin doubted there would be much, if any, pedestrian activity to warrant pedestrian signals at Albion and Rideau and questioned the rationale for such a recommendation. The Director advised it would be an incremental cost and is in keeping with the TMP. The councillor thought the current situation at that location serves the area pretty well, but Mr. Brousseau cautioned committee that this is a very high collision intersection and is the driving reason behind the staff recommendation for signals and roadway modifications. The councillor asked that staff report back on what the incremental costs are to install pedestrian signals, so when other installations are being considered, audible signals could be put in instead. Staff agreed to report back on this and would also include information on the Region's policy to install such signals in rural locations. The councillor preferred the committee approve the staff recommendations, subject to the report on the additional costs coming forward.

The Director noted that most of the locations for signals are situated in rural areas and are extremely expensive undertakings. He cautioned that there are not enough funds in the signal budget and staff will have to draw funds from the Safety Improvement Program to accommodate the proposed recommendations. In addition, a preliminary review reveals that another eight intersections are warranted for signals this year and staff will be proposing a budget increase for 1999 to pay for these. The Committee Chair thought that cost was one of the criteria for which intersections would be done in any given year, but the Director advised that cost is not a factor, although it is part of the Department's deliberations in bringing those locations forward to committee. The Chair questioned the need to spend money for intersection improvements required as a result of signal installation and suggested funding be provided for signals that do not require such significant modifications, thereby using the money more wisely. She felt this could be discussed further in September when the public hearing is scheduled and at which time staff will have the requested report on costs.

Councillor Davis noted that the intersection of Tyndall and Parkdale had been warranted for signal installation but was put on hold pending the outcome of the parkdale Area Traffic Study. Now that the latter is complete, she requested the intersection be included in future reviews and staff confirmed it would be included in the 1998 program.

That the Transportation Committee recommend Council approve:

- 1. the installation of a traffic control signal at the following two intersections in conjunction with the proposed roadway modifications for each intersection;**
 - a. Albion Road (Regional Road 25) and Rideau Road; and;**
 - b. Trim Road (Regional Road 57) and Watters Road;**
- 2. the roadway modifications for the above two intersections as shown in Annex F (pages 2-4) and Annex G (pages 2-3), and authorize the initiation of the public hearing process, as required by Sections 297 and 300 of the *Ontario Municipal Act*;**
- 3. the intersections listed in Annex C (2) be further reviewed and included in the 1998 Traffic Control Signal Programme;**
- 4. no further action be taken at this time with respect to the installation of a traffic control signal at the locations listed in Annex C (3);**
- 5. no further action be taken at this time with respect to the installation of a pedestrian signal at the locations listed in Annex A (2).**

CARRIED

The Committee agreed to proceed with public advertising for the intersection modifications at the locations listed in 1 (a) and (b), prior to submitting those modifications to Council.

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 07-98-0096**
 Your File/V/Réf.

DATE 12 August 1998

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **1997 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL
 SIGNAL PROGRAMME - PHASE 2 - ADDENDUM REPORT**

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council receive this report for information.

BACKGROUND

At the 21 July 1998 Transportation Committee meeting, Councillor Cantin requested staff to report back "on what the incremental costs are to install pedestrian signals" and also to advise on the "policy with respect to the installation of such signals in the rural areas".

These questions were raised as a result of staff's recommendation that traffic control signals be installed at the intersections of Albion Road (Regional Road 25) and Rideau Road, and Trim Road (Regional Road 57) and Watters Road as contained in the 1997 Pedestrian Signal and Traffic Control Signal Programme.

DISCUSSION

The decision to install pedestrian heads as part of a new traffic control signal installation in a rural area is based on the amount of existing and proposed development in the vicinity of the intersection. The presence of a bus stop near the intersection will also prompt staff to install pedestrian displays.

The Ontario Traffic Manual recommends that pedestrian signals should be installed in most cases at signalized intersections. Should there ever be any doubt as to their requirement, staff will elect to install the pedestrian displays. In so doing pedestrian safety and convenience are insured even if the intersection is only used occasionally by pedestrians (joggers for example). It is also more

cost effective to provide pedestrian displays at the same time as the new signals are installed than to add them at a later date. Therefore, pedestrian heads are installed at all urban intersections.

It is only in the case of a truly rural location with virtually no housing or other pedestrian generators in the proximity of the intersection and none planned in the foreseeable future, that staff will not install pedestrian heads. In these cases pedestrians crossing the intersection would have to rely on the vehicle displays.

Staff are planning to install pedestrian displays in conjunction with the installation of traffic control signals at both intersections which were recommended in the 1997 Pedestrian Signal and Traffic Control Signal Programme as indicated below:

At the intersection of Albion Road (Regional Road 25) and Rideau Road, there is a church and cemetery in the southeast corner and a single family dwelling in the southwest corner.

At the intersection of Trim Road (Regional Road 57) and Watters Road, there is a rear lot residential development and a convenience store (set-back) on the northwest quadrant and a bus stop on the southwest corner.

The cost to provide pedestrian heads at a typical four leg intersection at the same time as traffic control signals are being installed is approximately \$2,400. The cost to equip the same intersection with pedestrian heads at a later date (i.e. after signals have been installed) is approximately \$3,500. Both costs include: material (8 pedestrian heads), labour, and an allowance for contingencies. The difference in costs can be attributed to the additional cost of re-mobilizing signal crews and the requirement for police point duty when working at an operational traffic signal.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

By following this policy with regards to the installation of pedestrian displays, staff are adhering to the goal to encourage walking, as set out in the Transportation Master Plan, by providing pedestrians with the highest level of comfort and security at signalized intersections.

*Approved by G. Malinsky on behalf of
Doug Brousseau*

CB/ks

Jeffrey W. Peters
4621 Albion Rd. S.
Gloucester, Ontario
K1X 1A4

AUG - 6 1998

OTTAWA CARLETON REGIONAL COUNCIL'S DEPT	
AUG 12 1998	
Received	
FILE #	27-2120
DOC I.D. #	27-1613
ACTION	
TAKEN	
TO	RN

Regional Municipality of Ottawa Carleton
Transportation Committee
111 Lisgar St.
OTTAWA, Ontario
K2P 2L7

Attn: *Ms. Rosemary Nelson*

Subject: *Installation of Traffic Control signals,
Albion Rd. S. and Rideau Rd., Gloucester Ontario*

Dear Ms. Nelson:

Further to our discussion yesterday, thank you for providing me with a copy of your Environment and Transportation Committee recommendations concerning the proposed installation of traffic control signals at the above captioned intersection. As a resident of this vicinity, I fully support the proposal, and would like to take the opportunity to provide the transportation committee with the following additional supporting details.

From my perspective, the Albion Road S. area continues to be plagued by extreme vehicle speeding and dangerous passing problems, particularly along the fairly steep incline opposite my residence. The proposed traffic lights would be situated between two somewhat rural and forested stretches of Albion Road, where even higher illegal speeds are prevalent. I would assert that this installation will contribute substantially to reducing the speeding problem, hence improving the general traffic safety for everyone in the area.

Additionally, with the numerous southern residential developments in the Greely and Manotick areas over the past ten years, we have observed that the volume of commuter traffic along Albion Road has significantly increased, particularly during the morning and evening rush hours. Consequently, it has become increasingly difficult for residents of the area to make safe turns from their laneways onto the roadway, due to the nearly constant steady stream of (speeding, tailgating, & passing) oncoming traffic. In the Winter seasons, many oncoming cars have landed in the deep ditches on either side of Albion Road, losing control while attempting to avoid cars merging from driveways. A traffic light in the proposed location should result in periodic "lapses" in the current steady flow of vehicles, into which local residents and Rideau Carleton Raceway patrons can enter the main roadway, less dangerously.

(cont.'d .../2)

Finally, it should also be noted that we have many elderly and disabled neighbours and children residing in the area immediately to the north of the intersection. A traffic light in this area would contribute significantly to lessening the danger of injuries and fatalities of these pedestrians and cyclists, both at the actual intersection and along the approaches to it, as traffic will be required to decelerate.

In summary, we feel very strongly that the initiative should proceed as quickly as possible. I would like to thank the committee for the opportunity to comment, and we look forward to a favourable decision on this issue.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Jeff Peters", with a stylized, flowing script.

Jeffrey W. Peters

JWP:lk
attach.