

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

REPORT
RAPPORT

Our File/N/Réf. **50 23-98-R030**
Your File/V/Réf.

DATE 21 May 1998

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **PROPOSED INTERSECTION MODIFICATIONS TO INNES
ROAD (REGIONAL ROAD 30) AND PORTOBELLO
BOULEVARD - URBANDALE RESIDENTIAL DEVELOPMENT**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. the installation of traffic control signals at Innes Road and Portobello Boulevard and the construction of associated roadway modifications along Innes Road as described in the report and illustrated in Annex B, subject to the owner, Urbandale Corporation:**
 - a. funding the total cost of the proposed road works which would include paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs;**
 - b. executing a legal agreement with respect to the above; and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

BACKGROUND

A significant housing development is currently taking place along the north side of Innes Road in the vicinity of Portobello Boulevard with a planned build out in 2003. South of Innes Road in this area, Urbandale Corporation is in the process of constructing a residential neighbourhood consisting of 805 units combined with 25,000 square feet of retail space on a parcel of land

located in the southwest quadrant of the Innes Road/Trim Road (Regional Road 57) intersection. The site location, shown in an area context, is provided in Annex A.

The primary access to the existing residential development north of Innes is provided by Portobello Boulevard which currently forms a “T” intersection with Innes Road. With the advent of the Urbandale development south of Innes Road, a fourth leg to this intersection will be required.

This intersection was placed on the Department’s Traffic Control Signal Priority Review Programme in response to requests for safer crossing conditions for the students who walk to and from the École Secondaire Catholique Beatrice-Desloges which is located south of Innes Road at Provence Boulevard.

EXISTING CONDITIONS

Pedestrians

As development has increased in this area, so has the frequency of pedestrians walking on the shoulders of the roadway. In recognition of this, Urbandale has recently constructed an asphalt sidewalk on the south side of Innes Road from Portobello Boulevard to Provence Boulevard. The sidewalk provides a safe route for students walking to and from the newly constructed École Secondaire Catholique Beatrice-Desloges located on the south side of Innes Road at Provence Boulevard. No other facilities exist for pedestrians in this area along Innes Road.

Bicycles

Although this section of Innes Road is identified for an on-road cycling facility in the Transportation Master Plan (TMP) and the Official Plan, there are currently no cycling facilities along the portion of this roadway that fronts on Urbandale lands. Similar to the frequency of pedestrians in this area, as development increases, so will bicycle traffic.

Transit

Two peak period transit routes (#27 and #35), currently travel along Innes Road in front of the Urbandale lands. These routes proceed through the Fallingbrook community and connect with the Transitway at Place d’Orleans. No regular routes make use of this section of Innes Road.

Automobiles

Innes Road (Regional Road 30) between Tenth Line Road and Trim Road is a two lane, undivided, rural roadway with narrow shoulders. West of Portobello Boulevard, the posted speed limit is 60 km/h and east of Portobello Boulevard the maximum speed limit increases to 80 km/h. Approximately 3800 eastbound and 3100 westbound motorists travel along this section of Innes Road daily. Because of the high rate of residential growth in this area, traffic volumes increase about 5% per annum.

Portobello Boulevard currently operates as a two-lane, urban collector roadway that travels from the north at Valin Street south to intersect with the north side of Innes Road.

DESIGN PROPOSAL

The proposed modifications to the intersection of Innes Road and Portobello Boulevard consist of the following features:

1. the installation of traffic control signals;
2. the provision of bicycle lanes along the north and south sides of the fully widened portion of Innes Road;
3. the addition of Portobello Boulevard on the south side of the intersection;
4. the construction of an eastbound right-turn lane;
5. the construction of an eastbound left-turn lane; and,
6. the construction of a westbound left-turn lane.

In addition to these intersection modifications, a sidewalk along the north side of Innes Road will be constructed from Portobello Boulevard to Provence Boulevard.

The functional design of these proposed roadway modifications is shown in Annex B.

Pedestrians

The provision of traffic control signals at the Innes Road/Portobello Boulevard will enhance pedestrian safety and mobility crossing Innes Road. The proposed traffic control signals will feature pedestrian actuation and will provide protection for pedestrians when they are crossing this section of Innes Road.

In conjunction with the installation of the traffic signals and in addition to the recent provision of a sidewalk on the south side of Innes Road, a sidewalk along the north side of Innes Road between Portobello Boulevard and Provence Boulevard will be constructed to further enhance pedestrian safety and mobility.

Bicycles

On-road facilities for bicycles have been incorporated into the design of the intersection modifications.

Transit

Transit operations on this section of Innes Road will not change. Safe accessibility for patrons to reach the existing eastbound bus service on Innes Road from the communities will be significantly improved.

Automobile

Motorist safety at this intersection will be greatly enhanced by providing the ability for through motorists to safely bypass eastbound and westbound left-turning vehicles. In addition, the construction of the proposed turn lanes will significantly improve the efficiency of the traffic operations at this intersection.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN (TMP)

Innes Road was identified in the Summary of Roadway Projects (Table 10) of the TMP to be widened in the future to four lanes from Orleans Boulevard (Regional Road 56) to Trim Road (Regional Road 57). This widening project has not been identified in the Region's 10-year budget forecasts (2008); therefore, to safely facilitate the rate of land development in this area, it will be necessary for the developer to fund the proposed modifications to this intersection as an interim measure until the roadway undergoes full reconstruction.

The guiding principle from the TMP is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle will be reflected in the detailed intersection design which will incorporate traffic signals, sidewalks, cycling facilities and simple corner geometry.

FINANCIAL STATEMENT

Should Regional Council approve the proposed intersection modifications and traffic signal installation, the Urbandale Corporation will assume the responsibility for 100 percent of all the costs.

COST ESTIMATE

The following cost estimates, which have been developed by J. L. Richards and Associates Limited, are at a conceptual stage and may vary after further analysis. These estimates relate only to the roadway modifications identified in the Regional right-of-way and are provided solely for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$125,000
Traffic Control Signals	\$135,000

Engineering (Misc.)	\$20,000
Contingencies	<u>\$10,000</u>
TOTAL ESTIMATED COST	\$290,000

CONSULTATION

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

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

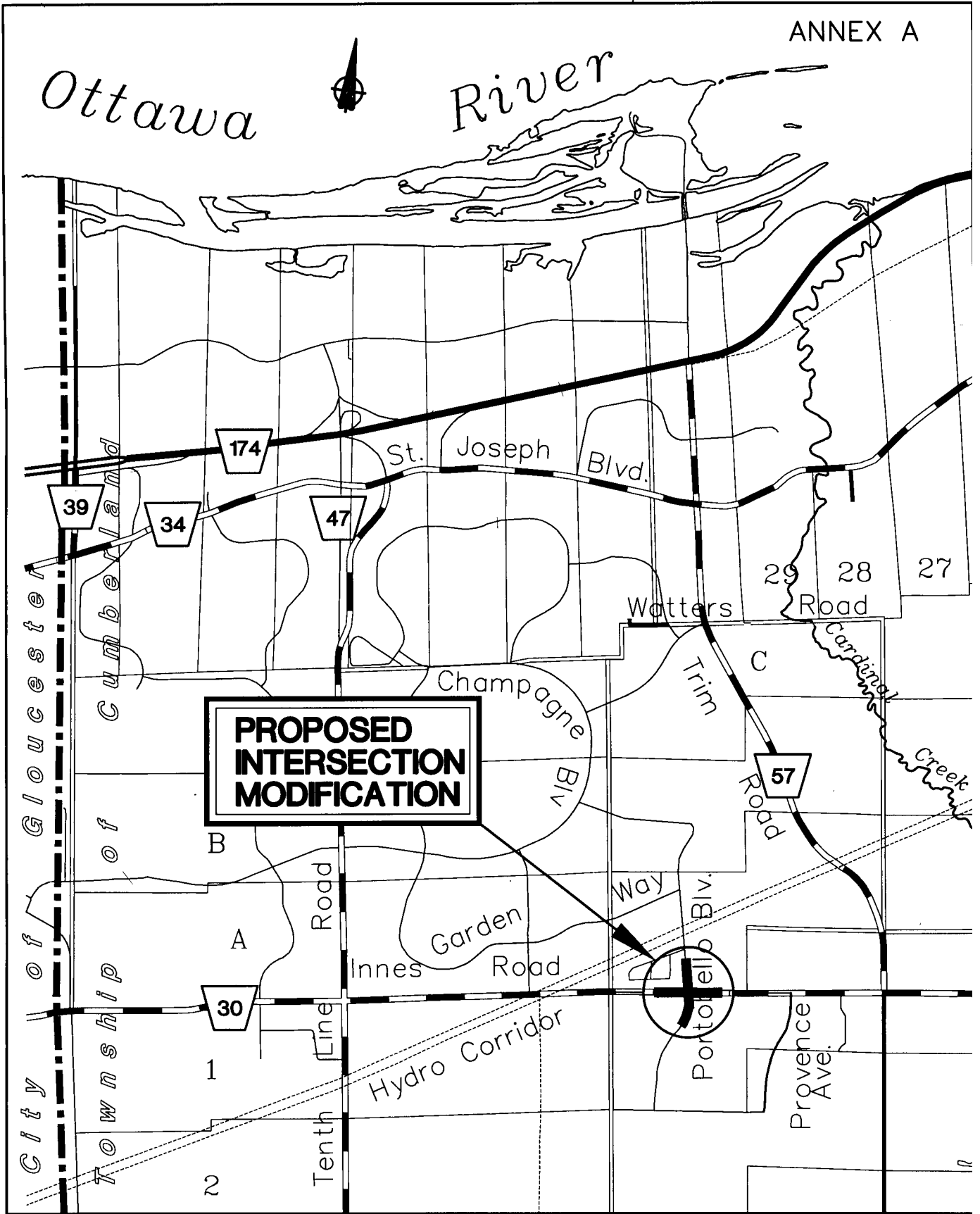
This report will be presented to the Regional Cycling Advisory Group (RCAG) at their Planning Committee meeting on 26 May 1998. They advise that the bicycle lanes shown in Annex B must be 2.0 m wide.

During the detailed design process for this intersection modification, Department staff will circulate RCAG for their review and comment.

*Approved by
Doug Brousseau*

WJ/js

Attach. (2)



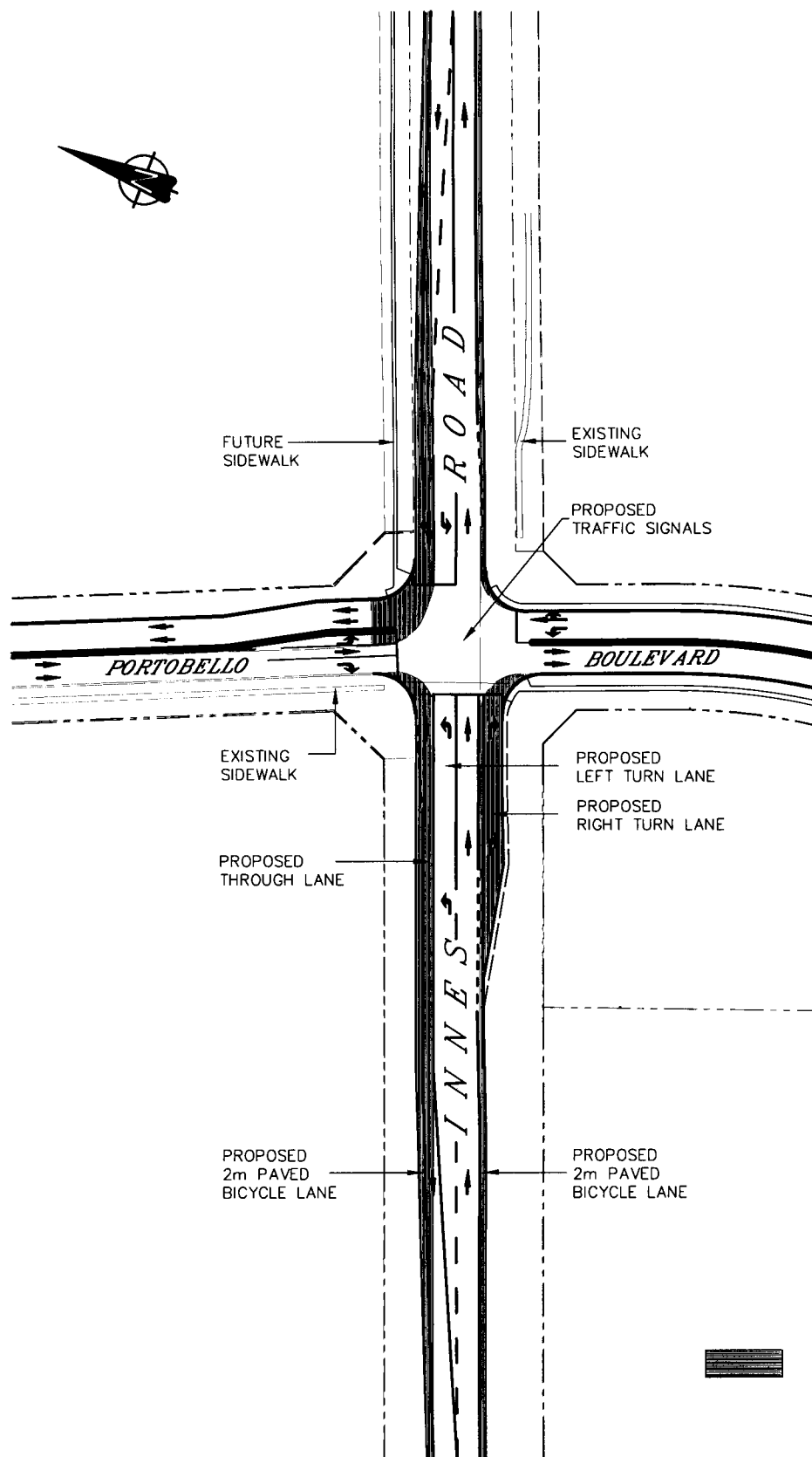
**PROPOSED
INTERSECTION
MODIFICATION**

**KEY PLAN
INTERSECTION MODIFICATION**

INNES ROAD (REG. RD. 30) & PORTOBELLO BOULEVARD

MAY 1998

NOT TO SCALE



FUNCTIONAL PLAN INTERSECTION MODIFICATION

INNES ROAD (REG. RD. 30) & PORTOBELLO BOULEVARD

MAY 1998

NOT TO SCALE