

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

REPORT
RAPPORT

Our File/N/Réf. **25 RG262-20L**
Your File/V/Réf.

DATE 14 November 1996

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **COOPER STREET AT O'CONNOR STREET - THROUGH
PROHIBITION**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the prohibition of eastbound through movements (bicycles exempted) on Cooper Street at O'Connor Street from 3:30 to 5:30 p.m. (Monday to Friday) and the amendment of the Traffic and Parking By-law to reflect this change.

BACKGROUND

This intersection (as shown in Annex A) was identified for study as part of the Safety Improvement Programme. While reviewing this location for safety improvements, it was noted that there exists an angle collision problem involving eastbound and southbound through movements. During the period 1 January 1993 to 31 December 1995 there were 33 reported collisions at this intersection. Of these collisions 23 (70%), were angle collisions. The majority (78%) of these collisions occurred between 3:30 p.m. and 5:30 p.m. from Monday to Friday. Six (33%) of these identified angle collisions resulted in personal injuries.

As a result, it is proposed that the eastbound through movement on Cooper Street at O'Connor Street be prohibited from 3:30 p.m. to 5:30 p.m. from Monday to Friday. This proposal would affect approximately 140 vehicles on a typical day. By prohibiting this movement, there will no longer be the angle conflict occurring during the p.m. peak period. This prohibition will be monitored for one year to determine its effectiveness.

Pedestrians

This proposal will not impact adversely on pedestrians.

Bicycles

At the request of the Regional Cycling Advisory Group (RCAG), bicycles will be exempted from this prohibition.

Transit

This proposal will not impact adversely on public transit.

Automobiles

Eastbound vehicles on Cooper Street will have to make a right turn onto O'Connor Street or divert to Somerset Street.

CONSULTATION

This report was circulated to the Regional Councillor for this ward and to RCAG. Public notification of this recommended change was carried out by the use of the proposed intersection modification signs erected at the intersection.

RCAG's comments are attached at Annex B.

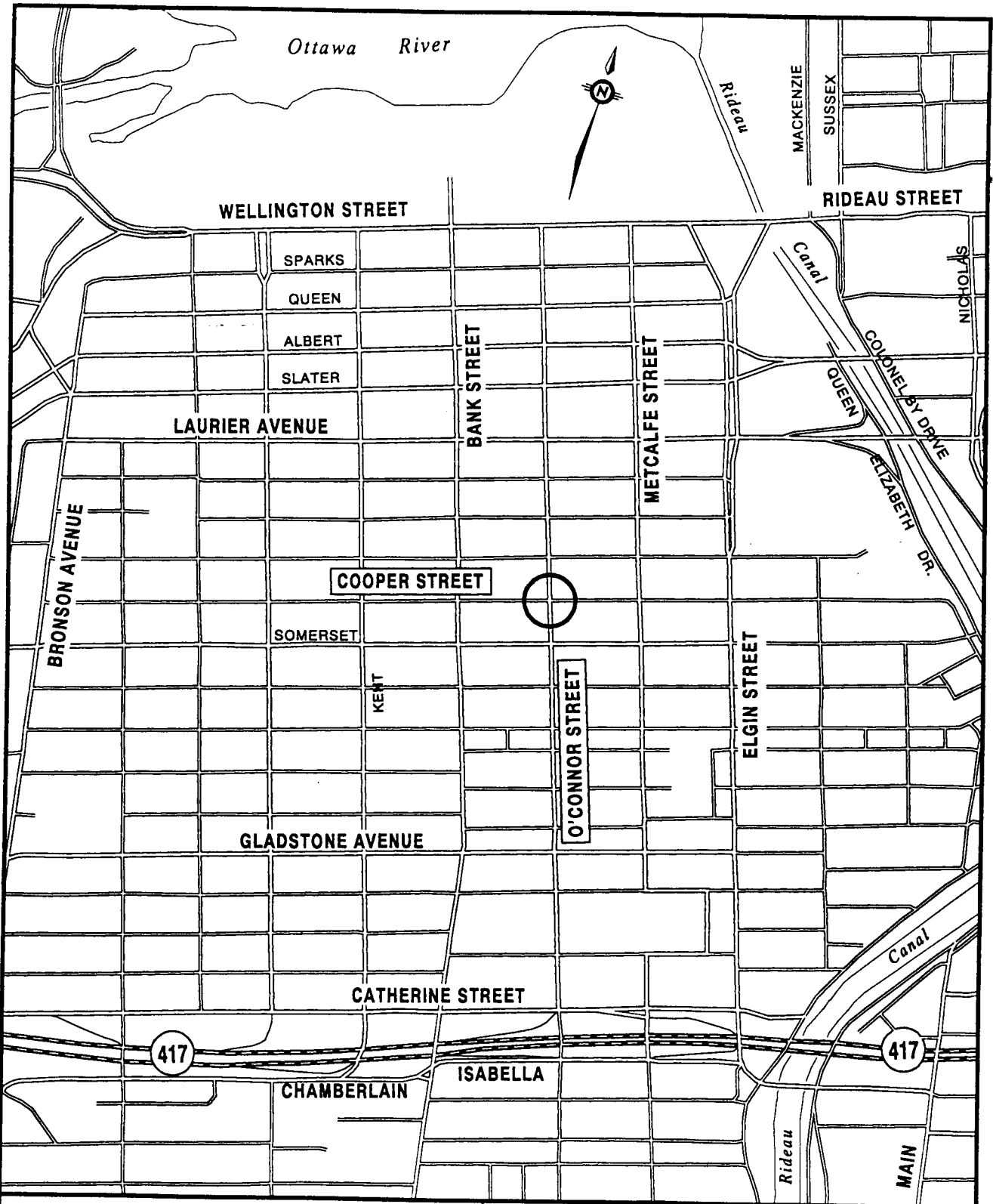
FINANCIAL IMPLICATIONS

The approximate cost of erecting this sign is \$400. The funds for this project are available in Capital Account 912-30708.

*Approved by
Doug Brousseau*

CB/PP/sc

Attach. (2)



COOPER STREET and O'CONNOR STREET

SCALE N.T.S.	DRAWN BY G.P.	CHECKED BY
# 3472	DATE Nov. '96	APPROVED BY



Ottawa-Carleton

MOBILITY SERVICES
Environment & Transportation Department

ANNEX B

Regional Cycling Advisory Group (RCAG)
c/o George Hollinworth
50 Glen Ave
Ottawa K1S 2Z9
613 730 5507
george@ve3pak.ocunix.on.ca
FAX 730 6149

25 RG262-20L

Attention
Carmen Brown
RMOC Transportation Department
560 6001 ext 1685
FAX 560 6069

Re: Crossing Restriction at Cooper & O'Connor

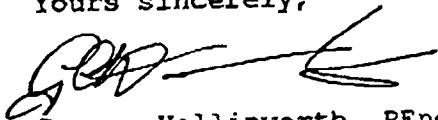
Dear Ms. Brown,

The department's decision to restrict cross traffic at Cooper St. and O'Connor Ave. due to the high collision rate was discussed by the Regional Cycling Advisory Group on November 5.

RCAG members with knowledge and experience with this intersection were quite clear that this was not a dangerous intersection for cyclists, even at rush hour. Motor vehicles are more at risk because of drivers' limited visibility when the middle lanes of O'Connor become congested. Drivers cannot see free-low traffic in the right hand lane until they "nose" into the lane. Cyclists are able to see if the lane is clear before entering it.

Cooper St. is used by many cyclists to cross Centretown because it has low traffic volumes and few signalized intersections. Given that cyclists have not been demonstrated to be at risk at this crossing, it was agreed by RCAG that bicycles should be exempted from this restriction because it poses an unreasonable constraint on cyclists' mobility.

Yours sincerely,



George Hollinworth PEng.
Chair
Regional Cycling Advisory Group