

Our File/N/Réf. **25 T65-46**
Your File/V/Réf.

DATE 14 August 1996

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **INTERSECTION MODIFICATION - RICHMOND ROAD
(REGIONAL ROAD 36) AND LYNHAR ROAD/STAFFORD
ROAD**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. Approve the road widening on the west side of Richmond Road as illustrated in Annex A;**
- 2. Authorize the initiation of the public hearing process, as required by Sections 297 and 300 of the Ontario Municipal Act.**

DISCUSSION

The Safety Improvement Programme is a separately identified project in the Capital Works Programme. It is intended to remedy specific safety and operational problems such as high collision occurrence or lack of capacity at individual locations.

As part of the redevelopment application for the Stafford Centre (former IKEA), the proposed intersection modifications, illustrated in Annex A, were identified in a traffic impact study carried out by the firm of Grant A. Bacchus Ltd. in 1991 and were confirmed again in an updated traffic impact study undertaken by Cumming-Cockburn Ltd. in 1994. These studies indicated that road modifications were warranted on three approaches to the Richmond Road and Lynhar Road/Stafford Road intersection, but that two modifications were not directly a result of the Stafford Centre development.

At the time the Stafford Centre development application was before the City of Nepean Planning and Development Committee, concerns of overall traffic congestion were raised by members of the surrounding residential communities, requesting assurances that the intersection modifications indicated in these studies would be carried out. The proposed modification for an eastbound right-turn lane did not rank sufficiently high enough in the Safety Improvement Programme for

construction to take place. The City of Nepean agreed to enter a cost sharing venture with the Region and this enabled the proposed modification to rise to the top of the priority list.

The proposed work at this location involves providing an exclusive eastbound right-turn lane from Richmond Road to Lynhar Road. The eastbound right-turn lane would provide for two exclusive through lanes at the intersection, with separate lanes available for both left-turn and right-turn movements.

During the period 01 January 1993 to 31 December 1995, a total of 23 collisions were reported at this location. The proposed modification has the potential to eliminate approximately 8 of these collisions.

The project, at a total estimated cost of \$50,000, would be equally funded between the City of Nepean and the Regional Municipality of Ottawa-Carleton, with the Region's share to come from the Safety Improvement Programme.

FINANCIAL IMPLICATIONS

Direct funding in the amount of \$40,000 is available in Capital Project account 912-30708 for this modification. Based on preliminary estimates this would permit implementation at this time.

The actual cost of the proposed modification will not be known until the project is tendered and firm price quotes obtained. Commitment of funds will be made when the contract for construction is awarded.

CONSULTATION

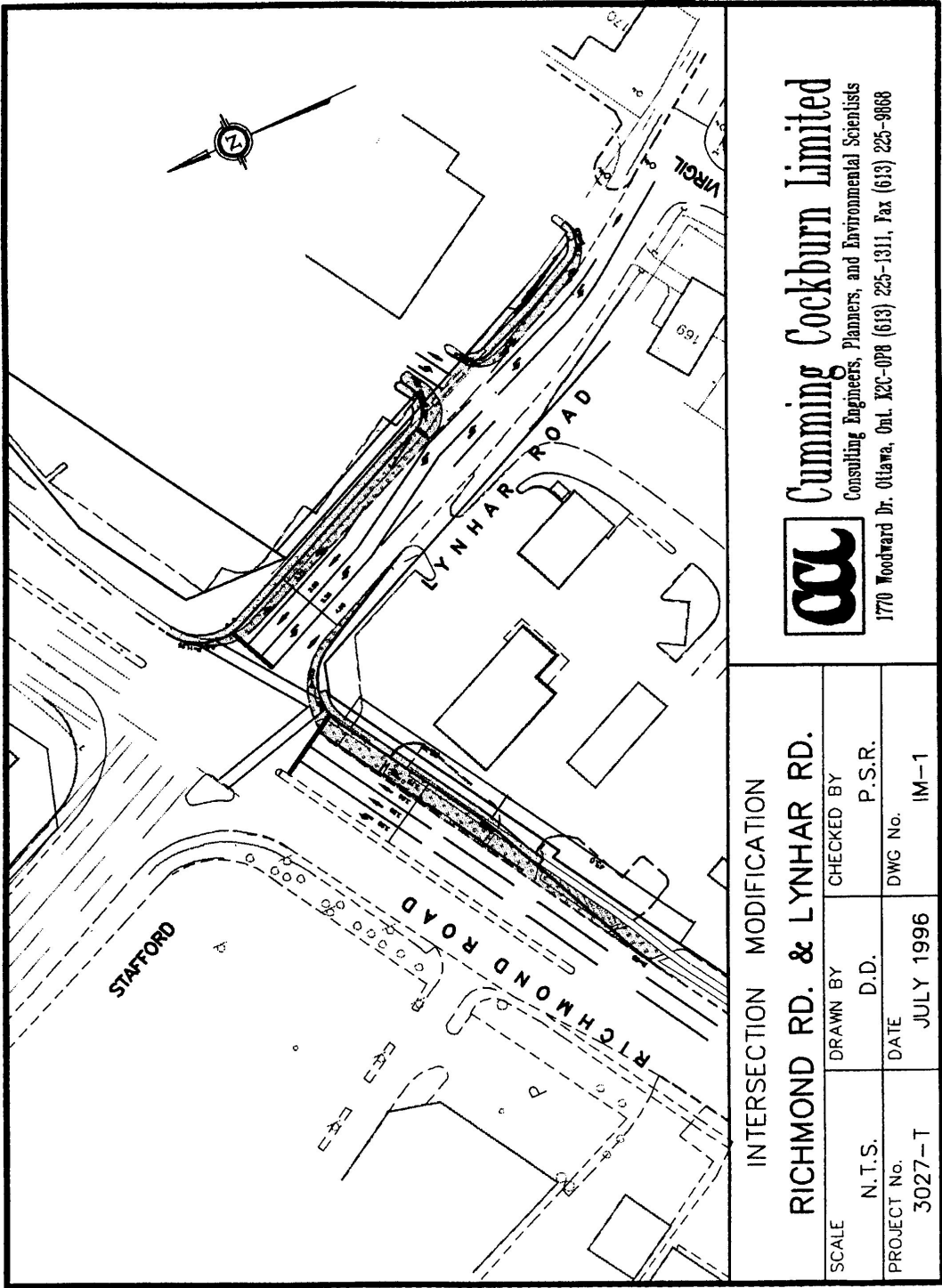
Extensive consultation was undertaken by the City of Nepean. The Regional Cycling Advisory Group has concerns with this proposal and their correspondence is attached at Annex B.

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

PP/sc

Attach. (2)

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ANNEX B

Regional Cycling Advisory Committee (RCAG)
c/o George Hollinworth
50 Glen Ave
Ottawa K1S 2Z9
Phone 613 730 5507
e-mail george@ve3pak.ocunix.on.ca

14 Aug 1996

File: 25 T-65-46
P. Palmer, P.Eng.
Acting Safety Programmes Engineer
Mobility Services Division
RMO Environment and Transportation Department
111 Lisgar St. Ottawa, K2P 2L7

Dear Ms Palmer

Re: Intersection Modification-Richmond Rd/Lynhar Rd.

The above referenced proposal was discussed at the 13 Aug meeting of RCAG. While the committee does not wish to oppose this project completely a majority of the committee had serious reservations.

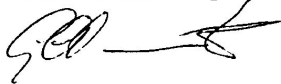
The proposal, as received, exclusively centred on the need to reduce traffic congestion and reduce vehicle collision occurrence. No consideration was given in the report to pedestrian, cycling or bus transit use.

The committee noted that road widening and exclusive right turn lanes make pedestrian crossing more difficult. It noted that there is a retirement home in the vicinity. Steps should be considered to maintain or improve current pedestrian facilities. Also the bus stop will be incorporated into the turn lane. No assessment of this on transit service was made.

The regional master plan defines a hierarchy of uses starting with pedestrians, cycling, transit and automobiles. The committee recommend that proposals should consider all modes of transport and not appear to be concerned simply with automobile traffic congestion.

In addition the representative from the Nepean Cycling group noted that they had not been consulted on this matter.

Yours sincerely



George Hollinworth P.Eng.
Chair, RCAG