

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.	03 07-00-0099
DATE	26 June 2000
TO/DEST.	Transportation Committee
FROM/EXP.	Co-ordinator, Transportation Committee
SUBJECT/OBJET	<b>TRAFFIC CONTROL SIGNAL ON ST. JOSEPH BOULEVARD AT EDGAR BRAULT STREET</b>

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**REPORT RECOMMENDATION**

**Having held a public hearing, that the Transportation Committee recommend Council approve the installation of a traffic control signal at St. Joseph Boulevard and Edgar Brault Street, subject to the City of Gloucester:**

- a. paying the total cost of the signal installation;**
- b. paying the total cost to construct the intersection modification, including the westbound left turn lane as shown in Annex B;**
- c. paying the annual maintenance and operating costs, and;**
- d. executing a legal agreement with respect to a. b. and c.**

**BACKGROUND**

On 7 June 2000, the Transportation Committee considered the attached report dated 4 May 2000 from the Director of Mobility Services and Corporate Fleet Services. The Committee, with the dissents noted, recommended that Council approve the installation of traffic control signals at the intersection of St. Joseph Boulevard and Edgar Brault Street. An extract of the Minute immediately follows the report.

At the Council meeting of 14 June 2000, the item was referred back to the Transportation Committee for further consideration.

*Approved by*  
*Rosemary Nelson*

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.                   **50 20-00-R034AT**  
Your File/V/Réf.

DATE                                4 May 2000

TO/DEST.                         Co-ordinator Transportation Committee

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

SUBJECT/OBJET                 **TRAFFIC CONTROL SIGNAL ON ST. JOSEPH BOULEVARD  
AT EDGAR BRAULT STREET**

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**DEPARTMENTAL RECOMMENDATIONS**

**That the Transportation Committee recommend Council approve that:**

- 1. a traffic control signal not be installed at St. Joseph Boulevard and Edgar Brault Street, or;**
- 2. a traffic control signal be installed at St. Joseph Boulevard and Edgar Brault Street, subject to the City of Gloucester;**
  - a. paying the total cost of the signal installation;**
  - b. paying the total cost to construct the intersection modification, including the westbound left turn lane as shown in Annex B;**
  - c. paying the annual maintenance and operating costs, and;**
  - d. executing a legal agreement with respect to a. b. and c.**

**BACKGROUND**

The City of Gloucester has requested the Region to install and maintain, at their costs, a traffic control signal at the intersection of St. Joseph Boulevard and Edgar Brault Street (Annex A refers).

## DISCUSSION

The latest pedestrian and traffic data collected on 14 May 1999 indicated that a traffic control signal is only 13% warranted. A review of the collision history indicates that installing a traffic control signal would not likely have prevented any of the collisions.

This Department can only recommend the installation of a traffic control signal when the established warrants are 100% satisfied. Based on the fact that the signal warrants are not met, it is recommended that a traffic control signal not be installed on St. Joseph Boulevard and Edgar Brault Street.

Furthermore, if a traffic control signal is to be installed at this intersection, a westbound left turn lane must be constructed to allow for the proposed traffic signal to operate in an efficient and effective manner. St. Joseph Boulevard is a four lane roadway which carries peak hour vehicle volumes of 1,200 in the westbound and 1,100 vehicles in the eastbound directions. These volumes can be accommodated with the existing two lanes provided in each direction. However, if a traffic signal is introduced and a westbound left turn lane is not provided, westbound through vehicles in the centre through lane will be delayed when a vehicle turns left. For the most part, through vehicles will have to wait until the left-turning vehicle has turned in order to proceed through the intersection. This will create greater collision potential as motorists weave out of their lane to avoid this delay. This will increase the congestion and collision potential on St. Joseph Boulevard for every signal cycle that a westbound left turn vehicle is present. It should be noted that the absence of a left turn lane will also preclude the implementation of a left turn arrow in the future.

The estimated cost to install the traffic control signal at this location is \$110,000 (including audible signals). The annual maintenance and operating costs are approximately \$3,500.

The estimated cost of the intersection modification to provide a westbound left turn lane as shown in Annex B is \$200,000.

## CONSULTATION

This report has been circulated to the area Councillors, the Regional Cycling Advisory Group (RCAG) and the Audible Pedestrian Signal Advisory Committee (APS) for comments. Comments, if any, from RCAG and APS Committee will be available at the public hearing meeting.

As required by the *Municipal Act of Ontario* regarding Public Hearings, a notice of the proposed roadway modifications has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

FINANCAL IMPLICATIONS

Should Transportation Committee and Council approve the installation of the traffic control signal and the intersection modifications, the net cost to the Region would be nil as 100% of the costs would be recoverable from the City of Gloucester. No funds for this project have been provided in the 2000 Capital Budget, Order No. 900431, New Traffic Control Signal Programme.

*Approved by  
Doug Brousseau*

Attach. ( 2 )

Council Resolution No: ..... 15 .....

Meeting Date: ..... September 14, 1999 .....

Moved by: ..... *[Signature]* .....

Seconded by: ..... *[Signature]* .....



WHEREAS the City has received a petition from the residents on Edgar Brault Street in Orléans, requesting an installation of traffic control signals at the intersection of Edgar Brault Street and St. Joseph Boulevard;

AND WHEREAS the Operations and Fire Department has undertaken an investigation and recommends that an installation of the aforementioned traffic control signals be undertaken at this time.

NOW THEREFORE BE IT RESOLVED that the Council of the Corporation of the City of Gloucester enacts as follows:

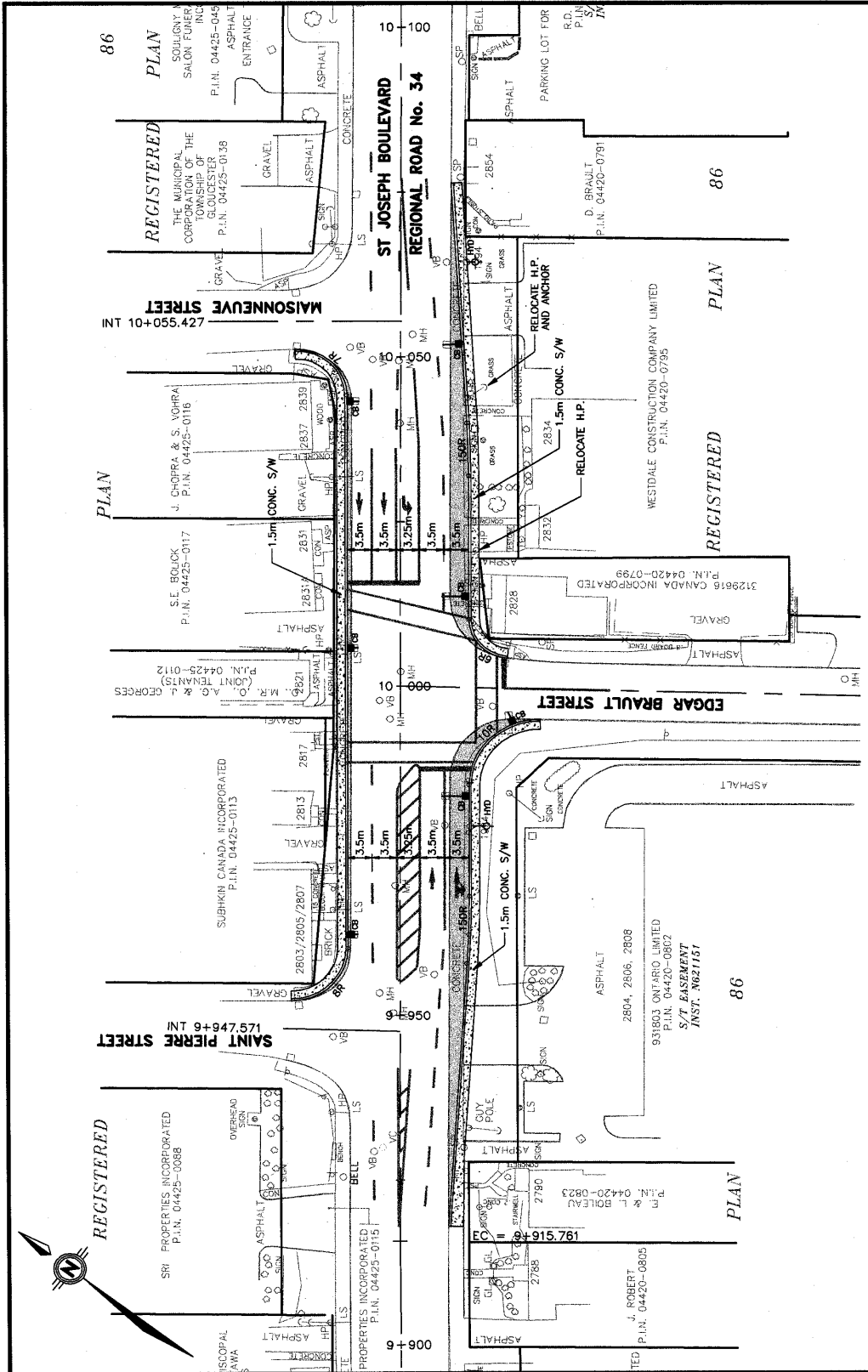
1. That the Regional Municipality of Ottawa-Carleton (RMOC) be requested to install traffic control signals at the intersection of St. Joseph Boulevard and Edgar Brault Street at this time and the costs of both the capital expenditures and annual maintenance would be borne by the City of Gloucester.
2. That the RMOC be requested to forego the requirement of a west-bound left-turn lane at this time.

AND BE IT FURTHER RESOLVED that By-law No. 232 of 1999 entitled "A By-law of the Corporation of the City of Gloucester to authorize the installation of traffic control signals at the intersection of Edgar Brault Street and St. Joseph Boulevard" be introduced and read a first time and deemed to have been read a second and third time and passed.

By-law read and passed.

CARRIED

*[Signature]*  
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 MAYOR



<b>ST. JOSEPH BOULEVARD AND EDGAR BRAULT STREET INTERSECTION MODIFICATION</b>		<b>OTTAWA-CARLETON ENVIRONMENT AND TRANSPORTATION DEPARTMENT</b>	
SCALE	N.T.S.	DRAWN BY	R.P.
		CHECKED BY	P.S.R.
		DATE	MAY 2000
		APPROVED BY	

TRAFFIC CONTROL SIGNAL ON ST. JOSEPH BOULEVARD  
AT EDGAR BRAULT STREET

-Director, Mobility Services and Corporate Fleet Services report dated 4 May 00

Phillipe Landry, Safety and Traffic Studies Engineer advised that at this intersection, St. Joseph Boulevard is a four-laned urban arterial roadway surrounded by light commercial shopping facilities, a fast-food restaurant, a school and a church. Edgar Brault Street is a two-lane local road with residential homes. Currently, 102 vehicles turn left onto that street from St. Joseph in an 8-hour period, but this volume is expected to increase if a traffic signal is installed. There would have to be 255 vehicles/hour using this intersection before signals would be warranted. While staff do not recommend the installation of signals (Recommendation 1), as requested by the City of Gloucester, the Committee may wish to approve Recommendation 2, which provides for signal installation, with a westbound left-turn lane. While the City has requested that the Region forego this particular requirement, Mr. Landry pointed out that the lane is necessary to allow the traffic light to operate effectively and efficiently. A left-turn lane will:

- eliminate the need for motorists to weave around left-turning vehicles;
- reduce the potential for collisions;
- minimize delaying congestion to the westbound through traffic;
- allow for the future implementation of a left-turn arrow.

On behalf of Councillor Cantin, who was unable to attend the meeting, Councillor Doucet inquired about the funds available in an existing budget for this intersection. Mr. Brousseau confirmed there were monies set aside to do a study of an environmental assessment of the improvements to St. Joseph Boulevard some years ago. There is approximately \$600,000 left in that account, but those monies are not meant specifically to be used for these intersection modifications. The councillor conveyed the fact that the problem is the number of seniors crossing in the area, even though the warrants are low. D. Brousseau advised that over an 8-hour period only 12 pedestrians crossed the road.

*Claude Lalonde* spoke on behalf of residents of Edgar Brault, St. Joseph's Parish and the retailers and owners of the restaurants in the periphery of the intersection. They are in total opposition to staff Recommendation 1. He pointed out that the City of Gloucester is well aware of the importance of signals at this intersection for safety reasons and to provide an improved quality of life for residents. The City has received numerous suggestions for signals at this intersection over the years and a study conducted by the municipality determined there was a need for signals.

Mr. Lalonde did not like the fact that staff were not willing to recommend signal installation without a left-turn lane. Residents were not convinced by their argument that such a facility is required, despite the fact other intersections along St. Joseph are signalized but do not have left

turn lanes and there are no undue delays at those locations. In the 20 years he has lived in the area, there has been no increase in the number of accidents or potential for collisions, despite the increases in traffic volumes. Mr. Lalonde commented that the issue of speed is a major concern for residents because drivers accelerate quite a bit through the straight stretches on St. Joseph Boulevard and this makes it especially difficult for pedestrians to cross safely through this area. In addition, the distance between this intersection and the next intersection which is signalized is .5 km, a rather far walk for people to have to travel just to cross the road. He indicated that merchants at this intersection constantly receive complaints from and lose their clients because they want to avoid this intersection. Mr. Lalonde believed the pedestrian counts provided by staff were low because people have changed their habits to avoid the intersection and are crossing elsewhere. He implored committee members not to wait for an accident to happen before taking action and to ensure signals are installed as soon as possible.

Councillor Legendre noted the low vehicle count turning at this intersection and questioned whether that count was taken before all the connections to the residential development were opened. D. Brousseau advised that the count was taken at a time when most of the development was already in place. He explained that staff believe more drivers would be attracted to this intersection if there is a traffic light there.

Councillor McGoldrick-Larsen wondered whether staff had given any consideration to installing a pedestrian signal instead of a traffic control signal. D. Brousseau advised that they were responding to the request from the City of Gloucester, but he did not think the intersection warrants such a signal.

*Roger Trudel* spoke on behalf of the Préseault Homeowners Association which includes residents from Rocque, St. Pierre, Maisonneuve and Gabriel Streets. He stated that when Gloucester zoned this area for high-rise and office buildings, there was agreement to protect the residential component of the area and residents have had to fight to ensure that any large development does not prejudice that component. He referred to the high volume of pedestrian activity in the area generated by some 450 students attending Ecole Préseault on St. Pierre Street and thousands of parishioners attending the five masses held each weekend at St. Joseph's Parish. He noted that this whole area is considered to be the heart and soul of the Village of Orléans, yet motorists treat St. Joseph Boulevard like a racetrack. He added that there is anticipated to be a large development (Loblaws) to the north which will generate more traffic. Mr. Trudel supported the views expressed by the previous delegation that a left turn lane is not required at this intersection, because there other intersections further along which allow motorists to make that movement, but without the protection of a left-turn lane. In closing, Mr. Trudel explained that as a solicitor whose business is located at the corner of Edgar Brault and St. Joseph, he often requires a witness to the signing of wills and the only way this individual will come to his office, is if he picks them up because it is too dangerous for them to cross.



Councillor Kreling advised that in his contacts with some of the businesses along St. Joseph Boulevard on the north side in the vicinity of Edgar Brault, there are a number of driveways which lead to parking areas behind the buildings there. He questioned whether the delegation had discussed with those particular business neighbours, any difficulties they may have had either entering or exiting their driveways. Mr. Trudel advised that he had not, but suggested that if they experience the same difficulty as he does, they would know it is impossible to turn left from their driveways and they would have to turn right and make a U-turn further down the road in order to go in the direction they really wanted.

Councillor McGoldrick-Larsen questioned how many new residential developments are proposed for the area south of Edgar Brault and parallel to St. Joseph Boulevard. Mr. Brousseau explained that he was not aware of any new development currently underway in that area and while the traffic count was conducted over a year ago, he did not think there has been a lot of change in volume since that time. He referred to the comment by the delegation of the significant development on the north side of St. Joseph and should that occur, Mr. Brousseau opined that that is all the more reason for a left-turn lane.

Councillor Meilleur proposed that the committee approve staff Recommendation 2. As stated by both presenters, she noted that there are many pedestrians in the area, but the road is simply too dangerous for them to cross at this intersection. While traffic signals are not warranted under the Region's criteria, in light of the City of Gloucester's request for traffic lights and to respond to the needs of residents, she believed the signals should be approved, with the municipality paying for such installation, including the intersection modifications.

Councillor Legendre supported the Motion, especially given the distance to the next closest signalized intersection. He felt it was an inappropriate distance to expect people to walk to those signals just to be able to cross safely.

Councillor McGoldrick-Larsen could not support the Motion at this time because the warrant for signals, either traffic or pedestrian actuated, have not been met. Also, with the potential for redevelopment on the north side she questioned the City's decision to spend money to install signals now, when the intersection might very well be modified in the future to accommodate the increased traffic flow as a result of that development.

Councillor Kreling recognized the difficulties experienced by pedestrians at this intersection and stated that the Region now has an opportunity, in conjunction with the City of Gloucester, to address the safety concerns for all users. He was somewhat concerned, however, that the Region may lose this opportunity if Gloucester does not agree to cover the cost of the roadway modifications. He asked that staff apprise committee of how discussions go with the municipality, and that the item be revisited should there be unsuccessful conclusion to those

discussions, with perhaps another cost-sharing approach. The Director advised they would certainly do so as directed by committee and suggested that one option that might be explored is the installation of half signals (pedestrian signals) which do not require turn lanes as part of that installation.

Councillor Legendre noted that this whole issue raises for him the problem of the warrant system the Region uses. Mr. Brousseau advised that it is a provincial system, but it has been adopted by Council for use. The Commissioner added that the warrant system is not an arbitrary system, but is based on many years of research. The councillor referred to the transportation hierarchy adopted by Council in 1997 and the fact the focus was on moving people (pedestrians). In this particular situation, he recognized the counts were extremely low for motor vehicles, but it is in fact the people that want to cross and that is what he believed causes difficulty when determining the warrants. The Commissioner advised that there are separate warrants for pedestrians and there are many signals that are put in to serve the needs of pedestrians and not motor vehicles. The councillor was quite interested in the committee discussing this system at a future date.

Moved by M. Meilleur

**Having held a public hearing, that the Transportation Committee recommend Council approve the installation of a traffic control signal at St. Joseph Boulevard and Edgar Brault Street, subject to the City of Gloucester;**

- a. **paying the total cost of the signal installation;**
- b. **paying the total cost to construct the intersection modification, including the westbound left turn lane as shown in Annex B;**
- c. **paying the annual maintenance and operating costs, and;**
- d. **executing a legal agreement with respect to a. b. and c.**

CARRIED  
(M. McGoldrick-Larsen  
dissented)