

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf. Your File/V/Réf.	<b>50 12-99-R049</b>
DATE	25 March 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Engineering Division
SUBJECT/OBJET	<b>CONROY ROAD RECONSTRUCTION REQUESTED MEDIAN BREAK</b>

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**DEPARTMENTAL RECOMMENDATION**

**That the Transportation Committee recommend Council re-endorse the road design for Conroy Road between Hunt Club Road and Walkley Road as submitted and approved on 22 April 1997.**

**BACKGROUND**

In April 1995, Regional Council appointed the firm of Delcan Engineers and Planners, to undertake a functional design and prepare an Environmental Study Report (ESR) for the Conroy Road project from Hunt Club Road to Walkley Road for a total length of 1.8 kms.

The conclusion of this study and the Public Hearing process (April 1997) was that the design of Conroy Road would be an ultimate six-lane divided roadway (2021) with only four lanes constructed in 1999. The cross-section also includes a sidewalk, recreation path and cycling lanes. The currently posted 80 kph speed limit will remain and traffic signals will be placed at the four-way intersections, at the pedestrian crossing and for emergency use at the fire hall.

Construction started in the fall of 1998 and is expected to be completed in late summer 1999.

**DISCUSSION**

The National Capital Commission (NCC) owns property at 3145 Conroy Road on the east side of the road, south of the railway tracks. Currently, the property is rented to Mr. Tim Rivers and is used for the Thunderbird Golf and Go-Karts business. This facility has one go-kart track, a mini-putt and a golf driving range.

The project, as approved, will result in Conroy Road having a four lane cross-section with a 12 m median past the entrance to the business site. Access will be provided by right-in, right-out only as it is at two other commercial locations further north on Conroy Road.

The NCC has retained McCormick Rankin Corporation to determine the feasibility of providing a median break to allow left turns into and out of the Thunderbird Golf and Go-Karts. This feasibility study considered:

- the traffic generated by the business;
- the proposed posted speed limit of 80 km/h;
- the distances from the business entrance to the CN Rail crossing, the intersection of Conroy and Thurston and the intersection of Conroy and Johnston;
- the future widening of Conroy Road to six lanes; and
- future land uses.

McCormick Rankin concluded that a median break at this location is feasible.

#### STAFF POSITION

Regional staff's number one concern is that allowing a median break would greatly impact safety of the roadway. Staff do not recommend a median break at this location for the following reasons:

a) Safety

Median breaks introduce a break in continuity on a high capacity arterial and have a demonstrable influence on road safety. For example, experience with median breaks on Bank Street between Cahill and Hunt Club, which is a much slower roadway than Conroy Road, indicates that 40 out of 76 accidents (53%) over the past five years are attributable to traffic-turning movements at median breaks.

b) Access

Vehicles wishing to access the site can easily perform U-turns at the Johnston Road intersection.

c) Suitability

Conroy Road has just been approved as a high level arterial with an ultimate six lane cross-section. The Official Plan shows this section of roadway as the southern extension of the Alta Vista Parkway. Much of the land abutting Conroy Road is undeveloped. Allowing full access at a low volume development will encourage similar requests as development occurs and may preclude, due to physical constraints, allowing median breaks for developments that generate far more traffic.

d) Timing

The first mandatory meeting during Phase 3 of the EA process was held on 22 June 1995. Its purpose was to explain the EA process as it applies to this project and to obtain initial public comment and input on the issues and the alternative solutions related to a widening of Conroy Road.

The second mandatory meeting during Phase 3 was on 06 June 1996 at which public comment was received on the preliminary preferred design, the background analysis/evaluation and its staging.

Staff met with Mr. Rivers of Thunderbird Golf and Go-Karts during the ESR process and he did not wish to pursue the opening at that time.

The third opportunity for public input was on 07 May 1997 at Transportation Committee's receipt of the Conroy Road report and the public hearing as per the *Ontario Municipal Act*.

The fourth opportunity for public input was the 30-day public review process following filing of the ESR with the Region, Ministry of the Environment and Energy and the area municipalities in August 1997.

The NCC was circulated the design through the ESR process. The Region received no indication from the NCC that a median break was desired.

The NCC had ample opportunity through the Environmental Assessment (EA) process to bring this issue forward and by delaying until construction is underway creates a situation where modifications are now more difficult than in the earlier stages.

### CONSULTATION

Public consultation is not applicable for this report. The NCC has been advised of the Committee meeting and will be making a presentation.

### CONCLUSION

The Department recommends modifications to the previously approved design be denied. It has been demonstrated that commercial areas can cope with a divided roadway (i.e., Carling Avenue, March Road) whereas a median break poses a demonstrated safety problem due to the increase in turning movements and potentially degrades an investment in a major arterial roadway.

*Approved by*  
*J. Miller, P.Eng.*

WB/rk