

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

REPORT
RAPPORT

Our File/N/Réf.	25 T65-70, T65-116
Your File/V/Réf.	
DATE	22 October 1996
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services
SUBJECT/OBJET	1996 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 1

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

1. A pedestrian signal be installed at the following two locations:
 - a. McLeod Street at Metcalfe Street - west intersection;
 - b. Jeanne d'Arc Boulevard (Regional Road 55) on the east side of Belcourt Boulevard;
2. In conjunction with recommendation 1. a, the westbound double right turn be prohibited on the red traffic control signal indication at any time;
3. In conjunction with recommendation 1. b, the pedestrian crossing be prohibited across Jeanne d'Arc Boulevard (Regional Road 55) on the west side of Belcourt Boulevard;
4. Multi-way stop (in lieu of a traffic control signal) be installed at the intersection of Booth Street and Elizabeth Street;
5. A traffic control signal be installed at the intersections of Lancaster Road and Walkley Road;
6. The transfer of funds in the amount of \$151,100 from The Village of Carp, Account 912-30692 to the New Traffic Control Signal Account 912-37140;
7. The Traffic and Parking By-law be amended to reflect these changes.

BACKGROUND

At its meeting of 25 January 1996, Council approved that all locations that are 100% warranted for either a pedestrian signal or a traffic control signal be brought forward to Transportation Committee for its consideration. In order to expedite this directive, this Phase 1 report presents only locations that are 100% warranted and do not require any intersection or roadway modifications. Due to the approaching end of the construction season it is likely that not all of the locations approved will be installed this year.

The second or "Phase 2" report will contain all other locations reviewed in 1996 for either a pedestrian or traffic control signal, including locations which require an intersection or roadway modification. This report will be required to go through the public hearing process. Signals approved in the Phase 2 report will not be implemented until the summer of 1997.

A. PEDESTRIAN SIGNAL PROGRAMME

The following two locations are the only locations that met 100% of the Regional warrants for the installation of a pedestrian signal and do not require any roadway modification prior to signal installation (refer Location Plan - Annex B). Survey data, priority rank, etc, for the two locations are summarized in Annex A. These locations are listed below in order of priority.

<u>RANK</u>	<u>LOCATION</u>	<u>% WARRANT</u>
1	McLeod Street at Metcalfe Street - west intersection	143
2	Jeanne d'Arc Boulevard (Regional Road 55) at Belcourt Boulevard	138

DISCUSSION OF WARRANTED LOCATIONS

McLeod Street at Metcalfe Street (west intersection)

It is proposed that a pedestrian signal be installed on McLeod Street at Metcalfe Street - west intersection (refer Annex C). Since McLeod Street operates as a two-lane roadway in the westbound direction with a double right turn onto Metcalfe Street, it is recommended that the westbound double right turns be prohibited on the red signal indication to ensure that there are no conflicts with pedestrians crossing either McLeod Street or Metcalfe Street.

No pedestrian collisions were reported at this location from 1 January 1993 to 31 December 1995.

The installation of this pedestrian signal will provide pedestrians with a safe crossing of McLeod Street and Metcalfe Street. The signal will be co-ordinated with others along Metcalfe Street to minimize delay to vehicular traffic.

No impact on cyclists or transit operations is anticipated.

The preliminary cost estimate for the installation of a pedestrian signal at this location is \$67,000.

Jeanne d’Arc Boulevard at Belcourt Boulevard

It is proposed that an intersection pedestrian signal be installed on Jeanne d’Arc Boulevard on the east side of Belcourt Boulevard (refer Annex D). This intersection pedestrian signal will have only one crosswalk on the east side of Belcourt Boulevard which will be actuated by pedestrian pushbuttons. Due to the single crosswalk, it is also recommended that the pedestrian crossing on the west side of Belcourt Boulevard be prohibited as advised by the Ministry of Transportation of Ontario.

Traffic on Jeanne d’Arc Boulevard will be controlled by standard traffic control signal heads (i.e. red/yellow/green) and the signals will be co-ordinated with others along Jeanne d’Arc Boulevard to minimize vehicular delay. Traffic exiting from Belcourt Boulevard will be controlled by a stop sign.

No pedestrian collisions were reported at this location from 1 January 1993 to 31 December 1995. Four vehicular collisions involving northbound versus eastbound traffic occurred during the same time period.

The installation of this pedestrian signal will provide pedestrians with a safe crossing of Jeanne d’Arc Boulevard, while minimizing the number of stops and delays to vehicular traffic.

Little or no impact on transit operations is anticipated.

The preliminary cost estimate for the installation of an intersection pedestrian signal is \$58,000.

B. TRAFFIC CONTROL SIGNAL PROGRAMME

There are two intersections that met 100% of the Ministry of Transportation of Ontario warrants for the installation of a traffic control signal and do not require any intersection or roadway modifications prior to signal installation. However, of these two locations, a signal is being proposed for one and multi-way stop control for the other (refer Location Plan - Annex B). Survey data, priority rank, etc, for the two locations are summarized in order of priority in Annex A. These locations are listed below in order of priority.

<u>RANK</u>	<u>LOCATION</u>
1	Booth Street and Elizabeth Street (multi-way stop)
2	Lancaster Road and Walkley Road (signals)

DISCUSSION OF WARRANTED LOCATIONS

Booth Street and Elizabeth Street

Analysis of data collected in 1993 and again in 1994 indicates that a traffic control signal is warranted at Booth Street and Elizabeth Street (refer Annex E). This intersection was not recommended in 1993, but was deferred pending the Dalhousie South Community Transportation Study which is now complete. There were no recommendations in the study that referred to this intersection.

The installation of a signal was further deferred to this year pending additional input from the immediate community facilitated by the area Councillor. The community agreed to the installation of multi-way stop control. This action will help relieve the high number of right-angle collisions occurring at this intersection. Therefore, it is now proposed that multi-way stop control (in lieu of a traffic control signal) be installed at the intersection of Booth Street and Elizabeth Street; also that flashing red beacons be installed over the new stop signs on Booth Street.

Twenty-seven right angle vehicular collisions were reported at this intersection between 1 January 1993 and 31 December 1995. No pedestrian collisions were reported. Right-angle collisions can be reduced by the implementation of multi-way stop control. Multi-way stop control will also allow pedestrians and cyclists to cross all legs of the intersection safely. All buses using Booth Street will have to stop.

The preliminary cost estimate to install multi-way stop control and flashing beacons is \$17,000.

Lancaster Road and Walkley Road

Analysis of data collected in 1996 indicates that a traffic control signal is warranted at Lancaster Road and Walkley Road (refer Annex F). Therefore, it is proposed that a traffic control signal be installed at this intersection.

There have been no reported right angle vehicular or pedestrian collisions at this intersection since its reconstruction in the fall of 1994.

The signal installation will provide pedestrians with a safe crossing of Walkley Road and will allow cyclists and motorists safe entry onto Walkley Road. No impact on transit operations is anticipated.

The preliminary cost estimate for the installation is \$60,000.

CONSULTATION

Prior to submission of this report to the Committee, temporary signs were placed at all locations recommended within this report with the appropriate message that “traffic lights” are being proposed. The signs display the telephone number 560-2108 for the Environment and Transportation Department’s Open Line where callers may listen to information about each location and record their comments concerning the proposed installations.

RCAG has no comments.

FINANCIAL STATEMENT

	912-37140	912-30692
	\$	\$
Approved Budget	990,000	4,778,000
Total Paid & Committed	<u>(939,100)</u>	<u>(2,774,036)</u>
Balance Available	50,900	2,003,964
ADDITIONAL FUNDS REQUIRED	151,100	(151,100)
THIS REQUEST	<u>(202,000)</u>	<u> -</u>
Balance Remaining	<u>0</u>	<u>1,852,864</u>

Funds are requested for transfer from The Village of Carp, Account No. 912-30692 (reference, page 91, 1996 Capital Budget) in the amount of \$151,100 bringing the revised total to \$4,626,900 to the New Traffic Control Signal Programme, Account No. 912-37140 (reference page 131, 1996 Capital Budget) bringing the revised total budget to \$1,141,100.

*Approved by
Doug Brousseau*

HLD/JAF

Attach. (6)

FINANCE DEPARTMENT COMMENT

Funds in the amount of \$151,000 are available for transfer from account number 912-30692, Village of Carp, to account number 912-37140, New Traffic Control Signal Program.

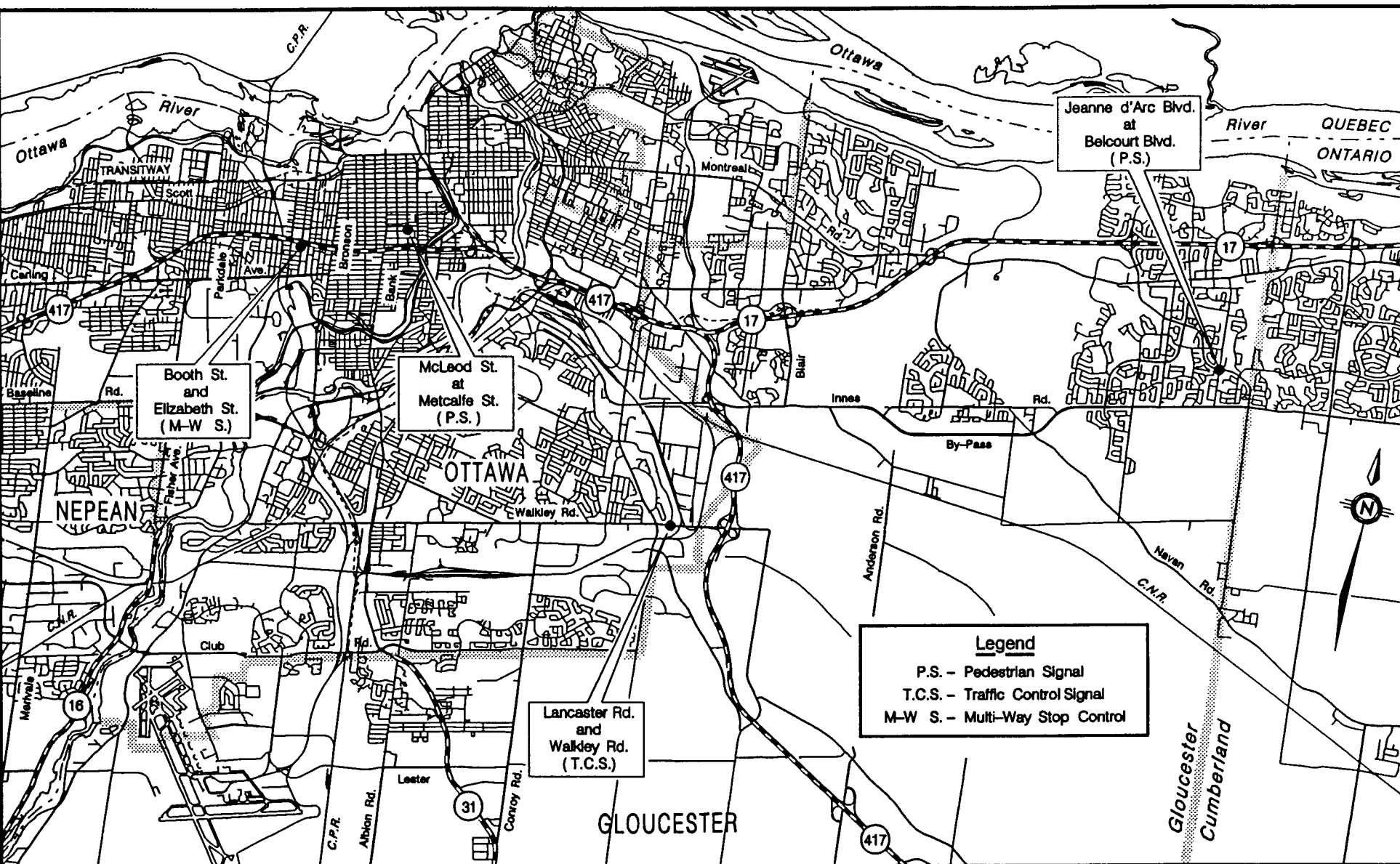
Subject to Council Approval.

*Approved by T. Fedec
on behalf of the Finance Commissioner*

1996 PEDESTRIAN SIGNAL PROGRAMME

Location	Priority Rank	Percent Warrant Met (Based on Lowest Warrant)	Major Street Volume (12 hrs)	No. of Pedestrians Crossing (8 hrs)	No. of Children Crossing (8 hrs)	No. of Senior Citizens Crossing (8 hrs)	Day and Date of Count	No. of Pedestrian Accidents Total (3 yrs 1993-1995)	Comments
McLeod Street at Metcalfe Street (west intersection)	1	143	9,826	250	53	0	Thu 25 July 96	0	Crosswalks to be provided on all legs of intersection.
Jeanne d'Arc Boulevard at Belcourt Boulevard	2	138	8,015	405	190	0	Wed 18 Sept 96	0	Crosswalk on south side of Belcourt only.

Location	Priority Rank	Percent Warrant Met	Total Approach Volume Major Street (8 hrs)	Total Approach Volume Minor Street (8 hrs)	No. of Pedestrians Crossing Major Street (8 hrs)	No. of Preventable Accidents Average per Year. (for 3 yrs. 1 Jan 93-31 Dec 95)	Day and Date of Count	Comments
Booth Street and Elizabeth Street	1	100	6,416	1,392	46	9.00	Thu 23 Jun 94	multi-way stop control with flashing beacons over stop sign on Booth Street
Lancaster Road and Walkley Road	2	100	12,872	1,589	1	0.0	Tue 4 Jun 96	

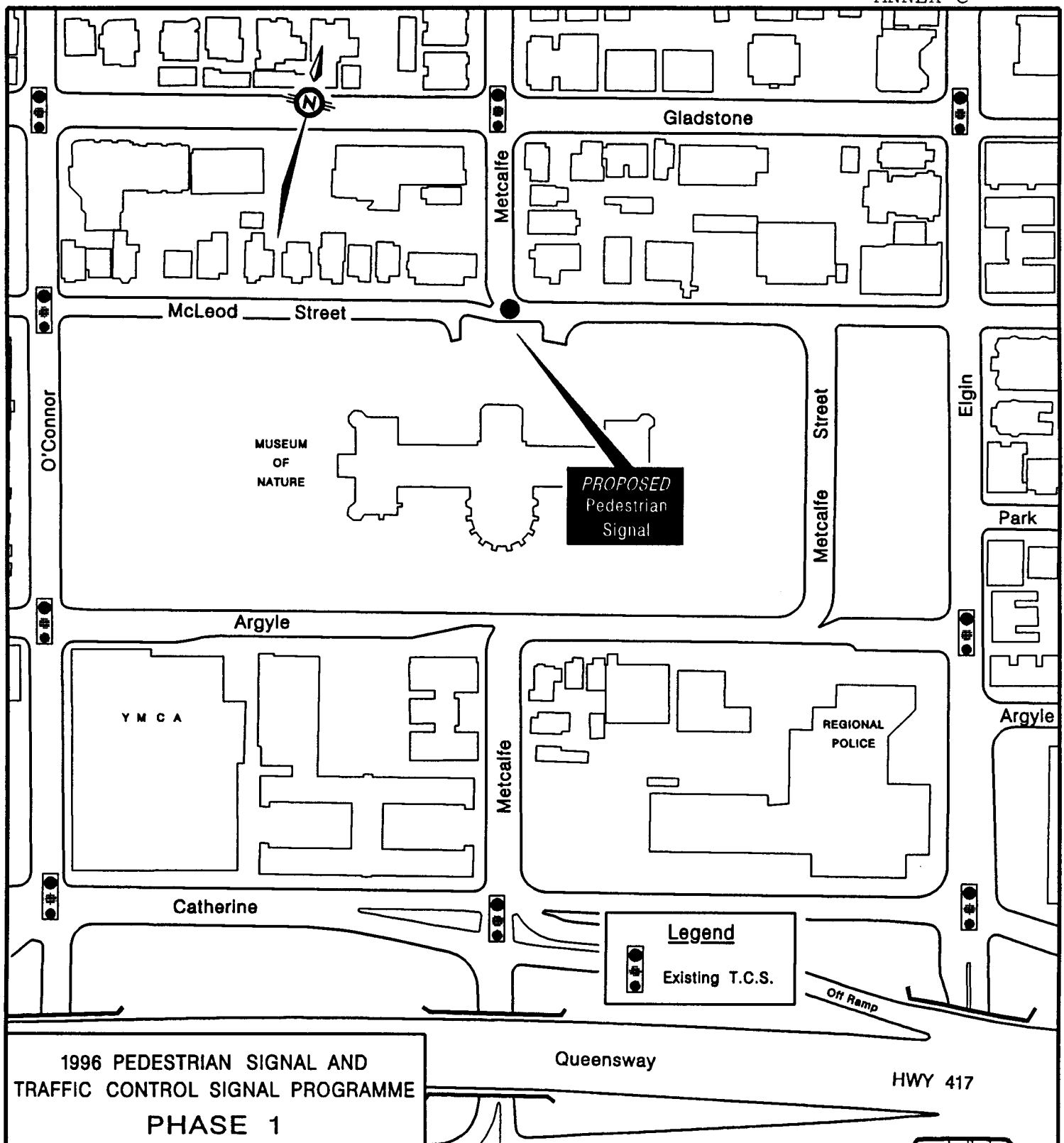


1996 PEDESTRIAN SIGNAL AND
TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 1
Location Plan

SCALE N.T.S.	DRAWN BY G.P.	CHECKED BY
3469s1 - LP	DATE OCT '96	APPROVED BY



MOBILITY SERVICES
ENVIRONMENT & TRANSPORTATION DEPARTMENT



1996 PEDESTRIAN SIGNAL AND
TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 1

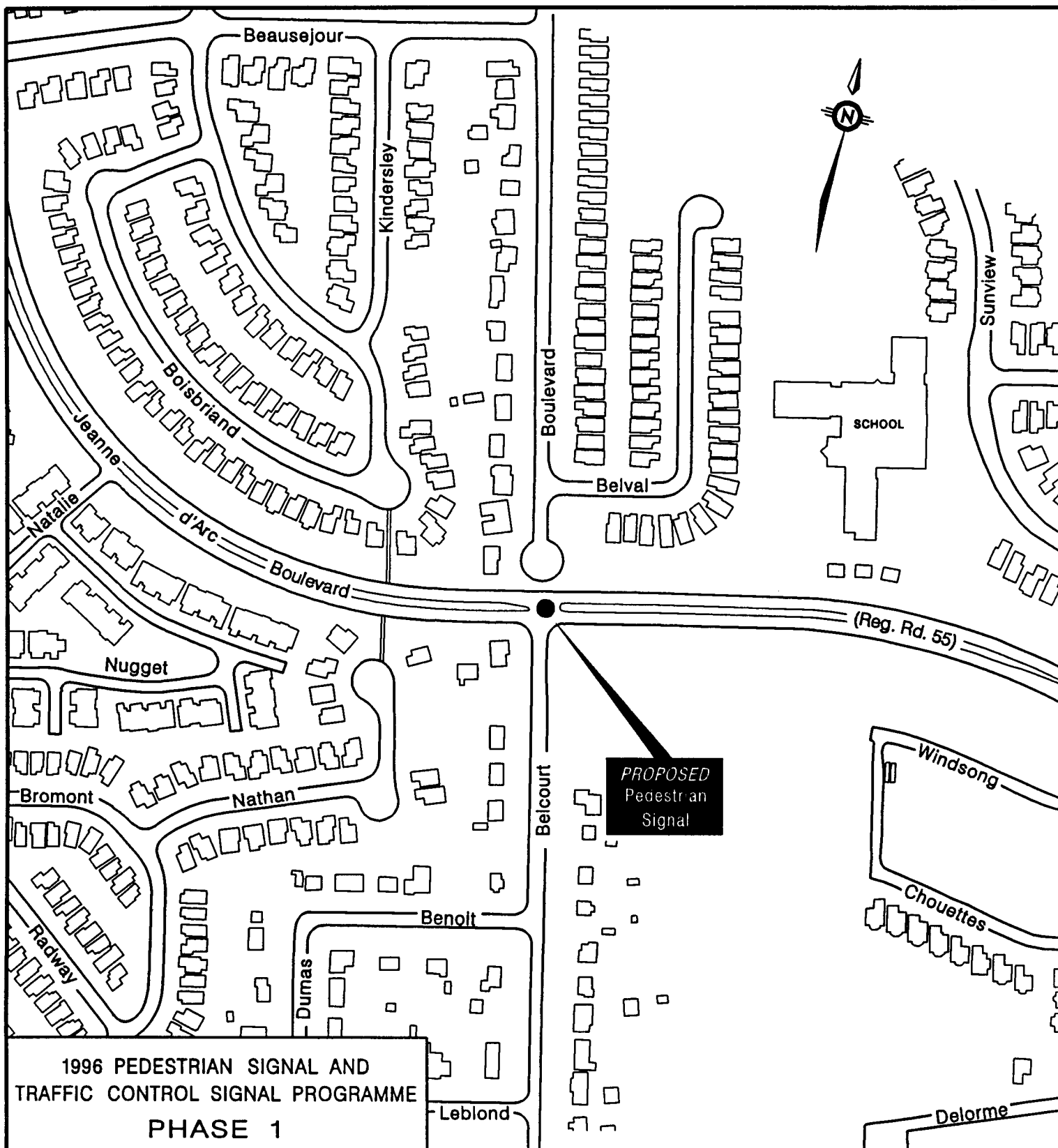
McLeod Street and Metcalfe Street

SCALE N.T.S.	DRAWN BY G.P.	CHECKED BY
3469s2-ps	DATE OCT. '96	APPROVED BY



Ottawa-Carleton

MOBILITY SERVICES
Environment & Transportation Department



1996 PEDESTRIAN SIGNAL AND
TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 1

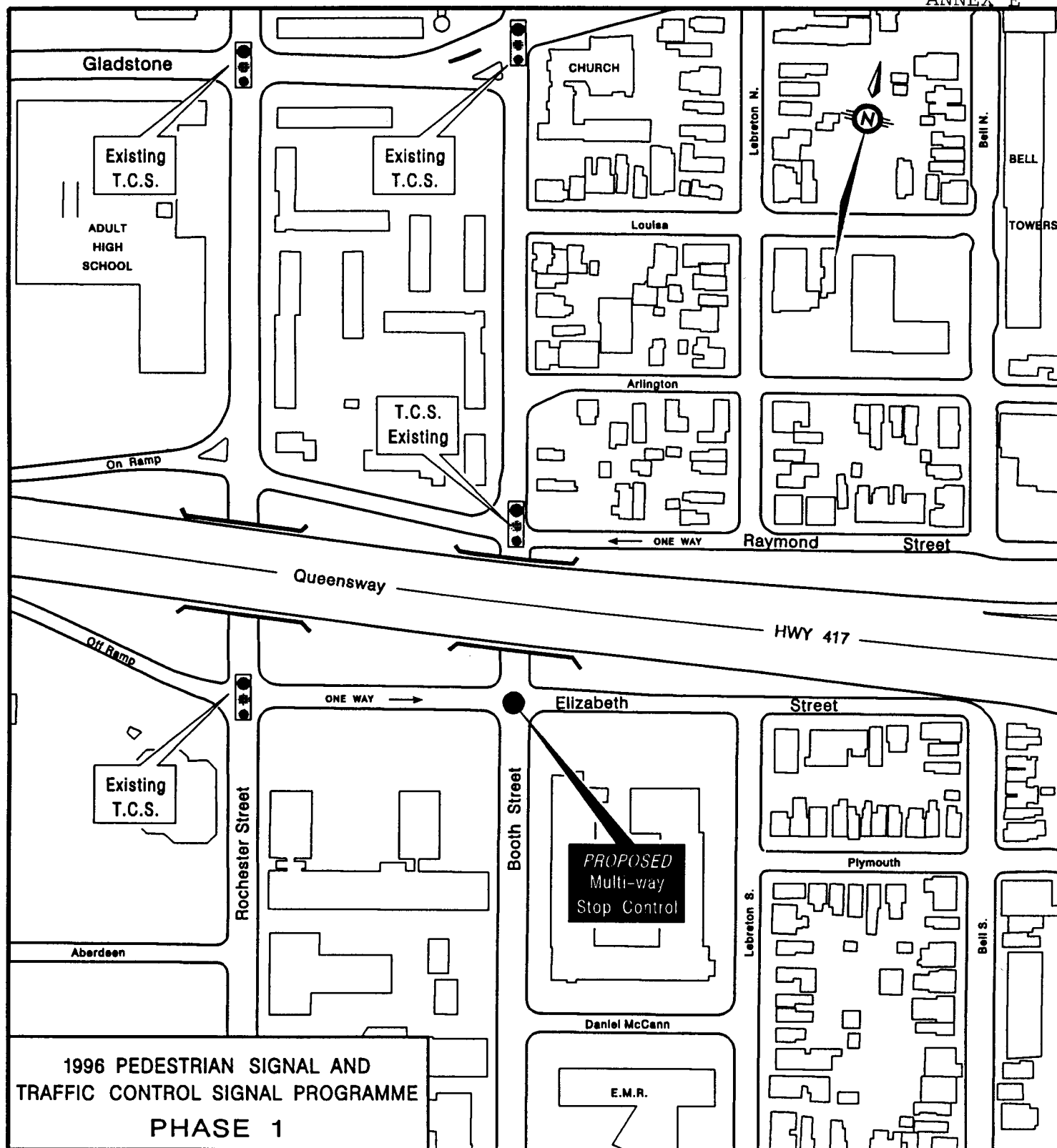
Jeanne d'Arc Boulevard (Regional Road 55)
and
Belcourt Boulevard

SCALE N.T.S.	DRAWN BY G.P.	CHECKED BY
3469s3-ps	DATE OCT. '96	APPROVED BY



Ottawa-Carleton

MOBILITY SERVICES
Environment & Transportation Department



1996 PEDESTRIAN SIGNAL AND
TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 1

Booth Street and Elizabeth Street

SCALE
N.T.S.

DRAWN BY
G.P.

CHECKED BY

3469s5-mwsc

DATE
OCT. '96

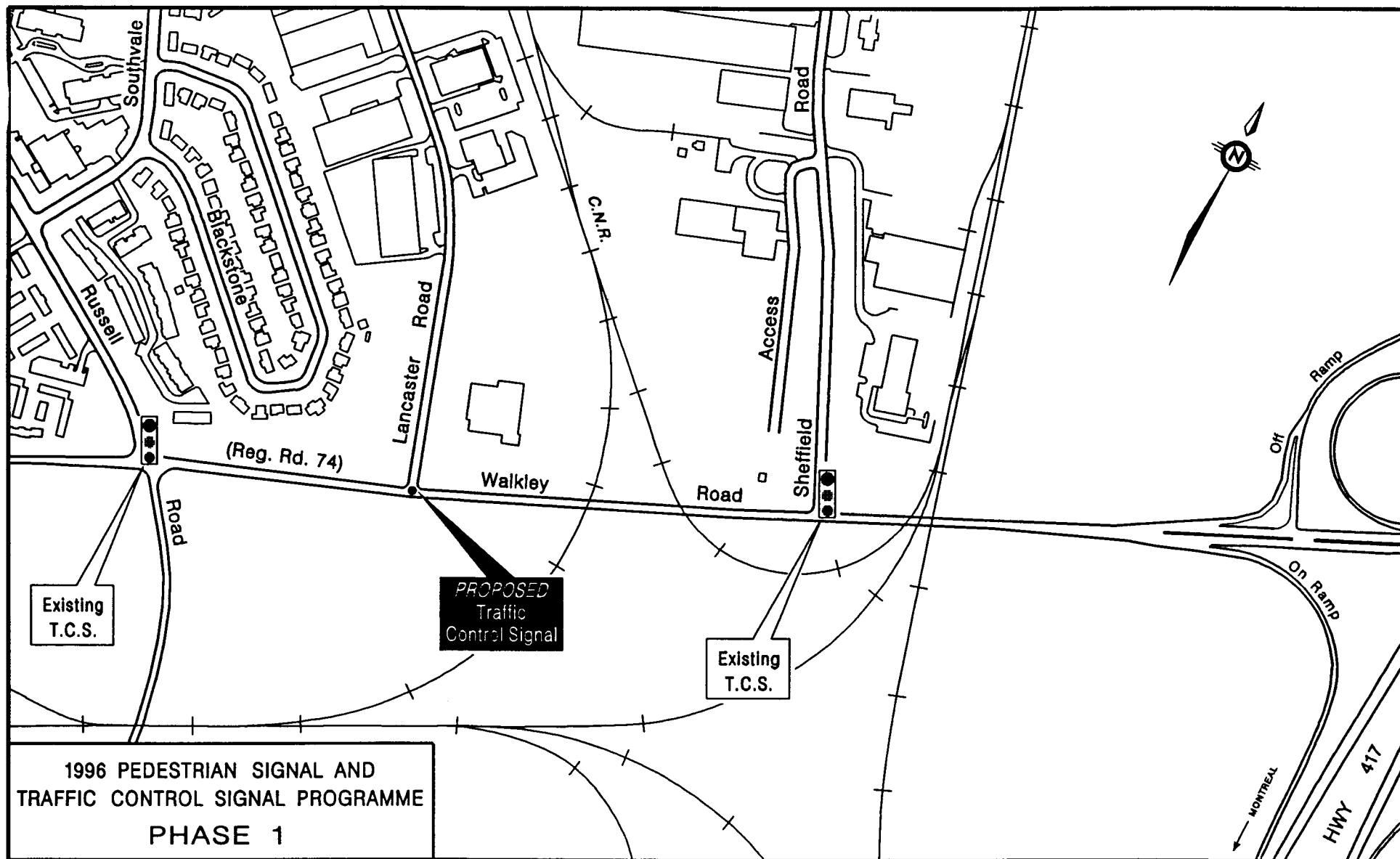
APPROVED BY



Ottawa-Carleton

MOBILITY SERVICES

Environment & Transportation Department



1996 PEDESTRIAN SIGNAL AND
TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 1

Lancaster Road and Walkley Road (Regional Road 74)

SCALE
N.T.S.

DRAWN BY
G.P.

CHECKED BY

3469s4-tcs

DATE
OCT. '96

APPROVED BY



Ottawa-Carleton

MOBILITY SERVICES
Environment & Transportation Department

October 16 1996

Mr. Jim Bell
Traffic Signals Division
Regional Municipality of Ottawa-Carleton
175 Loretta Avenue North
Ottawa, ON
K1Y 4L8

OTTAWA-CARLETON TRANSPORTATION DEPARTMENT	
TO: <i>[Signature]</i>	
REC'D OCT 18 1996 <i>08-96-0025</i>	
FILE NO.: <i>20-96-R08901 E</i>	
REC. NO.: <i>96 OCT 302</i>	
FILE:	COPIES SENT TO:

Dear Mr. Bell,

I understand that there is a proposal to place a traffic light at the corner of Metcalfe Street and McLeod Street, opposite the Museum of Nature.

Despite any positive arguments for such a light, I object strenuously to yet another attempt by the RMOC to create more urban pollution in Ottawa. Standing vehicles do create more pollution than those which are moving. We already have unnecessary traffic lights at Sparks and Lyon so that employees of the National Archives and the National Library can cross without having to wait for a few minutes, or walk a few yards either to Wellington Street or Queen Street, and on Confederation Square which forces motorists coming along Elgin or heading east from Queen Street.

I am a former employee of the National Library and used that crossing long before it was equipped with a traffic light. I also drive, ride my bicycle and walk around Confederation Square, so I have some idea of traffic conditions.

As you know, a set of traffic lights costs about \$70,000, money which could more usefully be used, for example, to assist citizens of RMOC who need support in buying food and renting a roof over their heads.

I have often driven along McLeod Street and on to Metcalfe Street and I cannot see any possible reason why the region needs to spend taxpayers' money on such a project. Of course, rush hour may force pedestrians to wait for a few minutes before they cross to the Museum of Nature.

Instead of installing more traffic lights, local government should launch a program of responsible driving. My experience of driving in England demonstrates that drivers do drive responsibly: using traffic circles is one example. My impression is that police forces in the United Kingdom strongly impress the need for responsible driving.

The more traffic lights which are installed, the less drivers have to assume some responsibility for their traffic manners. A visitor to Alberta, for example, can quickly see

Telephone: 613 233 1857/Fax 233 9815

6-601 Laurier Avenue West Ottawa Ontario K1R 6K9

the difference between drivers there and here: Calgary drivers excellent. Even in Toronto, drivers have more discipline.

Why? Do the police enforce responsible driving. Or is it a genetic freak in citizens of Toronto and Calgary. My suspicion is that the police enforce driving manners assertively.

There is, of course, the argument that in larger cities, and in smaller countries such as England, there is so much traffic that drivers must be more responsible to reduce damage to their cars and themselves.

Ottawa is a small town both geographically and mentally. There is no sound reason to install more traffic lights. There is a sound reason to enforce responsible driving: to reduce accidents, to give pedestrians greater safety and to give Ottawa a vantage, at the very least, of a city which respects its citizens.

Yours truly,

A handwritten signature in black ink, appearing to read 'R. Carver', with a stylized flourish at the end.

RICHARD CARVER

Telephone: 613 233 1857/Fax 233 9815

October 30, 1996

Ruth Parsons
4560 Ruissellet Rd
Navan, On
K4B 1J1

Re: Intersection of Belcourt & Jeanne D'Arc

Attention: Rosemary Nelson

To Whom It May Concern:

Thank you for sending me the information regarding Belcourt & Jeanne D'Arc intersection.

I think it was a good idea to put the new stop sign at this intersection but cannot agree with the need or expense of traffic lights, unless it is your intent to re-open Belcourt Blvd. as a through road. The existence of a stop sign also serves as a traffic calming and deters from speeding in this section of Jeanne D'Arc Blvd.

Where I feel traffic lights are necessary is at the intersection of Jeanne D'Arc & Des Epinettes Ave. This is a very busy intersection both in vehicular and pedestrian traffic. I travel this road at least twice a day and have had been witness to many "close calls".

I appreciate the opportunity to express my opinion and hope you will take my suggestions into consideration.

Should you wish to discuss my suggestions further, you can reach me at Home- 835-3252 or Work- 837-8381.

Sincerely,



Ruth Parsons

Oct. 30, 1996

RMOC
Ottawa-Carleton Centre
Cartier Square
111 Lisgar St.
Ottawa, ON
K2P 2L7

Attention: Co-Ordinator Transportation Committee - Rosemary Nelson

Re: Traffic Crossing Signal - Belcourt & Jeanne d'Arc

In reply to the notice regarding stop lights at the above intersection, I feel stop lights are not warranted at this time and the 3 way stop is very inconvenient. I question the accuracy of the survey that was taken on September 18, 1996. I find it hard to believe that a total of 594 pedestrians crossed that intersection, when at McLeod St. & Metcalfe St. was a total of 303 pedestrians.

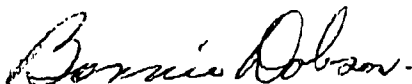
I pass that intersection at least twice a day and I have found that since the stop signs have gone up the traffic is congested and people are not coming to full stops or are just driving through.

The intersection that should have stop lights is Des Epinettes & Jeanne d'Arc which has several lanes of traffic. I have to make a left hand turn off Jeanne d'Arc every day and I have almost been hit on several occasions by people coming up to the intersection and either not stopping or not waiting for their turn.

Both my husband and my son also drive this section of road every day and have the same comments regarding this section of roadway.

I hope my input into this situation will be of benefit. If you have any questions, please do not hesitate to contact me at (home) 830-9427, (work) 837-8381.

Yours truly,



Bonnie Dobson (Mrs.)
110 Midsummer Ter.
Orleans, ON
K1C 3V2