

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 23-99-R032-J
DATE	17 June 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	INSTALLATION OF TRAFFIC CONTROL SIGNALS AT THE INTERSECTION OF HUNT CLUB ROAD AND PAUL ANKA DRIVE TO ACCOMMODATE THE DEVELOPMENT OF A GAS BAR, CONVENIENCE STORE AND CAR WASH

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve the installation of traffic control signals at the intersection of Hunt Club Road and Paul Anka Drive, subject to the developer Sunoco Incorporated:

- 1. Funding the total cost of the traffic control signal installation which would include paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs, and;**
- 2. Executing a legal agreement with respect to (1) above.**

BACKGROUND

Sunoco Incorporated are in the process of receiving site plan approval from the City of Ottawa for a development to be located at the southeast corner of Hunt Club Road and Paul Anka Drive (Ref. Annex B). This proposed development will consist of a gas bar, convenience store and a car wash with a total floor area of approximately 300 square metres. It is anticipated that traffic movements at this intersection will increase as a result of the proposed development.

When this portion of Hunt Club Road was reconstructed in 1994, underground plant was provided at this location in recognition of the potential need for future traffic control signals. The installation of traffic control signals at this intersection will significantly improve access to this site from the standpoint of mobility and safety.

The site location, in an area context, is shown in Annex A.

EXISTING CONDITIONS

Pedestrians

Currently, pedestrian mobility is facilitated by fully maintained sidewalks located on both sides of Hunt Club Road in this area and along both sides of Paul Anka Drive north of Hunt Club.

Pedestrian activity in this area is relatively light. According to the most recent traffic survey completed at this intersection on 07 May 1997, over an eight-hour period, 17 pedestrians were recorded crossing Paul Anka Drive and 19 pedestrians were counted crossing Hunt Club Road.

Bicycles

On-road cycling facilities in the form of 1.5 m wide bike lanes have been provided on both sides along this section of Hunt Club Road. No bicycle lanes are provided on Paul Anka Drive.

Similar to the pedestrian activity, the number of cyclists entering this intersection is relatively light. Over an eight-hour period, 13 cyclists were recorded on Paul Anka Drive and 56 bicycles were counted travelling on Hunt Club Road.

Transit

Regular and peak hour bus service is provided on this section of Hunt Club Road. Bus stops serving the eastbound and westbound routes on Hunt Club are located in bus bays that are situated on the departure side of the intersection with Paul Anka Drive.

No transit routes are located on Paul Anka Drive in the vicinity of Hunt Club Road.

Automobiles

This section of Hunt Club Road maintains a four-lane, median divided cross-section with one left-turn lane, one right-turn lane and two through lanes comprising the eastbound and westbound approaches to Paul Anka Drive. The speed limit on this part of Hunt Club Road is 60 km/h.

Paul Anka Drive is an undivided collector roadway with a left-turn lane and a combined through and right-turn on the southbound approach. A left-turn lane, a through lane and a right-turn lane comprise the northbound approach to Hunt Club Road.

Channelized right turns are controlled by yield signs on the northbound, westbound and eastbound approaches to this intersection. Northbound left-turning, and through traffic are controlled by stop signs and similarly stop signs control southbound left-turning, through and right-turning traffic.

DESIGN PROPOSAL

The design proposal for this intersection includes only the erection of traffic control signals. No geometric changes are planned at this location.

Pedestrians

The implementation of traffic signals at this intersection will necessitate the provision of pedestrian crosswalks across Hunt Club Road on both sides of Paul Anka Drive. In addition, push buttons will be added to the proposed traffic signals that actuate a pedestrian phase in the timing of the traffic signals.

When this portion of Hunt Club Road was reconstructed in 1994, depressed curbing was provided to facilitate pedestrian mobility.

Bicycles

The provision of traffic signals at this intersection will enhance existing cyclist operations by providing protected crossing opportunities for northbound and southbound bicycles.

Transit

With the installation of traffic signals at this location, bus patrons will be protected when they cross Hunt Club Road to reach the nearby bus stops.

Automobiles

The safety of northbound and southbound motorists crossing or turning left onto Hunt Club Road will be significantly enhanced with the installation of traffic control signals at this intersection.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle of the Transportation Master Plan is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle is reflected in the proposed traffic signal installation that will enhance the mobility and safety of pedestrians, cyclists, and transit users.

DISCUSSION

It is recognized that if traffic control signals are erected at this intersection they will not have attained the installation warrants developed by the Ontario Ministry of Transportation and adopted by Council. However, the following outlines the rationale for the recommendations of this report.

1. The advent of this development in addition to the future development along the south side of Hunt Club Road will undoubtedly increase the crossing volumes for pedestrians and automobiles. It is anticipated that traffic signals will meet the technical warrants in a relatively short period of time.
2. The installation of traffic signals at this time and at this location directly conforms to the tenets of the Transportation Master Plan.
3. These proposed signals are spaced sufficiently distant from other signalized intersections (400 m minimum) so that system co-ordination can be facilitated.
4. The total cost for the installation of the proposed traffic signals plus their annual maintenance costs will be borne by the developer until such time the signals become warranted and Council approves the assumption of the maintenance costs.
5. As mentioned earlier, this intersection was identified for the future installation of traffic control signals in the Environmental Study Report for the Hunt Club Road Extension between Bowesville Road and the Airport Parkway. This report was approved by Council in 1994.

In view of these benefits, it is advised that Council approve this installation.

FINANCIAL COMMENTS

Should Regional Council approve the provision of traffic control signals at Hunt Club Road and Paul Anka Drive, the proponent, Sunoco Incorporated, will be responsible for 100% of the costs associated with their installation and maintenance.

Cost Estimate

The preliminary cost estimate for this installation is \$80,500. This estimate is based on the ready use of the existing underground plant at this intersection and the inclusion of 7% GST and is provided solely for the information of the Transportation Committee and Regional Council.

CONSULTATION

The installation of traffic control signals does not require a public hearing per the *Municipal Act*; however, in consultation with the ward councillor's office there appears to be widespread support from the surrounding community for this initiative.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

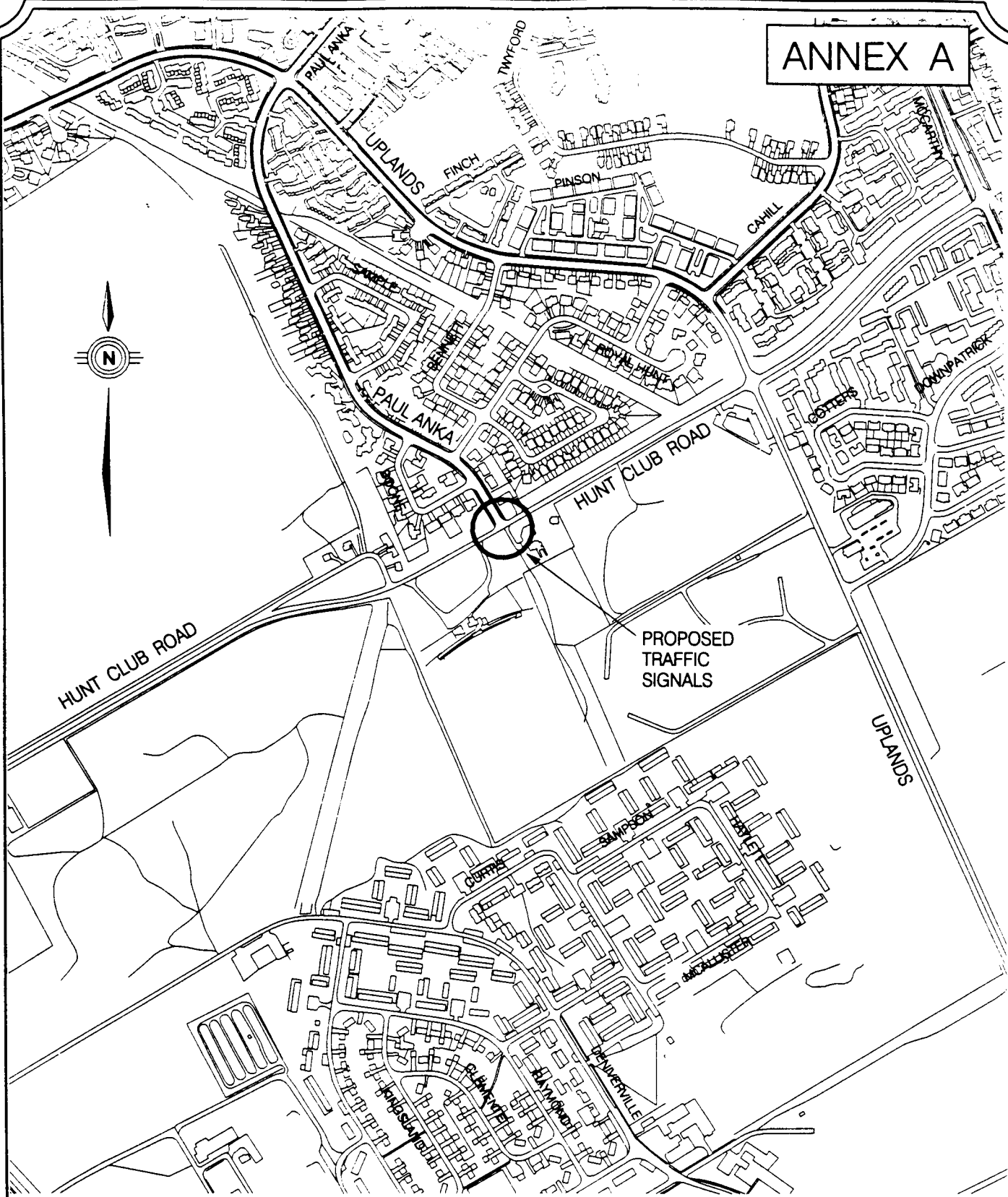

This report will be provided to the Regional Cycling Advisory Group at their meeting on 06 July 1999. Staff will request that their comments, if any, be made available in time for the Transportation Committee meeting.

Approved by
Doug Brousseau

WJ/gc

Attach. (2)

ANNEX A

Ottawa-Carleton

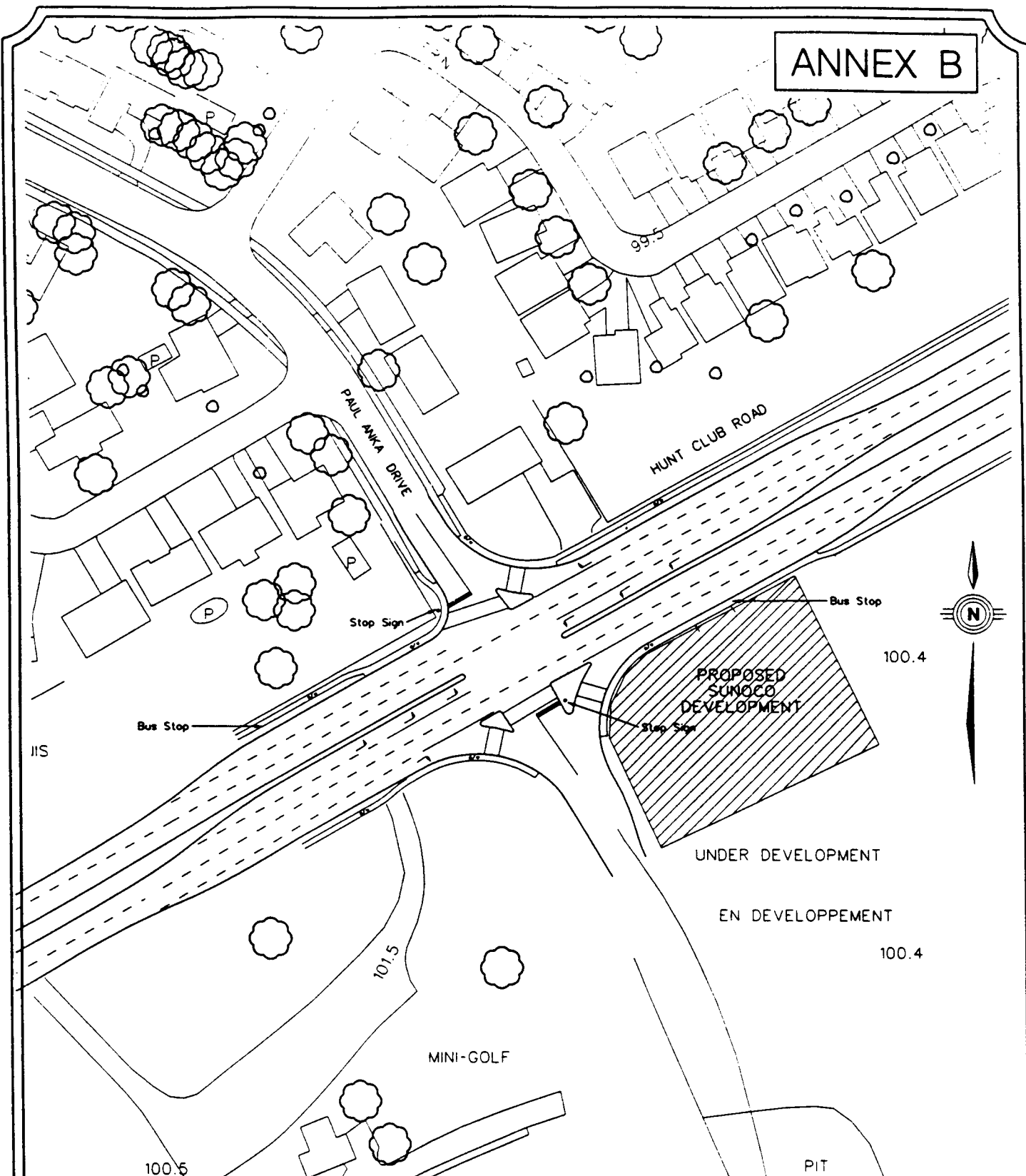
ENGINEERING DIVISION

Environment and Transportation
Department

Hunt Club Road
and Paul Anka Drive
-- Site Location --

Checked By:		William Jolliffe	
Compiled By:		GEOservices	
Scale:	N.T.S.	Date:	June 10, 1999
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ANNEX B



Ottawa-Carleton

ENGINEERING DIVISION
Environment and Transportation Department

Hunt Club Road
and Paul Anka Drive

-- Current Geometry and Operation --

Checked By: William Jolliffe	
Compiled By: GEOservices	
Scale: N.T.S.	Date: June 10, 1999
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