

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 23-99-R017-C
DATE	18 June 1999
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	MERIVALE ROAD (REGIONAL ROAD 17) FROM SLACK ROAD TO AMBERWOOD CRESCENT - SIDEWALK AND ROAD WIDENING CONSTRUCTION

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the widening of Merivale Road from Slack Road to Amberwood Crescent on the west side to accommodate the construction of a sidewalk and a 1.5 m road widening to accommodate cycling, subject to the City of Nepean funding the total project cost.

BACKGROUND

This section of Merivale Road was first identified in the spring of 1997 in the City of Nepean Public Works Department's Sidewalk Installation Policy ranking number one in priority. The following year, the Public Works Committee of the City of Nepean, at its meeting of 07 July 1998, considered and approved this section of Merivale Road for the provision of a sidewalk and widened roadway. Because of the expanded scope of construction and the lateness in the year for the necessary approvals, this project was deferred until 1999. On 04 May 1999, the City of Nepean Public Works Committee reconfirmed its commitment to provide a sidewalk and widen Merivale from Slack Road to Amberwood Crescent.

The limits of the proposed construction on Merivale Road, in an area context, is shown in Annex 'A'.

EXISTING CONDITIONS

Pedestrians

No facilities exist for pedestrians along this section of Merivale Road who are currently required to use the shoulders of the roadway.

Based on the most recent traffic volume survey conducted in July 1998 at the intersection of Merivale Road and Slack Road, pedestrian activity in this area is relatively light. Approximately 23 pedestrians, over an eight-hour period, travelled northbound and southbound along Merivale Road. Since much of the roadway is fronted on by residences and a school, it is expected that this pedestrian volume will increase significantly during the school months.

Bicycles

No cycling facilities have been provided on this section of Merivale Road, either in the form of exclusive bike lanes or widened curb lanes.

Similar to the pedestrian activity, the number of cyclists travelling along this section of Merivale Road is estimated to be relatively light. Over an eight-hour period, 37 northbound and southbound cyclists were recorded on Merivale Road.

Transit

Regular and peak hour bus service is provided all along this section of Merivale Road. Regularly spaced bus stops serving the northbound and southbound routes are located throughout this area.

Automobiles

This portion of Merivale Road maintains a two-lane, undivided, rural cross-section with ditches on both sides of the roadway.

The speed limit in this area is 60 km/h on the northerly portion of this section of Merivale Road between Slack Road and Deakin Street. For the rest of this section, the speed limit is reduced to 50 km/h to a point approximately 100 m south of Amberwood Crescent.

DESIGN PROPOSAL

The design proposal for this section of Merivale Road includes the provision of a sidewalk, concrete curbs, curb-inlet catch basins, and a 1.5 m road widening along the west side of the roadway. The road widening will provide 4.25 m curbs shared use lanes in both directions to accommodate cyclists.

A functional illustration of this project is provided in Annex B.

Pedestrians

The provision of a sidewalk along the west side of Merivale Road will significantly enhance pedestrian mobility and safety. As previously mentioned, pedestrians currently have to walk along the shoulders of the road which can be quite hazardous and uncomfortable during the winter months. In addition, the construction of a sidewalk is especially important to school children who travel along the roadway to either reach the school located at 2000 Merivale Road or to reach bus stop points.

Bicycles

The provision of 4.25 m shared use lanes will add to cyclists' safety and comfort through this portion of Merivale Road.

Transit

The addition of sidewalks to the roadway cross-section will significantly increase bus patrons' safety and comfort when accessing the nearby bus stops.

Automobiles

The enhancement of the safety and mobility of the other users of this portion of Merivale Road lessens the possibility of mishap which adds to motorist comfort and thereby raises the overall level of road safety.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle of the Transportation Master Plan (TMP) is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. The proposed provision of a sidewalk conforms directly to Section 2.2.2, items 1 and 2 of the TMP. With regard to cycling, the initiative to provide an on-road cycling facility conforms directly with Map 1: Cycling Transportation Network of the TMP.

FINANCIAL COMMENTS

Should Regional Council approve the provision of a sidewalk and road widening along the west side of Merivale Road between Slack Road and Amberwood Crescent, the City of Nepean will be responsible for 100% of all costs.

Cost Estimate

The following preliminary cost estimates, prepared by Oliver Mangione McCalla & Associates, are based on the functional design details, and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$264,000.00
Engineering	\$26,000.00
Contingencies/Utilities	<u>\$26,000.00</u>
Total Estimated Cost Before GST	\$316,000.00
G.S.T. @ 7%	\$24,000.00
TOTAL ESTIMATED COST	<u>\$340,000.00</u>

CONSULTATION

As mentioned earlier, this project was considered on 07 July 1998 and again on 04 May 1999 by the City of Nepean Public Works Committee. For both meetings, a comprehensive public consultation process was carried out that included regular notifications in the community newspapers, community associations, public libraries, freenet and the public bulletins of the local broadcast media. In addition to this, all residents along both sides of the concerned section of Merivale Road were notified of the Committee's consideration of this project by hand-delivered letters. No objections were received by the City of Nepean.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

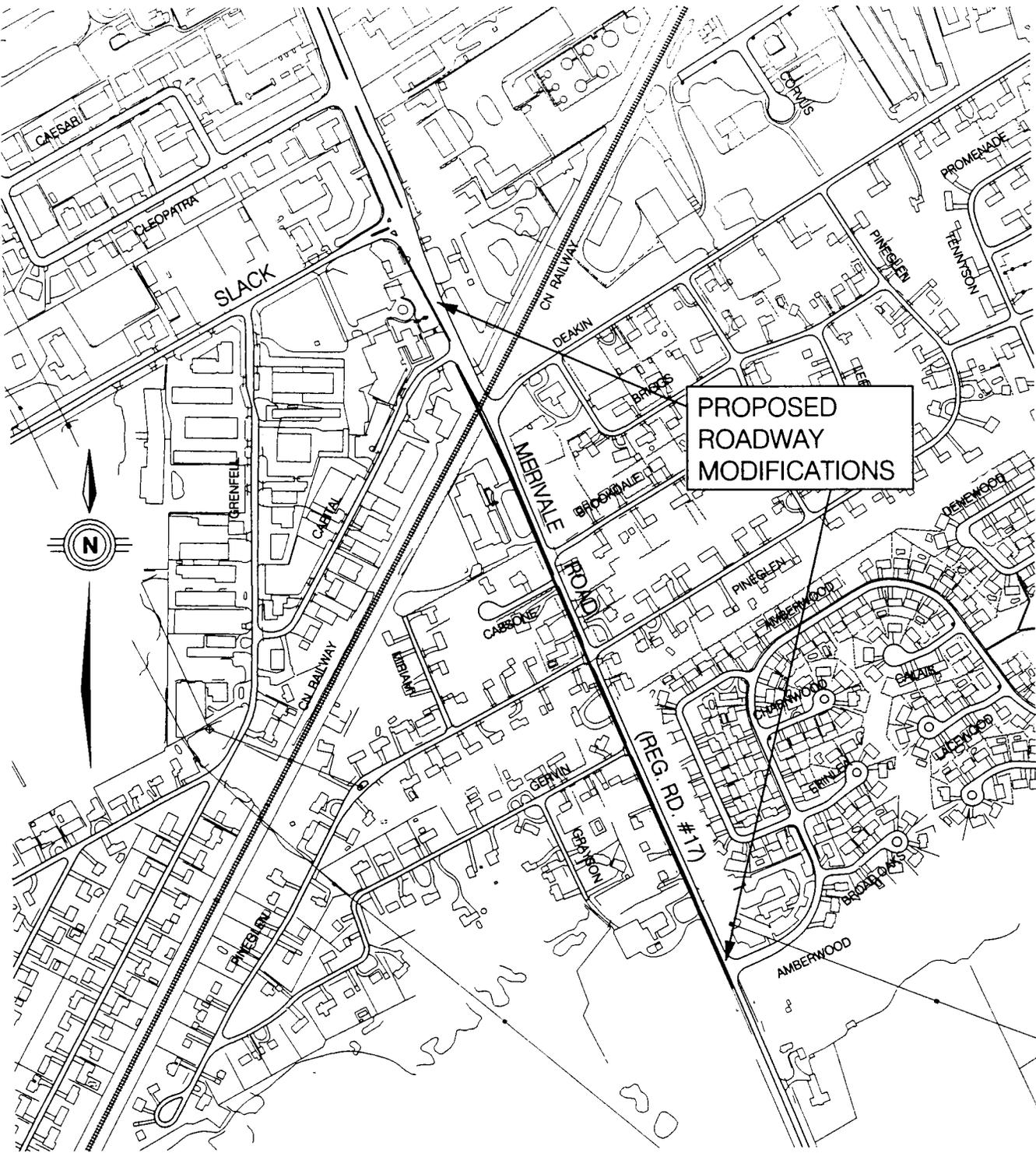
This report will be provided to the Regional Cycling Advisory Group for their meeting on 06 July 1999. Staff will request that their comments, if any, be made available for the Transportation Committee meeting.

Approved by
Doug Brousseau

WJ/gc

Attach. (2)

ANNEX A



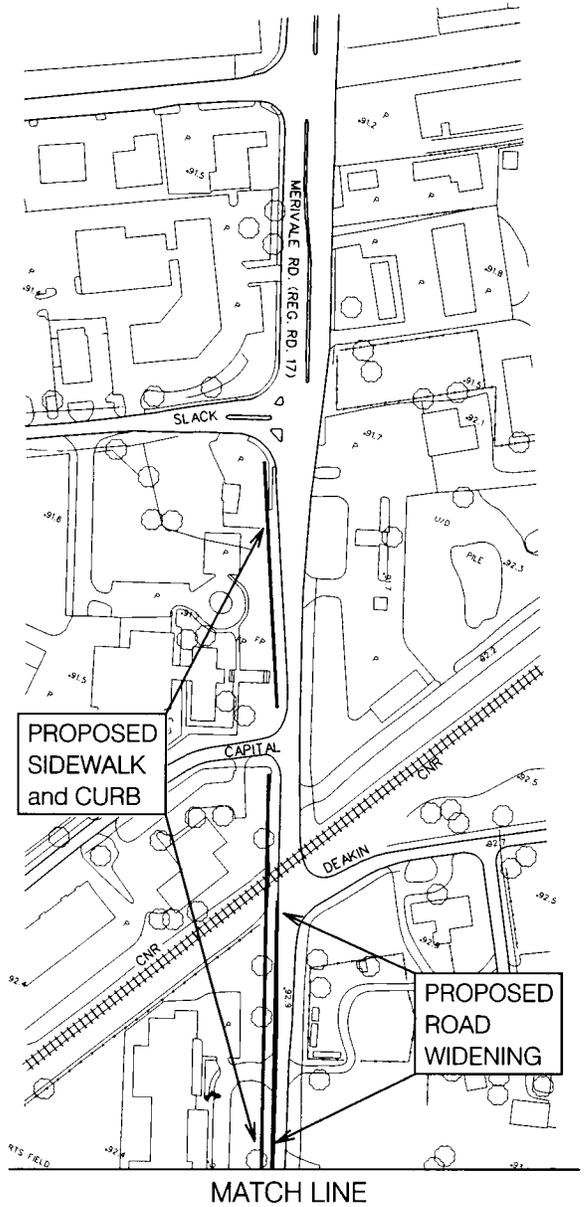
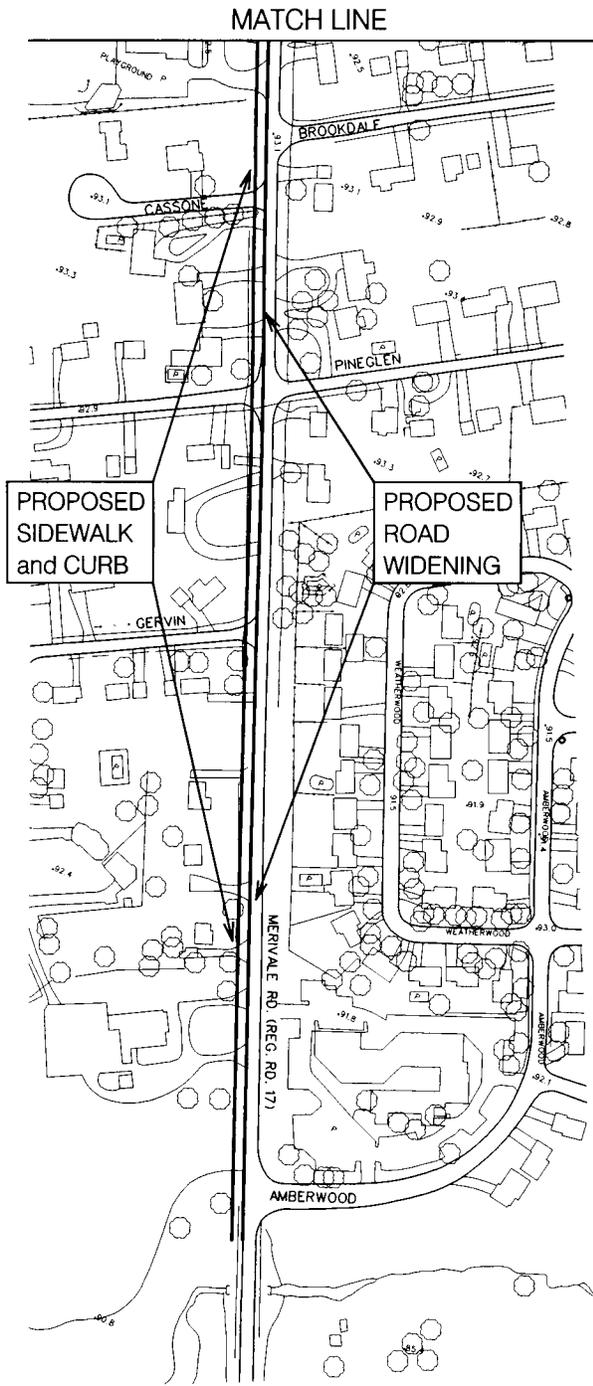
Ottawa-Carleton

ENGINEERING DIVISION

Environment and Transportation
Department

MERIVALE ROAD
Slack Rd. to Amberwood Cres.
-- Site Location --

Checked By: William Jolliffe, Design Review Co-ordinator	
Compiled By: GEOservices	
Scale: N.T.S.	Date: June 15, 1999
Dwg. #: FM_105	
<small>This map/publication has been prepared and/or derived from the Geographic Information System of the Regional Municipality of Ottawa-Carleton and is protected by copyright.</small>	



Ottawa-Carleton

ENGINEERING DIVISION
Environment and Transportation
Department

MERIVALE ROAD
Slack Rd. to Amberwood Cres.
Proposed Roadway
Modifications

Checked By: William Jolliffe, Design Review Co-ordinator	
Compiled By: GEOservices	
Scale: N.T.S.	Date: June 22, 1999
This map/publication has been prepared and/or derived from the Geographic Information System of the Regional Municipality of Ottawa-Carleton and is protected by copyright.	
Dwg. #: FM_104	