

REGION OF OTTAWA CARLETON  
 RÉGION D'OTTAWA CARLETON

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REPORT  
 RAPPORT

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Our File/N/Réf.           **50 20-98-R005L**  
 Your File/V/Réf.

DATE                       28 October 1998

TO/DEST.                 Co-ordinator Transportation Committee

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

SUBJECT/OBJET         **TRAFFIC CONTROL SIGNAL WARRANTS - MAIN STREET  
 (REGIONAL ROAD 5) AND CHURCH STREET/  
 WINTERGREEN DRIVE**

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### **DEPARTMENTAL RECOMMENDATION**

**That the Transportation Committee recommend Council approve that a traffic control signal not be installed on Main Street (Regional Road 5) and Church Street/Wintergreen Drive in the Village of Stittsville as it is not warranted.**

### **BACKGROUND**

At the Transportation Committee meeting on 21 October 1998, the Committee approved the Motion TC-9-98, "That staff bring forward a report on the traffic control signal warrants for Main Street at Wintergreen Drive to the next committee meeting".

### **DISCUSSION**

This Department can only recommend the installation of a traffic control signal when the signal warrants, as established by the Ministry of Transportation of Ontario and adopted by Regional Council, are 100% fulfilled.

Based on the traffic data collected (refer Annex A) on 22 May 1998, it was determined that a traffic control signal is 57% warranted at this location; therefore, the Department cannot recommend this signal installation. It should be noted that, for the eight hours of data collected, vehicular volumes for only one hour (5:00-6:00 p.m.) met 100% of the warrants.

Collision data records for the period of 01 January 1995 to 31 December 1997 show that one collision was reported (in 1995) at this intersection, that being a right angle type collision which is deemed preventable by the installation of a traffic signal.

It is Council's policy that when an area municipality requests an unwarranted signal, the Region can recommend the signal provided the area municipality pays the full capital cost of the installation, as well as the annual operation and maintenance costs.

Having reviewed the requested location, this Department has no objections to the signal installation. The current road geometry has adequate width and lane capacity; therefore, no road modifications are required.

### CONSULTATION

No public consultation has been carried out with respect to installing a traffic control signal.

### FINANCIAL IMPLICATIONS

No financial commitments are associated with this report.

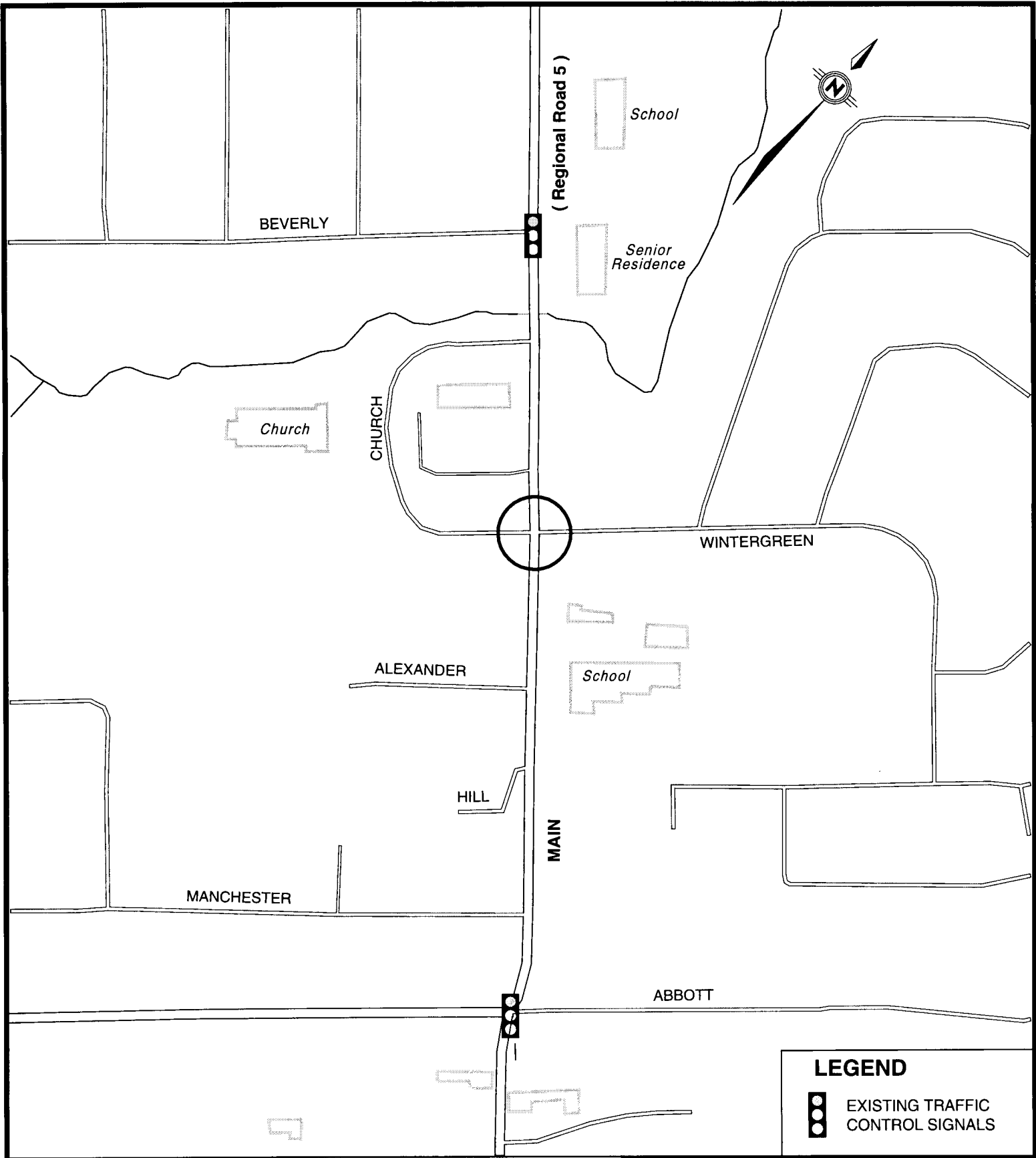
*Approved by  
Doug Brousseau*

HLD/sc

Attach. ( 1 )

**Main Street (Regional Road 5) and Church Street / Wintergreen Drive**

<b>Location</b>	<b>Priority Rank</b>	<b>Percent Warrant Met</b>	<b>Total Approach Volume Major Street (8 hrs)</b>	<b>Total Approach Volume Minor Street (8 hrs)</b>	<b>No. of Pedestrians Crossing Major Street (8 hrs)</b>	<b>No. of Preventable Collisions Average per Year (for 3 yrs - 1 Jan 95 - 31 Dec 97)</b>	<b>Day and Date of Count</b>	<b>Comments</b>
Main Street (RR-5) and Church Street/ Wintergreen Drive		57	9,078	780	12	0.33	Friday 22 May 98	



**TRAFFIC CONTROL SIGNALS**  
**MAIN STREET ( Regional Road 5 ) and**  
**CHURCH STREET \ WINTERGREEN DRIVE**  
**STITTSVILLE**



**Ottawa-Carleton**  
**MOBILITY SERVICES**  
 Environment & Transportation Department

Drawn By <b>E.P.</b>	Checked By <b>H.L.D.</b>	Approved By <b>G.K.</b>	Scale <b>N. T. S.</b>	Date <b>OCTOBER 1998</b>	<b>98003-tcs</b>
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