

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 20-99-R019
DATE	27 May 1999
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 - RIVER ROAD (REGIONAL ROAD 19) AND TEMPORARY ACCESS TO SHORELINE DRIVE

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve that a traffic control signal not be installed on River Road (Regional Road 19) at the temporary access to Shoreline Drive as requested by the City of Gloucester.

BACKGROUND

The Region has received a City of Gloucester Council resolution (refer Annex A) requesting that a traffic control signal be installed on River Road at the temporary access to Shoreline Drive (refer Annex B and Annex C). The City is prepared to pay up to \$80,000 towards the installation and enter into a signed agreement; however the resolution does not mention any provision for the payment of annual maintenance and operating costs.

As part of the Riverside Village Subdivision Agreement with the Region, the Region allowed Richcraft Homes Builders and Urbandale Corporation temporary access to River Road to facilitate exposure and temporary access to their new development. The subdivision agreement states that this temporary access be closed when the traffic volumes meet 100% of the traffic control signal warrants or when 1,200 building permits have been issued (refer Annex D).

Traffic data collected on 19 May 1999 indicates that a traffic control signal is 31% warranted (refer Annex E).

DISCUSSION

In preparing and entering into subdivision agreements, the Region undertakes an impact analysis process that in the end, identifies development conditions that are in the best interest of all within the Region. It reflects on and is driven by policy set by Council. As a result of a transportation analysis for the Riverside Village subdivision and surrounding development, it was identified that the most appropriate arterial roads to support the development were Limebank Road for north/south movement and Armstrong Road for east/west movement. Limebank Road is preferred to River Road because of its greater potential for widening, its existing capacity, its geometric alignment and its lower impact on adjacent land owners. The overall traffic circulation plan for the subdivision is geared to delivering and receiving resident traffic to and from the primary arterials of Limebank Road and Armstrong Road and not River Road. It is felt that if a signal is installed at the temporary access to Shoreline Drive and River Road and left there until road closure conditions are met (note closing conditions in Annex D), this would allow a sufficient time frame to develop and entrench undesirable travel patterns and possibly delay the developer's construction of required roads. It is also felt, based on past experiences, that if temporary conditions are granted a more permanent status (i.e. with traffic control signals in this case), there would be a good chance that the temporary condition would become permanent.

The Department does not recommend that any signal be installed unless the device is 100% warranted. As signals for the temporary access to Shoreline Drive and River Road intersection are only 31% warranted, we cannot recommend signal installation. The Department will, however, as it has in the past, not object to the installation of unwarranted signals, provided the requester covers all capital, operating and maintenance costs, and the Department has no concerns with its installation.

In light of the conditions set by the Region's Planning and Development Approvals Department, in the spirit of their intent and in the interest of the overall transportation plan for the developing lands, the Environment and Transportation Department does have concerns with the installation of a traffic control at this location and hence cannot support the City of Gloucester's request.

What the Department does see as a preferred solution to the subdivision's perceived access and egress problem is the redirection of committed funds to traffic control signals further south at the intersection of Armstrong Road and River Road. This intersection is slated this summer for realignment and lane modification work and in addition, Armstrong Road is also being upgraded between River Road and Shoreline Drive. Signal installation at this location would better suit the Region's transportation objectives for the area and serve the newly proposed commercial development on the northeast corner of this intersection.

IMPACT ON PEDESTRIAN AND CYCLISTS

Without signal assistance, pedestrians face some challenges in gaining access to the park located west of River Road (refer Annex C), which was developed in conjunction with the subdivision development.

FINANCIAL IMPLICATIONS

If signal installation is granted, no financial commitments are associated with this report as all costs would be borne by the City of Gloucester, including capital and annual operation and maintenance costs, under agreement with the Region.

*Approved By Jim Bell On Behalf Of
Doug Brousseau*

HLD/GK/js

Attach. (5)

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Tel: (613) 748-4104
Fax: (613) 748-4147

ANNEX A

Department/ Département: Corporate Services
Division: Legislative Services

File/ Dossier:
Your File/ Votre Dossier:
Subject/ Objet: Installation of Signal lights

January 13, 1999

Regional Municipality of Ottawa-Carleton,
Clerk's Department,
Ottawa-Carleton Centre,
Cartier Square,
111 Lisgar Street,
Ottawa, Ontario.
K2P 2L7

Attention: Mrs. Mary Jo Woollam,
Regional Clerk.

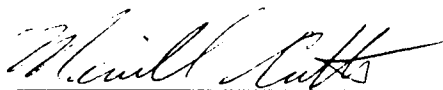
Dear Mrs. Woollam:

**Re: By-law No. 5 of 1999 - Installation of Signal Lights at River Road and
Access to Shoreline Drive**

I enclose a copy of By-law No. 5 of 1999 which was passed by the Council of the City of Gloucester on the 12th day of January, 1999, concerning the above-noted subject.

If you should require any further information, please contact the Department of Community Development at 748-4167.

Yours truly



Merrill Cutts,
Deputy City Clerk

Encl.

c.c.: Riverside South Community Association, 748 Rolling River Crescent, Gloucester,
Ontario, K1V 1M2
Mr. Dave Darch, Deputy City Manager, Community Development

THE CORPORATION OF THE CITY OF GLOUCESTER

BY-LAW NO. 5 OF 1999

Entitled, "A By-law of the Corporation of the City of Gloucester authorizing the expenditure of funds for the installation of traffic control signals at the intersection of River Road/Temporary Access Road intersection in the Riverside South Community".


WHEREAS the Corporation of the City of Gloucester has budgeted funds in 1999 Capital Works program for the installation of traffic control signals at the intersection of River Road/Temporary Access Road intersection in the Riverside South Community (the "Project");

AND WHEREAS the Community Development Department recommends the Project proceed at this time:

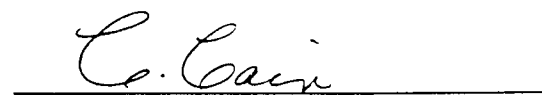
NOW THEREFORE BE IT RESOLVED that the Council of the Corporation of the City of Gloucester enacts as follows:

1. That contract award authority is hereby granted for the installation of the traffic control signal plant for the Project, for an amount not to exceed \$80,000.00.
2. That subject to the project cost being within the City budget allocation, the Regional Municipality of Ottawa-Carleton be requested to undertake the installation of the traffic control signal plant and the Purchasing Division be authorized to enter into a contractual agreement with the Regional Municipality of Ottawa-Carleton for the installation of the traffic control signals.
3. That the Manager, Purchasing and Risk be and is hereby authorized to execute the agreement with the Regional Municipality of Ottawa-Carleton, as described herein.

PASSED AND GIVEN under the Hands of the Mayor and City Clerk and the Seal of the Corporation of the City of Gloucester this 12th day of January, 1999.

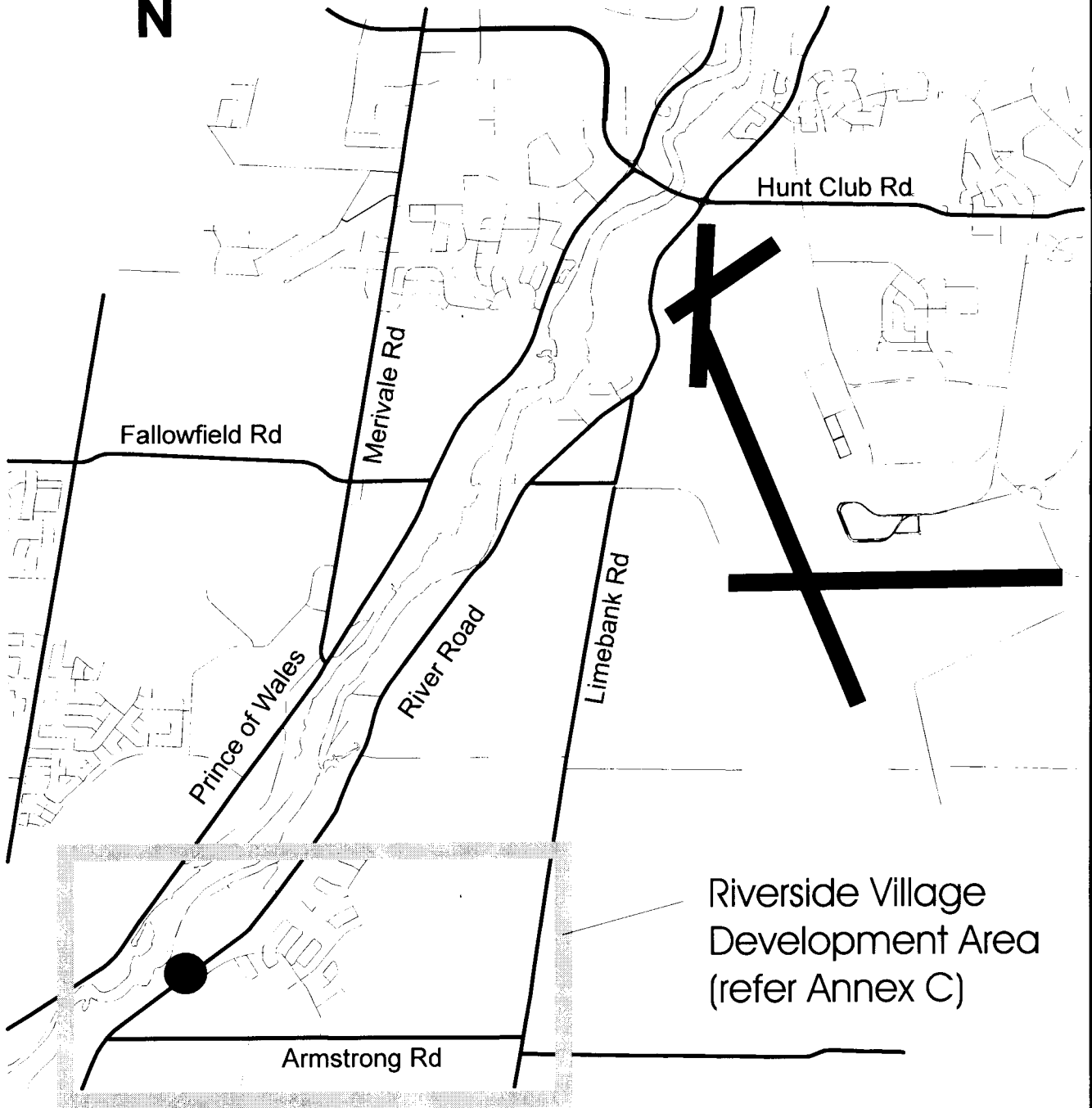


Michèle Giroux, City Clerk



Claudette Cain, Mayor

ANNEX B

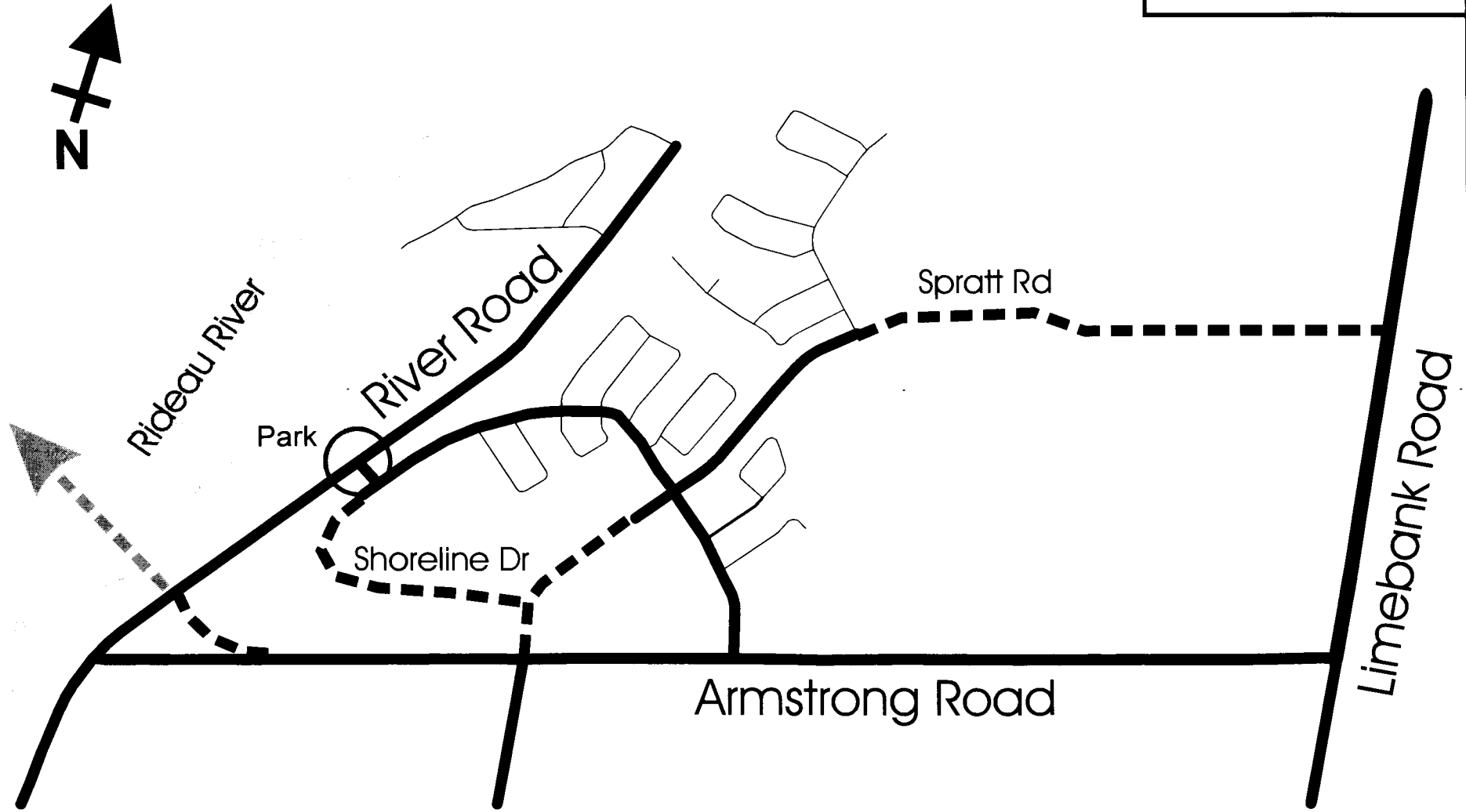


Key Location Map




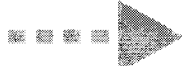


Signal Request Location

ANNEX C



Location Specific Map

-  Requested Signal Location
-  Existing Roads
-  Proposed Roads
-  Future Rideau River Crossing

ANNEX D

REGION OF OTTAWA-CARLETON

MEMORANDUM

RÉGION D'OTTAWA-CARLETON

NOTE DE SERVICE

Our File/N/Réf. 15-94-0513

DATE 11 March 1999

TO/DEST. Doug Brousseau, Director
Mobility Services Division
Environment and Transportation Department

FROM/EXP. Planning Approvals Officer
Development Approvals Division
Planning and Development Approvals Department

SUBJECT/OBJET **UNWARRANTED SIGNALS
TEMPORARY ACCESS FROM REGIONAL ROAD 19
(RIVER ROAD) TO SHORELINE DRIVE**

In the Subdivision Agreement the Region prepared for Riverside South Subdivision, previously known as River Ridge, the following two conditions were included:

43. Should development of this phase of the subdivision cause the total number of building permits issued in the whole subdivision (Provincial File Numbers 06T-94046 and 06T-94031) to approach 1000, construction of Spratt Road and Armstrong Road shall commence to allow for the closure of the temporary access at 1200 building permits. In the event that Richcraft Homes does not proceed to build Spratt Road across its lands and the intersection of Spratt Road with Limebank Road, then this shall be the responsibility of Urbandale Corporation. In the event that Urbandale Corporation does not proceed to build Spratt Road across its lands and the intersection of Spratt Road with Limebank Road, then this shall be the responsibility of Richcraft Homes.
44. *The owner shall permanently close the temporary access to River Road (over Block 120, Plan 4M-952), when the access meets the Ministry of Transport Ontario/Region's traffic signalization warrants* and in any event, at the time when 1200 building permits have been issued for the Owners of the lands within the draft approved Plans of Subdivision (Provincial File Numbers 06T-94046 and 06T-94031). At such time, the owner shall have completed construction of two lanes of Spratt Road from Armstrong Road to Limebank Road and two lanes of Armstrong Road from Regional Road 19 (River Road) to Spratt Road. This shall be at no cost to the RMOC, and to the satisfaction of the RMOC and the Deputy City Manager, Community Development, City of Gloucester.

To-date the subdivision has registered 1000 units of which 450 permits have been issued. Given that there are other home builders building homes in Riverside South, the number of homes built per year is anticipated to grow.

Limebank Road was identified as the preferred north/south link largely due to social impacts from the widening of River Road south of the intersection with Limebank Road. The detailed comparisons are contained in the report *Transportation: Detailed Evaluation Phase of the Regional Development Strategy* - June 1996.

It is in the Region's interest to minimize the use of River Road so that the amount of widening required in the short to medium term will also be minimized. By focusing traffic onto Limebank Road at the early stage through the Spratt Road intersection, there will only be a need to widen the section of River Road between Limebank Road and Hunt Club Road within the next 5 - 10 years. As identified in Table 6 of the Regional Official Plan, it is very important that the developers adhere to the conditions 43 and 44 as it is very much in the Region's best interest to do so.

Utilizing Limebank Road will leave River Road as a scenic route given its proximity to the Rideau River. Traffic counts taken on River Road on the morning of 19 May 1998, show a peak hourly volume of 820 vehicles in the northbound direction immediately north of the temporary access. Given the speed of River Road and its curvilinear geometry, the level of service will begin to fail at approximately 1000 vehicles per hour. There will then be pressure on the Region to increase the number of travelled lanes on River Road from two lanes to four lanes north of Armstrong Road.

Armstrong Road is being reconstructed from Shoreline Drive to River Road this summer (1999). A new intersection will be constructed at Armstrong Road and River Road 720 metres south of the temporary access to Shoreline Drive. This will become the Subdivision's only access to River Road. If Gloucester is to install traffic signals this would be the preferred location.

*Original signed by
Paul Jordan*

PJJ/sb

River Road (Regional Road 19) and temporary access to Shoreline Drive

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 Collisions Average per Year (for 3 yrs - 1 Jan 96 - 31 Dec 98)	Day and Date of Count	Comments
River Road (RR-19) and temporary access to/from Shoreline Drive		31	4,396	445	4	n/a	Friday 19 May 98	