

REGION OF OTTAWA CARLETON  
 RÉGION D'OTTAWA CARLETON

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REPORT  
 RAPPORT

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Our File/N/Réf.           **50 20-98-0202**  
 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           **1998 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL  
 SIGNAL PROGRAMME - PHASE 1**

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### **DEPARTMENTAL RECOMMENDATIONS**

**That the Transportation Committee recommend Council approve that:**

- 1. as funds become available, traffic control signals be installed at the following intersections in the order that the locations are listed;**
  - a. Merivale Road (Regional Road 17) and Family Brown Lane;**
  - b. Bank Street (Regional Road 31) and Lester Road (Regional Road 24), and;**
  - c. Blohm Drive and Hunt Club Road;**
- 2. the intersection of Holland Avenue and Spencer Street be reviewed for the installation of a traffic control signal after the City of Ottawa has completed its "West Wellington Traffic Review" for the area surrounding Spencer Street, west of Holland Avenue between Wellington and Scott Streets.**

### **BACKGROUND**

Each year staff produce two Pedestrian Signal and Traffic Control Signal Programme reports for the consideration of Transportation Committee and Council. In order to expedite the installation of traffic control signals in the same year in which studies are conducted, the Phase 1 report presents those locations studied in the programme year which are 100% warranted and do not require any intersection or roadway modifications.

A second or "Phase 2" report will contain all other locations reviewed in 1998 for either a pedestrian signal or a traffic control signal, including those locations requiring intersection or roadway modifications. All recommended locations that require modifications are subject to the public hearing process. Signals approved in the Phase 2 report are intended to be implemented during the summer or fall of 1999.

## DISCUSSION

### Pedestrian Signal Programme

There are no locations that are warranted for the installation of a pedestrian signal. (*Please see Addendum report dated 6 Nov 98.*)

### Traffic Control Signal Programme

There are four locations (refer to Annex B), listed below in order of priority, that met 100% of the warrants for the installation of a traffic control signal that do not require any intersection or roadway modifications prior to signal installation. Survey data, priority rank, etc., for these four locations are summarized in Annex A.

<u>Rank</u>	<u>Location</u>	<u>*Number of Right Angle Collisions</u> (1 Jan'95 - 31 Dec'97)
1	Merivale Road (Reg Rd 17) and Family Brown Lane	28
2	Holland Avenue and Spencer Street	15
3	Bank Street (Reg Rd 31) and Lester Road (Reg Rd 24)	9
4	Blohm Drive and Hunt Club Road	3

\* Right angle collisions are deemed preventable by the installation of a traffic control signal.

### Discussion of Warranted Location

#### Merivale Road (Reg Rd 17) and Family Brown Lane

Analysis of data collected in June 1998 indicates that a traffic control signal is 100% warranted at the intersection of Merivale Road and Family Brown Lane (refer to Annex C). Therefore, it is proposed that a traffic control signal be installed.

Twenty-eight right angle vehicular collisions have occurred at this intersection between 01 January 1995 and 31 December 1997. This type of collision is deemed preventable by the installation of a traffic control signal.

Therefore, the installation of this signal will provide for safer pedestrian, cyclist and motorist crossing of and access onto Merivale Road.

The preliminary cost estimate for the installation is \$100,000.

There is an existing legal agreement with the owners of Toys “R” Us store, which states that the owners will contribute to the cost of a signal light installation. At this time, the Planning and Development Approvals Department have a verbal commitment that Toys “R” Us are willing to pay one-half the cost of the signal installation (\$50,000). It is this Department’s position that the signal installation should proceed with Regional funds and that the contribution, when received, be credited to the signal account (912-37140).

#### Holland Avenue and Spencer Street

Analysis of data collected in May 1998 indicates that a traffic control signal is warranted at the intersection of Holland Avenue and Spencer Street (refer to Annex D).

Fifteen right angle vehicular collisions have occurred at this intersection between 01 January 1995 and 31 December 1997. This type of collision is deemed preventable by the installation of a traffic control signal.

Spencer Avenue to the east of Holland has a high commercial component, while west of Holland, the area is residential. The City of Ottawa is currently undertaking surveys and consultation with the area residents west of Holland due to concerns of shortcutting traffic exiting the area via Spencer Street. Further, 11 of the 15 right angle collisions that have been reported involved eastbound vehicles exiting Spencer. Possible solutions to the area’s traffic concerns that would eliminate the need for a signal include designating the west leg of Spencer Street as a one-way street in the westbound direction or changing the operation of the west leg to a right in/right out. At this time, the Department is awaiting the results of the City’s review.

The preliminary cost estimate for the installation is \$90,000.

It is proposed that this location be deferred until the “West Wellington Traffic Review” is completed.

#### Bank Street (Regional Road 31) and Lester Road (Regional Road 24)

Analysis of data collected in May 1998 indicates that a traffic control signal is 100% warranted at the intersection of Bank Street and Lester Road (refer to Annex E). Therefore, it is proposed that a traffic control signal be installed.

Nine right angle vehicular collisions have occurred at this intersection between 01 January 1995 and 31 December 1997. This type of collision is deemed preventable by the installation of a traffic control signal.

The installation of a signal will reduce the number of reportable collisions and provide safer access onto and across Bank Street for pedestrians, cyclists and motorists.

The preliminary cost estimate for the installation is \$90,000, including the cost of centre median stubs which are required on Bank Street for the placement of additional signal poles due to the wide cross-section of this roadway.

### Blohm Drive and Hunt Club Road

Analysis of data collected in May 1998 indicates that a traffic control signal is warranted at the intersection of Blohm Drive and Hunt Club Road (refer to Annex F). Therefore, it is proposed that a traffic control signal be installed.

Three right angle vehicular collisions have occurred at this intersection between 01 January 1995 and 31 December 1997.

This signal installation will provide pedestrians with a protected crossing of Hunt Club Road and will allow cyclists and motorists safer access onto Hunt Club Road. The signal installation will benefit OC Transpo operations, since bus routes turn left out of Blohm Drive.

The preliminary cost estimate for the installation is \$80,000.

### CONSULTATION

A draft of this report was circulated to the Regional Cycling Advisory Group (RCAG) for comments. RCAG comments, if any, will be available at the Transportation Committee meeting. Also, the "raw" data contained in the annexes to this report have been circulated to the Chair and Members of Council.

Prior to submission of this report to Committee, temporary signs were placed at the three locations recommended in this report with the appropriate message that "traffic lights" are being proposed. All 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 proposals.

### FINANCIAL STATEMENT

There are no funds remaining in the 1998 Capital Budget, Account No. 912-37140, Traffic Control Signal Programme (reference page 163). All signal installations will have to be funded from the 1999 Capital Budget, unless otherwise directed.

*Approved by  
Doug Brousseau*

**1998 TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 1**

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 95 - 31 Dec 97)	Day and Date of Count	Comments
Bank Street (RR-31) and Lester Road (RR-24)	3	100	6,562	1,361	1	3.00	Friday 15 May 98	
Blohm Drive and Hunt Club Road	4	100	8,647	1,198	2	1.00	Thursday 28 May 98	
Holland Avenue and Spencer Street	2	100	6,347	1,231	141	5.00	Friday 8 May 98	
Merivale Road (RR-17) and Family Brown Lane	1	100	20,502	1,042	118	9.33	Saturday 20 June 98	



**MOBILITY SERVICES**

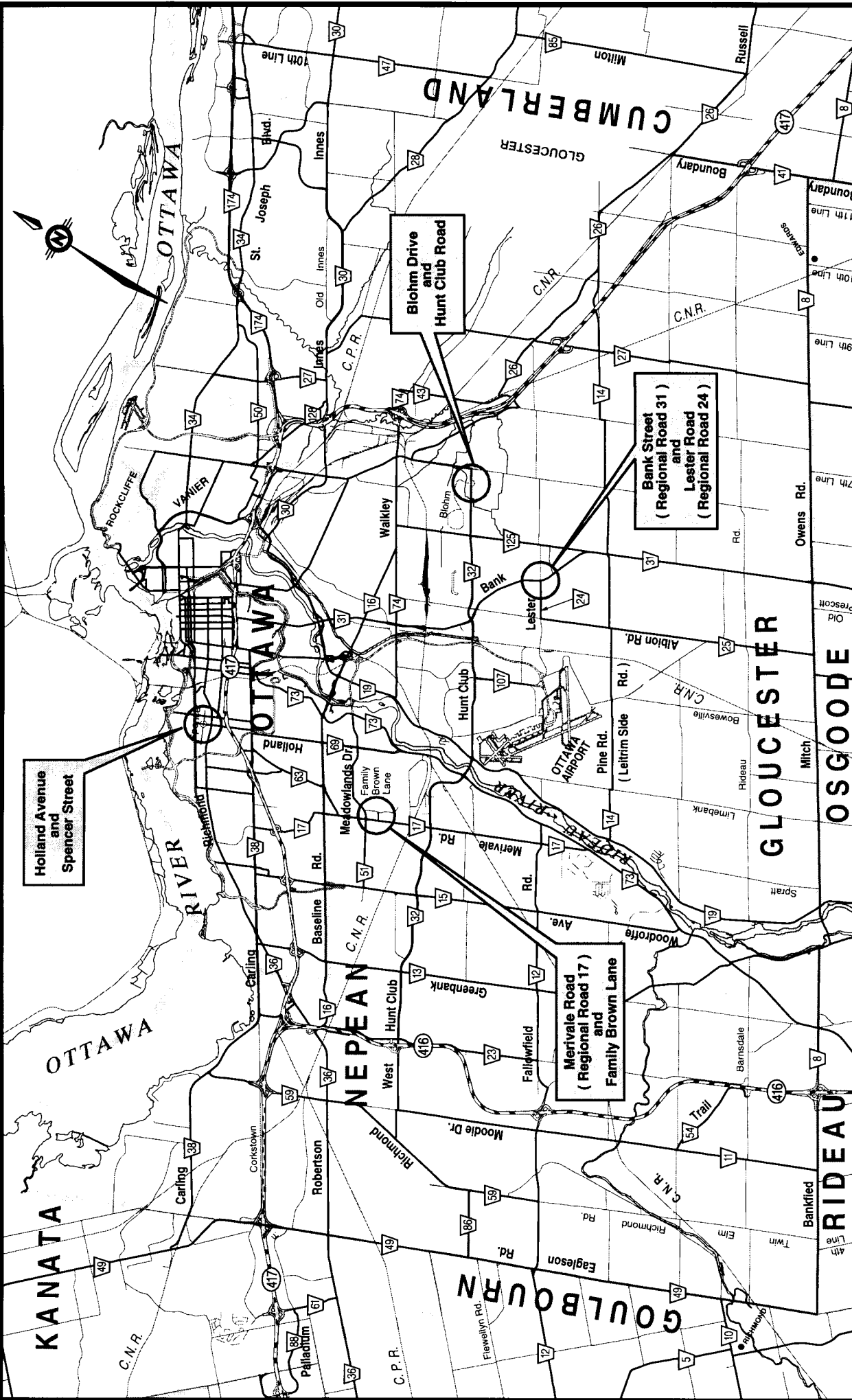
Environment & Transportation Department

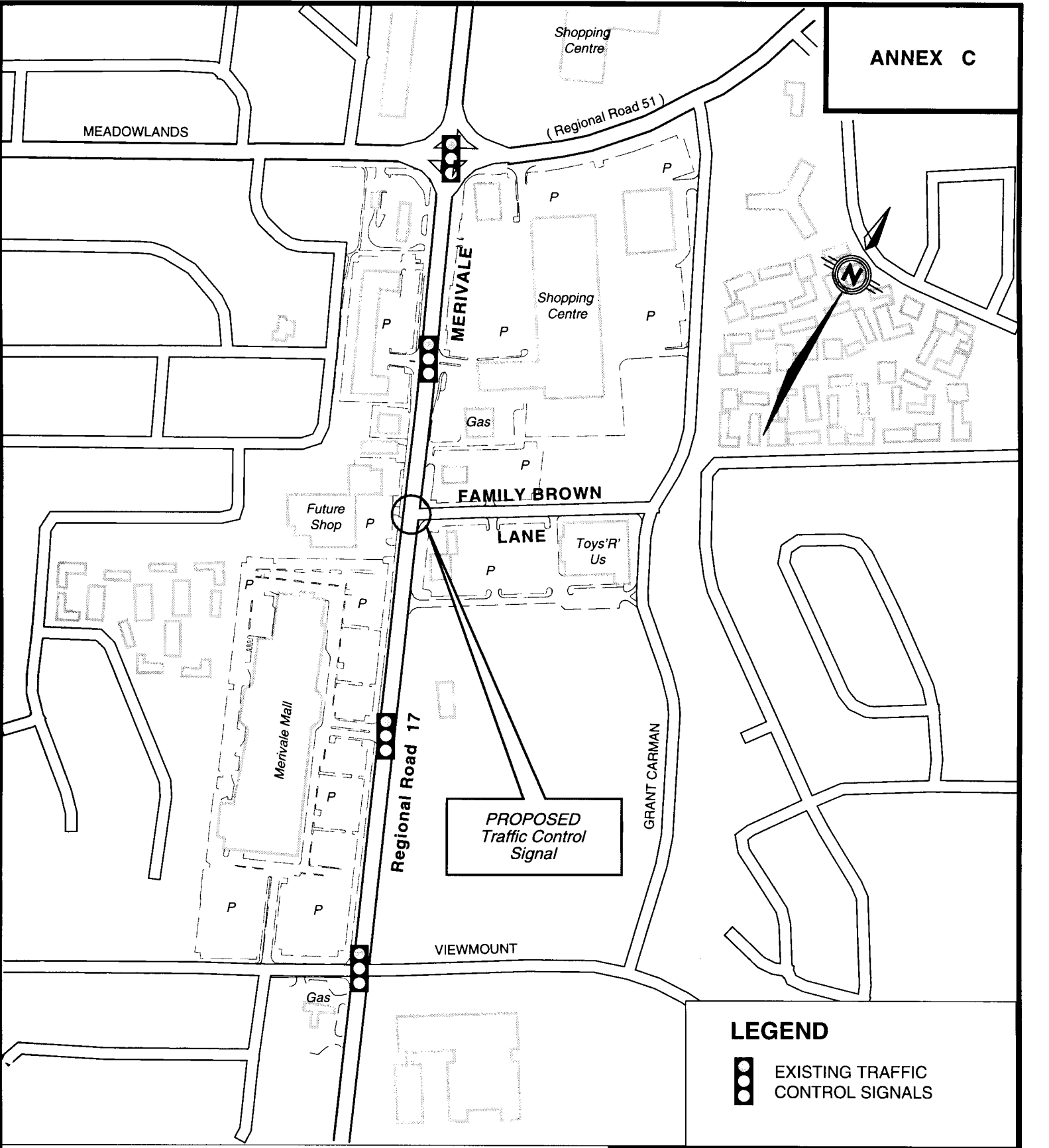
**1998 TRAFFIC CONTROL SIGNAL PROGRAMME**

**PHASE 1**


**Location Plan**

Scale	N. T. S.	Drawn By	E. P.	Checked By	H. L. D.
	8011-S1-tcs, LP	Date	SEPTEMBER 1998	Approved By	G. K.



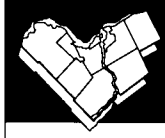


**LEGEND**

 EXISTING TRAFFIC CONTROL SIGNALS

**1998 TRAFFIC CONTROL SIGNAL PROGRAMME  
PHASE 1**

**MERIVALE ROAD ( Regional Road 17 ) AND  
FAMILY BROWN LANE**



**Ottawa-Carleton**

**MOBILITY SERVICES**  
Environment & Transportation Department

Drawn By  
**E.P.**

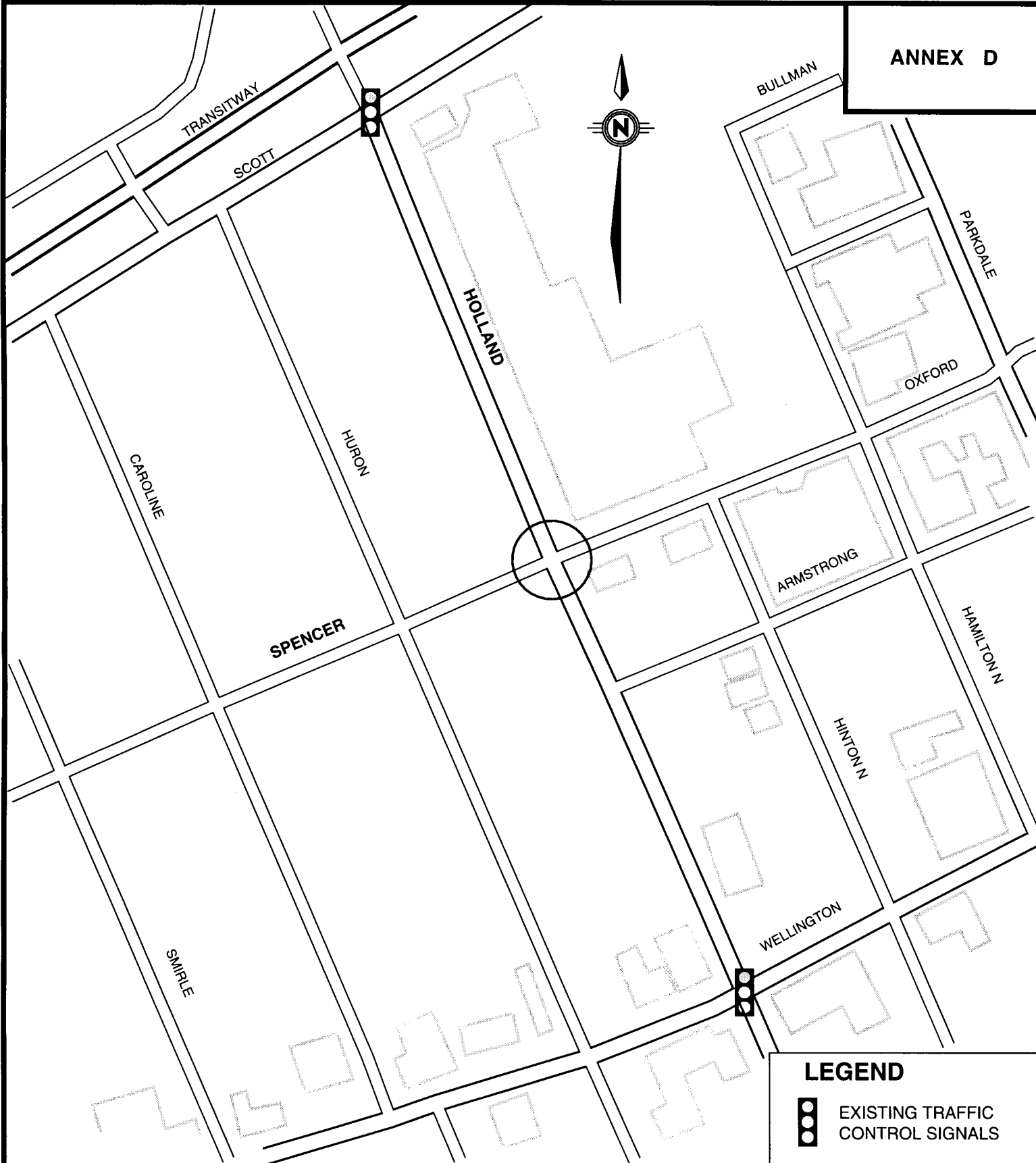
Checked By  
**H.L.D.**

Approved By  
**G.K.**

Scale  
**N. T. S.**

Date  
**SEPTEMBER 1998**

**8011-S6-tcs**



**LEGEND**

-  EXISTING TRAFFIC CONTROL SIGNALS

1998 TRAFFIC CONTROL SIGNAL PROGRAMME

PHASE 1

**HOLLAND AVENUE AND SPENCER STREET**



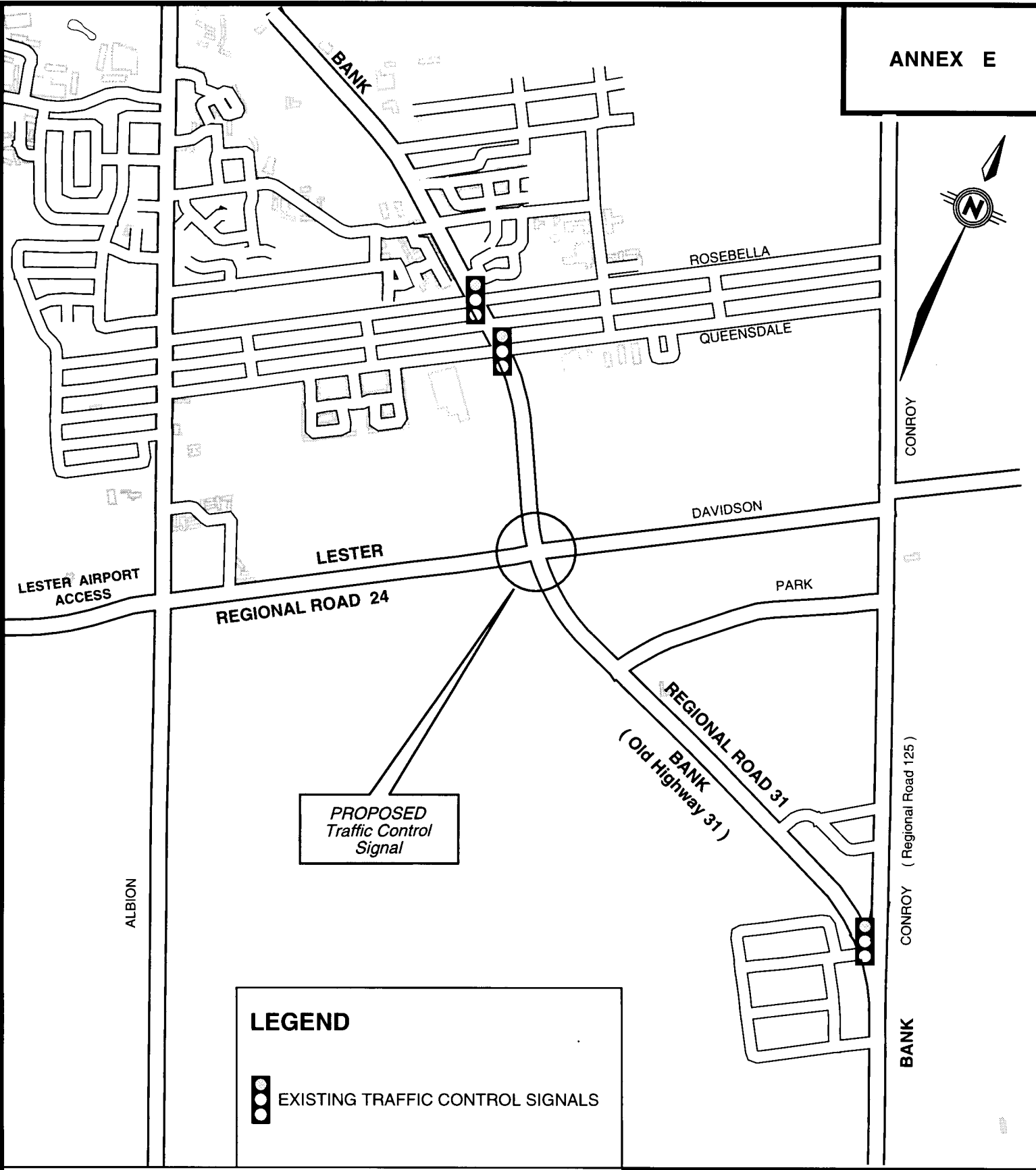
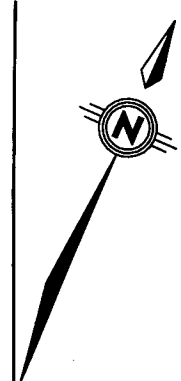
**Ottawa-Carleton**

**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>SEPTEMBER 1998</b>	<b>8011-S5-tcs</b>
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*PROPOSED  
Traffic Control  
Signal*

**LEGEND**

 EXISTING TRAFFIC CONTROL SIGNALS

**1998 TRAFFIC CONTROL SIGNAL PROGRAMME**

**PHASE 1**

**BANK STREET ( Regional Road 31 ) AND  
LESTER ROAD (Regional Road 24 )**



**Ottawa-Carleton**

**MOBILITY SERVICES**  
Environment & Transportation Department

Drawn By  
**E.P.**

Checked By  
**H.L.D.**

Approved By  
**G.K.**

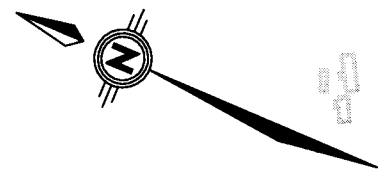
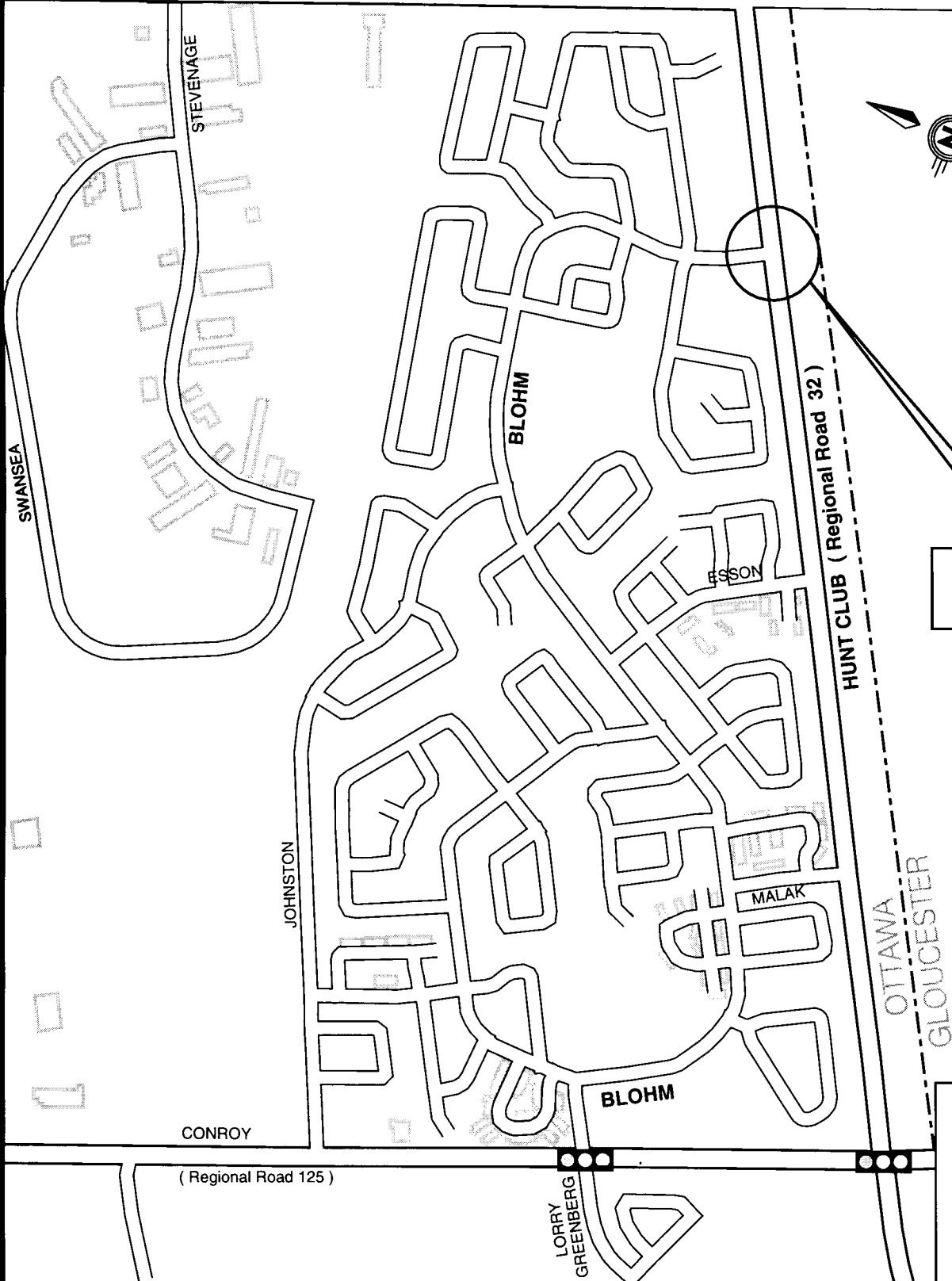
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**N. T. S.**

Date  
**SEPTEMBER 1998**

**8011-S3-tcs**

HAWTHORNE ( Regional Road 32 )

ANNEX F



PROPOSED  
Traffic Control  
Signal

**LEGEND**

 EXISTING TRAFFIC CONTROL SIGNALS

**1998 TRAFFIC CONTROL SIGNAL PROGRAMME**

PHASE 1

**BLOHM DRIVE AND HUNT CLUB ROAD**



**Ottawa-Carleton**

**MOBILITY SERVICES**  
Environment & Transportation Department

Drawn By  
**E.P.**

Checked By  
**H.L.D.**

Approved By  
**G.K.**

Scale  
**N. T. S.**

Date  
**SEPTEMBER 1998**

**8011-S4-tcs**

REGION OF OTTAWA CARLETON  
 RÉGION D'OTTAWA CARLETON

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REPORT  
RAPPORT

Our File/N/Réf.           **50 20-98-0202**  
 Your File/V/Réf.

DATE                       6 November 1998

TO/DEST.                 Co-ordinator Transportation Committee

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

SUBJECT/OBJET           **ADDENDUM REPORT:  
 1998 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL  
 SIGNAL PROGRAMME - PHASE 1**

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### DEPARTMENTAL RECOMMENDATION

**That the Transportation Committee recommend Council approve that as funds become available, an intersection pedestrian signal be installed at Richmond Road on the north side of Dumaaurier Avenue and that this installation take priority over the locations proposed in the 1998 Pedestrian Signal and Traffic Control Signal Programme - Phase 1 report.**

### BACKGROUND

The Councillor of Bay Ward requested that a pedestrian survey be undertaken for the section of Richmond Road between Bellfield Road and Highfield Crescent (refer Annex B), due to a recent collision between a pedestrian and a motorist at the intersection of Dumaaurier Avenue and Richmond Road.

### DISCUSSION

Analysis of a pedestrian survey conducted on Friday, 30 October 1998, indicates that a pedestrian signal is warranted (refer Annex A). Therefore, it is recommended that an intersection pedestrian signal (single crosswalk) be installed at Richmond Road on the north side of Dumaaurier Avenue.

Preliminary estimated cost for this signal is \$60,000.

The installation of this pedestrian signal will provide a protective crossing for pedestrians wishing to cross Richmond Road.

CONSULTATION

Because we wish to present this report in conjunction with our Phase 1 Report, no consultation has been carried out except with the ward Councillor and Chair, Transportation Committee.

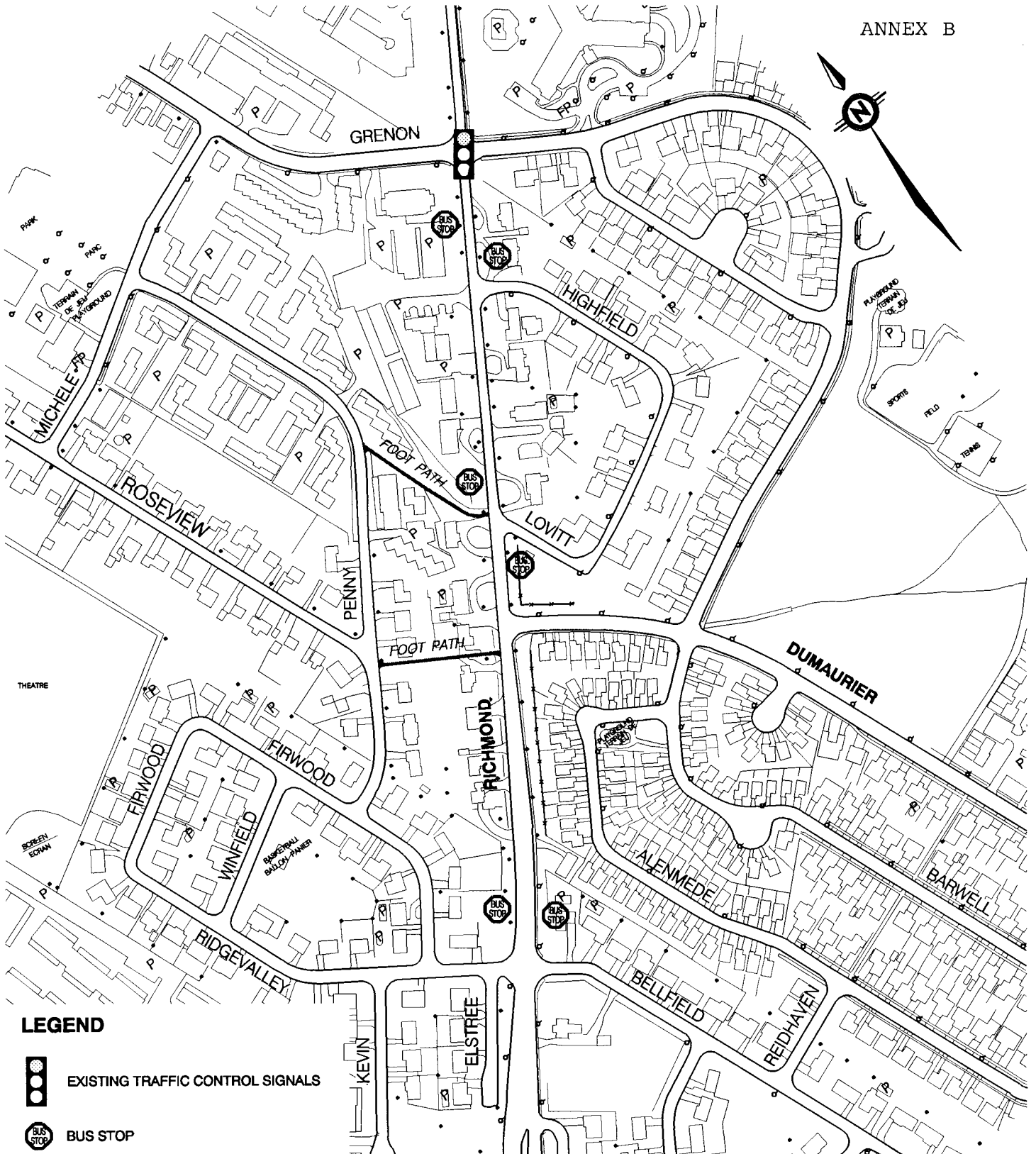
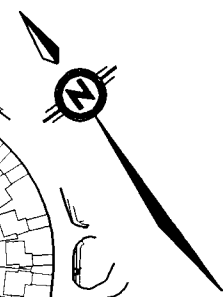
*Approved by  
Doug Brousseau*

HLD/sc

Attach. ( 2 )

**1998 PEDESTRIAN SIGNAL PROGRAMME - PHASE 1**

Location	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)	No. of Pedestrian Accidents Total (3 yrs - 1995-1997)	Day and Date of Count	Comments
Richmond Road at Dumaurier Avenue	1	103	12,436	189	6	0	0	Friday 30 Oct 98	one pedestrian collision in 1998



**LEGEND**



EXISTING TRAFFIC CONTROL SIGNALS



BUS STOP

**1998 PEDESTRIAN SIGNAL PROGRAMME**

PHASE 1

**RICHMOND ROAD AT  
DUMAURIER AVENUE**



**Ottawa-Carleton**

**MOBILITY SERVICES**  
Environment & Transportation Department

Drawn By  
**E.P.**

Checked By  
**H.L.D.**

Approved By  
**G.K.**

Scale  
**N. T. S.**

Date  
**NOVEMBER 1998**

**8019-S1-PS**