

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 20-00-R128H**
Your File/V/Réf.

DATE 25 September 2000

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **CYRVILLE ROAD AND MEADOWBROOK ROAD
PRELIMINARY DESIGN - TRAFFIC CONTROL SIGNAL
INSTALLATION AND ROADWAY MODIFICATIONS**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve the preliminary design for the new intersection on Cyrville Road and Meadowbrook Road including proposed roadway modifications as shown in Annex C.

BACKGROUND

The intersection of Cyrville Road and Meadowbrook Road is located in the City of Gloucester, north of Innes Road (as shown in Annex A).

Conditions at the intersection satisfy the warrants for the installation of a traffic control signal; however, for a traffic control signal to operate safely, efficiently and effectively, roadway modifications are required.

EXISTING CONDITIONS

Cyrville meets Meadowbrook to form a "T" intersection with stop control currently facing southbound drivers on Meadowbrook. On the south side of the intersection, directly opposite Meadowbrook, there are two uncontrolled accesses to adjoining properties. In the vicinity of the intersection, Cyrville is

a two-lane, 60 km/h arterial with 3.5 m lanes, 2.0 m gravelled shoulders, and open ditches. Meadowbrook is a two-lane, 40 km/h residential collector with 5.5 m curbed lanes. There are no turning lanes at the intersection; however, a short distance west, a westbound left-turn lane is in place to facilitate entry movements to Home Depot.

The existing roadway geometry is shown in Annex B.

Pedestrians

A 1.5 m concrete sidewalk exists along the west side of Meadowbrook. There are no sidewalks along Cyrville in the immediate vicinity of Meadowbrook. A traffic survey conducted on 14 May 1999 indicates that 56 pedestrians crossed Cyrville and 54 pedestrians crossed Meadowbrook over an 11 hour period.

Bicycles

There are currently no special provisions for bicycles on Cyrville. Cyclists must share the 3.5 m traffic lane with vehicles. The Regional Official Plan identifies Cyrville as an on-road cycling facility. The above-noted traffic survey also showed 67 eastbound cyclists, 40 westbound cyclists, 23 southbound cyclists, and 2 northbound cyclists travelled through the intersection during that 11 hour period.

Transit

Routes 125 and 126 travel through the intersection. Route 125 is an all-day service on Cyrville that connects Place d'Orleans and Hurdman Station. Route 126 is an all-day service on Meadowbrook that connects the Gloucester Centre with St. Laurent Shopping Centre. In peak periods, it extends to LeBreton Flats.

Automobiles

The traffic count showed that during the morning peak hour, a volume of 583 entered the intersection on Cyrville and 408 entered the intersection on Meadowbrook. In the afternoon peak hour, the volume is 1,141 vehicles on Cyrville and 222 vehicles on Meadowbrook. The total 11 hour entering volume is 8,500 vehicles on Cyrville and 2,391 vehicles on Meadowbrook.

DISCUSSION

This report recommends that Cyrville be constructed with curbs and sidewalks (to an urban cross-section), as shown in Annex C. Although Cyrville currently has gravel shoulders and open ditches, the proposed cross-section has the following benefits that better reflect the policies of the Regional Official Plan. As well, there are other existing/planned area developments that reinforce the urban design as being the preferred longer-term solution. The relevant benefits/circumstances are:

- pedestrians will be able to use a concrete sidewalk on both sides of the road instead of the gravel shoulder. The sidewalks will be separated from the curb by a boulevard;
- bicycles will have a delineated bike lane in each direction instead of having to share a lane with motorized traffic;
- sidewalks and landscaped boulevards are safer and more attractive than shoulders and ditches;
- adjacent sections of Cyrville have already been urbanized, therefore adding continuity to this section of Cyrville. Cyrville currently has curbs and sidewalks east of Maxime Street, and adjacent to and west of Home Depot;
- there is a new development proposal for the south side of Cyrville in the vicinity of the Cyrville/Maxine intersection. This development will add more traffic to Cyrville and it will likely be required to urbanize the section of Cyrville adjacent to it; and
- a major development is proposed for the old Towers site located at the Cyrville/Cummings intersection. This will add to the pedestrian, bicycle and vehicular traffic on Cyrville, thus reinforcing the need for improved pedestrian and bicycle facilities.

This design conforms to the Transportation Master Plan (TMP). That is, the guiding principle in the TMP is the provision of a model hierarchy with the emphasis on walking, cycling and transit usage.

Pedestrians

A paved sidewalk is proposed on both sides of Cyrville. As well, the proposed traffic signal will allow pedestrians to cross at the intersection in a more safe and controlled environment.

Bicycles

A delineated bicycle lane is proposed in both directions on Cyrville. This will separate cyclists from vehicular traffic, making it a safer environment for the cyclists.

Transit

Transit patrons will be better accommodated as they can walk on sidewalks instead of gravel shoulders and bus stop waiting areas can be more safely provided back of the proposed sidewalks, since there will be no ditches.

Automobiles

Opposing left-turn lanes are proposed on Cyrville, therefore, traffic entering the intersection will be able to make turning movements in a safer and protected environment. With signalization, and assuming five years of continued background traffic growth, the intersection is projected to operate at an excellent level of service, with most movements being at Level of Service A in peak periods.

CONSULTATION

The proposed intersection modifications fall under Schedule "A" of the Class Environmental Assessment for Municipal Road Projects.

As required by the *Municipal Act of Ontario*, a notice of the proposed roadway modifications has been placed in Le Droit, the Ottawa Citizen and the Ottawa Sun for four consecutive weeks.

This report has been circulated to the area Councillor and the Regional Cycling Advisory Group (RCAG) for comments. Comments, if any, from RCAG will be available at the Public Hearing meeting.

An "Open House", displaying the proposed roadway modifications, was held on Thursday, 21 September 2000 at 1681 Cyrville Road. As well, temporary signs advising pedestrians, cyclists and motorists that "traffic lights and roadway modifications are proposed" have been placed at the intersection. They identify a telephone number at which comments and concerns can be left and from which additional information can be obtained, if the caller wishes to discuss the matter with staff.

FINANCIAL IMPLICATIONS

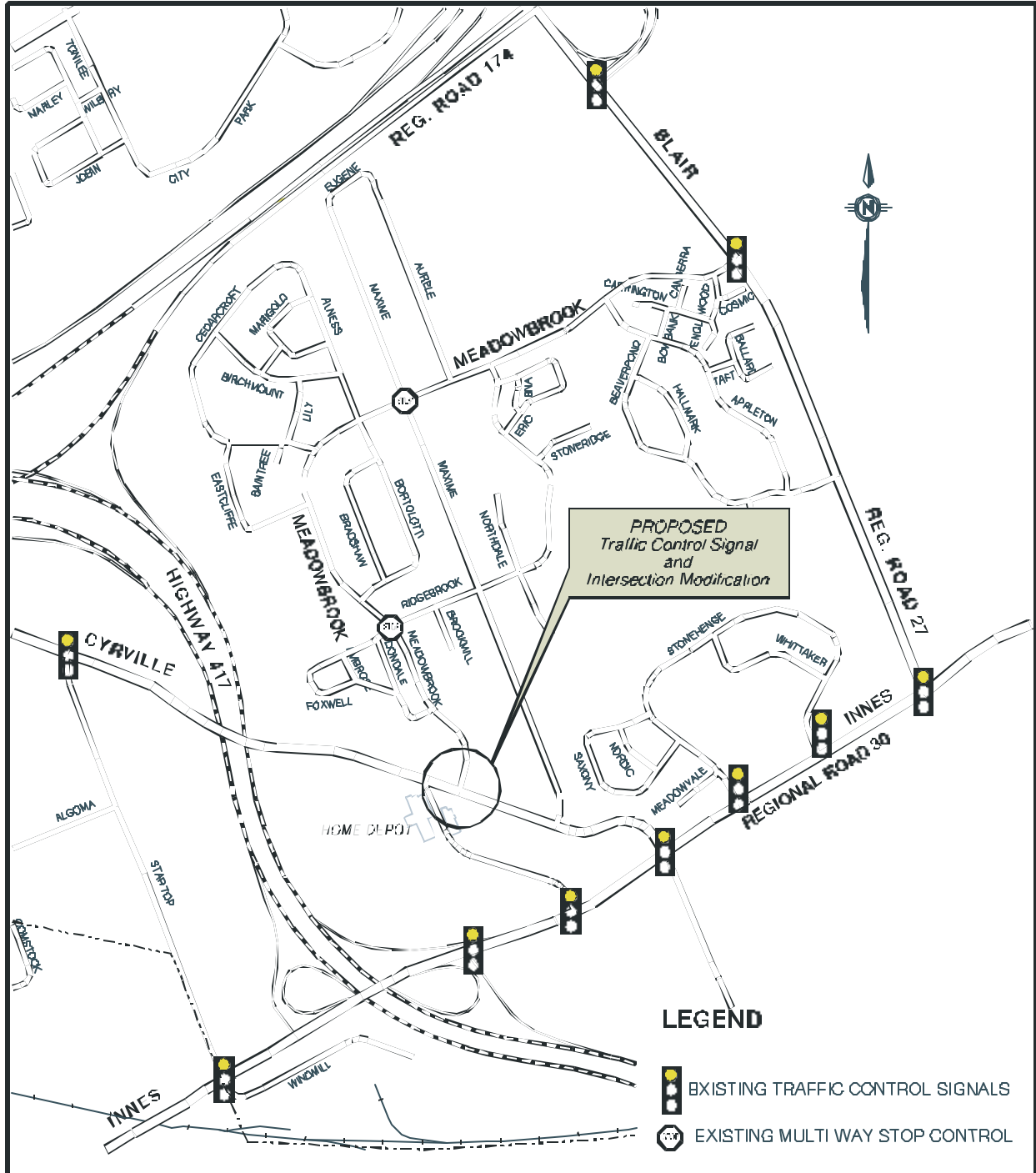
The following preliminary cost estimates, prepared by Delcan Corporation, Gloucester, are based on the functional design details for the roadway modifications and traffic control signal installation and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$ 848,700
Traffic Plant	\$ 130,000
Utility Relocations	\$ 65,000
Engineering	\$ 150,000
Contingencies	<u>\$ 210,000</u>
Total Estimated Cost Before GST	\$1,403,700
GST @ 7%	<u>\$ 98,259</u>
TOTAL ESTIMATED COST	<u>\$1,501,959</u>

Funds for the detailed design have been provided for in the 2000 Capital Budget, Internal Order 900431, New Traffic Control Signal Programme, (reference page 192). Funds for the new signal installation and roadway modifications have been requested for in the 2001 Capital Budget

*Approved by
Doug Brousseau*

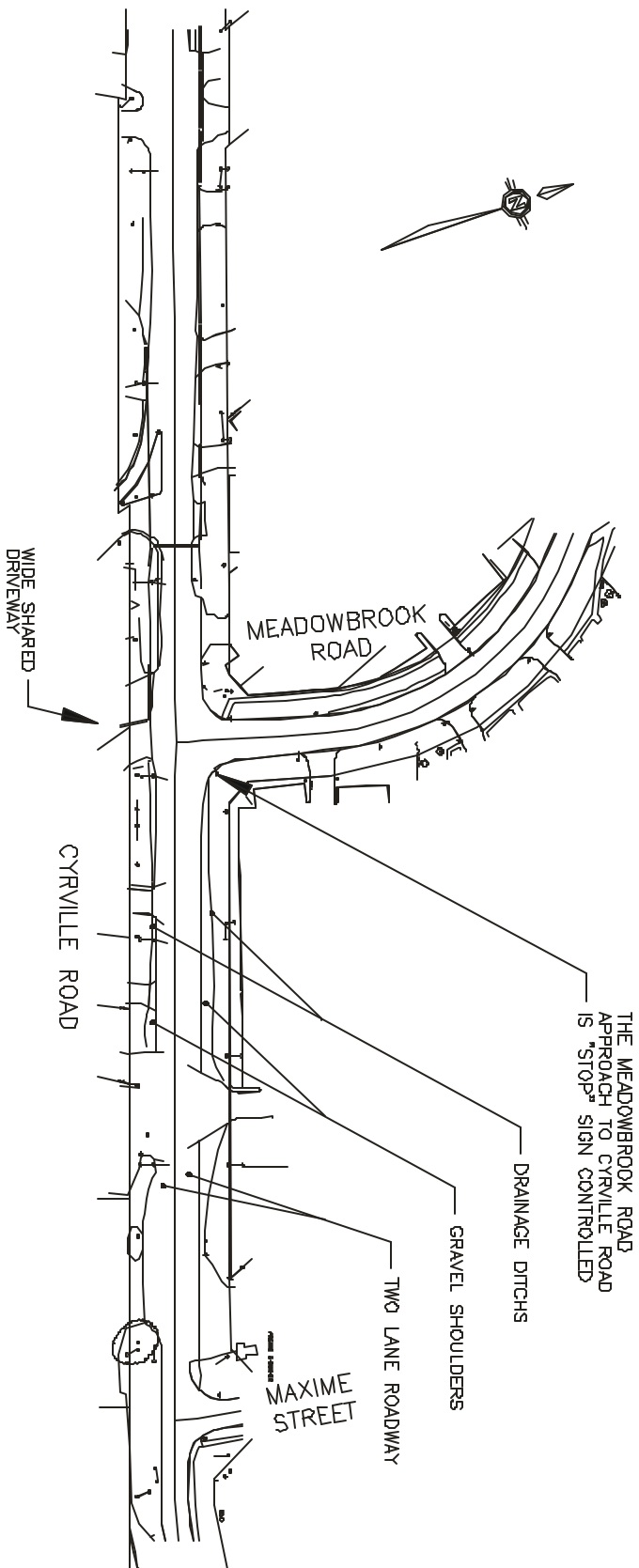
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ANNEX A

KEY PLAN

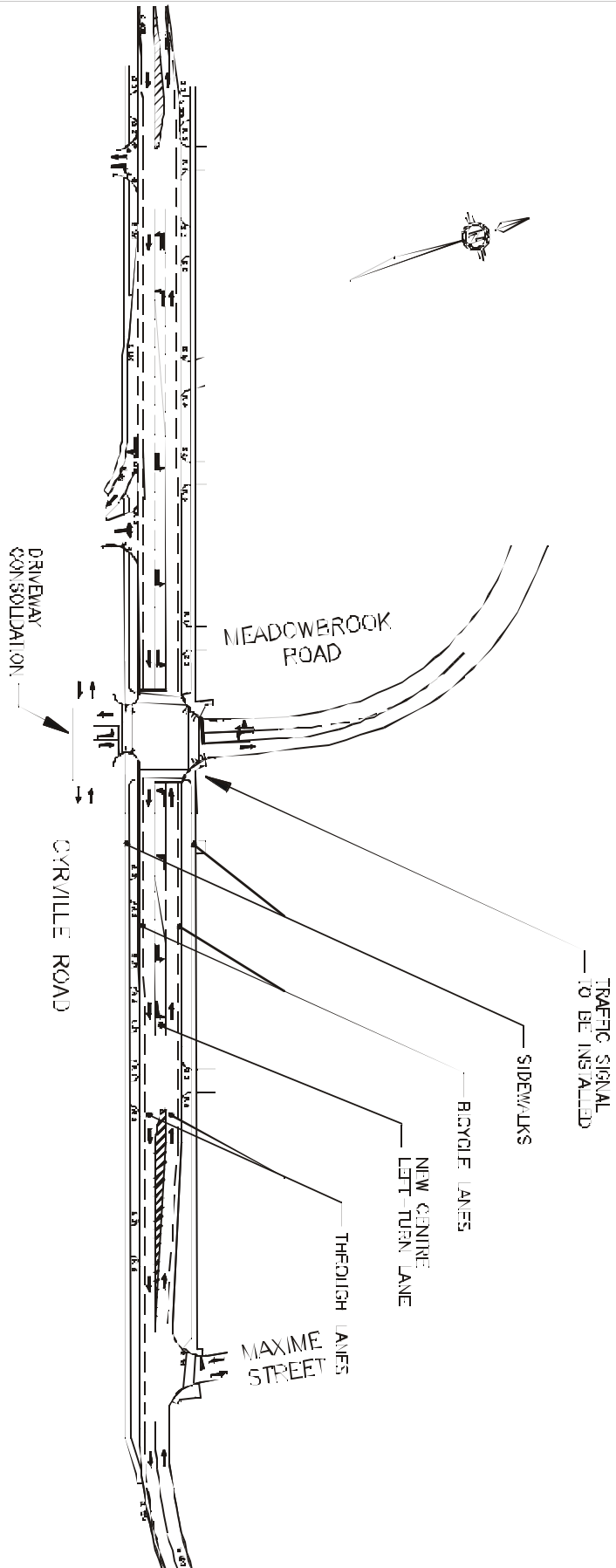
CYRVILLE ROAD AND MEADOWBROOK ROAD
INTERSECTION MODIFICATIONS
FOR TRAFFIC CONTROL SIGNAL



ANNEX B

EXISTING GEOMETRY

CYRVILLE ROAD AND MEADOWBROOK ROAD
INTERSECTION MODIFICATIONS
FOR TRAFFIC CONTROL SIGNAL



ANNEX C

PROPOSED GEOMETRY

CYRVILLE ROAD AND MEADOWBROOK ROAD
INTERSECTION MODIFICATIONS
FOR TRAFFIC CONTROL SIGNAL