

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.                    **50 23-99-R031-C**  
Your File/V/Réf.

DATE                                30 April 1999

TO/DEST.                         Co-ordinator Transportation Committee

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

SUBJECT/OBJET                 **MODIFICATIONS TO BANK STREET (REGIONAL ROAD 31)  
TO ACCOMMODATE THE REALIGNMENT OF SIEVERIGHT  
ROAD**

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## **DEPARTMENTAL RECOMMENDATIONS**

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

- 1. The roadway modifications at the intersection of Bank Street and Sieveright Road as described in the report and illustrated in Annex C, subject to the proponent, Minto Developments Incorporated;**
  - a. funding the total cost for the roadway modifications and the associated utility relocations;**
  - b. executing a legal agreement with respect to the above, and;**
- 2. The initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

## **BACKGROUND**

Sieveright Road is an existing undivided, two-lane, dead-end street located on the east side of Bank Street approximately 500 m south of Albion Road. The intersection location, in an area context, is shown on Annex A.

Currently the roadway provides access to several established businesses of a commercial/industrial nature located adjacent to the north side of the roadway, and access to the Upper Hunt Club residential community.

There is a draft plan of subdivision for lands along the south side of Sieveright Road that creates a need to upgrade the roadway to an urban cross-section to accommodate increased traffic volumes originating from the subdivision and to provide improved mobility and safety. Minto Development Incorporated, as the proponent of the subdivision development, have agreed to the reconstruction of Sieveright Road from Bank Street to future Apple Hill Crescent as a condition to their development.

### EXISTING CONDITIONS

Sieveright Road currently maintains a rural cross-section with a narrow pavement surface approximately 7.0 m wide. This roadway intersects Bank Street well beyond the acceptable range of angles (>70 to <110 degrees) and there are some other geometric properties of the existing roadway and intersection that do not meet current standards.

#### Pedestrians

Sidewalks do not exist on Sieveright Road and pedestrian activity is currently limited to the shoulder of the road. Asphalt sidewalks are provided along the east and west sides of Bank Street in this area; however, the east side sidewalk terminates south of Sieveright Road. Traffic surveys carried out in July 1998 at the nearby intersection of Bank Street and Albion Road immediately to the north revealed a relatively low volume of an estimated 100 pedestrians over an eight-hour period travelling on both sides of Bank Street in this area.

#### Bicycles

On-road cycling facilities are not provided on Sieveright Road nor do they exist along Bank Street in this vicinity. Bicycle volumes recorded at the nearby intersection of Bank Street and Albion Road revealed an average of two to three cyclists per hour in each direction over an eight-hour period.

#### Transit

The area is served by O.C. Transpo Routes 141 and 142 for regular service, although only Route 142 travels north along Bank Street where Sieveright Road intersects. There are currently no Peak Period routes that travel along Bank Street where Bank intersects Sieveright Road, although Route 40 serves the nearby Blossom Park community. Bus stops are located at Bank and Sieveright (2755 Bank Street), and Bank and Athans. Route 142 has a 30 minute headway during all service hours.

#### Automobiles

Sieveright Road is a two-lane undivided collector that originates at Bank Street and dead ends about 300 m further east. Traffic volumes recorded in 1998 indicated a 24 hour volume of about 1,200 vehicles per day. Afternoon peak hour volumes totalled about 85 and 120 vehicles per hour eastbound and westbound, respectively.

Bank Street is presently a four-lane undivided arterial in the vicinity of Sieveright Road, with a

centre turn lane. Traffic volumes recorded in July 1998 indicated an average daily volume of 12,000 vehicles, comprised of 5,000 vehicles northbound and 7,000 vehicles southbound. Afternoon peak hour volumes totalled 805 and 1,145 vehicles per hour northbound and southbound, respectively. The existing posted speed limit in this area of Bank Street is 60 km/h.

### DESIGN PROPOSAL

The following design proposals are intended to accommodate the increased traffic demand brought on by the new residential development while improving the overall level of safety for all users of this intersection.

1. Sieveright Road will be widened to 11.0 m with curb and boulevard treatment consistent with a typical urban cross-section.
2. A sidewalk is proposed along the south side of Sieveright Road to serve the increased pedestrian traffic originating within the new subdivision.
3. A traffic island is proposed to delineate and separate the northbound right-turn movement from Bank Street onto Sieveright Road, and to provide an area for pedestrian refuge.
4. The angle of Sieveright Road's intersection with Bank Street will be improved to meet the current design standards.
5. The intersection geometry will be changed and underground traffic plant will be provided to facilitate the future signalization of this location.

These design proposals are illustrated in Annex C.

### Pedestrians

Pedestrian safety and mobility will be enhanced with:

1. The construction of a sidewalk along the south side of Sieveright Road to enable protected pedestrian travel to and from Bank Street and the developing residential areas; and,
2. The provision of a delineated pedestrian crossing area with an island along the east side of Bank Street that will provide some protection and reduce the exposure to motorists entering and exiting Sieveright Road.

### Bicycles

The existing bicycle system will not be adversely affected by the proposed changes. Access to and from the developing residential areas will be improved for cyclists by means of a wider lane width in both directions on Sieveright Road. Also, the proposed left-turn lanes will provide a measure of protection to cyclists wishing to enter and exit Sieveright Road.

This section of Bank Street was recently acquired from the Province (formerly Highway 31) and is not identified in the Transportation Master Plan for on-road cycling facilities. However, ongoing road maintenance activities include the painting of widened curbs lanes and the treatment of the shoulders, where applicable, will reinforce and promote safe cycling.

### Transit

Transit service will not change with the proposal. Accessibility to the bus stops on Bank Street will be improved with the provision of a sidewalk along Sieveright Road.

### Automobiles

The safety and mobility of motorists using this intersection will be improved with:

1. the provision of exclusive southbound and westbound left-turn lanes;
2. a substantially widened Sieveright Road; and,
3. an improved angle of intersection that will benefit sight lines for westbound motorists.

It should be noted that a northbound right-turn channel is proposed for this intersection that must be designed to a standard to accommodate tractor semi-trailers. The existing businesses along the north side of Sieveright Road are regularly visited by these large vehicles; therefore, the intersection must provide sufficient geometry to adequately accommodate them.

### CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan (TMP) is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle is reflected in the following design features.

1. The construction of a sidewalk along the south side of Sieveright Road conforms to 2.2.2. item 1 of the TMP. Only one side of the roadway could be accommodated since the provision of a sidewalk on the north side of the roadway would be impractical from a technical, economic and operational perspective.
2. The treatment of shoulders and the provision of widened curb lanes conform to 2.3.3 item 1 of the TMP.
3. The provision of underground traffic plant indicates a probable need in the near future for the installation of traffic control signals. Although not currently warranted, traffic control signals will significantly improve the mobility options and safety for all modes of traffic especially for pedestrians.

### FINANCIAL COMMENTS

Should Regional Council approve the proposed intersection modifications and associated road works related to the Sieveright Road reconstruction, Minto Developments Incorporated will be responsible for 100% of the costs.

### Cost Estimates

The following preliminary cost estimates, prepared by Delcan Consulting, are based on the functional design details for the intersection modification, and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$200,000.00
Engineering	\$20,000.00
Contingencies	<u>\$40,000.00</u>
Total Estimated Cost Before GST	\$260,000.00
G.S.T. @ 7%	\$18,200.00
<b>TOTAL ESTIMATED COST</b>	<b><u>\$278,200.00</u></b>

### CONSULTATION

The opportunity for general public input will be provided by the public hearing process.

### COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report was provided to the Regional Cycling Advisory Group for their meeting on 04 May 1999. Their comments will be available at the next Transportation Committee meeting.

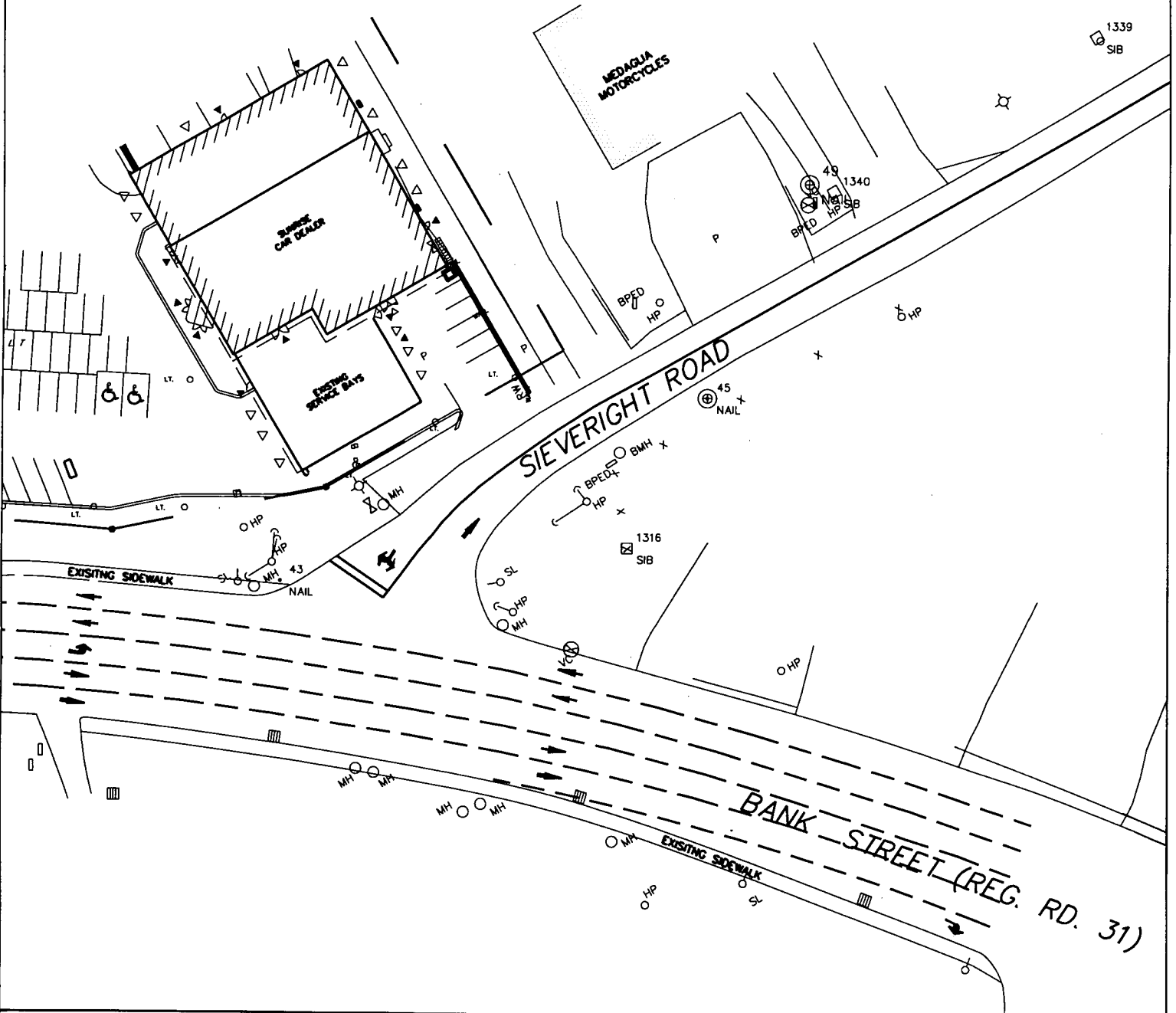
*Approved by  
Doug Brousseau*

WJ/gc

Attach. (3)



# ANNEX B



EXISTING CONDITIONS

BANK STREET (REG. RD. 31) AND SIEVERIGHT ROAD

(NOT TO SCALE)

