

REGION OF OTTAWA-CARLETON
 RÉGION D'OTTAWA-CARLETON

REPORT
 RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 20-99-R099Q
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	KING EDWARD AVENUE AND ST. PATRICK STREET - SAFETY IMPROVEMENT MODIFICATIONS

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council approve:

- 1. the construction of the proposed modifications for the intersection of King Edward Avenue and St. Patrick Street identified in Annex A; and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the *Municipal Act (Ontario)*.**

BACKGROUND

The intersection of King Edward Avenue and St. Patrick Street was identified for inclusion and study in the Safety Improvement Programme. A review of the collision history at this location indicated that collisions involving westbound right-turning rear-end movements were one of the principal collision patterns. Recommendations to eliminate these collisions include physical changes to the geometry of the intersection.

The other principal collision patterns identified were addressed using a combination of signs, signal head changes and signal timing changes.

DISCUSSION

The proposed modifications (indicated in Annex B) to eliminate westbound right-turning rear-end collisions include:

- creating double signalized westbound right-turn lanes;

- removing the right-turn channel island on the northeast corner of the intersection;
- cutting back the curb on the northeast corner of the intersection to accommodate these turning lanes;
- implementing an intersection narrowing on the west side of the intersection to prevent drivers in the right-turn lane from continuing straight ahead; and
- providing no right turn on red for southbound right-turning motorists.

The proposed modifications are an improvement for pedestrians crossing this intersection. Pedestrians crossing King Edward Avenue on the north side of the intersection currently are in conflict with vehicles turning right in the through right-turn channel as well as vehicles illegally turning right in front of the island. Signalizing the right turns will remove this right turn versus pedestrian conflict since pedestrians will have their own phase to cross King Edward Avenue and right-turning vehicles will only be able to make that manoeuvre on a green signal. Participants at the open house indicated that the slightly wider crossing without the islands would be acceptable since it would be unobstructed by right-turning vehicles.

On the west side of the intersection, the intersection narrowing will shorten the north-south pedestrian crossing somewhat. The southbound right-turn movement will be prohibited during a red light and this will eliminate the right-turning vehicle versus pedestrian conflict.

CONSULTATION

An initial community meeting was hosted by the Regional Councillor to introduce the proposed modifications to members of the community. Staff, along with the Regional Councillor, then hosted an open house to bring these modifications to the attention of the residents in the area. An accompanying flyer was also distributed inviting members of the public to attend the open house.

Staff were able to accommodate all recommendations, except for two, that resulted from the open house. The two outstanding recommendations included changes that staff felt would result in the intersection operating at over capacity and would possibly result in drivers making more illegal movements which would create more safety hazards for pedestrians.

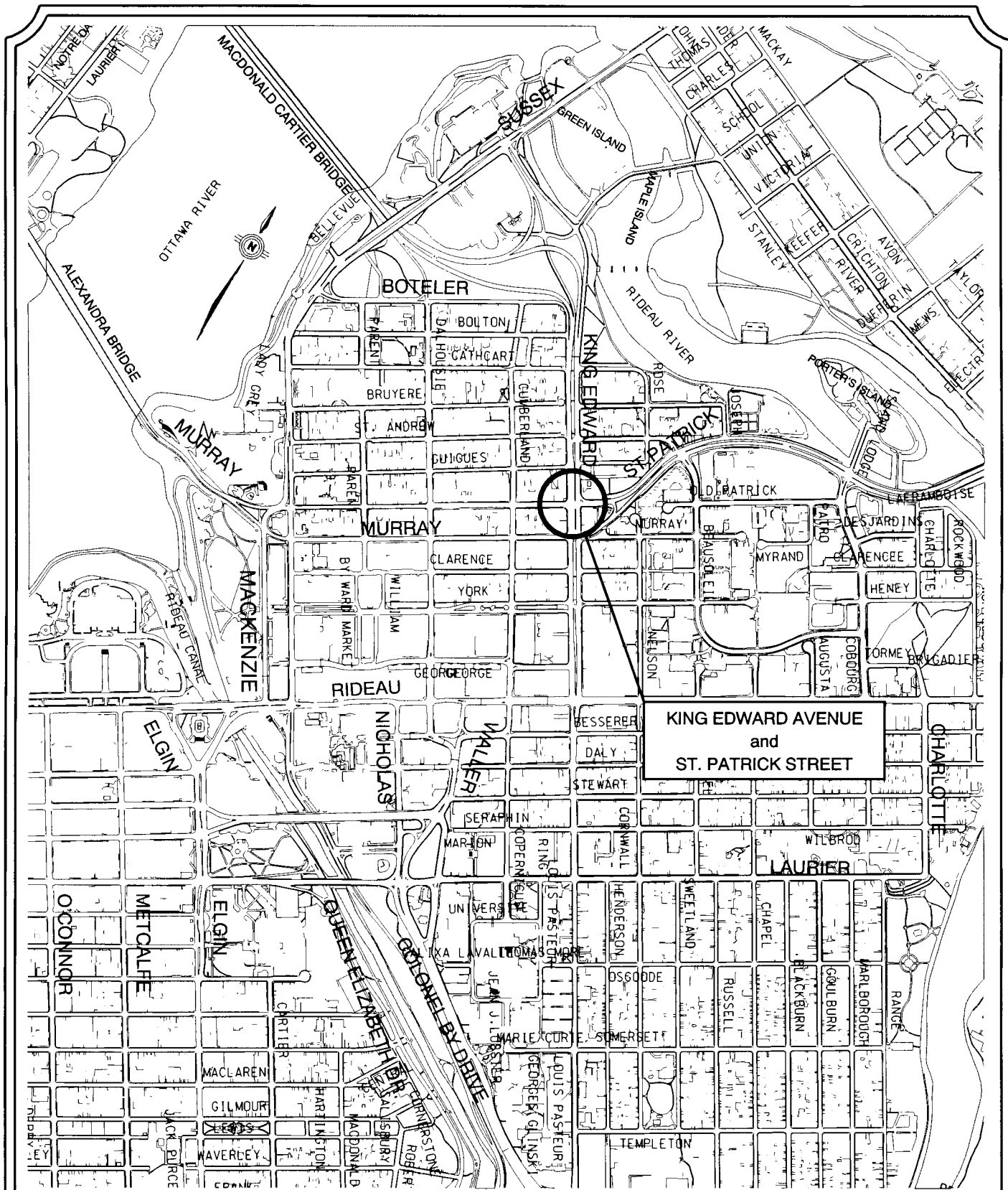
FINANCIAL IMPLICATIONS

Cost estimates indicate that a financial expenditure of approximately \$113,000 is required to implement the recommended measures. If approved by Transportation Committee and Council, funds have been provided in the 1999 Capital Budget, Account No. 912-30756 (Order No. 900079), Safety Improvement Programme.

*Approved by
Doug Brousseau*

CB/PP/sc

Attach. (2)



**KING EDWARD AVENUE
and
ST. PATRICK STREET**

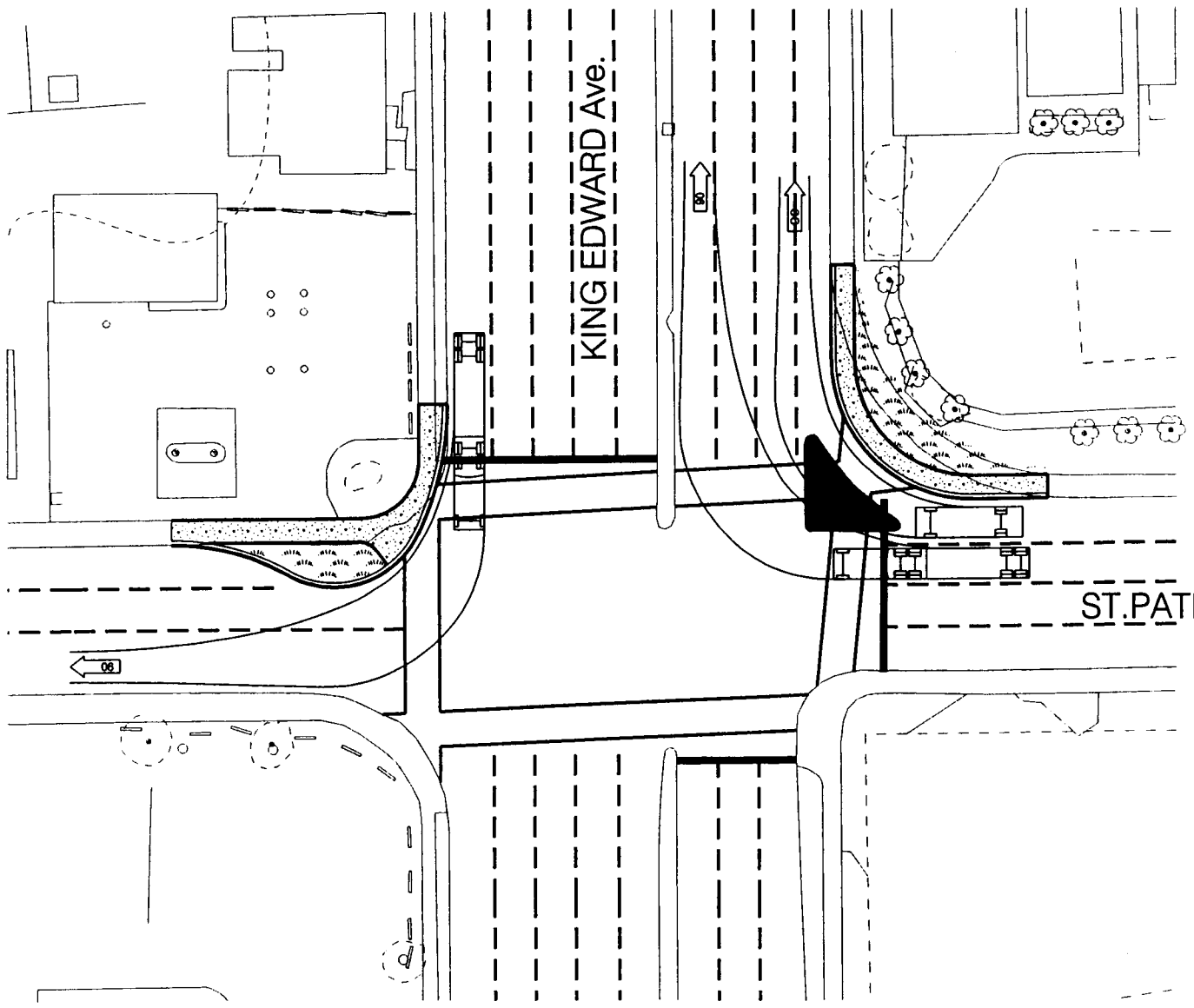


Ottawa-Carleton
MOBILITY SERVICES DIVISION
Environment and Transportation
Department

**King Edward Avenue
&
St. Patrick Street**

Checked By:	
Approved By:	
Scale: N.T.S.	Date: April 15, 1999
<small>This map/publication has been prepared and/or derived from the Geographic Information System of the Regional Municipality of Ottawa-Carleton and is protected by copyright.</small>	
Dwg. • ANNEX A	

SM-3803 - 8.5x11 - 10/20 - 1998



SAFETY MODIFICATION
ST. PATRICK St. & KING EDWARD Ave.

OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE N.T.S.	DRAWN BY L.P.D.	CHECKED BY L.P.D.
SM-3803	DATE SEPT 1998	APPROVED BY K. V. H.

TRANSPORTATION PROJECTS BRANCH

ANNEX B

King Edward Avenue Task Force

Groupe de travail de l'avenue King Edward

To Members of Regional Transportation Committee:

Why you should not approve the Intersection Modification at King Edward and St. Patrick

This intersection modification is intended to improve pedestrian safety at this corner. But it does so at an enormous cost to the community. In return for safer crossing, we are obliged to accept:

a design that enforces a highway function that this roadway was never meant to have;

not one but two right turn lanes to accommodate commuter traffic in a residential area;

a wide intersection radius that favours fast vehicle turning more suited to a highway rather than an urban street environment;

a design that is reminiscent of the antiquated thinking of the transportation planning of the '60's;

a design that is vehicle-centred rather than pedestrian-centred in a highly residential area of King Edward and St. Patrick;

a design that includes no pedestrian orientation and no traffic-calming measures.

We ask you to request staff to re-examine this plan and to include:

a return to a normal urban grid pattern with a tight right turning radius;

the removal of one of the right-turning lanes;

the application of the Wellar pedestrian index to determine how comfortable pedestrians are with the intersection design;

the introduction of a bicycle lane along St. Patrick and King Edward;

the introduction of traffic-calming measures such have recently been applied to other downtown arterials.