

REGIONAL MUNICIPALITY OF OTTAWA CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT  
RAPPORT

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Our File/N/Réf.           **25 12-97-R049**  
Your File/V/Réf.

DATE                        3 November 1997

TO/DEST.                 Co-ordinator  
                              Transportation Committee

FROM/EXP.                Director Engineering Division

SUBJECT/OBJET           **MARCH ROAD RECONSTRUCTION - PHASE II**  
                              **SOLANDT ROAD TO KLONDIKE ROAD**  
                              **REQUESTED MEDIAN BREAKS**

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### DEPARTMENTAL RECOMMENDATION

**That the Transportation Committee recommend Council re-endorse the road design for March Road between Solandt Road and Klondike Road as submitted and approved on 9 March 1994.**

### BACKGROUND

In October 1990, Regional Council appointed the firm of A.J. Robinson & Associates Inc., Consulting Engineers, to undertake a functional design and prepare an Environmental Study Report (ESR) for the March Road project from the Queensway to Dunrobin Road (Regional Road 9), for a total length of 8.5 kms.

The conclusion of this study and the Public Hearing process (March 1994) was that the design of March Road from the Queensway to the Old Carp Road was approved as a four-lane urban arterial roadway with a posted speed of 80 km/h with traffic signals at each of the four-way intersections. The approved design also includes cycling lanes and sidewalks adjacent to the curbline.

Phase I of March Road between the Queensway and Solandt Road was completed in 1996. Phase II of the project from Solandt Road to Klondike Road began construction in September 1997 and is expected to be completed in December 1998.

## DISCUSSION

Currently access to properties along March Road between Solandt Road and Morgan's Grant Way can be made from both the northbound and southbound direction, the roadway being a two-lane rural paved roadway. The approved design for reconstruction incorporates a central median which will restrict left turns into adjacent properties.

Several requests have been received from the tenants and property owners between Solandt Road and Morgan's Grant Way requesting that median breaks be constructed at the current access points to retain the existing left-turn option.

Principally these requests have come from Capricorn Data, CIBC Mortgage Corporation on behalf of Kerscott Plaza, ten tenants of the Kerscott Plaza and Rhode & Swartz. The attached plan shows the property locations for this section of roadway.

In response to these requests and suggestions from the adjacent property owners, the Department has evaluated three options.

- a. Median breaks at various intervals on the centre median adjacent to the private laneway entrances.
- b. Depressed medians adjacent to entrances.
- c. A fifth central lane, which would permit unrestricted turn movements left and right.

The number one concern of RMOC staff is that allowing any of these movements would greatly impact safety of the roadway. Staff do not recommend median breaks at this location for the following reasons.

- a. Median breaks have a demonstrable influence on reducing road safety. For example, experience with median breaks on Bank Street between Cahill and Hunt Club, which is a much slower roadway than March Road, indicates that 40 out of 76 accidents (53%) over the past 5 years are attributable to traffic-turning movements at median breaks.
- b. The median on March Road in this location is insufficient in width to safely store a vehicle so as to be completely out of the through-traffic lanes.
- c. Left-turning vehicles would be required to turn from an 80 kph through-lane, most often from a stop condition.

- d. There are no examples in Ottawa-Carleton of fifth lanes and high speed roadways. Experience with the fifth lane option on lower speed roadways has shown that this technique also increases the accident frequency significantly.

The Department recognizes that this change in access will impact the adjacent properties and has met with the residents to explain the safety concerns associated with these left-turn movements. The City of Kanata, recognizing the need for a continuous median on March Road, constructed a service road behind some of the properties in question to provide access. In other cases, access of delivery trucks can be made via Terry Fox Drive. In addition, the signal at March Road and Terry Fox Drive will have a dedicated left-turn/u-turn signal to allow northbound vehicles to return safely to businesses located on the west side of March Road.

It is also noted that the inevitability of a median was noted in the Site Plan Agreement for the Kerscott Plaza at 591 March Road, which stipulated that when a four-lane arterial road is constructed on March Road, that no median break would be provided.

### CONSULTATION

With respect to the current construction contract, Phase II, an open house was held on 14 August 1997 at the Old Town House on March Road to view the proposed work and respond to inquiries regarding the project. The Department will also meet with the adjacent property owners that have requested median breaks in mid-November to explain the rationale and safety concerns regarding the issues associated with the proposed left-turn movements.

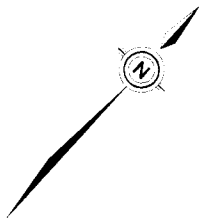
### CONCLUSION

The Department recommends modifications to the previously approved design be denied. It has been demonstrated that commercial areas can thrive with this configuration (i.e. Carling Avenue) whereas the alternative proposed by some of the adjacent landowners poses a demonstrated safety problem due to the increase in turning movements on a high speed arterial roadway.

*Approved by  
J. Miller, P. Eng.*

JM/lm

TERRY FOX DRIVE



NEWBRIDGE  
(TUNDRA)

MINTO

KERSCOTT  
DEVELOPMENTS

RUSINT PROPERTY INC.  
(ROHDE & SCHWARZ)

CAPRICORN  
DATA

KANATA  
KLASSIC  
BOWLING

ROYAL CANADIAN LEGION

COLONNADE  
DEVELOPMENTS

MINTO

NEWBRIDGE  
NETWORKS  
CORP.

NEW INTERSECTION

NEW ACCESS ROAD

NEWBRIDGE  
NETWORKS  
CORP.

SOLANDT ROAD

Date: **November 1997**



Scale: 40m 0 40m 80m

**MARCH ROAD RECONSTRUCTION**  
SOLANDT ROAD TO KLONDIKE ROAD - REQUESTED MEDIAN BREAKS