



Transportation Committee

Barry Duchene, Chair

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Doug Bowron
Acting Manager
Safety and Traffic Services
City of Ottawa

(By E-Mail)

Hello Mr. Bowron,

Re: The City's Response to Traffic Concerns in the Village of Greely

We would like to thank you for conducting an investigation and providing us with the information in a letter from Mr. Flainek, dated July 06, 2007. We would like to comment on the City's response and will maintain the previous formats in an effort to avoid confusion.

Tactical Issues

Parkway Road between Stagecoach Road and the Old Prescott Road

The GCA recognizes that data was collected on this section of Parkway Road in 2006 and asphalt resurfacing works is being considered for the street within the next three year to five year time period. However no other action is planned for this road in the near future and we find this very troubling. The road is very narrow, there are no shoulders, and the village firehall is centrally located on this portion of Parkway Rd. The City's own Greely CDP calls for pedestrian enhancements and if this is not achieved in the near future and during the current development boom, we are concerned that this undertaking will not occur for another life-cycle. Considerable corridor improvements are warranted and sooner rather than later, given the amount of projected growth and the pending

construction of the only local commercial plaza at Parkway and Bank. Just resurfacing an outdated roadbed is unacceptable. **Note : what is current code for roads with firehalls (Lori)??**

Greely Elementary School

It is comforting to know that, in the 3 collisions reported near the school in the past 6 years, none have involved pedestrians. We were not aware that traffic volume, such as that found at the start and end of a school day, was considered by traffic planners as a useful tool in managing the risk to pedestrians. The suggested bypass would lengthen the road crossing distance and cars stopped on the northside curb for brief periods would certainly create a gauntlet that would slow most drivers but we are still waiting for that one event where the statistics will change. Would the traffic department consider making a request to Ottawa Police for more monitoring during peak hours? It is very likely that the few drivers who speed through this area with reckless regard are always the same few. A recent site survey concluded that sight lines are acceptable and we do not dispute that fact, but was a traffic count ever conducted during peak times in the school year where school buses play a major role?

Apple Orchard Road/Parkway Road/Stagecoach Road Intersection

We will wait for the results of the 2007 Traffic Management Study (assuming that they oblige your request and hopefully are conducted when school buses are in service) to see if and when lights are warranted. Once the criteria are met, we would again request that the intersection be modified with a road re-alignment..

Apple Orchard Road between Manotick Station Road and Stagecoach Road

The GCA Transportation Committee agrees that this road requires new pavement soon. It is our desire that the road bed be inspected as well due to the amount of construction traffic that utilize this route.

Old Prescott Road and Manotick Station Road

The GCA Transportation Committee (GCA-TC) agrees that these roads require new pavement soon. Old Prescott Rd. is a particular concern due to the amount of development taking place along the corridor on either side of Parkway Rd. Serious consideration must be given to expanding the width of Old Prescott Rd. and making it more pedestrian-friendly. A thorough traffic study would identify where pedestrians and cyclists can be accommodated. Is there a plan that shows where these corridors might be?

Bank Street/Mitch Owens Road Intersection

The City concurs that the construction of a separate left-turning travel lane, in the eastbound direction, would be appropriate, due to the high number of eastbound vehicles

turning left during peak hours. The Network Modification Program has been tasked with funding this particular venture but may be delayed due to budgetary constraints. We feel that this has nothing to do with network modification and is simply a matter of configuring the traffic lights with an advanced turn signal for the short term and adding a proper left-turn lane in the near future. The need is now and there is ample room for widening the road. Improved public transit will not benefit this intersection, given the number of commercial vehicle that use it, and, until the Earl Armstrong corridor and the bridge are built, Mitch Owens will remain a principle east-west route. We are looking for a quick, simple fix that need not be on a grand scale as seen elsewhere within the City.

Left Turning Lanes at the Dozes Road/Limebank Road/Mitch Owens Road Intersection

The only rebuttal we can provide here is that the study was conducted during an eight hour period on July 07, 2006 when the high school was in summer recess and when many people had started their summer holidays. Chose a month when school is in session, add dozens of school buses and hundreds of cars that bring 1800-2000 students to classes at staggered times, factor in the number of kids crossing Mitch Owens to the Burger stand at lunch, and the counts and priority will differ drastically.

Please revisit this intersection during the school year and capture numbers for the start of classes, during the lunch-breaks, and at day's end. Perhaps the new data will persuade the Network Modification Program to fix a busy and dangerous intersection very soon.

Private Approaches at St. Mark High School

We will contact Mr. Veryard, the Principal at St. Mark HS, and inform him that the Ottawa-Carleton Catholic School Board would have to apply to the City to obtain a new private approach from Mitch Owens Road into the bus area. Perhaps they can design an approach in concert with the OSU soccer field planners, who have access only to Mitch Owens, and that would accommodate both of their needs.

Manotick Station Road/Mitch Owens Road Intersection

The latest traffic count was completed at this intersection in 2003 and the "warrants" were 88% at that time. The Department is to continue monitoring traffic operations at this intersection and we feel that the warrants are now satisfied to the level of 100%. We hope to hear of an update in the near future.

Albion Road between Leitrim Road and Mitch Owens Road

The GCA Transportation Committee disputes a 5-7 year time-frame for resurfacing Albion Road. The lateral cracks are an incessant wear on vehicles and cannot go unattended for this duration. Findlay Creek will likely be encroaching on Albion in the very near future and the Earl Armstrong corridor will soon be intersecting Albion; two projects that may delay any remediation to the Albion roadbed if major modifications are being considered. This is a very busy arterial and needs attention soon.

Traffic Control Signals on Bank Street

Our evidence is anecdotal but we hope that it is accurate. Traffic flow appears to have improved, particularly during the evening rush hours. We thank the Traffic Operations Division for altering the traffic control signals on the section of Bank Street between Johnston Road and Leitrim Road.

Albion Road/Lester Road Intersection

A separate right-turning lane on the eastbound Lester Road approach to the intersection with Albion Road has been installed and is very near completion. At the time of this letter the intersection lacks line-painting and minor signal modifications but the traffic flow is much better during peak hours.

It is noted that a response was not given for the Lester/ Albion road closure. The GCA-TC would like to mention that this lane addition does not obviate the City from re-opening the Lester intersection but rather should serve as an easier, preferred route for south-end traffic. Drivers should be enticed to select a designated route rather than having an established route blocked without adding enhancements, such as turn lanes and signal coordination, to the preferred alternate route. This lane should have been added three years ago without closing Lester.

Mitch Owens Road/Stagecoach Road Intersection

The installation of a separate right-turning travel lane is generally only considered when the volume of right-turning vehicles creates a safety hazard and/or reduces capacity at an intersection. The length of the lane taper and the parallel travel lane is dependent on the design speed of the roadway. The speed limit on Mitch Owens through this intersection is 80 KPH and although there is no need to consider the installation of separate right-turning travel lane on this approach to this intersection at this time, would the City consider removing the obscured bike-lane markings to accommodate the traffic that currently turns right from the shoulder?

Bank Street/Parkway Road Intersection

The city of Ottawa conducted an information session at the June 13th GCA general meeting and sought comments from the public. The GCA provided some feedback on the proposed intersection design and we would like to thank Stephen Lyon and his associates for their time and effort. We look forward to seeing the final design plan which likely be put into motion in 2008.

Strategic Issues

Greely Community Design Plan

The GCA recognizes that there was considerable effort in the preparation of the Greely Community Design Plan and have in it's membership key contributors to the 1999 C.A.U.S.E. study; one of the founding documents for the CDP. We do not necessarily request an overhaul of the CDP but we do have issues with the non-specifics of the current document as it applies to transportation and development. Both the CDP and the CAUSE study cite in vague terms the need for improvements to Parkway and Old Prescott but there are no specific details on how to make them more friendly pedestrian. The GCA feels that the independent developers are planning the community hodge podge under the scrutiny of several City planners without adhering to the CDP. A cohesive and holistic City of Ottawa Plan is needed to capture all of the transportation, pedestrian and recreational needs of the entire village of Greely and this is what we hope a TIA would provide the City and the GCA. One proposal the GCA is considering is to approach one of the local universities and invite them to conduct a case study under their Urban Geography/GIS program. What weight would the City give to a report or plan that was created by student and faculty members at one of our local schools and presented to the Rural Affairs Committee? **(Martin to contact Barry Weller??)**

Official Plan and Transportation Master Plan

Th GCA-TC has reveiwed some of the TMP posted on the web-site and agree that many of the initiatives will benefit the village of Greely, but at a much slower pace than is necessary. Most notable for our residents is that there is very little if any reference to major road and pathways projects occuring south of Earl Armstrong Road. The GCA recognizes that costing and budget constraints are a limiting factor and encourage all three tiers of governement to increase spending on roads and infrastructures.

The GCA-TC will attempt to remain current with transportation and development affairs within the City of Ottawa and would like the opportunity to comment on any relevant proposals. We have submitted letters of support for a light-rail project and continue to do so. The GCA unsuccessfully sponsored a candidate for the Mayor's Task Force on Transportation and we supported the Ecoview proposal for a south-end soccer park in lieu of the planned rail maintenance yard. We request that any new information or updates be sent to our attention at transportation@greelycommunity.org in a timely fashion and we reserve the the privelege to provide comments.

The GCA Transporation Committee would like to have another meeting with City representatives to discuss our concerns and request that Mr. Bowron contact us at his earliest convenience in order to coordinate such a meeting. Once again we offer to be the host venue and would like to offer a tour of our village in hopes of better illustrating our concerns.

Yours sincerely,

Barry Duchene
Chair, Transportation Committee
Greely Community Association

c.c.: William Ney, President, Greely Community Association
Councillor Doug Thompson – Ward 20 Osgoode
Doug Bowron, Acting Manager, Safety and Traffic
Michael J. Flainek, Director, Traffic and Parking Operations
Phil Landry, Program Manager, Traffic Management Unit
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