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RTS #27121

6 July 2007

Mr. Barry Duchene
Chair
Transportation Committee
Greely Community Association
1185 White Oak Drive
Greely, ON K4P 1E2

Dear Mr. Duchene:

Re: Traffic Concerns in the Village of Greely

In response to your letter dated 29 May 2007, regarding traffic concerns in the Village of Greely, an investigation has been completed, and we are pleased to provide the following information.

Tactical Issues

Parkway Road between Stagecoach Road and the Old Prescott Road

Staff in the Infrastructure Services Branch has informed us that new pavement condition data was collected on this section of Parkway Road in 2006 and asphalt resurfacing works are being considered for the street within the next three year to five year time period. No other action is planned for this road in the near future.

Greely Elementary School

The general practice of the Department is to undertake the installation of pedestrian warning signs in site specific locations on City streets. "School Area" signs are installed on the approaches to elementary schools located on City streets. The purpose of this sign is to provide advance warning to motorists that they are approaching a school on the street. A recent site investigation indicates the new yellow-green fluorescent "School Area" signs are installed on both of the Parkway Road approaches to the Greely Elementary School.

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The general practice of the Department is to only consider the installation of "Hazard Identification Beacons" at locations where there have been an average of three or more collisions during the last three year time period and, where there is a lack of visibility; a physical obstruction in the roadway and/or a sharp curve in the roadway.

A review of the latest accident statistics indicates three collisions occurred on the section of Parkway Road between D'Arcy Street and Keswick Drive during the 1 January 2000 to 31 December 2006 time period. Pedestrians were not involved in any of these collisions.

A recent site investigation indicates the sight lines available for motorists approaching the school on Parkway Road are satisfactory. Accordingly, the installation of "Hazard Identification Beacons" is not recommended on the street at this time.

The installation of a "lay-by" on the north side of Parkway Road across from the school is not recommended at this time. It is incumbent on pedestrians, wishing to cross City streets at mid-block locations, to select gaps in the vehicular flow that will enable them to cross in a safe manner. The installation of a "lay-by" would simply make the crossing distance greater and would not necessarily enhance safety at this location. Parking also provides a "traffic calming measure" on a street and the installation of a "lay-by" would potentially increase the speed of traffic on the street.

A recent site investigation indicates parking is prohibited on the north side of the section of Parkway Road between D'Arcy Street and Keswick Drive. However, "parking" as defined in the Traffic and Parking By-law states:

" the standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers."

This means that parents can legally stop (for a temporary time period only) on the north side of Parkway Road while dropping off and/or picking up their children at the school.

Apple Orchard Road/Parkway Road/Stagecoach Road Intersection

The Apple Orchard Road/Parkway Road/Stagecoach Road intersection consists of two "T" type intersections, located approximately a 20m distance from each other. "STOP" controls are installed on the Apple Orchard Road and Parkway Road approaches to the intersection at this time.

A review of the latest accident statistics indicates four collisions occurred at the Apple Orchard Road/Stagecoach Road intersection and four collisions occurred at the Parkway Road/Stagecoach Road intersection during the 1 January 2000 to 31 December 2006 time period. There were three "single vehicle" type collisions, two "turning movement" type collisions, two "rear-end" type collisions and one "angle" type collision.

No action is planned to realign these intersections at this time. It is also unlikely any action will be considered in the future, unless the "warrants" used to recommend the installation of

traffic control signals, are satisfied to the level of 100%. We have requested staff in the Traffic Management Unit to undertake an investigation in 2007 to determine the level of the "warrants" for the installation of traffic control signals at this location.

Apple Orchard Road between Manotick Station Road and Stagecoach Road

Staff in the Infrastructure Services Branch has informed us that new pavement condition data was collected on this section of Apple Orchard Road in 2006 and there is a possibility of undertaking asphalt resurfacing works on the street during the next three year time period.

Old Prescott Road and Manotick Station Road

Staff in the Infrastructure Management Division have informed us the next asphalt resurfacing works on these roads may come up for programming in the next three to five year time period.

Bank Street/Mitch Owens Road Intersection

The travel lanes on both of the Mitch Owens Road approaches to the intersection function as combined "through/left-turning" travel lanes at this time. We concur that the construction of a separate left-turning travel lane, in the eastbound direction, would be appropriate, as there is a relatively high number of vehicles undertaking eastbound left-turning movements during the peak hour time periods.

The construction of separate left-turning travel lanes could be considered in the future via the Department's "Network Modification Program". We have discussed this proposed action with the staff responsible for undertaking works in the "Network Modification Program" and they have informed us that funding is not available in the 2007 budget to have the works completed. However, they have agreed to add this location to their list of future projects. Please note that the "Network Modification Program" is prioritized on a needs basis and it is possible that this location would not rank high enough for action to be undertaken in the near future, unless additional funding is added to the Program.

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

The general practice of the Department is to consider undertaking the installation of left-turning travel lanes when the number of left-turning vehicles potentially create a hazard and/or reduce capacity at an intersection and where there is a history of collisions involving left-turning vehicles at an intersection.

The following is a summary of the information obtained from an eight hour traffic count completed on 7 July 2006 at this intersection:

- there were approximately 40 vehicles undertaking left-turning movements on the southbound Limebank Road approach to the intersection during the a.m. peak hour time period;

- there were approximately 120 vehicles undertaking left-turning movements on the southbound Limebank Road approach to the intersection during the p.m. peak hour time period;
- there were approximately 500 vehicles undertaking left-turning movements on the southbound Mitch Owens Road approach to the intersection during the entire eight (8) hour time period of the count;
- there were approximately 70 vehicles undertaking left-turning movements on the northbound Dozois Road approach to the intersection during the a.m. peak hour time periods;
- there were approximately 60 vehicles undertaking left-turning movements on the northbound Dozois Road approach to the intersection during the p.m. peak hour time period; and,
- there were approximately 500 vehicles undertaking left-turning movements on the eastbound Mitch Owens Road approach to the intersection during the entire eight hour time period of the count.

A review of the latest accident statistics indicates 21 collisions occurred at this intersection during the 1 January 2000 to 31 December 2006 time period. There were five collisions involving left-turning vehicles on the Dozois Road and Limebank Road approaches to the intersection during this time period.

The number of vehicles undertaking left-turning movements on the Dozois Road and Limebank Road approaches to the intersection are approximately 3.3 times greater than the number of vehicles undertaking left-turning movements on the Mitch Owens Road approaches to the intersection. A review of earlier traffic counts completed in 2000, 2001 and 2004 also indicate a similar disparity between the left-turning movements at this intersection.

Accordingly, we have requested staff in the Design Review and Implementation Unit to consider the construction of separate left-turning travel lanes on the Limebank Road and Dozois Road approaches to Mitch Owens Road as a future project in the Department's "Network Modification Program". This is the only action that we can undertake at this time.

Private Approaches at St. Mark High School

Mitch Owens Road and Dozois Road both function as rural "arterial" roads. However, the traffic volumes are considerably greater on Mitch Owens Road than they are on Dozois Road. The general practice of the City is to authorize the installation of private approaches on the roads with the lower traffic volumes.

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 parking lot at the school, as the

Department has no programs that could be used to fund the installation of a private approach into private property.

Manotick Station Road/Mitch Owens Road Intersection

The Traffic Management Unit have informed us that the latest traffic count was completed at these intersections in 2003 and that the "warrants" used to recommend the installation of traffic control signals are satisfied to the level of 88% at this time. The Department will continue to monitor traffic operations at this intersection. However, it is unlikely any action will be considered in the future unless the "warrants" used to recommend the installation of traffic control signals are satisfied to the level of 100%.

Albion Road between Leitrim Road and Mitch Owens Road

Staff in the Infrastructure Services Branch has informed us that new pavement condition data was collected on this section of Albion Road in 2006 and that asphalt resurfacing works are being considered for the street within the next five year to seven year time period.

Traffic Control Signals on Bank Street

We have requested staff in the Traffic Operations Division to undertake a review of the operation of the traffic control signals on the section of Bank Street between Johnston Road and Leitrim Road, in order to ensure that the maximum synchronization of the signals is obtained for vehicles travelling in the southbound direction on the street.

Albion Road/Lester Road Intersection

The installation of a separate right-turning lane on the eastbound Lester Road approach to the intersection with Albion Road will be undertaken later this year.

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 following is a summary of the information obtained from an eight hour manual traffic count completed on 13 July 2006 at this intersection:

- there were 343 approximately 20 vehicles undertaking right-turning movements on the eastbound Mitch Owens Road approach to the intersection with Stagecoach Road during the a.m. peak hour time period;
- there were approximately 70 vehicles undertaking right-turning movements on the eastbound Mitch Owens Road approach to the intersection with Stagecoach Road during the p.m. peak hour time period;

- there were approximately 320 vehicles undertaking right-turning movements on the eastbound Mitch Owens Road approach to the intersection with Stagecoach Road during the entire eight hour time period of the count.

As noted above, the installation of a separate right-turning lane on the eastbound Lester Road approach to the intersection with Albion Road will be undertaken later this year. The following is a summary of the information obtained from an eight hour traffic count completed on 9 May 2006 at this intersection:

- there were approximately 160 vehicles undertaking right-turning movements on the eastbound Lester Road approach to the intersection with Albion Road during the a.m. peak hour time period;
- there were approximately 500 vehicles undertaking right-turning movements on the eastbound Lester Road approach to the intersection with Albion Road during the p.m. peak hour time period; and
- there were approximately 2,100 vehicles undertaking right-turning movements on the eastbound Lester Road approach to the intersection with Albion Road during the entire eight hour time period of the count.

The construction of separate right-turning travel lanes on the eastbound Mitch Owens Road approach to Stagecoach Road could be considered in the future via the Department's "Network Modification Program". However, the relatively low number of vehicles undertaking this traffic movement does not reduce capacity at this intersection and indicates there is no need to consider the installation of separate right-turning travel lane on this approach to this intersection at this time.

Bank Street/Parkway Road Intersection

The Traffic Management Unit has informed us the installation of traffic control signals will be undertaken at this intersection later this year.

Strategic Issues

Staff in the Planning, Transit and the Environment Department has provided us with the following information in response to the Strategic Issues section of your letter.

Greely Community Design Plan

There was considerable public process that the City went through with the community, residents, etc. as part of the preparation of the Greely Community Design Plan. However, there are no plans to undertake either an update to the Greely Community Design Plan, and/or a Transportation Impact Study for the greater Greely area at this time.

Official Plan and Transportation Master Plan

The Planning, Transit and the Environment Department have started the process to update both the City's Official Plan (OP) and Transportation Master Plan (TMP).

The 2003 TMP identifies the transportation facilities and services that the City intends to put in place by 2021 to meet the travel needs of residents and businesses, and to support the development pattern identified in the OP. Of particular interest to residents are the listings in the TMP's Annex A - Required Infrastructure Projects for road, transit, etc. and also Table 14.1 - Key Transportation Projects, which sets out a phasing time horizon as to when works should be implemented.

The links to the City web site for these sections of the TMP are:

- http://ottawa.ca/city_services/planningzoning/2020/transpo/anx_a_en.shtml;
and
- http://ottawa.ca/city_services/planningzoning/2020/transpo/14_en.shtml

Staff in the Department are aware that the projects listed for the south urban and south rural portions of the City (i.e. the widening of the Airport Parkway, Bank Street, Conroy Road, etc.) and/or the timing of these works, or the exclusion of certain works, may be a concern to the Greely Community Association.

The City will complete a mandated five year review and updating of the OP and its supporting Transportation and Infrastructure Master Plans, by the end of 2008. This ongoing exercise will involve the revision of the above-noted transportation project list and phasing in light of the key input factors of new 2006 Census Canada data for population and employment together with new city projections to the year 2031 for these key determinants of transportation demand. This Fall, the City will start the five year review with discussions of big issues, with two transportation ones identified being congestion and affordability. The latter refers to how the TMP, and other plans indicating certain works, are needed, but the amount of funding that ends up being actually budgeted (what is affordable to the City) is less than required and hence projects do not occur on the time frames anticipated. Also part of this review process will be the re-examination of the City's Rapid Transit Expansion Study and the Ottawa Rapid Transit Expansion Program, plus any direction that Council may have on the recommendations to be forthcoming from the Mayor's Task Force on Transportation.

The issue of the provision of regular or peak hour bus service is not addressed in the TMP and is generally undertaken by OC Transpo as part of periodic reviews of current and anticipated demand for service.

There will be a significant opportunity, over the next 18 months, for discussion of transportation issues affecting the City.

If you wish another meeting with City representatives, please contact Doug Bowron, Acting Manager, Safety and Traffic Services at 613-580-2424, extension 13926, or by email Doug.Bowron@ottawa.ca, who will be pleased to coordinate such a meeting.

Yours sincerely,

Original signed by

Michael J. Flainek, M. Eng., P. Eng.
Director
Traffic and Parking Operations

MJF:DB:jp

c.c.: William Ney, President, Greely Community Association
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