

**REPORTS TO COMMITTEES OF COUNCIL
INTERNAL ROUTING CHECKLIST**

ORIGINATING DEPARTMENT :
REPORT AUTHOR : John Buck
REPORT TITLE

Environment and Transportation
PHONE NO. 1693
Main Street Transportation and Streetscaping Study
- Final Report

DOCUMENT FILE NAME / PATH

G:\Common\Reports\Mobility\MainFinalReport.doc
[Copies of Consultant Report to be hand delivered
to TC Co-ordinator]

To Be Presented To	Date of Meeting
Policy Committees	
1. Transportation	<input type="checkbox"/> Next or 6 Sep 00
2.	<input type="checkbox"/> Next or
Chief Administrative Officer	<input type="checkbox"/> Next or
Corporate Services and Economic Development Committee	<input type="checkbox"/> Next or
Council	<input type="checkbox"/> Next or

Other Departments Consulted	Forwarded To
Finance Comment	<input type="checkbox"/> YES <input type="checkbox"/> NO
Legal	
Others	

Contacted / Consulted / Advised by Departmental Rep.	
Elected Official(s)	Councillor Doucet
Public Groups / Individual(s)	Advisory Committee made up of representatives from the community, Regional Cycling Advisory Group and Citizens for Safe Cyclng. Emergency Services [fire & ambulance]

For Originating Department's Use		Approved	Date
1.	Originating Division Director or Delegate - Report is acceptable	Doug Brousseau	22 Aug 00
2.	Director of Finance and/or Admin. or Delegate - Report Recommended to Commissioner	D. Shannon	23 Aug 00
3.	Other Approval Body	Marie Groulx	18 Aug 00
4.	Commissioner or Delegate - Report approved to leave Department	M.J.E. Sheflin, P.Eng.	23 Aug 00

Our File/N/Réf. Your File/V/Réf.	50 20-00-0082
DATE	21 August 2000
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	MAIN STREET TRANSPORTATION AND STREETSCAPING STUDY - FINAL REPORT

DEPARTMENTAL RECOMMENDATION

That Transportation Committee recommend Council:

- 1. Receive the Main Street Transportation and Streetscaping Study Final Report, as produced by Delcan Consulting;**
- 2. Approve all recommendations of that report pertaining to Regional roads, except recommendation 17 (i.e. approve recommendations 1 to 40, 47 to 49 and 58); and,**
- 3. Refer all other recommendations of that report (i.e. recommendations 41 to 46 and 50 to 57) to the City of Ottawa and National Capital Commission, as appropriate, for their consideration, assessment and possible implementation, since those recommendations pertain to roadways under their jurisdiction.**

BACKGROUND

The Main Street Transportation and Streetscaping Study was initiated in the Spring of 1999 in response to the community's concerns regarding pedestrian and cyclist safety, traffic speed, volume and congestion, and, cut-through traffic on local streets. The study was funded by the Region and directed by an Advisory Committee made up of representatives from the community, the Region of Ottawa-Carleton and the City of Ottawa. The National Capital Commission (NCC) were invited to participate on the Advisory Committee, but declined. Nonetheless, they did provide guidance and technical input when requested.

A key component of the study was the involvement of the public. This was achieved through the Advisory Committee, focus groups, public open house meetings, a public walk-about and staff and Consultant availability. In addition, the City and Regional Councillors for the Ward were active participants on the Advisory Committee and in all other aspects of the study.

A number of problems and issues were identified by the community. Of those, the Consultant and Advisory Committee concluded that some were beyond the scope of the study and others could be combined since they shared a common location or theme. This resulted in a consolidated list of 58 problems and issues of which:

- 44 pertained to items/roadways under Regional jurisdiction;
- 10 pertained to items/roadways under City of Ottawa jurisdiction; and,
- 4 pertained to items/intersections at which a City street and an NCC roadway met.

The problems were verified by the Consultant and where necessary, additional data was gathered. Potential solutions were then developed for each problem and these were incorporated into a table of recommended measures. A cost estimate for each measure was then determined and a priority rating assigned based on the following:

- Stage 1: Low cost and highly effective measures that can reasonably be implemented within a six-month timeframe.
- Stage 2: Medium to high cost measures requiring either additional data collection, construction and/or funding approval.

Jurisdictional responsibilities and priorities of the recommended measures were as follows:

<u>Jurisdiction</u>	<u>Number of Issues/Problems by Priority</u>	
	<u>Stage 1</u>	<u>Stage 2</u>
Region	22	22
City	5	5
City and NCC (combined)	1	3

DISCUSSION

The Main Street Transportation and Streetscaping Study has progressed to the point where the plan can now be considered in principle by Transportation Committee and Council. It is the right of the Region of Ottawa-Carleton to implement, at its prerogative, any or all measures pertaining to Regional roads recommended in the Consultant's final report. However, to provide Committee members and Council with detailed information on which to base decisions in that regard, staff must first conduct a thorough analysis of each unresolved issue. These must reflect:

- detailed design - to ensure the feature is appropriate and can be physically accommodated;
- implications on the Regional road network including impacts on other agencies (emergency services);

- implementation and annual maintenance costs;
- design circulation comments;
- public consultation;
- Municipal Act advertising; and,
- further Committee hearings and approvals should objections be received.

Further, technical review of these measures must include discussion on their effectiveness, advantages, disadvantages, and general impacts on safety. It must also consider pedestrians, bicycles, transit, emergency vehicles (police, fire, ambulance), general traffic (speeds, volumes) and maintenance (particularly snow and ice control).

In that regard, it should be noted that a study is currently underway to evaluate the effectiveness of various traffic calming measures on local City of Ottawa streets and Regional roads. The study was co-funded by the Region and the City of Ottawa and the Consultant's report on that matter is expected this Fall. Accordingly, some of the recommendations in this report, such as those considering the possible installation of raised intersections, are conditional upon the findings of that study and the endorsement of Committee and Council with respect to their continued use.

In the case of recommendation 21, there is consensus among the community, the Advisory Committee and the Consultant that the access to the parking lot at St. Paul's University should be relocated further north to line up with Hazel Street. That "T" intersection is signalized and fails in peak periods whenever southbound drivers on Main must stop immediately south of the intersection to await left-turning gaps to enter the parking lot. As a result, vehicles are often stranded within the intersection and in turn pose hazards to pedestrians. Resolution of that issue will require detailed design and because the resultant operational improvement will benefit both the public and the University, cost-sharing options will be explored. University officials have expressed a willingness to proceed in that regard.

In the case of recommendation 17, there is consensus among local residents, most Advisory Committee members and the consultant that since there are no traffic control devices on Main in the vicinity of the four-way intersection at Bower Street and Beckwith Road, Main Street itself is a barrier that constrains pedestrian movements within the neighbourhood and therefore stifles the general cohesiveness of the Ottawa East community. Consequently, they would like to see a pedestrian-actuated traffic signal installed at that location. In addition, residents who egress Beckwith by car at this location complain that the stone pillars on either side of the road at Main Street block their view. In order to see past the pillars, they must ease forward to the point that they then obstruct pedestrian movements on the sidewalk.

However, while those concerns can be readily acknowledged on a subjective basis, the installation warrants for traffic control devices make no provision for such arguments. Only three collisions have been reported at this location in the three-year period ending 31 December 1999, none of which were angle types, and traffic counts conducted in May of this year show that a traffic control signal is only 10% warranted and a pedestrian signal 22% warranted. Furthermore, a safe alternative route is available for Beckwith drivers to access Main Street via the signalized intersection at Clegg Street, one block north. Therefore, since the collision experience and

vehicle/pedestrian volumes do not satisfy the installation criteria for either device as approved by Council, this Department cannot recommend such an installation at this time.

CONSULTATION

As noted previously, a key component of the study was the involvement of the public. This was achieved through the Advisory Committee, focus groups, public open house meetings, a public walk-about and staff and Consultant availability. In addition, all three open houses were advertised through flyers to all area residences, businesses and institutions and all were advertised in the Ottawa Citizen and the Mainstreeter - The Ottawa East Community Voice.

The report has been reviewed by emergency services (fire and ambulance) and they have no concerns with the recommendations in respect to their operations.

Representatives from the Regional Cycling Advisory Group and Citizens for Safe Cycling served on the Advisory Committee. Copies of the Consultant's report have been circulated to both groups for comment and any comments received will be available at the Public Hearing.

FINANCIAL IMPLICATIONS

Preliminary cost estimates for all recommended measures are contained in the Consultant's report. Since implementation of measures such as speed humps depends on the outcome of studies currently underway to assess their effectiveness, the total estimated cost to implement all recommended measures could range from \$877,000 to \$1,104,000 (approx.). Of that amount, Stage 2 measures recommended for Regional roads would result in expenditures ranging from \$695,000 to \$895,000 (approx.). Implementation costs for Stage 2 measures recommended for areas outside the Region's jurisdiction range from \$182,000 to \$209,000 (approx.). The Committee is reminded that these are preliminary estimates and experience has shown that once engineering design is complete, it is not unusual to see increases in costs.

For the most part, Stage 1 measures relate to sign, pavement marking and traffic signal changes normally implemented through current operational programmes. Work orders will be issued to undertake that work for those items pertaining to Regional roads, upon approval of this report by Committee and Council. This work will then be added to the Division's existing work plan.

*Approved by
Doug Brousseau*

JFB/js

Attach. (1)

Email from Don Fugler – Nov 21 , 2010

John,

Here is something labelled a final report (but not exactly what you want).

Here is also an exchange of e-mails from Pierre which lists the recommended actions. I probably have a hard copy of the calming study but these two files are as close as I get to an electronic copy.

Don

Hello,

This e-mail is meant to “prime the pump” before Tuesday. I’d like to deal with Traffic Calming and as you know we’ll be pressed for time. Here’s some background info and what I would like to propose we do.

I propose that we agree on what our 2 or 3 top big items to push for should be. Based on recent circumstances I’d suggest:

1. the ped light at Bower Beckwith
2. the sidewalks on Lees and bulb out on Hawthorne

Then I’d like to communicate those priorities to staff along with a request to have another meeting about all the small (stage 1) items that are not done yet. Ideally I’d like folks like Gord, Wendy and/or Don who’ve been involved in previous meetings with staff on these to be part of the discussion because as you’ll see from Ravi’s response to many items the story with respect to stage 1 measures is an ever changing one. I’ve saved all the e-mails I have received and sent on the subject and I would like to not only talk details but try to address the “response de jour” syndrome (Hawthorne has turned into one of the best examples of that ... “We’ll do the signs and the bicycle lane but only speed humps if the other measures don’t work; no, we won’t do the bicycle lane but we’ll do the signs; no, we’ll do the bicycle lane and the speed humps but not the signs...).

Clive’s office are doing some research in traffic calming in Ottawa versus Toronto which will provide useful backup when have the meeting and I would suggest those of us who plan to attend should sit down and agree on a strategy with respect to stage 1 measures (how many to go after specifically and in what order ... My two favourites now are Hawthorne and the offpeak parking on Main but I’m open to suggestion...). What do you think?

Cheers,

Pierre

PS – Remember to stay calm when you read the responses below. Resist the urge to fire a rant off to Ravi, Ann or Rob just yet because one of them might be only too happy if we did because it could be used to stall further.

----- Forwarded Message

From: "Lister, Stuart" <Stuart.Lister@ottawa.ca>
Date: Mon, 01 Dec 2003 09:20:39 -0500
To: "'pierrejohnson@mac.com'" <pierrejohnson@mac.com>
Cc: "Silver, Donna" <Donna.Silver@ottawa.ca>
Subject: FW: 2000 Main Street Transportation and Streetscaping Study

Hi Pierre - I think if you have time you should come in for a meeting this week, or next to discuss next best steps for Ottawa East. Like with the Glebe Traffic Plan, Staff is not entirely recognizing the legitimacy of "inherited" studies. The other thing we're going to get to the bottom of is just what the \$900,000 in the traffic calming capital budget actually gets spent on, as we are often told that the budget is stretched thin and they can't possibly accommodate all requests.

Regards,
 Stuart

-----Original Message-----

From: Mehta, Ravi
Sent: Monday, December 01, 2003 9:11 AM
To: Lister, Stuart
Cc: Streicher, Bob; Tweedie, Brian; Selfe, Ann; Orchin, Robert
Subject: RE: 2000 Main Street Transportation and Streetscaping Study

Hi Stuart,

As you know, we have a very long list of outstanding measures to be implemented throughout the City that was inherited from every municipality at amalgamation. Each year we implement some measures, and also add some measure to be implemented to the list. We are doing as best as can be expected, given the very limited implementation budget that we have. With respect to the measures identified in the Main Street Study, we have been doing very well in terms of implementation-- many Priority 1 measures have been implemented, as well as some of the lower priority measures. However, as you saw from Pierre's list, we still have a ways to go, even to finish up the Priority 1 measures.

To highlight where we are in terms of implementation, I have annotated Pierre's original message with comments of my own.

--Ravi

Ravi Mehta, P.Eng.

*Senior Project Engineer, Area Traffic Management
 Traffic and Parking Operations - Transportation, Utilities and Public Works
 City of Ottawa
 100 Constellation Crescent
 Ottawa, Ontario K2G 6J8
 Phone: (613) 580-2424 x21712
 Fax: (613) 560-6069*

-----Original Message-----

From: Lister, Stuart

Sent: November 26, 2003 3:56 PM

To: Mehta, Ravi

Subject: FW: 2000 Main Street Transportation and Streetscaping Study

Hi again Ravi - can we get a status report for the community on the stage 1 elements of the Main Street Transportation and Streetscaping Study? Please see attached email.

Stuart Lister

office of Councillor Clive Doucet, Capital Ward

Ottawa City Hall

(613) 580-2424, ext. 28149

----- Forwarded Message

From: Pierre Johnson <pierrejohnson@mac.com>

Date: Wed, 10 Sep 2003 09:58:05 -0500

To: Clive Doucet <Clive.Doucet@city.ottawa.on.ca>

Subject: 2000 Main Street Transportation and Streetscaping Study

Hello Clive,

Here is a list of all the traffic calming measures recommended for stage 1 as part of the Main Street Transportation and Streetscaping Study of 2000.

Stage 1 measures as defined in the study were supposed to be implemented within 6 months. This list doesn't include the more expensive and longer term stage 2 measures such as Riverdale/Main intersection reconstruction. You'll note barely half of the stage 1 measures have been implemented to date.

Cheers,

Pierre Johnson

Stage 1 recommendations:

Main Street:

1 - test parking in non-peak direction during peak hours

Trial between Hazel and Herridge pending traffic counts to confirm feasibility which can't be done until Bank Street reconstruction in Old Ottawa South is finished?

Ravi: Each time that we have carried out counts on this section of Main Street, the numbers have shown that both lanes are required for moving traffic, even in the non-peak direction during the peak hour.

Removing a lane on Main in the non-peak direction during peak hours will cause back-ups and congestion, and will likely divert traffic that should be on Main Street to the neighbourhood's local roads. We continue to not recommend this measure.

2 - extend parking south of Beckwith

Done.

3 - paint the parking spaces

Done.

6 - larger speed limit sign on bridge

Done.

7 - move "hidden intersection" sign to bridge

Done.

8 - flashing beacon facing bridge

Not done yet.

Ravi: See Number 10.

10 - bollards or rail on east side from bridge to Toronto

Not done yet.

Ravi: The flashing Beacon on the bridge, and the guide rail are being reviewed by our consultants (CCL) as part of their design assignment that includes the Main Street / Riverdale intersection. The implementation of these measures will require funding approval.

20 - fix crosswalk alignment and curb cut at Clegg

Done.

22 - "Community Safety Zone" from Hazel to Hawthorne

Not done yet. Are "safety zone" official now?

Ravi: Community Safety Zones did not accomplish their desired results and are no longer permitted under provincial legislation.

23 - piano markings at Oblate

Done.

24 - piano markings at Evelyn

Done.

25 - larger "school zone" signs

One is dark blue and one dayglow green ... are they larger?

Ravi: The City will replace over time, existing blue and white school zones signage with new, highly visible reflective, yellow school zone signs. This signage serves to remind motorists of the special care they need to take while travelling through a school zone. Even though the size of the signs is the same, their visibility is dramatically increased.

26 - Optically programmable traffic signal at Lees

Not done yet?

Ravi: Here is Signal's response on this measure and on Number 29: *After further analysis of the collision records, history, rate, and frequency ranking it does not appear that a collision problem related to the distance between the traffic signals is present. For this reason we do not plan on installing programmable traffic signal heads at these locations [i.e. Main and Lees, and Main and Hawthorne].*

27 - piano markings at Lees

Done.

28 - separate pedestrian phase at Lees east-west

Done.

29 - Optically programmable traffic signal at Hawthorne

Not done yet?

Ravi: See Number 26

30 - "one-way" & "do not enter" signs at Hawthorne

Not done yet.

Ravi: The existing signs were reviewed and deemed to be appropriate.

31 - piano markings at Hawthorne

Done.

32 - advance stop bar at Lees

Done.

33 - automatic walk signal at Greenfield

Done.

Greenfield:

37 - north side parking from Concord to Havelock

Done?

Concord:

41 - bollards at multi-use path at Colonel By

Not done yet.

Ravi: On our list of measures to implement.

Hawthorne:

42 - consider two speed humps pending other measures

Not done yet.

Ravi: The plan is to first narrow the intersection on Hawthorne at Concord, Ann Selfe had discussed and agreed to this at a meeting in the spring with the Community Association. Speed humps on Hawthorne are on our list of measure to be implemented

43 - delineated edge on south side

Not done yet.

Ravi: On our list of measures to implement.

44 - mid-block "one-way" sign

Not done yet.

Ravi: A review of this measure showed that these types of signs work well when approached at a 90 degree angle, such as at the Scotiabank exit (where one was installed), but are inappropriate to erect midblock as an indication to drivers already on the street-- To illustrate, if the sign is placed parallel to the street, it would not be seen by oncoming vehicles; if it were placed at an angle (similar to the parking signs) it would not indicate that Hawthorne is a one-way, but rather that the nearest driveway is a one-way outbound (which would make no sense). I checked the appropriateness of other signs in the Manual of Uniform Traffic Control Devices, but there are none. It seems that one-way signage is intended for the entry and exit points only.

45 - curb extension at Concord

Not done yet.

Ravi: Will be constructed at the same time as the Lees measures are implemented, when budget is available.

Clegg:

54 - pedestrian actuated signal at Colonel By

Not done yet.

Ravi: NCC was contacted regarding this and are not willing to implement at this time

Rideau River Drive:

56 - "Playground Advance" sign near Main exit

Not done yet.

Ravi: Current pedestrian signage was reviewed and found adequate.

Everywhere as required:

58 - lower curbs at pedestrian crosswalks

Ongoing. No specific sites cited in study.