

**PLANNING AND GROWTH MANAGEMENT  
TRANSPORTATION PLANNING BRANCH**

**ROADWAY MODIFICATIONS APPROVAL (RMA)  
REPORTS UNDER DELEGATED AUTHORITY**

**INTERNAL ROUTING CHECKLIST**

UNIT: Area Traffic Management	FILE NUMBER: RMA-2014-ATM-
SUBJECT: Approval of Roadway Modifications Recommended Through the Belcourt Boulevard Area Traffic Management (ATM) Study	
LOCATION: Belcourt Boulevard between Innes Road and Jeanne d'Arc Boulevard in Orleans, Ward 2, Innes	

<b>Preliminary/Technical Review and Approval</b>					
	<b>Office</b>	<b>Revised</b>		<b>Approval</b>	
		Yes	Date	Initials	Date
1.	Report Author			Brian Tweedie	12 Feb 2014
2.	Program Manager			Bob Streicher	21 Feb 2014
3.	Division Manager			Vivi Chi	27 Feb 2014
<b>Councillor Concurrence</b>					
	<b>Ward/Name</b>	<b>Revised</b>		<b>Concurrence</b>	
		Yes	Date	Verified By	Date
1.	Ward 2 – Innes, Rainer Bloess			Brian Tweedie	25 Feb 2014
<b>Final Review and Approval</b>					
	<b>Office</b>	<b>Revised</b>		<b>Approval</b>	
		Yes	Date	Initials	Date
1.	Report Author			Brian Tweedie	
2.	Program Manager			Bob Streicher	
3.	Branch Manager			Vivi Chi	
4.	Financial Services				
5.	Department General Manager			John Moser	

# **CITY OF OTTAWA**

## **ROADWAY MODIFICATION**

### **APPROVAL UNDER DELEGATED AUTHORITY**

**DATE: February 12, 2014**

#### **SUBJECT**

- Approval of Roadway Modifications Recommended Through the Belcourt Boulevard Area Traffic Management (ATM) Study

#### **LOCATION**

- Belcourt Boulevard between Innes Road and Jeanne d'Arc Boulevard in Orleans, Ward 2, Innes (Attachment 1)

#### **PURPOSE**

- To obtain delegated authority approval to construct five (5) speed humps recommended in the Area Traffic Management Study for Belcourt Boulevard between Innes Road and Jeanne d'Arc Boulevard.

#### **BACKGROUND**

- The measures recommended in this report were developed through the process described in the City Council approved ATM Guidelines. This study was undertaken as a “localized” area traffic management study with the boundaries set as Belcourt Boulevard between Innes Road and Jeanne d'Arc Boulevard.
- The intent of the ATM study was to address concerns raised by area residents with regards to speeding and aggressive driving practices along the subject section of Belcourt Boulevard. Belcourt Boulevard is classified as a collector road and provides a direct connection from Jeanne d'Arc Boulevard to Innes Road. While the high level of service provided by Belcourt Boulevard is considered a positive characteristic of the community when viewed in isolation, it has become a concern for some area residents, particularly those whose properties front directly onto this collector road. Belcourt Boulevard area residents suggested that traffic volumes, traffic speeds, aggressive driver behaviour, and the use of the street by non-local traffic has increased to the point that some residents now perceive the level and type of traffic to be a safety hazard and detrimental to the quality of the local environment they expect within their community. The recommended measures are intended to reduce speeds and aggressive driving behaviour.

## EXISTING CONDITIONS

- **Roadway Cross-Section**
  - Collector, two-lane, undivided urban street cross-section
  - 9 metre (approximate) pavement width, right-of-way width of approximately 20 metres
- **Parking**
  - Parking is prohibited along east side of Belcourt Boulevard. Parking (3 hour limit) is generally permitted along the west side of the road.
- **Street Lighting**
  - Street lighting is provided on west side of street.
- **Traffic Control**
  - Signalized intersections are located on Belcourt Boulevard at Innes Road and Jeanne d'Arc Boulevard
  - T-intersections (5) are controlled by a stop sign on the minor approaches
- **Speed Limit**
  - Signed 40 km/h speed limit
  - 85<sup>th</sup> percentile speeds recorded in 2011 and 2012 ranged from 54 km/h to 59 km/h
- **Pedestrians**
  - Sidewalk exists on east side (June 2013 8 hour count = 104 pedestrians)
- **Cycling**
  - Belcourt Boulevard is currently a community cycling route. [NOTE: There are plans in the Ottawa Cycling Plan for shared use lanes (signed route) for Belcourt Boulevard between Innes Road and Jeanne d'Arc Boulevard.] (June 2013 8 hour count = 8 cyclists)
- **Transit**
  - There are currently NO transit routes along this section of Belcourt Boulevard.
- **Daily Traffic Volume**
  - The two-way daily traffic volume on Belcourt Boulevard immediately south of Morningview Street (May 2013) was approximately 4850 vehicles.

- **Highest Hourly Volume**
  - The AM (7:00-8:00) and PM (17:00-18:00) peak hour two-way total traffic volumes on Belcourt Boulevard immediately south of Morningview Street (May 2013) were 276 vehicles and 477 vehicles, respectively.
- **Heavy Vehicles**
  - Belcourt Boulevard is not considered part of the City's Urban Truck Route network.
  - Based on traffic counts at the intersection of Belcourt Boulevard and Morningview Street (May 2013), the percentage of heavy vehicles on the subject section of Belcourt Boulevard was determined to be approximately 1.4% (43/3152) over an 8 hour period.
- **Collision History**
  - Between January 1, 2010 and January 1, 2013, a total of 19 collisions occurred. Collisions typically occurred at controlled intersections.

## **PROPOSED ROADWAY MODIFICATIONS**

The recommended plan includes a series of five (5) speed humps. The primary intent of the measures was to focus on affecting the speed and driver behaviour of vehicles that use the subject section of Belcourt Boulevard.

It must be emphasized that the following roadway modifications (Attachment 2) are conceptual and intended only to illustrate the proposed function. The approval of any detailed design of roadway modifications stemming from this report will be subject to the City's design review process.

## **MODIFICATION OUTCOMES – BENEFITS AND IMPACTS**

- **Pedestrians**
  - Reduced vehicles speeds will improve the conditions for pedestrians and create a safer environment.
- **Cyclists**
  - Reduced vehicle speeds will result in a less intimidating and safer environment for cyclists.
- **Vehicles**
  - The introduction of traffic calming measures will encourage drivers to operate vehicles at lower speeds which should equate to improved driver safety.

- **Adjacent Land Uses**

- Adjacent properties should benefit from reduced vehicle speeds. The measures will serve to emphasize the residential nature of Belcourt Boulevard, encouraging appropriate driver behaviour.

## **PROJECTED IMPLEMENTATION DATES**

The implementation of traffic calming measures, approved as the result of an Area Traffic Management (ATM) study, is subject to a prioritization process in which measures ranking the highest will be implemented first, assuming budget availability. Approved measures also have to compete for funding with previously approved projects developed through similar ATM studies.

In the case of the Belcourt Boulevard measures, based on our initial screening, we anticipate that the speed humps will be considered for implementation in 2015.

## **TOTAL ESTIMATED CONSTRUCTION COSTS**

Construction, Engineering, and Contingencies = \$35,000.00

## **FINANCIAL COMMENT**

Subject to achieving a sufficiently high ranking on the approved measures implementation list, funds for the construction of the proposed modifications (estimated at \$35,000) will be provided for under Internal Order 906388 – Neighbourhood Traffic Improvement.

There are no anticipated additional annual operating costs resulting from the proposed measures.

## **COMPLIANCE WITH TRANSPORTATION MASTER PLAN**

The proposed roadway modifications comply with Section 6.7 of the Transportation Master Plan.

## **CONSULTATIONS**

Consultations for this Area Traffic Management Study for Belcourt Boulevard between Innes Road and Jeanne d'Arc Boulevard included the following:

1. Public Advisory Committee Meeting #1 – 29 May 2013
2. Public Advisory Committee Meeting #2 – 19 November 2013
3. Posting study start up information on the City's web page and inviting comments (May 2013)

4. Posting the draft plan on the City's web page and inviting comments (December 2013)
5. Distributing a flyer containing the recommended plan to area residents who front on the affected section of Belcourt Boulevard (February 2014)
6. A presence on the City of Ottawa website has been maintained throughout the study process.

## **RESULTS OF ADVERTISING**

- 35 people attended Public Open House 1 – a majority of individuals submitted handwritten comments at Public Open House 1 or after the meeting via mail or e-mail
- 37 people attended Public Open House 2 – a majority of individuals submitted handwritten comments at Public Open House 2 or after the meeting via mail or e-mail
- Recommended Plan formed based on input from public and staff

## **CURRENT STATUS**

Following the anticipated approval of this report the recommended measures will be prioritized against all other approved measures, and will be funded accordingly.

- Five (5) speed humps

## **ATTACHMENTS**

- Attachment 1 Key Plan
- Attachment 2 Proposed Traffic Calming Plan

# Attachment 1 Key Plan



**KEY PLAN**

**BELCOURT BOULEVARD**  
Between Innes Road and Jeanne d'Arc Boulevard

Checked By: Brian Tweedie	Drawn By: Jordan Smyth
Scale: NTS	Date: February 2014
Dwg. No.:	1

# Attachment 2 Proposed Traffic Calming Plan

