

**CITY OF OTTAWA**  
**ROADWAY MODIFICATION**  
**APPROVAL UNDER DELEGATED AUTHORITY**

**DATE: March 7, 2012**

**RMA-2012-ATM-001**

**SUBJECT**

- Approval of roadway modifications recommended through the Old Ottawa South Area Traffic Management Study.

**LOCATION**

- Streets within the Old Ottawa South community located south of Colonel By Drive, north of the Rideau River, east of Bronson Avenue, and west of Bank Street. Attachment 1 includes an illustration of the study area.

**PURPOSE**

- The purpose of the Old Ottawa South Area Traffic Management Study was to determine a preferred solution to mitigate the undesirable effects of motor vehicle use within the Old Ottawa South community.

**BACKGROUND**

- *INTRODUCTION* - The Old Ottawa South Area Traffic Management Study was initiated in early 2010 to address community concerns related to traffic as reported by the community. In addition, the study was to review a set of proposed recommendations included in the *Glebe Traffic Management Implementation Study (2004)* with particular focus on the Bronson Avenue turn prohibition proposals north of the Rideau Canal as these recommendations do impact the Old Ottawa South community.
- *CONCERNS* - Residents identified a number of concerns. The following presents a summary:
  - Needs of vulnerable street users along Sunnyside Avenue;
  - Through traffic within the community;
  - Aggressive driver behaviour and speeding;
  - Pedestrian safety concerns at intersections along Sunnyside Avenue (Bank Street, Bronson Avenue, Seneca Street) and at Seneca Street / Glen Avenue;
  - Cyclist safety on Sunnyside Avenue and at all Bank Street intersections;
  - On-street parking spill-over from events at Carleton University and Lansdowne Park; and
  - Commercial vehicle violations while serving business establishments.
- *STUDY PROCESS* – The study was undertaken using the process outlined in the City’s former Area Traffic Management Guidelines. This involved numerous activities including data collection, stakeholder and public consultation, development and evaluation of alternative solutions, and the selection of a preferred solution.
- *METHODOLOGY* – The intent of following the process set out in the Area Traffic Management Guidelines was to ensure that solutions to address or mitigate

concerns were developed through fostering community consensus and technical input. This included examining solution alternatives in an incremental manner. Ultimately, a set of feasible alternatives were presented to the general public for comment with the intention of selecting a draft preferred solution. Refinements were made to the draft preferred solution to address follow-up commentary – the refined plan forms the Recommended Plan (see Attachments 2 and 3).

- **NOTABLE STUDY CONSIDERATIONS** – The following presents key points that were considered and / or noted as part of the study:
  - *Hopewell School* – Concerns with respect to motorist behaviour (i.e. speeds and on-street parking / loading) were expressed by members of the public, representatives from the school, and members of the school council. Numerous physical changes have been made to the area in the past to mitigate concerns. However, residual concerns remain where additional solutions are not straight forward as a result of technical limitations. The Recommended Plan includes a “School Zone” to promote lower speeds and increase driver awareness of the presence of a school – a solution that carried consensus. In light of the fact that there are already numerous solutions in place as well as the fact that any further implementation may have limited and / or negative net effects, the City will continue to work with stakeholders beyond the study to ensure the ultimate proposal for additional solutions around the school remain appropriate.
  - *Pedestrian and Cycling Safety* – Concerns for pedestrians and cyclists were in relation to motorist behaviour and substandard facilities. The Recommended Plan includes a widened sidewalk along Sunnyside Avenue. In addition, the traffic calming measures recommended along Sunnyside Avenue are intended to reduce speeds of motorists which should help improve conditions for cyclists. It is recognized that intersection narrowings present concerns for some cyclists. However, it is anticipated that the value of lower traffic speeds resulting from the narrowings will exceed the potential negative value of effects from reducing the shared space for cyclists and motorists at intersections.
  - *Traffic Volumes and Through Traffic* – Sunnyside Avenue concerns were indicated with respect to total volume of traffic utilizing the corridor. The community was concerned that a large component of the traffic was non-local (i.e. through traffic travelling through the community). Surveys indicated that between 20% and 40% of the traffic along Sunnyside was through traffic during the daily peak periods. Traffic management considerations such as turn restrictions and closures were found to present mixed impacts that generally did not present an overall net positive benefit. The main concerns with traffic management solutions (i.e. closures and turn restrictions) were the effects on local access and redistribution of traffic to other local streets. As such, solutions focussed on ensuring that motorists driving along Sunnyside Avenue do so in an appropriate way recognizing the context of the community and the safety concerns of other road users. The Recommended Plan provides traffic calming along Sunnyside Avenue to encourage appropriate speeds and driving behaviour while not limiting local access and minimizing potential for traffic re-diversion to other local streets.

- *Glebe Turn Restrictions* – There was a proposal to restrict northbound right turns along Bronson Avenue between the Rideau Canal and Highway 417. From a cursory traffic volume forecast review, it was found that these restrictions would potentially result in an increase in traffic on Sunnyside Avenue which already carries relatively high volumes. The interim measures that exist today, currently restricting turning movements from Bronson Avenue that are destined for Queen Elizabeth Drive, have been found to be effective in achieving a meaningful reduction (32%) in through traffic along Findlay, Broadway, and Torrington. Based on the above, the Recommended Plan calls for no further implementation of additional turn restrictions in the Glebe with respect to the proposal outlined in the Glebe Traffic Management Implementation Study.
- *Traffic Management (two-way to one-way street conversions)* – A number of two-way to one-way street conversions were proposed by members of the public. However, due mainly to access considerations and the likelihood of redirecting traffic to other local streets, these potential solutions were found inappropriate.
- *On-street Parking* – Considerations for on-street parking changes (i.e. removal of parking to improve traffic circulation) were proposed by residents on some streets. Upon further review, the traffic calming capabilities of parked cars on streets were felt to be of greater value.
- *Loading Zones* – Considered at certain points along Bank Street to help mitigate loading / unloading activities on local streets. These considerations will have to be re-evaluated as part of the upcoming parking study that will look at Bank Street within Old Ottawa South in detail.
- **RESULTS** – The evaluation of alternative solutions, including the draft preferred solution, was presented at the second public open house on April 7, 2011. Technical input and public comments were rationalized and adjustments were made to the draft preferred solution accordingly to form the Recommended Plan (see Attachments 2 and 3).
- **CHANGES** – Changes made to the recommended plan as a result of public consultation, Ward Councillor input, and confirmation of measure priorities are listed below:
  - removal of the sidewalk widening recommendation along the south side of Sunnyside Avenue between Bank Street and Carraway Private [NOTE: this recommendation was adopted by the City’s Pedestrian Planning Coordinator within Transportation Planning. This item will ultimately be implemented by others outside of the Area Traffic Management unit.]
  - removal of the recommendation to install a narrowing at the Seneca Street / Glen Avenue intersection.

## **EXISTING CONDITIONS**

The majority of proposed roadway modifications from the Old Ottawa South Area Traffic Management Study are located along Sunnyside Avenue. A detailed description of the existing conditions along Sunnyside Avenue is provided below while a general description of the neighbourhood existing conditions is provided afterward.

## ***Sunnyside Avenue***

- **Roadway Cross-Section**
  - Collector, two-lane urban street cross-section, 10-metre (approximate) pavement width, right-of-way width of approximately 18 metres.
- **Parking**
  - On-Street parking is generally allowed on the south side of Sunnyside Avenue, with intermittent parking prohibitions.
- **Street Lighting**
  - Street lighting is provided along the entire length of Sunnyside Avenue.
- **Traffic Control**
  - Traffic signals are located on Sunnyside Avenue at Bronson Avenue and Bank Street.
  - All-way stop controls are located on Sunnyside Avenue at Seneca Street, Leonard Avenue, and Grosvenor Avenue.
- **Speed Limit**
  - Sunnyside Avenue has a signed limit of 40 km/h.
- **Pedestrians**
  - There are sidewalks and outer boulevards on both sides of Sunnyside Avenue.
- **Cycling**
  - Sunnyside Avenue does not provide any dedicated cycling facilities, however is designated as a cycling route in the Ottawa Cycling Plan (proposed to be a shared use lane indicated by signage).
- **Transit**
  - OC Transpo route 7 operates on Sunnyside Avenue.
- **Peak Hour Traffic Volume**
  - Sunnyside Avenue, west of Bronson Ave (May 2009): 426 vph (AM) / 506 vph (PM)
  - Sunnyside Avenue, east of Bank St (May 2009): 385 vph (AM) / 479 vph (PM)
- **Highest Hourly Volume**
  - Sunnyside Avenue, east of Bronson Avenue PM Peak Hour (May 2009): 510
  - Sunnyside Avenue, west of Bank Street PM Peak Hour (May 2009): 480
- **Heavy Vehicles**
  - Sunnyside Avenue is not a designated truck route and is signed to prohibit truck movements.
  - Percentage of heavy vehicles (including school and OC Transpo busses) along Sunnyside Avenue is less than 3 percent at the Sunnyside Avenue / Bronson Avenue intersection.
  - Nearly 100 heavy vehicles (including school and OC Transpo busses) were counted on Sunnyside Avenue over an eight-hour period at Bronson Avenue.
- **Collision History (2005 – 2008)**

- Over a period of three years, a total of 122 collisions were reported along Sunnyside Avenue between Bronson Avenue and Bank Street.
- Collisions involving vulnerable road users typically occurred at controlled intersections.

### **Old Ottawa South Community**

- **Roadway Network**

The roadway network within Old Ottawa South is characterized by a grid of streets designated as “local” roads with the exception of Sunnyside Avenue. Posted speeds along these streets are either 40km/h or 50km/h. Access (with some limitations) to the surrounding arterial network is provided by all intersecting local streets along Bank Street while Bronson Avenue can only be accessed via Sunnyside Avenue, Brewer Way, and Bronson Place.

- **Pedestrians**

Sidewalks are provided on at least one side of the street for the vast majority of streets within the Old Ottawa South community.

- **Cycling**

The contraflow cycling lane on Cameron Avenue along with multi-use pathways through Brewer Park provide cyclists with a link between Bronson Avenue and Bank Street. In addition, the National Capital Commission provides a multi-use pathway along the Rideau Canal. These items are included within the Ottawa Cycling Plan.

- **Transit**

OC Transpo routes 1, 4, 7, and 111 operate in or adjacent to the Old Ottawa South community.

- **Traffic Volume Commentary**

Sunnyside Avenue is the busiest street within Old Ottawa South carrying roughly 5,000 vehicles per day on average.

### **PROPOSED ROADWAY MODIFICATIONS** (Attachments 2 and 3)

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

The Recommended Plan is based on the draft preferred solution presented at the second public open house on April 7, 2011. Slight adjustments were made to the draft preferred solution to form the Recommended Plan as a result of added commentary. There were two minor refinements from the draft preferred solution – these included:

- The proposed bulb out near the north-east corner of Sunnyside Avenue and Leonard Avenue was extended westward to tie-in with the intersection. This was done to enhance the existing bus stop and pedestrian environments, provide improved traffic calming at the intersection, and add an area for potential landscaped feature considerations.
- Consideration will be given to applying winter parking restrictions on the narrowest streets in the community to facilitate snow clearing/removal. This will

be investigated further by the City of Ottawa and discussed with specific residents of the streets identified for potential winter parking restrictions.

### **Summary of Recommended Plan Measures (See Attachments 2 and 3)**

- *Enhanced visibility crosswalks*
  - Sunnyside Avenue / Seneca Street intersection (4)
  - Sunnyside Avenue / Leonard Avenue intersection (4)
  - Sunnyside Avenue / Grosvenor Avenue intersection (4)
- *Widened Median / Gateway*
  - Sunnyside Avenue / Bronson Avenue intersection east leg (median width varies from approximately 2.5 metres to 4 metres and is 55 metres long)
- *Signage*
  - Sunnyside Avenue on-street parking (install General Parking Control Signs such as “Parking Restricted” [RB-53] and “No Parking” [RB-51] signs to identify on-street parking segments as indicated in the Recommended Plan).
  - Ossington Avenue, Seneca Street, and Glen Avenue Playground Area (install “Playground Ahead” signs [Wc-3] as indicated in the Recommended Plan).
- *Pavement Markings*
  - Mark edge line along Sunnyside Avenue to delineate edge of on-street parking storage as indicated in recommended plan.
- *Bulb-Outs / Narrowings*
  - Install three mid-block narrowings along Sunnyside Avenue per the recommended plan.
  - Install six intersection narrowings along Sunnyside Avenue per the recommended plan.
  - Remove one existing intersection narrowing on the southwest corner of the Leonard Avenue / Sunnyside Avenue intersection.

### **MODIFICATION OUTCOME AND BENEFITS**

- **Pedestrians**

Pedestrians should benefit from the reduced motorist speeds and greater visibility at crosswalks. In addition, standardizing sidewalk facilities is also beneficial to pedestrians.
- **Cyclists**

Cyclists should benefit from the anticipated reduction in speeds along Sunnyside Avenue. However, intersection narrowings may be perceived to be undesirable to some cyclists as a result of less roadway space to accommodate both a traffic lane and space for a cyclist adjacent to the traffic lane. Overall, the benefit from reduced traffic speeds is anticipated to improve conditions over the existing situation.
- **Transit**

The design of the gateway feature at the Sunnyside Avenue / Bronson Avenue intersection and intersection narrowings will need to ensure that bus turning is

accommodated. [NOTE: Currently there are no buses that make either a left or right turn at Sunnyside and Bronson. Regardless, both left and right turn templates were checked for regular and articulated buses and there is adequate room to make either left or right turns.]

- **Vehicles**

Improved motorist behaviour will be encouraged through the combination of intersection narrowings, mid-block lateral shifts, high visibility crosswalks, a new gateway feature, and alternating on-street parking configurations. With respect to the Glebe turn restrictions proposed for consideration as part of the *Glebe Traffic Management Implementation Study* (completed and approved in 2004), a review was completed which found the proposed restrictions would potentially result in an increase in traffic on Sunnyside Avenue. The interim measures that exist today, currently restricting turning movements from Bronson Avenue that are destined for Queen Elizabeth Drive, have been found to be effective in achieving a meaningful reduction (32%) in through traffic along Findlay, Broadway, and Torrington. Based on the results of the review, the Recommended Plan calls for no further implementation of additional turn restrictions in the Glebe.

- **Adjacent Land Use**

Adjacent properties should benefit from reduced vehicle speeds.

#### **PROJECTED START AND COMPLETION DATE**

- The implementation of the measures that do not require capital funding could proceed as early as 2012. Measures requiring capital funding will be implemented either at the time of future roadway rehabilitation, or will be implemented over time as funding becomes available.

#### **TOTAL ESTIMATED CONSTRUCTION COSTS**

- Estimated costs associated with implementing the recommended plan are \$475,900; broken down as follows:
  - Signage, Pavement Markings and High Visibility Crosswalks
    - High Visibility Crosswalks - \$6,000 (assumes “ladder” markings treatment)
    - Signage - \$11,300
    - Pavement Markings - \$4,000
  - Physical Measures
    - Narrowings - \$230,500
    - Sunnyside Avenue Entrance and Landscaping Treatment - \$224,100

*Estimates are based on historical City tender pricing information or estimates provided internally; and include engineering and contingency.*

#### **FINANCIAL COMMENTS**

- The total estimated construction costs are \$475,900 and will be implemented once funding has been identified.
- Funds are available within the 2012 Area Traffic Management program, subject to Council approval of the Area Traffic Management Project Priority Information Update report scheduled for Q2.

#### **COMPLIANCE WITH TRANSPORTATION MASTER PLAN (TMP)**

- The proposed roadway modifications comply with Section 6.7.2 of the Transportation Master Plan.

## **CONSULTATION**

The study was guided by a Public Working Group (PWG) that included seven public representatives designed to provide a good representation of the community. This included members of the Old Ottawa South Community Association, Glebe Community Association, and Hopewell Avenue Public School (and school council).

Contact was made and input was gained from members of the PWG through regular correspondence with City staff as well as through group meetings. The following represents key exchanges with the Public Working Group and / or members thereof:

- *PWG Meetings 1 and 2* – Two meetings were held where the project team was able to meet in person with the PWG. These meetings took place on February 10, 2010 and January 26, 2011 respectively.
- *Recommended Plan Correspondence* – Letters were sent out to members of the PWG that included the draft recommended plan for comment. These letters were sent on August 31, 2011. Members provided staff with their added comments.
- *Hopewell School Meeting* – City staff met with representation from Hopewell Avenue Public School, members of the school council, as well as Green Communities Canada to discuss options moving forward for concerns associated with traffic and safety adjacent to the school.

In addition, the study team and Old Ottawa South Community Association hosted events open to the public:

- *Public Open House 1 and 2* – Two Public Open Houses were hosted by the project team on April 28, 2010 at the Hopewell Public School and April 7, 2011 at the Southminster United Church to present and gather input regarding the study. Advertising for the first Public Open House was done via a notice posted in the Ottawa Citizen and Le Droit citywide newspapers on the dates April 16, 2010 and April 23, 2010. For the second Public Open House, advertisements were placed in the noted two citywide papers on March 24, 2011 and March 31, 2011 as well as the Ottawa South Community Association Review (OSCAR) within the March 2011 edition.
- *Old Ottawa South Community Association Public Meeting* – An open house was hosted to allow members of the community an additional opportunity to provide comments regarding the study. This meeting was hosted on September 15, 2011 at the Southminster United Church.

A project web page was hosted on the City of Ottawa website providing background on the project, contact information, upcoming events, and all display boards that were presented at the two public open houses ([www.ottawa.ca/oldottawasouth](http://www.ottawa.ca/oldottawasouth)).

## **RESULTS OF ADVERTISING**

- 32 individuals attended the first POH. A total of 19 comments sheets were submitted at the venue and 59 e-mails were received subsequently.
- 87 individuals attended the second POH. A total of 67 comments sheets were submitted at the venue and 45 e-mails were received subsequently.

- Over 70 individuals attended the Old Ottawa South Community Association Meeting. A total of 9 individuals provided written commentary either at or after the POH.
- Based on the input from the public as well as technical input from the project team, the Recommended Plan was formed – See Attachments 2 and 3.
- Ward Councillor Chernushenko, in an e-mail dated 23 February 2012, indicated his concurrence with delegated authority approval of this report by the General Manager of Planning and Growth Management.

### **CURRENT STATUS**

- The General Manager of Planning and Growth Management provided delegated authority approval of this report on March 7, 2012.

### **ATTACHMENTS**

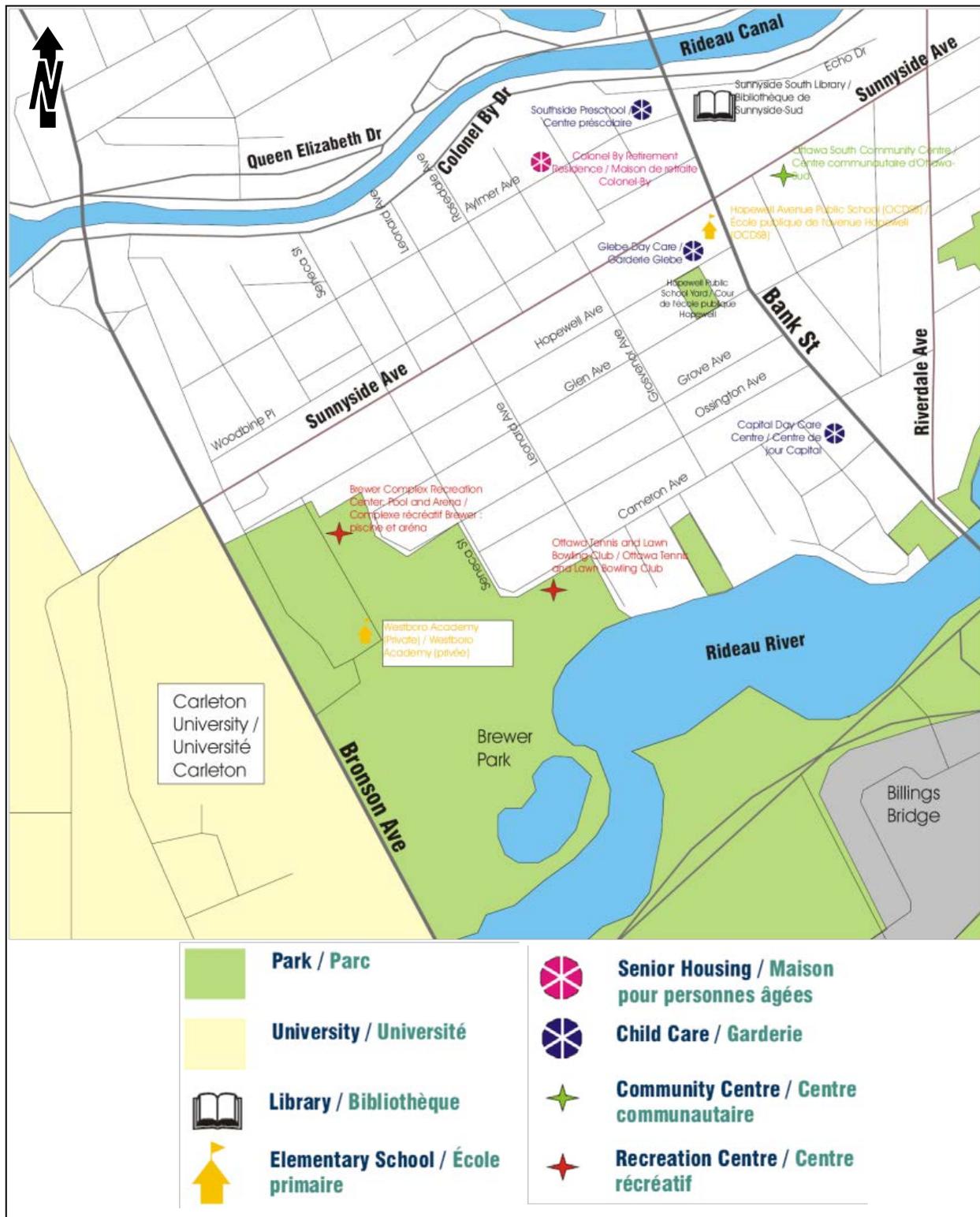
Attachment 1:

Key Plan

Attachments 2 and 3:

Recommended Plan (Proposed Modifications)

KEY PLAN



PROPOSED ROADWAY MODIFICATIONS



PROPOSED ROADWAY MODIFICATIONS

