

Subject: Councillor Dudas - Installation of a protected left turn phase at the intersection of Innes Road and Viseneau Drive

File Number: ACS2023-OCC-CCS-0146

**Report to Transportation Committee on 16 November 2023
and Council 22 November 2023**

Submitted on October 13, 2023 by L.Dudas, Councillor

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Ward: Orléans West-Innes Ward (2)

Objet : Conseillère Dudas - l'installation d'une flèche de virage à gauche protégé à l'angle du chemin Innes et de la promenade Viseneau

Dossier : ACS2023-OCC-CCS-0146

Rapport au Comité des transports

le 16 novembre 2023

et au Conseil le 22 novembre 2023

Soumis le 13 octobre 2023 par L. Dudas, Conseillère

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REPORT RECOMMENDATION(S)

That Transportation Committee recommend Council approve the installation of a protected left turn phase at the intersection of Innes Road and Viseneau Drive, for vehicles travelling east along Innes Road and turning north onto Viseneau Drive, and approve that the Ward 2 Temporary Traffic Calming Budget be used to fund the associated costs.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'installation d'une flèche de virage à gauche protégé à l'angle du chemin Innes et de la promenade Viseneau pour les véhicules qui se trouvent sur le chemin Innes en direction est et tournent vers le nord sur la promenade Viseneau, et d'approuver l'utilisation du budget dédié à la modération temporaire de la circulation dans le quartier 2 pour financer les coûts associés.

BACKGROUND

The intersection of Innes Road at Viseneau Drive has been a longstanding concern for local residents, the Councillor's office, and the local Community Association. The intersection sees Innes Road, a main arterial roadway, connect with Viseneau Drive to the north and a shopping centre to the south. While there is a protected left turn supporting westbound vehicles turning south into the shopping centre, there are no such protections for vehicles travelling east along Innes Road and turning left (northbound) onto Viseneau Drive. This is problematic, as heavy westbound traffic along Innes Road, and reduced sightlines from vehicles turning into the shopping centre from Innes Road, have compounded concerns about drivers comfortably making the left turn.

This intersection represents the boundary between Ward 2 and Ward 19, represented by Councillor Catherine Kitts. Councillor Kitts has been engaged on this file with me and is supportive of the addition of a protected left turn phase.

DISCUSSION

The traffic studies for protected left turns do not always reflect the lived experience of residents who travel along these roadways each and every day, either by vehicle, by foot, or by active transportation. Due to the volume of westbound traffic, and the number of pedestrians crossing the road, the concern from residents relates to their ability to complete the turn safely and comfortably. The addition of this protected left turn has been a firm and unwavering request from the adjacent Chateaufort Community Association and nearby residents for well over a decade. There have been improvements to try to mitigate some of these concerns over the years: including the addition of zebra markings and advance pedestrian crossing time. However, the negative experience for drivers remains, and at this point requires the addition of a

protected left turn. The Chateaufeuf Community Association has been active in advocating for these very necessary improvements, as well as supporting local residents. They shared the following comments:

There have been a number of accidents, and two very recently. We are aware that at least one of the accidents was caused by a left turning vehicle colliding with a motorcycle. Our CCA president attended the accident scene shortly after it occurred. A few days later the driver of the vehicle attended the CCA president's residence and explained he was turning left onto Viseneau, but he could not see the oncoming motorcycle. The motorcyclist's injuries were serious. Two of the vehicle occupants also sustained injuries.

Having an advance left turning signal for approximately five seconds will not reduce the capacity of the intersection, but greatly improve safety for pedestrians, cyclists, and vehicle occupants.

There have been strong and consistent concerns from residents regarding the need for an advanced left turn. There was a meeting this past spring with City Traffic Staff, and while it was beneficial to hear from staff, it was made clear by the community and the CA, that the issue is not whether the vehicles are able to get through on the first cycle of the light, but rather the significant risks and the experience when completing the turn, as painfully illustrated in the comments from those involved in the recent accident. During that spring meeting, there were no comments by any residents against an advance left turn signal, and we have not heard of anyone voicing any objection to this on our CCA Facebook or by email.

As detailed above by the Chateaufeuf Community Association, this protected left turn will assist traffic turning onto Viseneau Drive, mitigating sightline concerns from westbound traffic. It will also increase safety for pedestrians and cyclists as they cross on the north side of the intersection. This proposed change comes after actively exploring all other available measures to mitigate these concerns.

Use of radar detection to trigger the protected left turn signal will ensure the continued stability of the intersection after this change. A protected left turn already exists for westbound vehicles turning south into the shopping centre, so the addition of this protected left turn will have minimal impact on the flow of traffic through this intersection.

This addition of this protected left turn has seen extensive consultations with the

community throughout this process, including an in-person consultation in partnership with Councillor Catherine Kitts and City traffic engineers. Throughout the consultation process, residents and the Chateauneuf Community Association have been unwavering and united in their support for the addition of this protected left turn arrow.

Funding for this protected left turn arrow will be covered by my ward's 2023 Temporary Traffic Calming Program budget and will require no other funding source.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendation.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendation as outlined in the report.

COMMENTS BY THE WARD COUNCILLOR(S)

As the Councillor bringing this report forward, I am aware and supportive of this request.

CONSULTATION

Departmental Comments

Public Works Department Comment:

The intersection of Innes Road and Viseneau Drive is controlled through a traffic signal. All directions have a green ball whereby any left-turning vehicles must wait for a gap in opposing traffic to safely turn left. In addition, a protected-permissive left turn signal phase is in place for westbound left turning vehicles.

Staff Position/Recommendation:

At this time Traffic Services **does not** support the implementation of an additional protected left turn signal display in the eastbound direction at the intersection of Innes Road and Viseneau Drive. The location does not meet the necessary criteria established as part of the warranting process for the installation of these traffic signal operation features. Further, this type of engineering intervention requires that fully protected left turn be implemented in the westbound direction as well to ensure safe operations at the intersection.

Staff recommend that the traffic signal-controlled intersection continue to be monitored and that signal operations continue to be adjusted to balance overall intersection

performance. Further, staff will continue to assess changes in traffic volumes in the area and if they meet warrants in the future, staff will install the appropriate left turn operation, as required.

Should Council approve the report, the signal change will be implemented as soon as practicable in 2024, using funds from Councillor Dudas' Temporary Traffic Calming (TTC) Ward budget to cover the costs.

It should be noted that the engineering measure proposed in this report is not considered to be a Traffic Calming measure.

Rationale

Traffic Services and standard traffic engineering industry practice is to review all requests for the installation of dedicated left turn signals in a consistent manner by first identifying the safety or operational concerns, and then selecting the appropriate countermeasure to address the concerns.

As per Ministry of Transportation Ontario guidelines, Ontario Traffic Manual Book 12, a **fully protected left-turn** is considered when there is a geometric or **visibility issue** at the intersection or if there is a historical collision pattern involving left turning vehicles. Fully protected phasing is also required at locations with dual left turn movements for safety reasons. Since this type of operation is much more restrictive for left turn movements, longer queues build up and vehicle storage requirements must be taken into consideration.

As a part of the [2020-2024 Strategic Road Safety Action Plan](#), Traffic Services developed a systematic approach to review and prioritize locations for fully protected left turn installations at signalized intersections to mitigate left turn collisions and safety related concerns. Traffic Services conducts annual reviews of all signalized intersections to identify locations that would benefit the most from protected left turns.

The site selection process involves a review of historical collision data, comparing the total proportion of left turn collisions at an intersection with the overall city-wide proportion of left turn collisions at signalized intersections. The results are then verified through statistical analysis. Since the information presented in this report relates to safety-based concerns, the appropriate countermeasure would be a protected left turn, not a protected-permissive left turn.

Based on the 2017-2021 collision data analysis, the proportion of left turn collisions at Innes Road and Viseneau Drive are less than the average city-wide proportion of left

turn collisions at a signalized intersection. As such, **fully protected left turns are not warranted at this time.**

Through the course of staff review since 2019, it was determined that enhancement to the pavement markings at the intersection, along with changes to the pedestrian signal timing, would provide for improvements in user experience. Ladder markings were updated to include the to the pedestrian crosswalks on the north and south legs of the intersection in 2021 accompanying the previously implemented east and west crossings, while a 5 second leading pedestrian interval/advanced walk for the north/south pedestrian crossings was added for all times of day in 2019.

It is staff's experience that the implementation of an unwarranted fully protected left turn signal at of the Innes Road and Viseneau Drive intersection may result in an overall:

- Reduction of the capacity of the intersection;
- Increased vehicle queuing;
- Increased vehicle stopping;
- Increased vehicle delays; and,
- Increased resident complaints.

If the signal change is implemented, staff anticipate increased resident complaints on the overall operation of the traffic control signals for reasons identified in the bulleted list above. Currently, drivers can effectively complete left turn movements at the intersection within one cycle of signal phasing given gaps in opposing traffic and the intersection does not exhibit collision trends or an overrepresentation of left turn collisions.

Cost Estimate

Staff estimate that the cost to implement the protected left turn signals in the eastbound and westbound directions at this location will be approximately \$31,000. The cost includes labour, materials, fleet, and Ottawa Police Services to manage traffic as the work is completed. The cost also includes the implementation of a radar-based detection system to activate the left turn arrow when one or more vehicles are in queue. The radar-based system is a cost-effective solution to the alternative, which is to replace the existing in-road Adaptive Traffic Signal System detectors currently installed beneath the asphalt surface of the intersection.

Councillor Dudas has indicated that the installation of the proposed signal changes will be funded through the Ward 2 Temporary Traffic Calming Budget. If Council approves the report, the installation will be funded through the appropriate calendar year's Ward 2

Temporary Traffic Calming (TTC) budget. As of November 1, 2023, Traffic Services can confirm that there is \$19,000 left in the Ward 2 TTC budget.

It is staff's understanding that as part of Council's approval of this report, approval is also granted for Councillor Dudas to use the Ward 2 2024 TTC budget to fund the implementation of the signal change, and for the implementation to occur as soon as practicable in 2024.

For Awareness

The Temporary Traffic Calming Measures Program Update Information Report (ACS2023-PWD-TRF-005) was brought to Transportation Committee in June 2023. The report provided information on the measures that have been used to target specific behaviours.

Measures	Targeted Behaviour
Flexible Stakes	Reduce speeding
Cyclo-Zone Delineators	Safe cycling, reduce speeding
Combination Flexible Stakes and Delineators	Reduce speeding, safe cycling
Bulb-Outs with Delineators	Reduce speeding, parking issues
Temporary Median Island (with Delineators)	Reduce speeding
Speed Pavement Markings	Reduce speeding
Slow Pavement Markings	Reduce speeding
School Pavement Markings	Reduce speeding, reinforce warning signage
No Exit Pavement Markings	Reinforce regulatory signage
Stop Ahead Pavement Markings	Increase compliance with stop sign
Edgeline Markings	Reduce speeding
Thermoplastic Symbols	Reinforce regulatory/warning signage
Speed Display Boards	Reduce speeding
Community Entrance Signage	Reduce speeding
Slow Down for Us signs (Permanent)	Reduce speeding
Gateway Speed Limit Signage	Regulatory signage

Measures	Targeted Behaviour
Planter Boxes	Reduce speeding
Pedestrian Crossovers (Warranted)	Safe pedestrian crossing
Minor Roadway Deficiency Improvements	Improve roadway deficiencies
Permanent Speed Humps*	Reduce speeding
Median Island/Pedestrian Refuge*	Reduce speeding

* The measure implementation requires a petition.

ACCESSIBILITY IMPACTS

No specific accessibility impacts have been identified.

RISK MANAGEMENT IMPLICATIONS

No specific risk implications have been identified.

RURAL IMPLICATIONS

No specific risk implications have been identified.

TERM OF COUNCIL PRIORITIES

Not applicable

DISPOSITION

The Public Works Department will take appropriate action based on the recommendations made by the Committee and Council.

** Note: A minor correction was made to the English and recommendation of the report pursuant to the City Clerk's Delegated Authority to correct clerical, spelling, or minor errors of an administrative nature as set out in Schedule C, Subsection 8 of Delegation of Authority By-Law 2023-67.*