

**Subject: All Way Protected/Permitted Left-Turn Signals at Intersection of Bank
and Mitch Owens**

File Number: ACS2023-OCC-CCS-0084

**Report to Transportation Committee on 22 June 2023
and Council 28 June 2023**

Submitted on June 8, 2023 by Councillor G. Darouze, Osgoode Ward (20)

Contact Person: Councillor G. Darouze, Osgoode Ward (20)

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Ward: Osgoode (20)

**Objet : Installation de feux de virage à gauche avancés et verts dans toutes les
directions à l'intersection de la rue Bank et du chemin Mitch Owens.**

Dossier : ACS2023-OCC-CCS-0084

Rapport au Comité des transports

le 22 juin 2023

et au Conseil le 28 juin 2023

Soumis le 8 juin, 2023 par Conseiller G. Darouze

Personne ressource : Conseiller G. Darouze, quartier Osgoode (20)

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Quartier : Osgoode (20)

REPORT RECOMMENDATION(S)

**That Transportation Committee recommend that Council approve the installation
of protected/permitted left turn phasing (advance left-turn arrow) in all directions
at the intersection of Bank St and Mitch Owens Rd.**

RECOMMANDATION(S) DU RAPPORT

**Que le Comité des transports recommande au Conseil d'approuver l'installation
de feux de virage à gauche avancés et verts dans toutes les directions à
l'intersection de la rue Bank et du chemin Mitch Owens.**

BACKGROUND

This intersection, and the abutting streets nearby, have been a point of concern amongst residents in recent years. I have engaged in consultation with many residents concerned with through-traffic on neighbourhood streets, intersection driver safety, and cyclist/pedestrian safety at this intersection. This intersection is where two large arterial roads meet, connecting the easternmost and southernmost boundaries of the city. Given that there are left turn lanes available in all directions at the intersection, it is appropriate to implement appropriate traffic-mitigation and neighbourhood protective measures, respectively.

DISCUSSION

The intersection of Bank St and Mitch Owens Rd is an outlying example to the City requirements for implementation of left-turn arrows. The intersection is approximately 300m away from Marco St and Mason St, two small residential roads that barely accommodate two vehicles at one time. Due to fact there are not left-turn signals at this intersection, residents report examples of vehicles utilizing Marco St and Mason St as a neighbourhood cut-through.

The studies for left-turn signals do not always account for the impacts of through-traffic and the subsequent impacts on active transportation. The implementation of protected/permitted left turn signals will also aid this intersection (which sees high volumes during rush hour) in facilitating seamless traffic movement to areas such as Findlay Creek, Manotick, and Greely/Metcalfe.

Overall, through consultation with local communities, and with concerns for pedestrian traffic particularly within a school zone, I feel that the implementation of these left-turn signals will be beneficial for the intersection and community as a whole. Although there is not a great deal of active transportation at the intersection as of yet, the future development of active transportation in Greely will likely lead to more pedestrians at the intersection.

FINANCIAL IMPLICATIONS

THIS SECTION IS MANDATORY. ONLY FINANCE STAFF MAY COMPLETE THIS SECTION. Report writers should provide the general finance information, details and rationale related to the topic in the Discussion section of the report. Finance will outline the financial impact to the City resulting from the report recommendations in the Financial Implications section. If there are no financial implications, Finance will provide

a comment to that effect. All reports will be sent via the online RADAR tool to your Finance Account Manager to secure the necessary comment from the Finance Department. Reports cannot go forward without addressing this section and should be forwarded to Finance five (5) working days prior to the report deadline.

LEGAL IMPLICATIONS

THIS SECTION IS MANDATORY. ONLY LEGAL SERVICES STAFF MAY COMPLETE THIS SECTION. Report writers should provide the general information, details and rationale related to the topic in the Discussion section of the report, as well as any known or previously identified legal issues or concerns. The respective Solicitor will outline the legal impact to the City resulting from the report recommendations in the Legal Implications section. If there are no legal implications, the Solicitor will provide a comment to that effect. To secure the necessary comments and approval from Legal Services, an email request with the RADAR report link should be sent to Lisa Kilner (ext. 14465). Reports cannot go forward without addressing this section and Legal Services must be given a minimum of five (5) working days to review and provide comments.

COMMENTS BY THE WARD COUNCILLOR(S)

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

CONSULTATION

Ongoing consultation with the local community, as well as drivers who use the intersection prior to this report.

Departmental Comments:

ACCESSIBILITY IMPACTS

No specific accessibility impacts have been identified.

RISK MANAGEMENT IMPLICATIONS

No specific risk implications have been identified.

RURAL IMPLICATIONS

The proposed changes occur at an intersection in a rural ward.

TERM OF COUNCIL PRIORITIES

Not applicable

DISPOSITION

The [name of department] will take appropriate action based on the recommendations made by the Committee and Council.