

4. **TRAFFIC SIGNAL FOR TERRY FOX DRIVE AT HUNTSVILLE DRIVE**
FEUX DE CIRCULATION À L'ANGLE DES PROMENADES TERRY FOX ET HUNTSVILLE

COMMITTEE RECOMMENDATIONS

That Planning Council approve:

1. that City staff be directed to bring forward an amendment to the Development Charge Background Study at the earliest possible date to include a traffic signal for the intersection of Terry Fox Drive at Huntsville; and
2. that the report address the necessary steps to approve a Front Ending Agreement as soon as possible so the signals can be installed this year before school starts in September.

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve :

1. que l'on demande au personnel de la Ville de proposer, le plus tôt possible, une modification à l'Étude préliminaire des redevances d'aménagement afin de permettre l'installation de feux de circulation à l'angle des promenades Terry Fox et Huntsville; et
2. que le rapport tienne compte des mesures nécessaires à la conclusion, le plus tôt possible, d'une entente préalable permettant l'installation de feux de circulation cette année, avant la rentrée scolaire en septembre.

DOCUMENTATION/DOCUMENTATIONS

1. Councillor's report, dated March 27, 2018 (ACS2018-CCS-PLC-0005)
Rapport de la conseillère, daté 27 March 2018 (ACS2018-CCS-PLC-0005)
2. Extract of draft Minutes, Planning Committee, 10 April 2018
Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 10 avril 2018

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
10 April 2018 / 10 avril 2018**

**and Council
et au Conseil
25 April 2018 / 25 avril 2018**

**Submitted on March 27, 2018
Soumis le 27 mars 2018**

**Submitted by
Soumis par:
Councillor / conseillère Marianne Wilkinson, Ward / quartier 4**

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**Ward: KANATA NORTH (4) / KANATA
NORD (4)**

File Number: ACS2018-CCS-PLC-0005

SUBJECT: Traffic Signal for Terry Fox Drive at Huntsville Drive

OBJET: Feux de circulation à l'angle des promenades Terry Fox et Huntsville

REPORT RECOMMENDATIONS

That Planning Committee recommend Council approve:

- 1. that City staff be directed to bring forward an amendment to the Development Charge Background Study at the earliest possible date to include a traffic signal for the intersection of Terry Fox Drive at Huntsville; and**

- 2. that the report address the necessary steps to approve a Front Ending Agreement as soon as possible so the signals can be installed this year before school starts in September.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver :

- 1. que l'on demande au personnel de la Ville de proposer, le plus tôt possible, une modification à l'Étude préliminaire des redevances d'aménagement afin de permettre l'installation de feux de circulation à l'angle des promenades Terry Fox et Huntsville; et**
- 2. que le rapport tienne compte des mesures nécessaires à la conclusion, le plus tôt possible, d'une entente préalable permettant l'installation de feux de circulation cette année, avant la rentrée scolaire en septembre.**

BACKGROUND

In 2017 Installation of a traffic signal at Terry Fox and Huntsville was designed and about to go to tender with the developer paying the costs as provided for in approval of the Richardson Ridge Subdivision. The projected was stopped due to an OMB ruling that traffic signals on roads like Terry Fox were to be included as development charge works. An amendment to the Development Charge Bylaw was made to cover costs of those to be installed prior to the next major review of the DC bylaw in June 2019. The report included a traffic light at street one at Terry Fox. Street one in this subdivision is Huntsville and when I checked to see if it was included in the Amended Area-Specific Development Charges Project I was told that it was there as Street one on Terry Fox was listed. It had been deemed necessary so I accepted that it was included. Later, after the bylaw was passed and the developer asked for a front ending agreement to install it he was told that there were two street one's connecting to Terry Fox and the one included in the project was the one in Kanata South. The one in Kanata North had been inadvertently missed, possibly because it had been already cleared for construction by the developer.

The Regional Group, has been eager to get the traffic light built. Their representative has been an active partner in searching for a solution and proactive in pushing this project forward. His suggestions include switching with an intersection that is on the list but would not be ready to proceed prior to June 2019, allotting the appropriate amount

of funding to the Huntsville and Terry Fox Traffic Light now. He is anxious to sign a Front Ending Agreement and have it installed.

I've met with staff on this issue numerous times and have been informed that it could be added to the background report without opening the actual bylaw with the final timing of repayment under a front ending agreement to be after the next Development Bylaw approval (set for June 2019) as determined by the Finance Department.

The intersection is a major hazard and there have been some accidents (one with a cyclist) and many near misses. Traffic on Terry Fox consistently travels at over 100 kph on that stretch and is constant. This is the only exit onto Terry Fox for a large development. The only other exit from two large subdivisions is at Kanata Avenue and is a long and round about route to get there. Right turns can be done carefully but left turns are extremely hazardous (see comments from residents), particularly in winter as there is a long, steep slope down from the rock escarpment within the development to Terry Fox.

An additional problem has been created by other developments occurring in the area. A new elementary school under construction just off Terry Fox to the north of this intersection (which will include a traffic signal on Terry Fox) will open in September. As no homes are presently near the school site all students will be bussed and that means that school buses will be turning left from Terry Fox to Huntsville. Some OC Transpo buses also make that turn which is particularly difficult in rush hour. Also, the Goulbourn Forced Road, the only other connecting road to go north to Terry Fox between Terry Fox and March Road, is closed to all through traffic until the end of August for construction of a watermain and upgrading of parts of that road. This has added a lot more traffic to Terry Fox.

The warrant for a traffic light, taken on June 21, 2017, was 97%. Since then many other homes have been occupied in that area and construction continues on more homes. Last summer Ciena moved their 1600 employees into their new facility on Terry Fox, adding additional traffic. I've requested an updated traffic count and work will only proceed once the warrant passes 100%.

There is a serious safety issue at this intersection. With additional homes being built and the increasing traffic for the new school the situation is getting worse each week. Waiting until after June, 2019, when the developer is anxious to move ahead now, will just result in a continuing danger of a serious accident. People are getting impatient

and taking risks. By just adjusting the background report this light can be installed this year and make it safer for hundreds of families.

Resident Concerns

Residents have been emailing and calling about this intersection for years and many have talked about the danger and possibility of death. A small sample of the many comments from residents are below:

- *“My daughter and her family have moved into a new house in Richardson Ridge(Breccia Heights Street) and as we visit often by car, I cannot begin to tell you how terrible it is to try to merge into Terry Fox Rd from Huntsville Drive. Absolutely say my prayers every time we have to leave and head back to Hazeldean area. Traffic is heavy both ways, people drive far too fast, and you are taking your life in your hands when you exit the area. Is there a timeline in the near future for a stoplight to go there? As more houses are being occupied and finished, the access is getting far more dangerous and busy. Hopefully they don't have to wait long to see a light go in there.”*
- *“My wife and I recently moved into the Elements, a new condo at the corner of Terry Fox and Richardson Road. As there is no exit from Boundstone Way onto Richardson Road where there is a stop light we are forced to exit our development at Huntsville and Terry Fox where there is no light. This intersection is an accident waiting to happen. The wait times to turn north on Terry Fox are not too bad although cars can be backed up for some time. However, attempting to cross Terry Fox to go south is, as I indicated above, an accident waiting to happen. I invite you to drive down Huntsville and attempt a left turn and you will understand the difficulty.

*Please. Install a traffic light before someone is killed or seriously injured.”**
- *“I would like to express my concern about the intersection of Huntsville Road and Terry Fox. It is currently un signalized and I believe, as a result, dangerous. They are many cars backed up on Huntsville (at Terry Fox) at all times of the day, but especially during high commuter traffic times. I believe that a traffic light is necessary. I am hoping you can express my concerns at any relevant meetings.”*

- *“My wife had to wait 16 minutes to turn left from Huntsville onto Terry Fox and even then it was dangerous as traffic is so heavy and fast moving on Terry Fox.*
- *“Back in December I asked about the traffic light on TerryFox/Huntsville and you told me spring/early summer. Do you have an exact date now about this project? People spend a lot of time trying to turn left in and from Huntsville.”*

DISCUSSION

This report will form part of the agenda for the Planning Committee meeting of 10 April 2018.

Planning, Infrastructure and Economic Development department staff will be in attendance at the Planning Committee meeting and can provide comment if needed.

RURAL IMPLICATIONS

There are no known rural implications associated with the report recommendations.

CONSULTATION

Notice of this submission was provided on the City's web site under the Public Meetings and Notices page for a period of seven days prior to the Planning Committee meeting. The meeting was advertised in community newspapers and on Ottawa.ca. Public delegations may be received by the Committee

COMMENTS BY THE WARD COUNCILLOR(S)

See 'Background' section of this document.

LEGAL IMPLICATIONS

The background study will need to be posted 60 days prior to its consideration by Council. As this work is intended to be constructed prior to January 1, 2019, pursuant to the settlement with the Greater Ottawa Home Builders Association and the Building Owners and Management Association, their consent will be required for adding this work to the Background Study.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the report recommendations.

FINANCIAL IMPLICATIONS

The financial implications associated with the Development Charge Background Study/By-law amendment will be identified through the future report to amend the Development Charge Background Study/By-law. The financial implications associated with the Front-ending agreement will be identified within the report seeking Council approval to enter into the Front-ending Agreement.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

C1 – Residents - Contribute to the improvement of my quality of life

FS1 – Financial Sustainability - Demonstrate sound financial management.

FS2 – Financial Sustainability - Align strategic priorities to Council's financial targets.

TM2 – Transportation and Mobility - Provide and promote infrastructure to support safe mobility choices

TM4 - Transportation and Mobility – Improve safety for all road users

DISPOSITION

Staff will implement Council's decision, as directed.