



Bronson Avenue Safety and Operational Review

Public Works Department

Transportation Committee

April 3, 2013

Background

TRC 7 November 2012:

Recognizing the current high speeds and historic rate of accidents, and efforts to be made to enforce existing limits and safe driving practices in the interim a motion was passed (TRC- 23- 2) to bring back a comprehensive In-Service Safety Review in March 2013.

Review included;

Collision/traffic/speed data

Consultation with pedestrians and cyclists

The proposed Countermeasures included in the report;

- § Address issues identified through the technical review and consultation.
- § Strike a balance between the needs of pedestrians, cyclists and motorists.
- § Enhance the safety of pedestrians and cyclists.

Existing Data on Bronson Avenue

Average Annual Daily Traffic (AADT) Volumes:

45,300 vpd over the Canal

51,300 at Brewer Way

Speeds:

Posted: 50 km/h to 70 km/h

85th percentile along corridor: 74 km/h to 76 km/h

On and off ramps: range from 50 km/h to 60 km/h

Total Collisions

604 collisions within the study area between 2002-2011

18 involved cyclists

14 involved pedestrians

Pedestrian and Cyclist Volumes

Intersection	Cyclists on Bronson		Pedestrians Crossing Bronson	Date of Count	Season
	Northbound	Southbound			
Bronson at Holmwood	87	136	188	27-Jun-11	Summer
	7	8	266	09-Jan-13	Winter
Bronson at Findlay	148	171	6	07-Aug-07	Summer
Bronson at Sunnyside	120	21	192	27-Jun-11	Summer
	2	8	984	09-Jan-13	Winter
Bronson at Brewer	176	105	263	27-Jun-11	Summer
	2	2	1290	09-Jan-13	Winter

Summary of Safety Issues/Concerns

Wrong-way cycling due to the path connection from the University to Bronson Ave

High vehicle speeds along the corridor

Midblock pedestrian crossing between Sunnyside and Brewer Way

Pedestrian crossing difficulty (motorists not yielding to pedestrians) at several crossing locations (Sunnyside, Colonel By ramps)

Cyclist collisions over-represented after dark, September, and under wet conditions

High rear end collision occurrence at Brewer Way in the Northbound direction

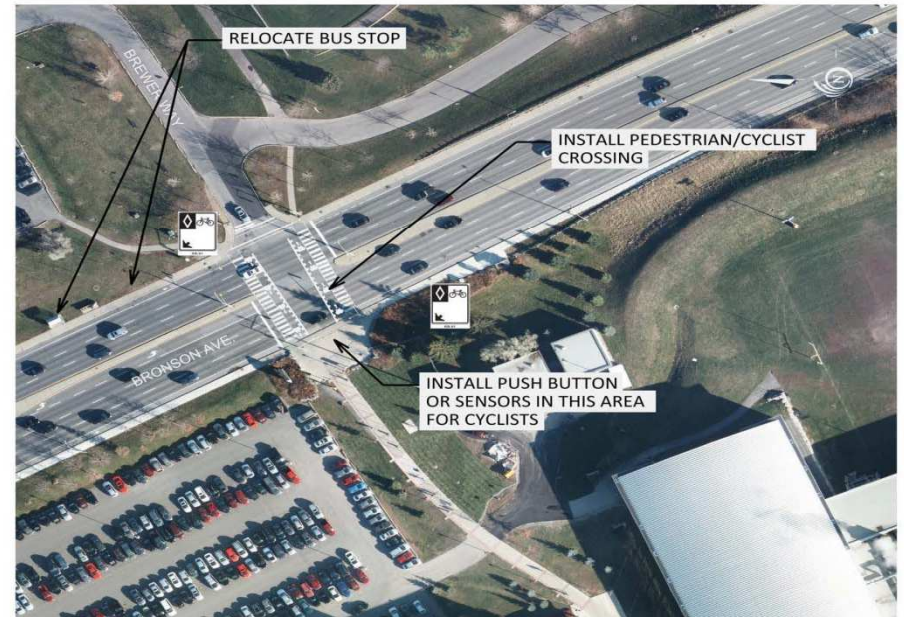
Proposed Immediate Measures (Continued)

UPGRADE TRAFFIC SIGNAL LENSES (LED)

ADD TRAFFIC SIGNAL BACKBOARD REFLECTIVE TAPE

INCREASE PEDESTRIAN/CYCLIST CROSSING TIME

BE SAFE BE SEEN CAMPAIGN AT CARLETON UNIVERSITY - FALL 2013



Other Measures

Education and Awareness:

2013 Safer Roads Ottawa Program

Delivery of road user awareness events with community partners (cyclists, pedestrians and motorcyclists)

Focus on visibility and needs of vulnerable road users

Cycling and Pedestrian Safety Initiative

Stakeholders will include Carleton University, CU Cycling, Citizens for Safe Cycling and Safer Roads Ottawa

Goal to raise awareness on vulnerable road users

Other Measures

(Continued)

Flexible Post Delineators:

Separates cycling lanes from general purpose traffic lanes

May reduce motorist speeds due to potential side-friction

Provides level of segregation for cyclists

Speed Display Boards:

Informs motorists of their travel speeds

Increases adherence to speed limit at locations

Questions?

Thank you