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**PUBLIC ADVISORY COMMITTEE (PAC)
 MEETING REPORT No. 4**

Project: Highway 417, from west of Highway 416 easterly to west of Anderson Road
 Agreement #4005-A-000090
 G.W.P. 663-93-00

TSH No. 42-91026

Meeting Date: Tuesday June 1, 2004

Meeting Time: 7:00 p.m. – 10:00 p.m.

Report Date: June 4, 2004

Recorder: Valerie McGirr

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Note: If any of the contents of this meeting report differ in any respect from your own recollection of the points discussed or decisions reached, please notify us immediately. In the meantime, we will proceed in accordance with the understanding described herein.

LOCATION: Richmond Room, City Hall, 110 Lisgar Street

PRESENT:

Mike Alain	Carlington Community Association
Brian Carroll	Dow's Lake Residents Association
Brett Delmage	Velo Ontario Cycling Alliance
Denise Eisner	Civic Hospital Neighbourhood Association
David Gladstone	City Centre Coalition
Ida Henderson	Dalhousie Community Association
David Jeanes	Transport 2000
Pierre Johnson	Ottawa East Community Association
Jon Legg	Action Sandy Hill
David MacIsaac	Hintonburg Community Association
Jim MacLean	Carlington Community Association
Peter McNichol	Katimavik-Hazeldean Community Association
Leo Paoletti	Qualicum-Graham Park Community Association
Shirley Rayes	Civic Hospital Neighbourhood Association
Lisa Thompson	West Wellington Community Association
Dave McAvoy	Ministry of Transportation
Phil Pawliuk	Ministry of Transportation
Brian Ruck	Totten Sims Hubicki
Valerie McGirr	Totten Sims Hubicki

REGRETS:

Jay Baltz	Hintonburg Community Association
Wendo Blondeau	The Glabor Park Community Alliance Inc.
Jacque Blyth	Citizens for Healthy Communities
Wendy Cambert	AVHA, CHC
George Claydon	
Jacques Critchley	Centretown Citizens Community Association
Lionel Dugue	Qualicum-Graham Park Community Association
Susan Fisher	
Anthony Hadwen	Alta Vista Community Association
Don Jarvis	Island Park Community Association
Jim Jenkins	Cycling Advisory Committee
Anne Lavender	Cycling Advisory Committee
Stuart Lister	Office of Councilor Clive Doucet
Alex Long	Cycling Advisory Committee
Douglas MacDonald	Ottawa Cycling Advisory Committee
Philip Mason	Roseberry Avenue Residents Committee

Action By

Joel McGrath	Qualicum Community Group / Graham Park Group
David Morrow	Glabar Park Community Alliance
Brian Muldoon	Civic Hospital Neighbourhood Association
David Pimm	
Angela Prokopiak	
John Purkis	Cycling Advisory Committee
Peter Rinfret	Action Sandy Hill
Mark Seymour	OTA – Kriska Transportation
Donna Silver	
Vicky Smallman	Mobility Issues Advisory Committee
Madelaine Stewart-Dmaj	Hintonburg Community Association
Steve Thibert	Tibbs Transport Inc.
Drina Wethey	McNabb Neighbourhood Improvement Bunch

1.0 Phil Pawliuk noted that the purpose of the meeting was to obtain comments from PAC on the Technically Preferred Alternative (TPA). He noted that the TPA had been presented to the annual general meeting of the Glabar Community Association last week (with concentration on west end alternatives) and would be presented to the City's Transportation Committee on June 2, 2004.

2.0 B. Ruck provided an update of the project and noted that the wall displays illustrated the aggregate TPA for the corridor. A copy of the presentation material, the results of the evaluation and sensitivity testing were provided to attendees, along with small plans of the alternatives. These can be provided on request to PAC members who do not have access to this material.

3.0 The following discussion, questions and concerns were noted (italics represent comments by PAC members):

- *Given that safety is the primary driver, what consideration has been given to a speed limit reduction?* MTO Head Office is examining this issue, including the experience in other jurisdictions. The results of their work will be forthcoming.
- *Where is pavement being added?* The black areas on the plans indicate where additional pavement is required. Existing pavement is being used to the extent possible. For example, though there is widening from Highway 416 to Carling Avenue, the area near Woodroffe is not widened throughout as segments are already 4 lanes.
- *Where are the receptors for the air quality assessment and where are the criteria defined? What has been done about cumulative effects?* The assessment looked at background air quality to assess the cumulative effect. The air quality work will be described in more detail at the PICs and an air quality specialist will be there to answer questions. Receptors include schools, day cares, hospitals and retirement homes (any place with concentrations of younger or older people or those sensitive to air quality).
- *What are the dashed lines on the plans?* These indicate where property is required. Noise walls will be relocated where necessary.

MTO

Action By

- *ML-8 does not show a new noise wall at Parkdale for Reid Avenue residents.* TSH
MTO is examining this issue as part of this study, in particular, during the next and
phase, preliminary design. The project team will identify what needs to be MTO
replaced and added. After the study is completed, the work can be programmed.
Because of the condition of this noise barrier and the presence of a gap, the work
may be done under this study or may be done separately under the MTO's noise
wall retrofit program.
- *In the Nicholas to 174 section, is the proposal for four basic lanes in each
direction, five lanes where auxiliary lanes are required? Yes.* In the westbound
direction this means that the two existing lanes that enter Highway 417 from 174
will both be continuous past St. Laurent Boulevard.

B. Ruck explained the process for sensitivity testing and how submissions from PAC were incorporated into the work. Separate tests were only performed where the PAC weightings fell outside of the range selected by the evaluation team. About seven submissions were received from PAC members. In many cases, such as the strategic widening of the mainline, the preferred alternative scored significantly better than the alternative(s) and the results were not very sensitive to changes in weights. In some cases, the scores were not substantially different between alternatives and further examination was needed to select the technically preferred alternative.

P. Pawliuk noted that the Class EA Study for the widening of Highway 417 from Highway 416 westerly to Highway 7 was approved recently. It includes four lanes in each direction between Palladium Drive and Highway 416 (the median lane is proposed to be an HOV lane) and three lanes in each direction between Highway 7 and Palladium Drive.

- *Will the shoulder be available for use by buses?* The Reserved Bus Lanes will be in place until the Transitway is extended to Kanata.

B. Ruck noted that the project team has made a commitment to the City to review the operation of ramp terminal intersections during preliminary design, to determine where free-flow ramp ramps can be reasonable removed.

- *Will free-flow ramps also be looked at for removal at Moodie Drive intersection?* MTO
At Moodie Drive and Eagleson this can be looked at in detail design.

B. Ruck reviewed each of the TPA elements and described the reasons for the result. In general, the selection of the "do nothing" alternative means that the project team will look at less intrusive ways to improve the existing conditions. This may be better signage and pavement markings or advanced traffic management measures to provide positive guidance to drivers.

The "do nothing" alternative applies to both the Holly Acres Road ramp (from Highway 416 northbound and from Highway 417 eastbound) and the Richmond Road ramp from the westbound Queensway. At Richmond South side, a new ramp is recommended. OC Transpo has noted their support for a ramp configuration that provides them with a good interface for transit.

Action By

- *As Holly Acres Road is part of the City's cycling network, was cycling considered in the evaluation?* Yes. There was a tradeoff between improving cycling on Richmond Road through the elimination of free-flow on-ramps and cycling of Holly Acres Road. The Project team would like comments for the preliminary design process regarding cycling treatments. There was some discussion on the length of the right turn lane on Holly Acres Road and this will be reviewed during preliminary design. PAC
 - *Does the N-W ramp stay at Richmond?* Yes, but there will be a grade separation (structure) once the West Transitway is constructed.
 - *The bus stop at Greenbank Road on-ramp needs a widened area.* The bus stop will be included in the preliminary design. The project team will work with OC Transpo. TSH
 - *The prohibition of cyclists on the off-ramp to Greenbank from Ashley Street is a concern. A pathway to the ramp terminal intersection would be helpful.* It is not desirable from a safety perspective to have cyclists merge with high-speed traffic exiting the freeway via this ramp. A separate path on the Queensway ROW will not be considered.
 - *What lane arrangement is proposed at the new ramp terminal intersection on the north side at Woodroffe?* This new intersection is safer for pedestrians and cyclists due to the elimination of the free-flow ramps and provides an opportunity for pedestrians to cross at a signal. We are currently showing a left, a right and a combined left/right. The benefits to pedestrians and cyclists were considered important.
 - *Given the life span of recent improvements to the Maitland structure, the selection of the widening alternative does not imply a timing?* Correct. The project team will be developing a recommended sequencing for MTO's consideration and changes at Maitland would likely be longer term. TSH
- P. Pawliuk noted that the Planning Study for the replacement of the "thin slab" bridges between Clyde Avenue and Island Park Drive is underway and more information will be provided as the work progresses. These bridges have priority and it may be in the 2006/7 timeframe that replacement occurs.
- *Will the new bridges accommodate the widening recommended in the TPA?* The width needed to stage the work and provide three lanes in each direction during structure replacement will provide the width needed for the subsequent widening.
 - *What happened with the screened out alternative for the north side of Carling Avenue?* The operation of the signal at Kirkwood and Carling made the barrier separation alternative unacceptable. The project team is working with the City as they explore options on their road to improve traffic operations. TSH and MTO

Action By

B. Ruck explained that some alternatives were “screened out” during the evaluation where they have unacceptable impacts and would not be implemented as part of this study. This includes Carling north side, Vanier Parkway and some Island Park Drive alternatives.

- *Is property required between Maitland and Carling?* A sliver of property is needed near the eastbound off-ramp to Carling.
- *The existing situation at Carling and Kirkwood is a significant issue.* The solution at Island Park Drive, adding the move to southbound Merivale Road, is expected to provide some relief to the Carling off-ramp and also to Parkdale by providing an alternative route. The City can implement improvements to Carling Avenue as soon as ideas are formulated and plans are developed.
- *What is the reaction of NCC to the proposed roundabout at Island Park Drive?* The selected alternative was put forward by the NCC. There is some uncertainty about the land ownership in this area.
- *What has been done about the pedestrian/cyclist issue at roundabouts?* Further research has indicated that the design selected for the roundabout is favourable to pedestrians and cyclists as speeds are slow and they have the right-of-way across the legs.
- *There is an informal path that crosses the new ramp. Will this be preserved or re-routed?* Yes. The path will be re-routed. The design of landscaping will be negotiated with the landowners. The removal of trees will be minimized. TSH
- *Will commercial vehicles be restricted on the ramp?* We will be clarifying with NCC whether or not commercial vehicles will be allowed to use the route to Merivale Road. The roundabout has been designed to accommodate fire and emergency vehicles. TSH and MTO
- *What are the noise impacts if trucks were allowed?* We will check to see what volume of commercial vehicles was included in the noise analysis. TSH
- *Will pavement that is no longer required be removed?* Yes. Areas of removals will be landscaped. NCC will have influence in the Island Park Drive area. A landscaping plan will be part of the preliminary design phase to come. The new structures also have opportunities for enhancing their appearance. TSH
- *How will traffic operate?* A modern roundabout has yield signs for traffic entering the roundabout.
- *Does the proposed ramp for Parkdale north relate to the ongoing development of Lebreton Flats and other new development north of the Queensway?* Emergency Services and Public Works and Government Services Canada objected to the closure of the E-NS ramp at Parkdale because of the importance of access to the hospital and Tunney’s Pasture and other development. The closure alternative was screened out.

Action By

- *This will not help traffic on Parkdale Avenue.* The City is responsible for traffic issues on Parkdale Avenue. This study is focused on solving problems related to the Queensway and cannot solve all problems related to crossing roads.
- *If the connection to Merivale is provided at Island Park Drive, the E-NS exit at Parkdale could be restricted to emergency vehicles only.* While there will be natural diversion away from Parkdale Avenue due to the new connection at Island Park Drive, closure would result in unacceptable impacts at adjacent interchanges.
- *The alternative with an exit to Booth Street was discarded?* It was considered but not selected.
- *Booth is a residential street north of the Queensway. The Parkdale ramp will not change and traffic on Parkdale will not increase as a result of the ramp re-alignment. There will be traffic infiltration if the Parkdale ramp is closed. This area around Booth Street cannot handle more traffic. Shifting the Queensway exit to Booth is not a solution.*

B. Ruck noted that all people who are potentially affected (i.e. where homes are required) by the TPA received a hand delivered letter today. He clarified that east of Parkdale, the Melrose homes shown with an “X” are not required. The one home at Nicholas Street that is required is due to Queensway widening, while other home impacts are due to interchange improvements.

- *The Civic Hospital Neighbourhood Association has gone house to house along the south side of Westmount Avenue and most people contacted prefer the re-alignment option. All but two residents contacted accept the alternative requiring them to sell. The Association will provide a report to the Project team.*

CHNA

B. Ruck noted that the TPA is not at the approval stage yet. Comments are being solicited at PAC and at the PICs to be held later in June.

- *The south side off-ramp at Parkdale is currently used as a two-lane ramp. This arrangement will be formalized, requiring a minor widening towards the Queensway.*
- *Many people go to the Emergency Room at the Civic via the Queensway Ramps.*
- *Speed management to slow vehicles on the exit ramp is required. A signing strategy will be developed for the Queensway.*
- *Some people exit at Parkdale thinking it is a route downtown. More signing to downtown is required. MTO could also sign the route to the Civic Hospital via Carling Avenue from the west. The City is planning long-term transit improvements on Carling that would impact on capacity along this route.*

TSH

Action By

- *The closure of the Lyon on-ramp will be popular with downtown residents. What did City staff say about the traffic diversion? This could lead to increased traffic on some streets.* We estimated that about 30% of traffic currently using Lyon Street will divert to O'Connor in the peak and 70% will divert to Bronson via a number of routes (including southbound Bronson and westbound Catherine). City staff is concerned about traffic operations at the intersection of Bronson and Catherine. Staff were part of the evaluation team.
- *The intercity buses will now have to travel to Bronson. The weave on Catherine between the Bronson off-ramp and the Bronson intersection is a concern.* The TPA is a tradeoff between capacity at Bronson and Catherine and high-speed collisions on the Queensway.
- *Lyon is the main exit from the hotel district and good signing is required for unfamiliar drivers.* Noted.
- *What were the technical issues that resulted in the Booth Street exit alternative not being selected?* City staff and others noted Bronson as the main access to the University, the airport and other major trip generators. This was one factor in the decision.
- *Traffic could loop back to Bronson.* The resulting traffic infiltration was not supported.
- *Where are the PAC weightings in this area?* They were covered within the Evaluation teams weightings.
- *The realignment of Chamberlain through the old OBE building is an excellent idea.*
- *Chamberlain Street should have traffic calming to reduce traffic speeds.* The City will have input into measures such as traffic claming. City staff also mentioned that they might close Imperial Avenue at Bronson. The decision regarding the configuration of City streets will lie with the City. The MTO plans will indicate that the "connection to be decided by the City of Ottawa".
- *The right-turn lane northbound on Bronson is a pedestrian / cyclist concern.* Details will be examined with the City during preliminary design. TSH
- *The MTO resistance to a connection for the Alta Vista Transportation Corridor (AVTC) is welcome.* MTO have not "resisted" a connection to a possible future AVP, but they have told the City that the AVTC connection is their responsibility. The study team has not seen any plans on this yet.
- *There is a concern about through traffic on Chestnut if the Lees Avenue off-ramp is aligned with this local street.* Chestnut is not a through street so the desire to infiltrate is negligible. (The option to do so exists today and doesn't appear to be a problem)

Action By

P. Pawliuk noted that there would be short-term community impacts during construction to build retaining walls, etc. There are locations where noise walls must be taken down in order to build new retaining walls. In the location east of the Rideau Canal and immediately north of the Queensway, there is an older three-story apartment building that may be impacted during construction. Construction access to the south side of the Queensway at Hawthorne may result in short term community impacts. More detailed work on the requirements for construction is required to properly identify the impacts.

TSH

- *Are there impacts on the park that was willed to the City for park use? Widening is planned in this area.*
- *Why was the Vanier alternative screened out? That was a mutual decision with the City, as the alternative did not address the problem.*

B. Ruck noted that at St. Laurent Boulevard, about one third of the westbound exiting traffic originates on Highway 417 and two-thirds originates on OR 174. The decision was made to prohibit traffic from Highway 417 from exiting at St. Laurent, thus eliminating the weaving issue. Highway 417 traffic must use Aviation Parkway or Innes Road to access St. Laurent Boulevard.

- *What are the alternative routes for traffic currently using the S-E ramp on the south side of St. Laurent Boulevard and why close it? Both Innes Road and Ogilvie Road are potential alternative routes, depending on the traveler's destination. The ramp traffic is involved in a disproportionate number of collisions on the Queensway as they make their way to the OR 174 exit.*
- *Please notify the PAC once the Air Quality Report is available on the web site.*

BR-
TSH

7.0 The PIC locations are provided in the presentation material (Civic Centre, Nepean Sportsplex and Pineview Golf Course). The next PAC will be in the fall, in advance of the series of public involvement centers on the preliminary design.

END OF NOTES

Distribution: Attendees
PAC Distribution List

Attachment: Presentation slides