

Airport Parkway and Walkley Road Councillor Brockington's Community Meeting

**Project Update: Impact of Walkley Road Modifications
Prior to Airport Parkway Widening**

**Jim Durrell Recreation Centre, Ellwood Hall
January 8, 2024**



Transportation Planning and Infrastructure Services

Project update agenda

1. Project Background
2. Overview of Current Walkley Plans
3. Purpose for the Presentation: Four Key Questions
4. Proposed Mitigation Measures
5. Next Steps
6. Questions

Project background

2017 Environmental Assessment

- Airport Parkway and Lester Road Widening Environmental Assessment was approved by Council in 2017
- EA project scope included:
 - Widening of the Airport Parkway from 2 to 4 lanes between Brookfield Road and Hunt Club Road
 - A new southbound off-ramp and roundabout at Walkley Road
 - Improvements to Walkley Road to mitigate impacts from the new off-ramp (a community driven request)
 - A new MUP along the west side of the Airport Parkway

February 2023 Council Motion

- Move forward with the following project elements:
 - Traffic mitigation on Walkley from the off-ramp to McCarthy
 - New active transportation measures on the Walkley overpass
 - New multi-use pathway along the west side of the Airport Pkwy.
 - New southbound off-ramp and roundabout
 - Protected intersection at McCarthy
- Defer widening of the Airport Parkway until the Transportation Master Plan (TMP) update is complete and the Trillium Line is operational for two years

Project background (cont'd)

Previous Public Engagement

- 2014-2016 consultations for the EA Study
 - Three formal public open houses
 - Five meetings with Agency/Business/Public Consultation Groups
- September 2021 Riverside Park Community Association presentation
- April 2022 community information session on the Walkley Road pilot project
- November 2022 Airport Parkway Widening Public Open House
- December 2022 Walkley Road Corridor Town Hall Meeting

A refresher: Proposed Walkley Road modifications

- Protected bike lanes and intersection
- One vehicle travel lane in each direction
- Median two-way left turn lane
- Ride-over bus stops
- Existing sidewalks remain



Typical bus stop



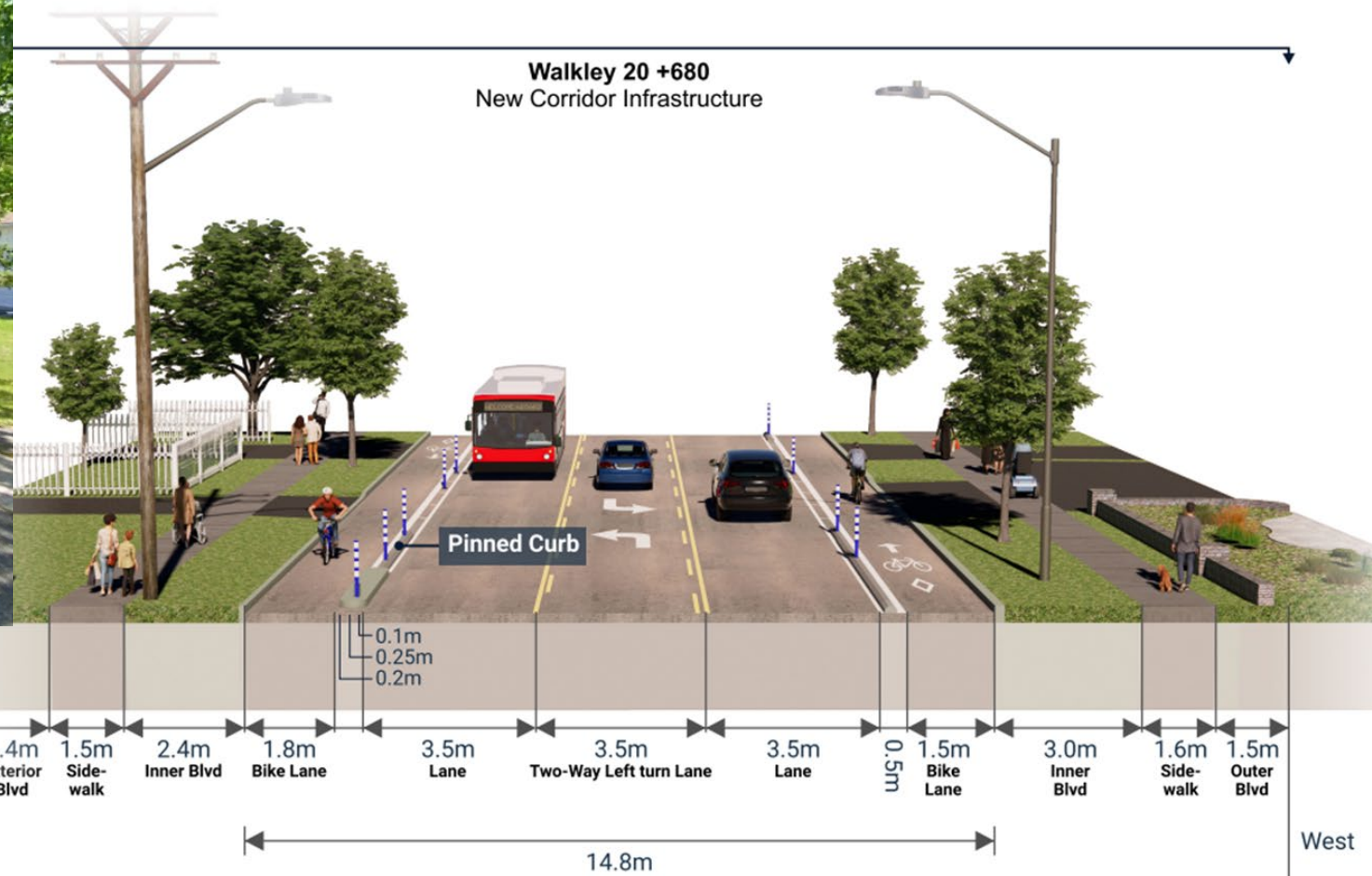
Typical roadway segment

A refresher: Proposed Walkley Road modifications (cont'd)

From this...



To this...

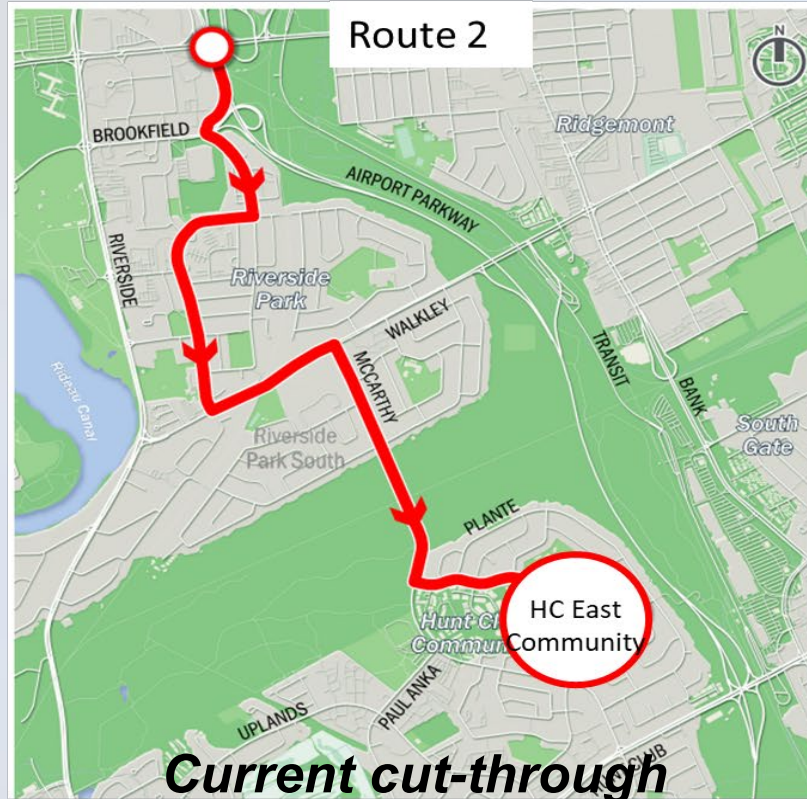


Purpose of today's presentation: Four key study questions to answer

Without the widening of the Airport Parkway, and **with** the introduction of the new off-ramp to Walkley Rd **including** the associated Walkley Rd modifications:

1. *What would be the change in traffic volumes on Walkley Road?*
2. *What are the future traffic operations with the Walkley Road improvements in place?*
3. *What are the potential cut-through traffic implications?*
4. *What are the forecasted operations at the Walkley/McCarthy intersection following its modification to a protected intersection?*

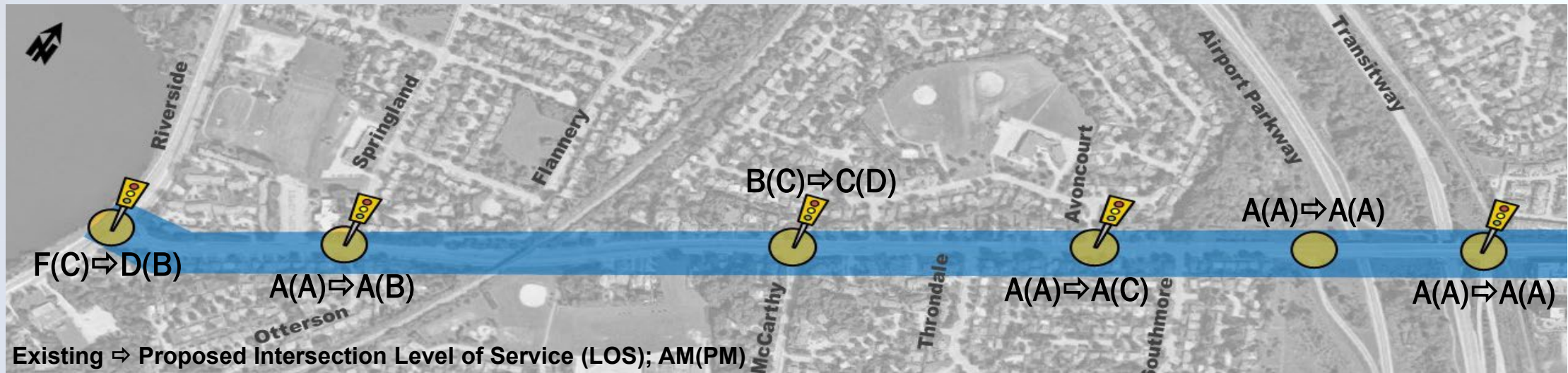
Question 1: Changes in Walkley Road traffic volumes



- New off-ramp triggers diversion of an additional **100 vehicles/peak hour** to Walkley westbound
- A 2-lane Airport Pkwy at 115% capacity triggers an additional **50 vehicles/peak hour** to Walkley WB

Answer: Total diversion of +150 vehicles per peak hour on Walkley westbound


Question 2: Changes in Walkley Road traffic operations



- The majority of intersections will operate similar to existing at Level of Service 'D' or better during peak periods
- Meets City's target LOS 'E' for overall intersection operation, even at Airport Pkwy worst case 115% capacity
- East-west operations compared to existing conditions experiences a minor increase in travel time (average of +10 seconds/vehicle), similar to a 4-lane Airport Pkwy condition

Answer: +10 seconds/vehicle compared to existing, negligible increase compared to Airport Parkway 4-lane scenario with McCarthy protected intersection

Question 3: Southmore and Thorndale/Provost cut-through analysis

- **Existing** Cut Through: 35 vph cut-through traffic ()
- **2-lane** Airport Pkwy: 50 to 150 vph cut-through traffic

Answer: There is an increased potential for cut-through traffic with the 2-lane Airport Parkway.

We heard the community – despite potential increase in cut-through traffic, we are not recommending restricting these turn movements given the negative impact it would have on local residents accessing their homes.

Instead, traffic calming measures are expected to be implemented on Southmore next year in advance of the proposed Walkley modifications.

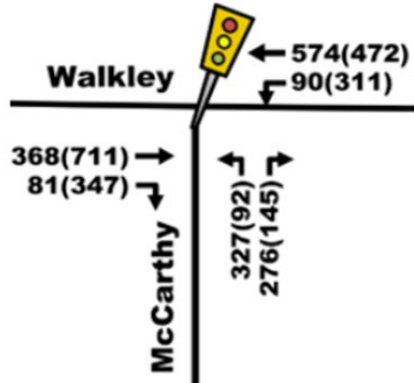
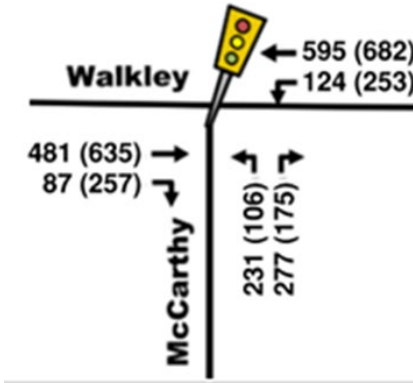
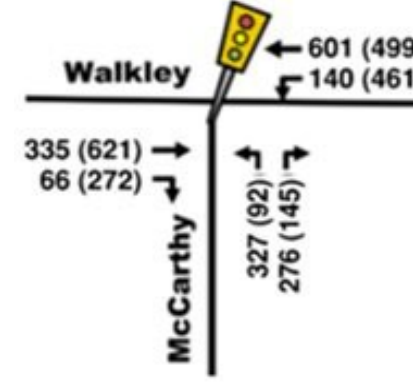
They include:

- A raised crosswalk at Walkley
- A new west side sidewalk from Walkley to Garwood
- 4 new speed humps

This will be monitored and adjusted if needed after implementation



Question 4: Walkley/McCarthy volume assumptions

Existing Baseline Pre-pandemic	Existing 2023 <i>(Pandemic recovery volumes)</i>	Forecasted growth New SB off-ramp 2-lane AP No turn restrictions
		
WBL Baseline: 311 EBR Baseline: 347 EBT Baseline: 711	-58 peak WBL -90 peak EBR -76 peak EBT	+150¹ peak WBL -75¹ peak EBR -90¹ peak EBT

Critical movements:

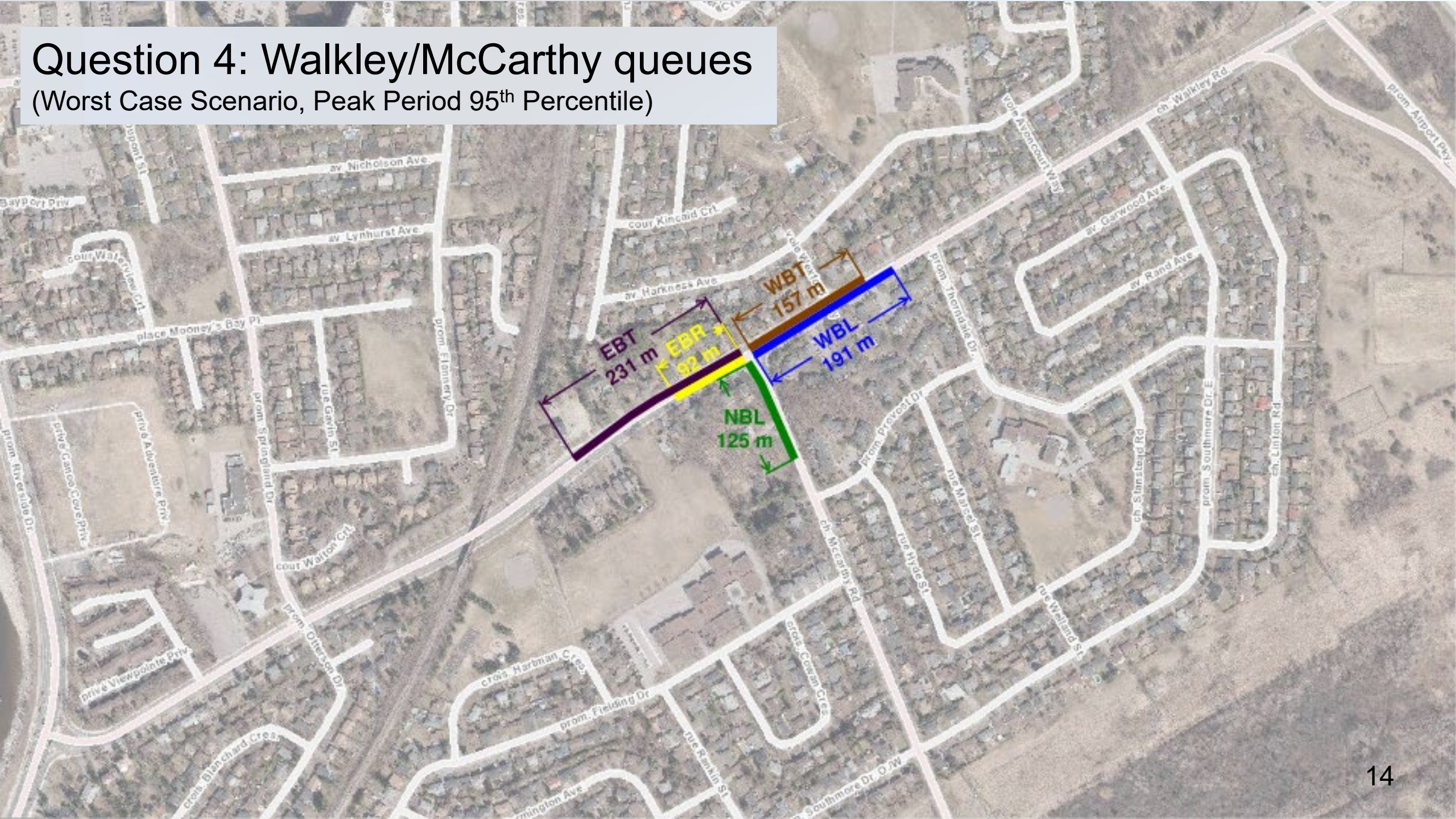
1. Vehicles currently using Flannery/Springland/Riverside to Walkley EB will use Airport Pkwy and the new SB off-ramp to Walkley WB instead

Question 4: Walkley/McCarthy peak hour traffic conditions - AM (PM)

Existing Pre-Pandemic (Baseline)	LOS	Delay (s)	95 th % queue (m)	50 th % queue (m)	
Preferred Scenario, under 2 lane Airport Pkwy., and no Southmore/Thorndale turn restrictions					
Overall	B (D)	13 (40)	-	-	+15s (+2s)
	C (D)	28 (42)	-	-	
Northbound Right <i>60m storage</i>	B (A)	12 (8)	36 (12)	12 (0)	-12s (-8s)
	A (A)	0 (0)	0 (0)	0 (0)	
Northbound Left <i>60m storage before blocking NBR</i>	C (C)	32 (29)	62 (21)	38 (13)	+33s (+22s)
	D (A)	65 (51)	125 (42)	72 (19)	
Westbound Through <i>400m to Avoncourt Signal</i>	A (A)	7 (3)	12 (6)	22 (4)	+10s (+6s)
	A (A)	17 (9)	157 (70)	67 (13)	
Westbound Left <i>110m storage to Wexford</i> <i>Additional 110m in TWLTL</i>	A (C)	8 (21)	5 (108)	4 (9)	+56s (+23s)
	B (C)	64 (44)	74 (191)	31 (81)	
Eastbound Right <i>200m storage</i>	n/a	n/a	n/a	n/a	+13s (-30s)
	A (B)	22 (38)	13 (92)	10 (57)	
Eastbound Through <i>275m to future Ped. Signal</i>	A (E)	9 (68)	18 (93)	11 (54)	+15s (+10s)
	C (F)	24 (78)	90 (231)	48 (144)	

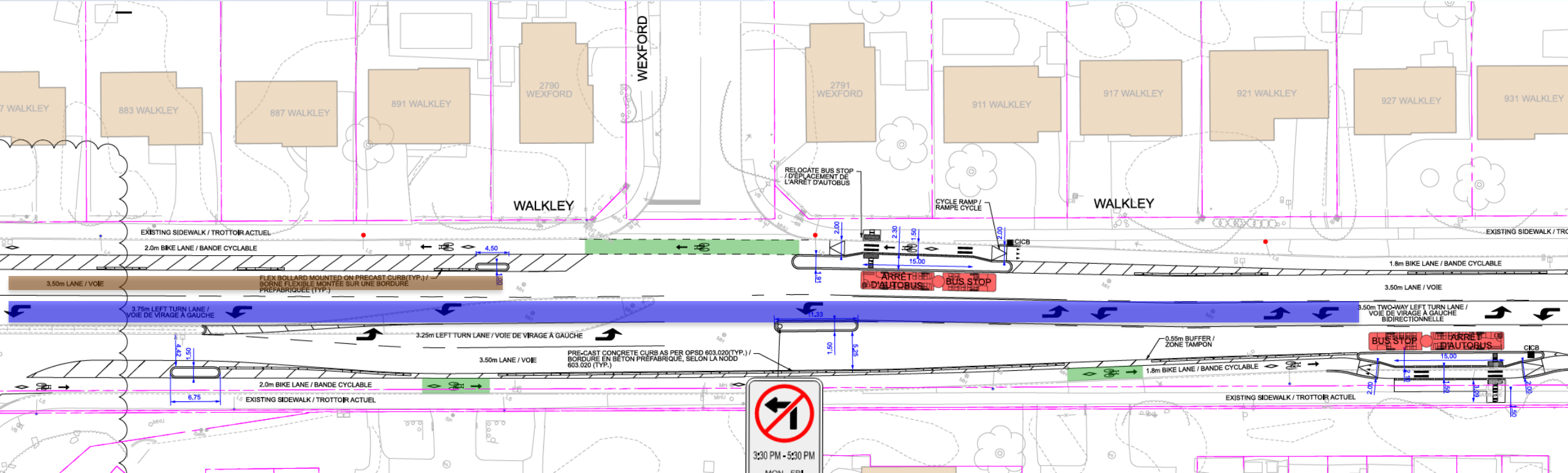
Question 4: Walkley/McCarthy queues

(Worst Case Scenario, Peak Period 95th Percentile)



Question 4: Walkley/McCarthy queues - at Wexford

- The eastbound left turn from Walkley to Wexford is an important connection to the community
- New left turn lane provided here to avoid impacts to eastbound through traffic
- Afternoon peak period turn restriction (Monday to Friday 3:30 pm to 5:30 pm) recommended due to westbound left turn queue at McCarthy
 - For this 2-hour period left turns can be made 300m to the east at the Avoncourt signal; or the new roundabout 600m to the east could be used to make a U-turn



Next steps

- Continue with detailed design which:
 - **Maintains existing 2-lane** Airport Parkway
 - Includes new Airport Parkway **west side MUP**
 - Adds new **southbound off-ramp** and associated **Walkley mitigations**
 - **Maintains turning movements at Southmore and Thorndale**
 - **Restricts left turns at Wexford** (two hours, afternoon peak)
 - Incorporates the **protected intersection at McCarthy**
- Construction of Phase 1 could begin in 2025

How to submit feedback



- 1) Review materials and/or provide comments via the City's project website: ottawa.ca/airportparkwaywidening
- 2) Submit feedback using the [online form](#) by **January 22, 2024**.
- 3) City Project Managers:

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Questions/Discussion