Conroy Road and Davidson Road
Traffic Control Device
Contract No. CP000842

Public information session

April 10, 2025

Land acknowledgement

We recognize that Ottawa is located on unceded territory of the Anishinaabe Algonquin Nation.

We extend our respect to all First Nations, Inuit and Métis peoples for their valuable past and present contributions to this land.

We also recognize and respect the cultural diversity that First Nations, Inuit and Métis people bring to the City of Ottawa.

Welcome & introductions

Welcome to the virtual public information session for the Conroy Road and Davidson Road traffic control device project.

The purpose of this public information session is to present the functional design work completed to date for the project and receive feedback from the community regarding the two options for a traffic control device at this location; traffic control signal or roundabout.

The City of Ottawa has retained Novatech to confirm the preferred traffic control device for implementation and complete detailed design tasks to progress to construction. Dillon Consulting Limited previously completed a Functional Design Study (March 2023) for the project.

Key project staff:

City Project Manager
Kyle Carson, P.Eng.
Engineer, Infrastructure Projects
Design and Construction Municipal
Infrastructure and Water Services
100 Constellation Drive, Ottawa, ON K2G 6J8
Tel: 613-580-2424, ext. 16874
Email: kyle.carson@ottawa.ca

Lead Design Consultant
Nathan Quinn, P.Eng.
Senior Project Manager
Public Sector Engineering
Novatech
240 Michael Cowpland Drive, Ottawa, ON K2M 1P6
Tel: 613-254-9643
Email: n.quinn@novatech-eng.com

Purpose of the project

- **Primary objective:** Modify the existing offset intersections of Conroy Road and Davidson Road into a single aligned intersection to improve operation and safety for all road users.

- **Functional design objectives:**

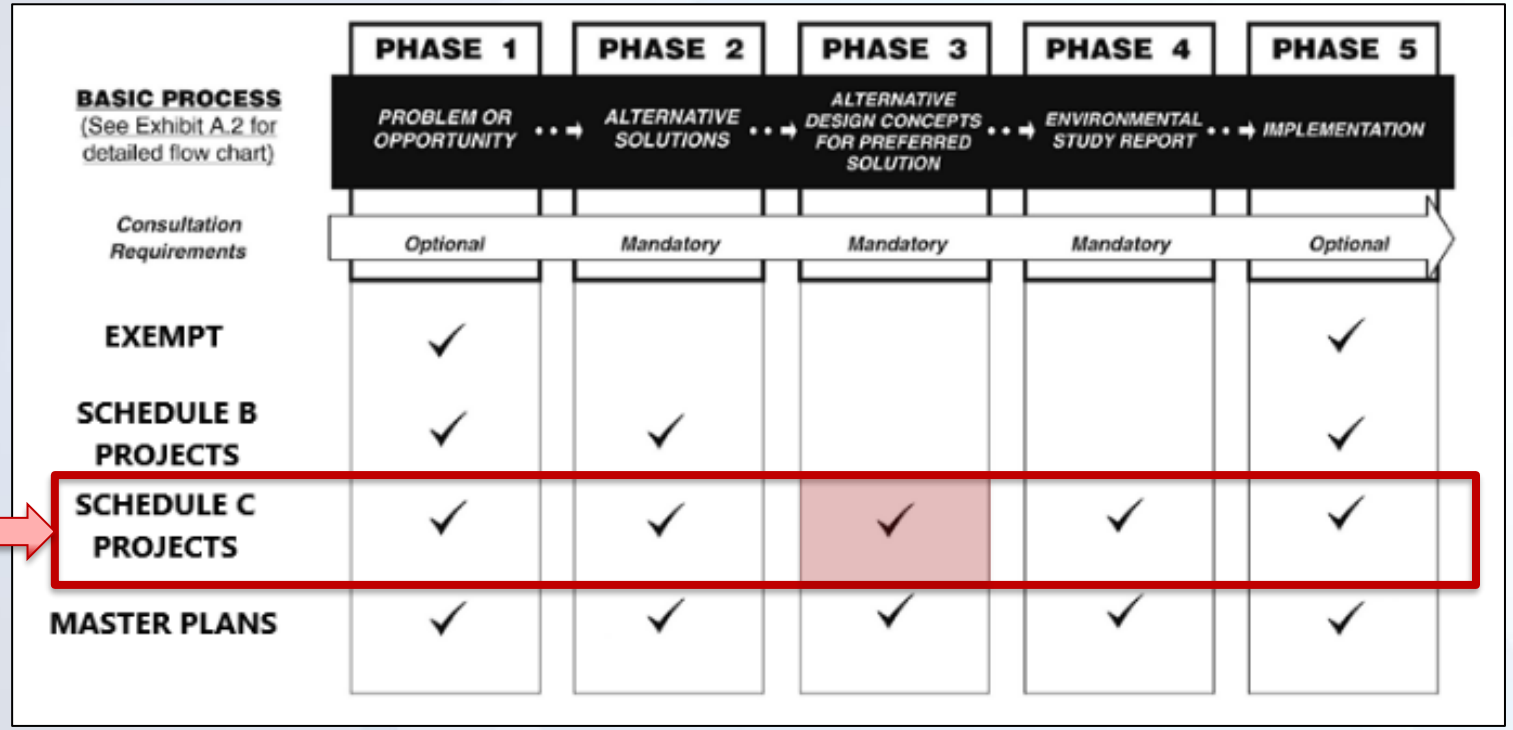
1. Determine which portion of Davidson Road should be realigned (east or west of Conroy Road).
2. Identify preferred traffic control device (traffic control signal or roundabout) for improvement to operations, accommodation of existing and future traffic, and integration with Ontario Accessibility (AODA) requirements.

A preferred realignment for Davidson Road has been identified and will be discussed later in the public information session

Municipal Class Environmental Assessment

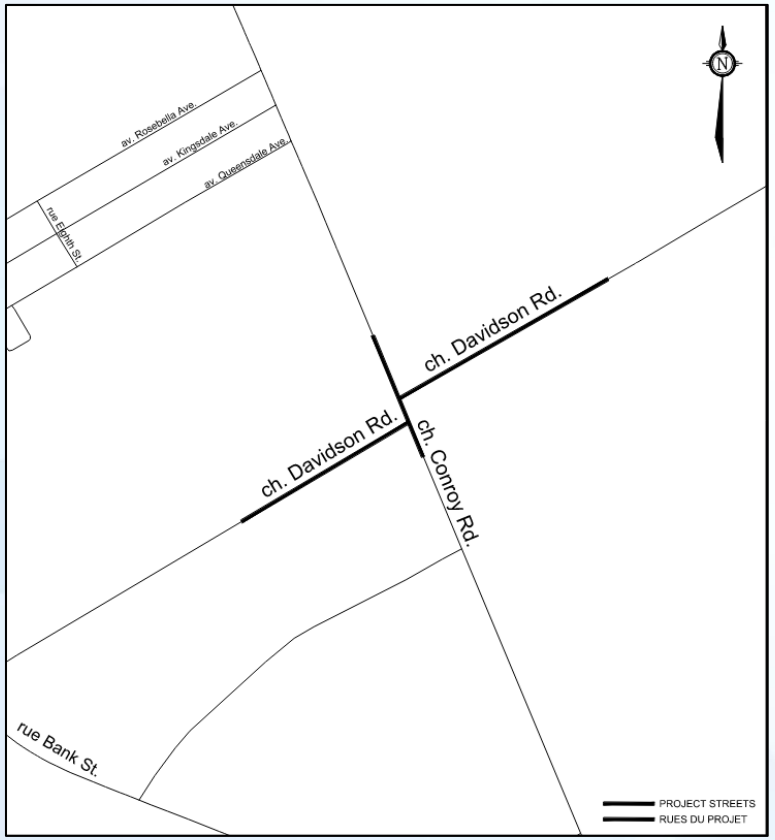
- This project is being planned following the **Schedule C** process of the **Municipal Class Environmental Assessment (MCEA)** as required by the **Ministry of the Environment, Conservation and Parks (MECP)** for Ontario.

We are here



Existing conditions

- Davidson Road currently intersects Conroy Road at two offset tee intersections spaced approximately 50 metres apart.
- Within the project limits:
  - Conroy Road is an arterial roadway and designated truck route with a posted speed of 70km/hr;
  - Davidson Road west of Conroy Road is a collector roadway and east of Conroy Road is a local roadway, both segments have posted speeds of 80km/hr;
  - There are no existing pedestrian facilities;
  - OC Transpo operates along Conroy Road; and,
  - Conroy Road is designated as a cycling Spring Route in the City of Ottawa's 2013 Transportation Master Plan (TMP); it is assumed cyclists use the existing paved shoulders.
- Signal warrants have been 100% met for this location.



Land considerations

- **Land ownership:** The National Capital Commission (NCC) owns the land surrounding the existing Conroy Road and Davidson Road right of ways (ROW). The existing portion of the Davidson Road ROW that is no longer required after realignment will be naturalized and provided to the NCC as part of the land exchange with the City of Ottawa. The project is subject to the process known as Federal Land Use, Design and Transaction Approval (FLUDTA).
- **Land usage:** There are existing residential dwellings and commercial businesses within the immediate vicinity of the project. Land acquisition required for the project will not be changing the leasing and/or operability of these properties.

West leg of Davidson Road facing north-east

Environmental considerations

- Natural Environment Constraints and a Federal Species at Risk (SAR) Screening were completed as part of the Functional Design Study. Additional environmental and field investigations will occur in the spring of 2025.
- A Provincially Significant Wetland, Lester Road Wetland Complex (LRWC), is in the north-west quadrant of the existing Conroy Road and Davidson Road south leg intersection.

North leg of Conroy Road facing south

Evaluation process

There are seven key considerations to be evaluated as part of the MCEA process for selection of the preferred design. A summary of the key considerations and how they are being addressed as part of the project is identified below:

1	Land-use planning objectives	–	City of Ottawa Official Plan and Policies (Road Classification, Traffic Operations, Safety, etc.) support modifications at the subject intersection.
2	Natural heritage features	–	Natural Heritage Memo addresses environmental and SAR impacts, as well as recommended mitigation measures to be incorporated into design and construction.
3	Social environment	–	Impacts to the community and project stakeholders (including the property owner and tenants).
4	Cultural environment	–	Stage 1 Archaeological Assessment, with recommendation for Stage 2 Archaeological Assessment in select areas.
5	Indigenous communities	–	Consideration for communities impacted by the project. *Consultation with Indigenous communities is planned following the public information session.*
6	Economic environment	–	Project impact on the surrounding commercial and industrial lands has been reviewed, as well as development of construction cost estimates.
7	Property	–	Acquisition of additional property will be minimized where possible.

Comments received as part of this public information session will be weighed in this section

Alignment options

Four realignment options were considered as part of the Functional Design Study:

1. Northerly realignment of Davidson Road
   a) Traditional traffic signal
   b) Single lane roundabout
2. Centered realignment of Davidson Road
   a) Traditional traffic signal
   b) Single lane roundabout
3. Southerly realignment of Davidson Road
   a) Traditional traffic Signal
   b) Single lane roundabout
4. Maintain Davidson Road alignments
   a) Two roundabouts in series

Alignment selection

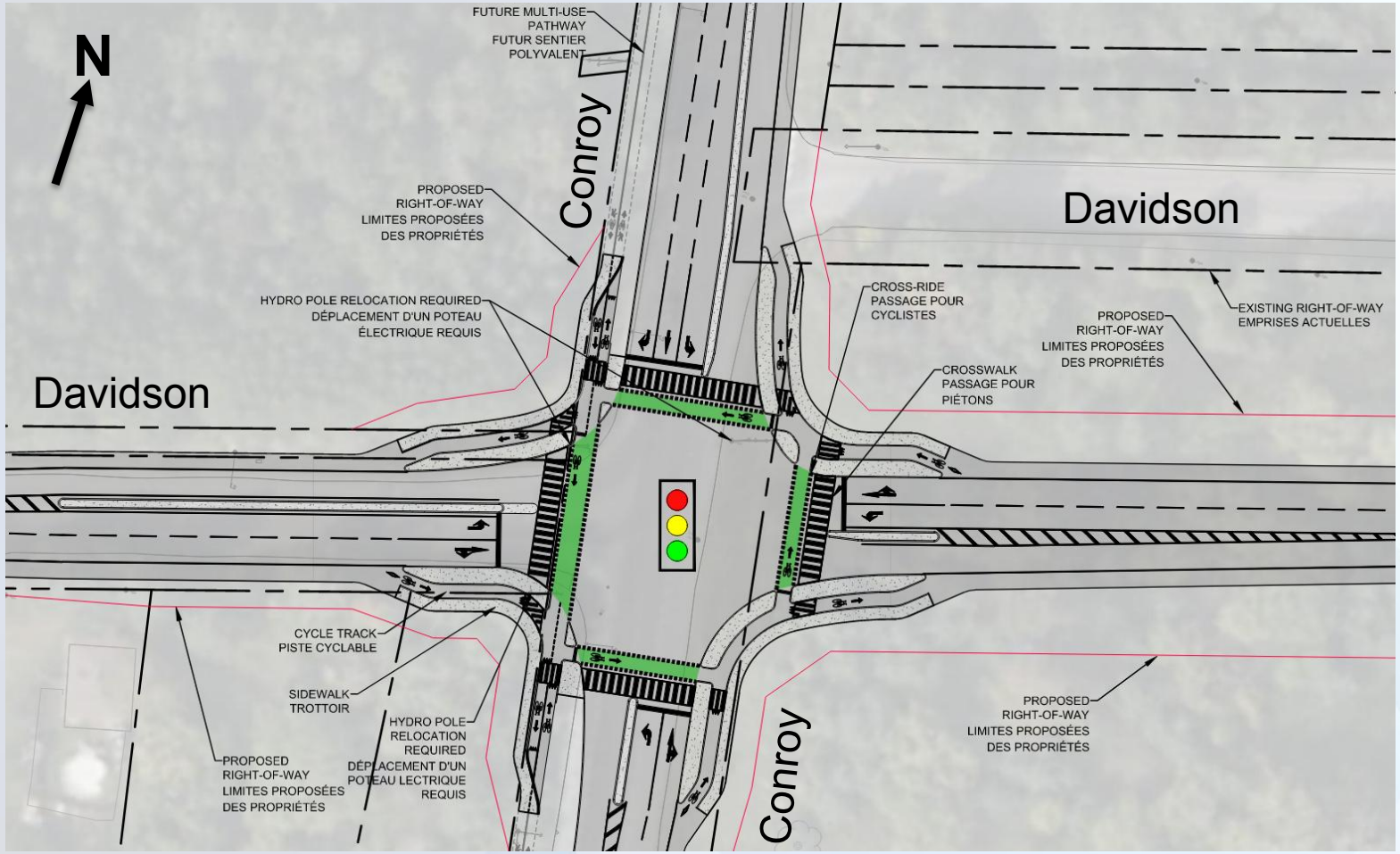
The following high-level advantages and disadvantages were identified for the four alignment options:

Alignment option	Advantage	Disadvantage
Northerly realignment	Avoids impacts to existing buildings in the southwest quadrant of the intersection	• Significant environmental impacts (loss of portions of the LRWC and potential SAR habitat); • Modifications to tributary of municipal drain and culvert replacement required; and • Property acquisition required to the west of Conroy Road.
Centered realignment	Avoids impacts to existing buildings in the southwest quadrant of the intersection;	• Significant environmental impacts (loss of portions of the LRWC and potential SAR habitat); • Modifications to tributary of municipal drain and culvert replacement required; and • Increased construction cost and property required as both approaches to Conroy Road would be reconstructed.
Southerly realignment	No impact to the LRWC	• Environmental impacts (loss of potential SAR habitat); • Potential impacts to access of the residential dwelling in the southwest quadrant of the intersection; and • Property acquisition required to the east of Conroy Road.
Maintain alignments	Minimized impact to the natural environment, including potential SAR habitat, due to the ability to maintain existing alignments on Davidson Road	• Unusual roundabout configuration could lead to human-factor errors, including confusion during roundabout navigation; • Additional small radius curves could prove problematic for navigation by large vehicles; • High volumes of large vehicles could result in increased queuing in the peak periods as no other vehicles should enter the roundabout(s) when those vehicles are navigating it; and • More circuitous for pedestrians and cyclists to navigate.

Preferred alignment for new traffic control device configuration (traffic signal or roundabout)

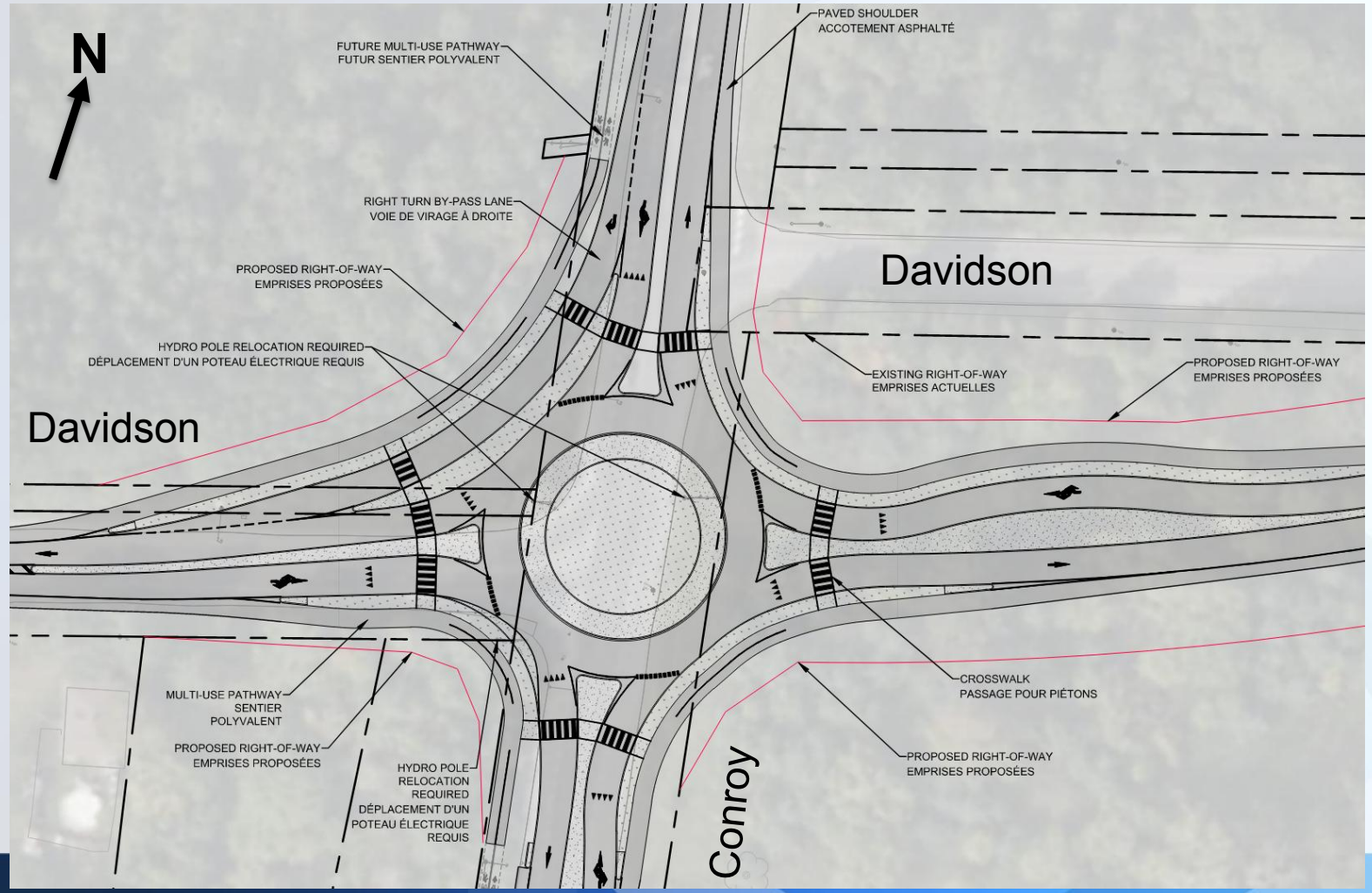
Traffic control device configuration

a) Traditional traffic signal



Traffic control device configuration

b) Single lane roundabout



Traffic control device assessment

Key consideration	Traffic control device	
	Traffic signal	**Roundabout**
Land-use planning objectives	• Improved traffic operations • Accommodates Cycling Master Plan • Improved safety for vehicular traffic and vulnerable road users	• Improved traffic operations • Accommodates Cycling Master Plan • Improved safety for vehicular traffic and vulnerable road users
Natural heritage features	• Estimated loss of swamp and forest area (impacts to wetlands and SAR habitat) to be confirmed • Potential modifications to existing culvert crossings on Davidson Road east and west of Conroy Road	• Estimated loss of swamp and forest area (impacts to wetlands and SAR habitat) to be confirmed • No impacts to existing watercourses
Social environment	• Potential impacts to 3302 Davidson Road – road widening across frontage • Potential impacts to 3359 Davidson Road – driveway extension to connect with the realigned roadway	• Potential impacts to 3302 Davidson Road – road widening across frontage • Improved aesthetics could act as gateway feature into the Ottawa Greenbelt / NCC Lands
Cultural environment	• Area of archaeological potential to be confirmed, potential for Stage 2 Archaeological Assessment	• Area of archaeological potential to be confirmed, potential for Stage 2 Archaeological Assessment
Economic environment	• Slightly reduced construction costs compared with a roundabout	• Slightly reduced operational costs over life cycle compared with a traffic signal
Property	• ROW acquisition area to be confirmed	• ROW acquisition area to be confirmed

Project schedule

- **Public information session comment period closes:** April 24, 2025
- **Completion of environmental / field investigations:** late spring 2025
- **Preferred functional design:** late spring / early summer 2025
- **Publishing of MCEA Environmental Study Report:** summer 2025
- **Preliminary design:** late summer 2025
- **NCC FLUDTA Approval:** early fall 2025
- **Detailed design:** late fall 2025
- **Construction:** spring 2026 – spring 2027 (pending funding approval for construction)

Thank you

Thank you for attending this virtual public information session for the Conroy Road and Davidson Road traffic control device project.

The City has a proactive communications approach. The project team will provide project updates using different methods to communicate, including letters and posting information on the project webpage at **ottawa.ca/ConroyDavidson**.

We encourage you to share your thoughts with us and submit any questions or comments via the online form by **April 24**, **2025**.