

Walkley Road Corridor Town Hall Meeting



Agenda

1. Meeting Objectives and Overview of Projects
2. Background
3. The City's Vision for Walkley Road
4. Update on Various Transportation Projects
5. Walkley Road Pilot Project Results
6. Next Steps and Opportunities for Further Input

Introduction To Tonight's Presenters

Ron Clarke – Consultant Project Manager (Parsons), Vice President, Transportation, Ottawa

Jake Berube - Transportation Engineer, Parsons

Andrew Eagen – Project Manager Cycling and Walking Programs, Active Transportation Planning, City of Ottawa

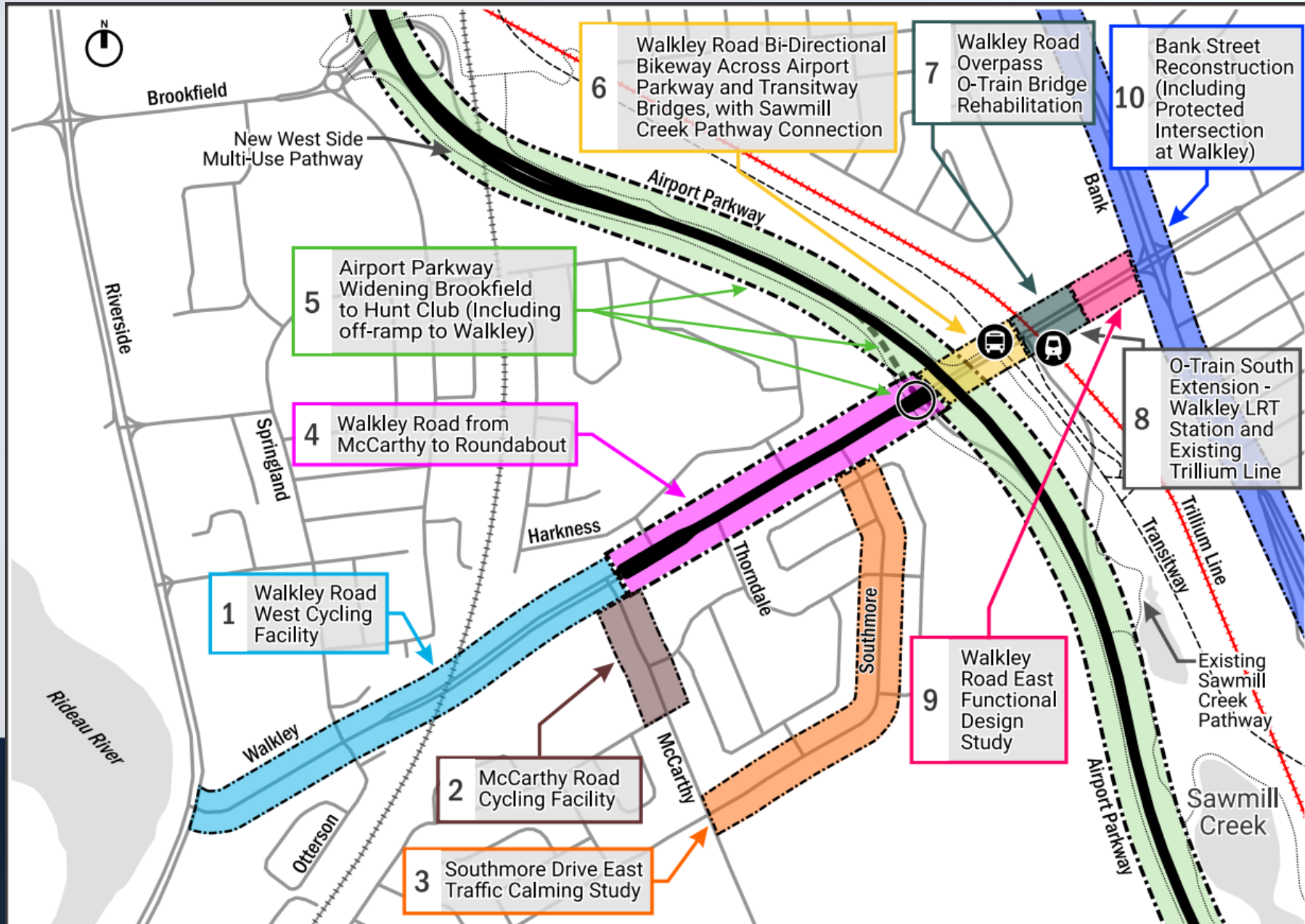
Shawn McGuire – Traffic Assessment Specialist, Public Works Department, City of Ottawa

Town Hall Meeting Objectives

- To provide an overview of the City's "bigger picture" **vision and plans** for Walkley Road between Riverside Drive and Bank Street
- Provide updates on the various City transportation **investment plans** for the corridor
- Present analytical findings of the **spring 2022 lane reduction pilot project**
- Report on and respond to **community concerns** that have been expressed
- Engage in **dialogue** with the community
- Discuss **next steps** in the process

1.0 Overview of Investment Projects

Ten City Investment Projects Planned or Underway



Ten City Investment Projects Planned or Underway

	Project and Limits	Design Status	Funding / Implementation Horizon
1	Walkley Road West Cycling Facility – Riverside to McCarthy	Functional Design Commenced Winter 2022 and to be completed winter 2023	Subject to annual budget decisions
2	McCarthy Road Cycling Facility	Functional Design	Subject to annual budget decisions
3	Southmore Drive East Traffic Calming Study	Detailed design commencing	Implementation planned for late 2023 or in 2024
4	Walkley Road Roundabout and Street Modifications – McCarthy to Roundabout	Detailed Design Commenced Winter 2022 and to be completed Fall 2023	Subject to annual budget decisions
5	Airport Parkway Widening – Brookfield to Hunt Club (including off-ramp to Walkley)	Detailed Design Commenced Winter 2022 and to be completed Fall 2023	Subject to annual budget decisions
6	Walkley Road Bi-Directional Bikeway across Airport Parkway Bridge, with Sawmill Creek Pathway Connection	Functional Design Commenced Winter 2022 and to be completed winter 2023	Subject to annual budget decisions
7	Walkley Road Overpass O-Train Bridge Rehabilitation	Substantially completion by December 2022	Funded
8	O-Train South Extension	Completion Scheduled 2023	Funded
9	Walkley Road East Functional Design Study (Walkley LRT Station to Bank Street Renewal Western Limit)	Functional Design	Subject to annual budget decisions
10	Bank Street Renewal, including Walkley/Bank Protected Intersection	Detailed Design Commenced Winter 2022 and to be completed Fall 2023	Subject to annual budget decisions

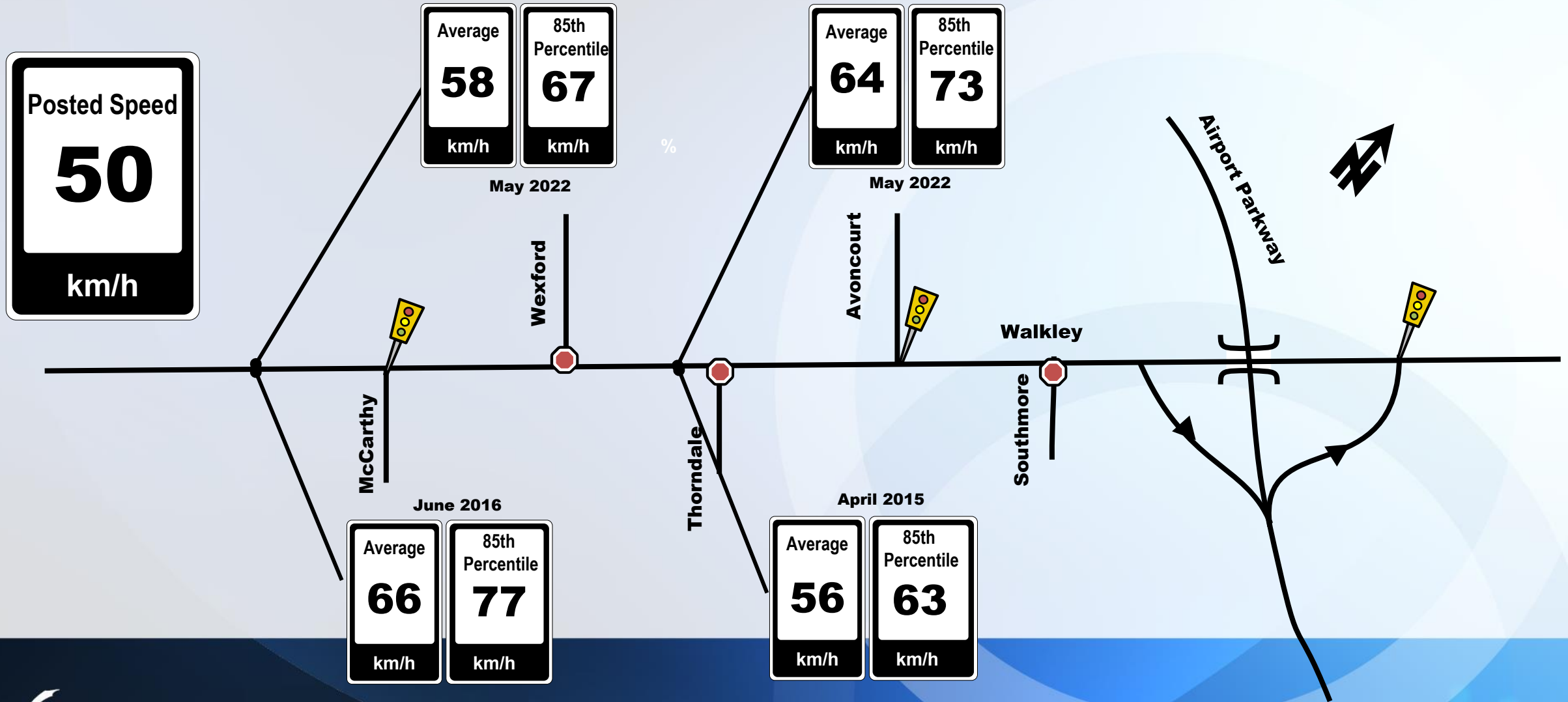
2.0 Background

2017 Environmental Assessment

- 2016 Airport Parkway and Lester Road Widening Environmental Assessment was approved by Council in 2017
- Design of Phase 1 is underway and includes:
 - Airport Parkway widened from two to four lanes between Brookfield Road and Hunt Club Road
 - New west side multi-use pathway
 - New southbound off-ramp at **Walkley Road** with a roundabout
 - Modifications to **Walkley Road** between McCarthy Road and Airport Parkway



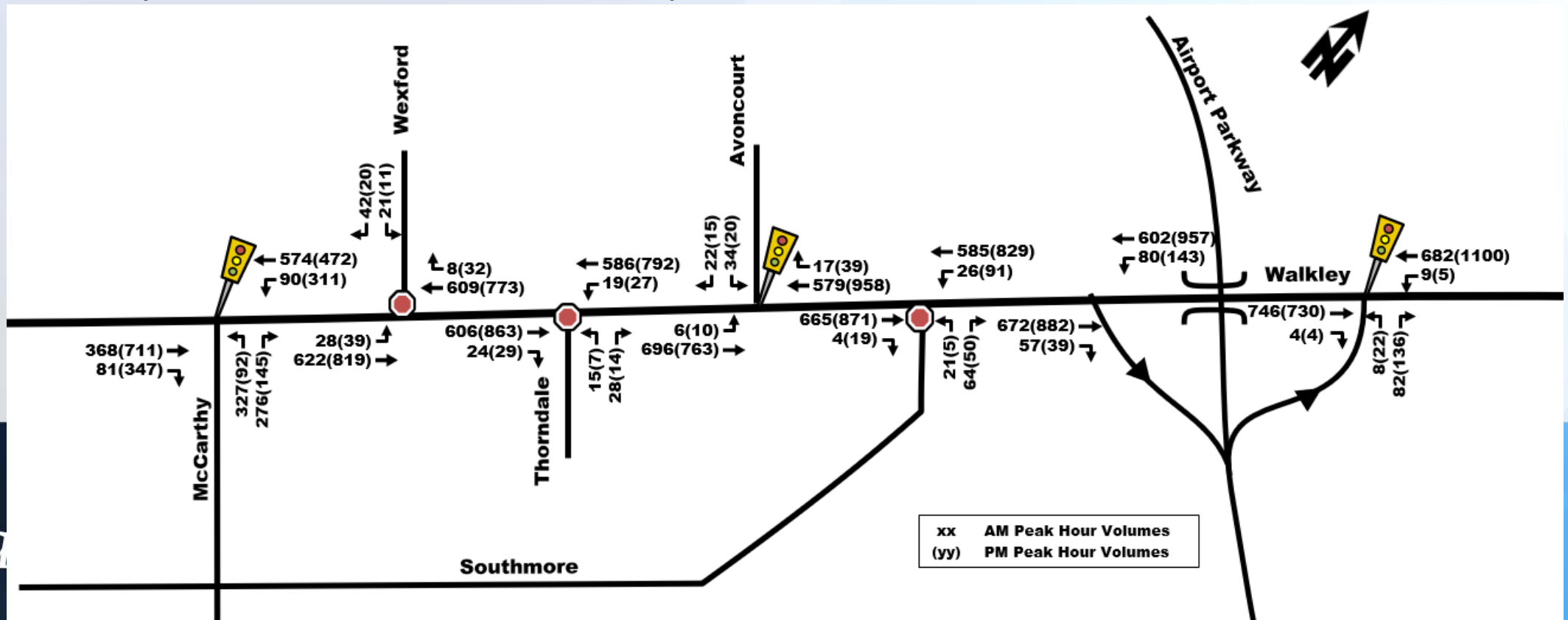
Two-Way Traffic Speed Surveys on Walkley Road



Current Traffic Operations on Walkley Road

Pre-Pandemic AM and PM Traffic Volumes

- East-West vehicle traffic experiences level of service 'A', minimum travel time delays and queues results in higher traffic speeds
- Average time to turn onto Walkley is approximately 10-to-20 seconds-per-vehicle (Level of service B-to-C)



Area-Wide Traffic Considerations

- Cut-through traffic destined for McCarthy Road uses Brookfield Road and Flannery Drive today

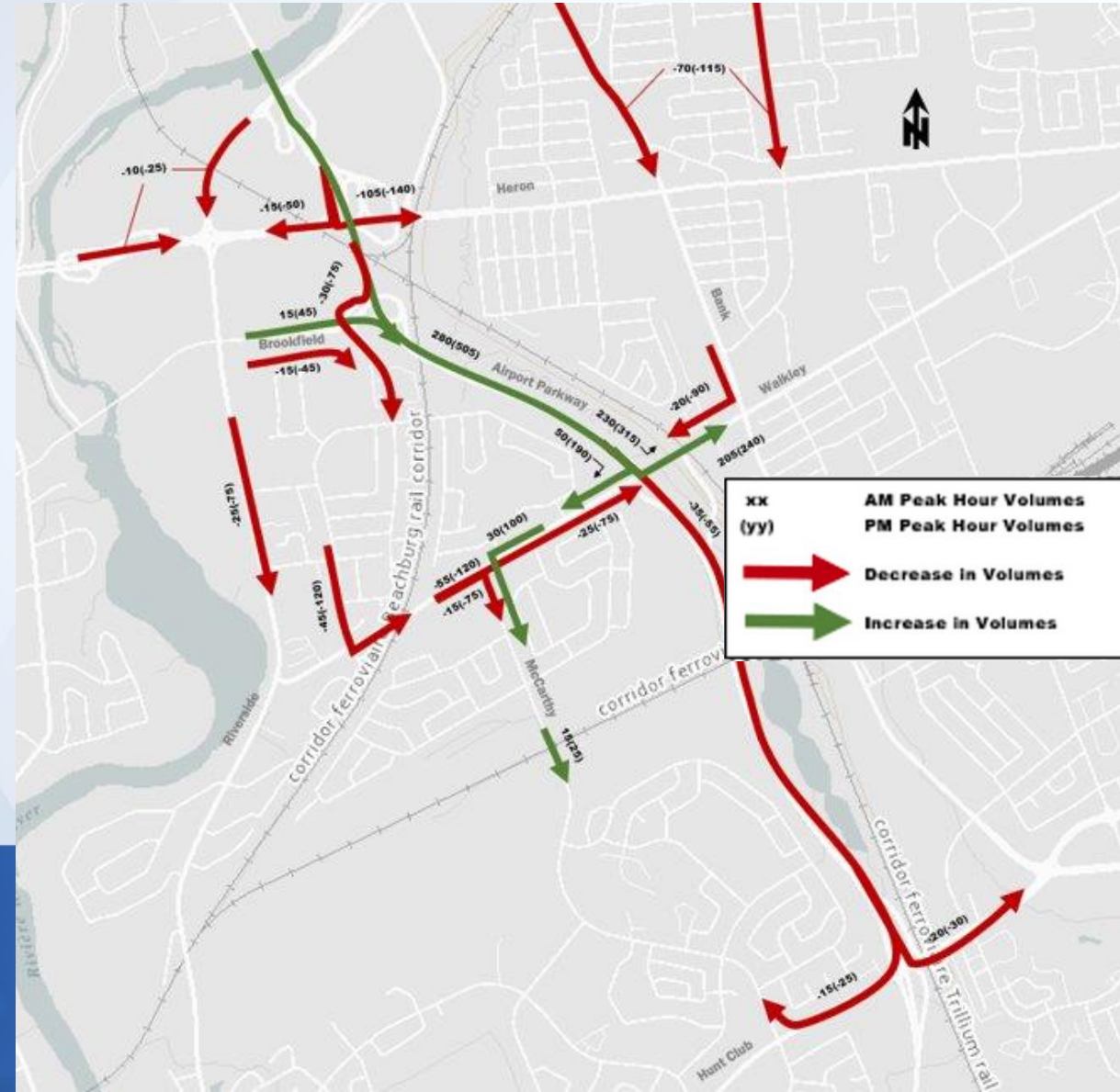


- Risk of cut-through traffic on Southmore Drive and Thorndale Drive to be mitigated



Future Change in Travel Patterns due to New Walkley Road Off-Ramp

- Traffic using McCarthy is mostly local traffic destined to the residential areas between Walkley and Hunt Club
- Increases to Walkley Road Westbound (50-to-100 veh/h in peak hour)



Future East-West Traffic Operations

- East-west operations experiences a minor increase in travel time (average of +10 seconds/vehicle), level of service 'B'-to-'C'
- Experience slower driving speeds due to lagging east-west vehicle queues during peak periods, but east-west traffic flow will be steady and consistent
- The westbound left turn from Walkley to McCarthy will have longer queues due to the change in traffic patterns

Accessing Walkley Road from Driveways and Side Streets

- A minor increase in travel time (+10 seconds/vehicle on average) to access Walkley Road from side streets due to less gaps
- Residents will continue to be able to access Walkley from private approaches and side streets
- The center two-way left turn lane can facilitate turns to and from side streets by a two-stage turn when required

3.0 The City's Vision for Walkley Road

Opportunity for Cost-Effective Street Modifications

- **Adhere** to the Council-approved Environmental Assessment
- **Respond** to planning designations and policies for this Arterial Road, mainstreet, Cycling Spine Route, and bus route
- **Implement** active transportation and road safety policies
- **Re-Organize** current lane arrangement between the curbs
- **Link** Mooney's Bay Park to the LRT and Bank Street
- **Integrate** the existing and planned MUPs along the Airport Parkway
- **Connect** the communities along the corridor to LRT
- **Accommodate** all users safely and efficiently

Trillium Line and Walkley LRT station



Walkley Corridor – Existing Cycling Connections



Walkley Corridor – Future Cycling Connections

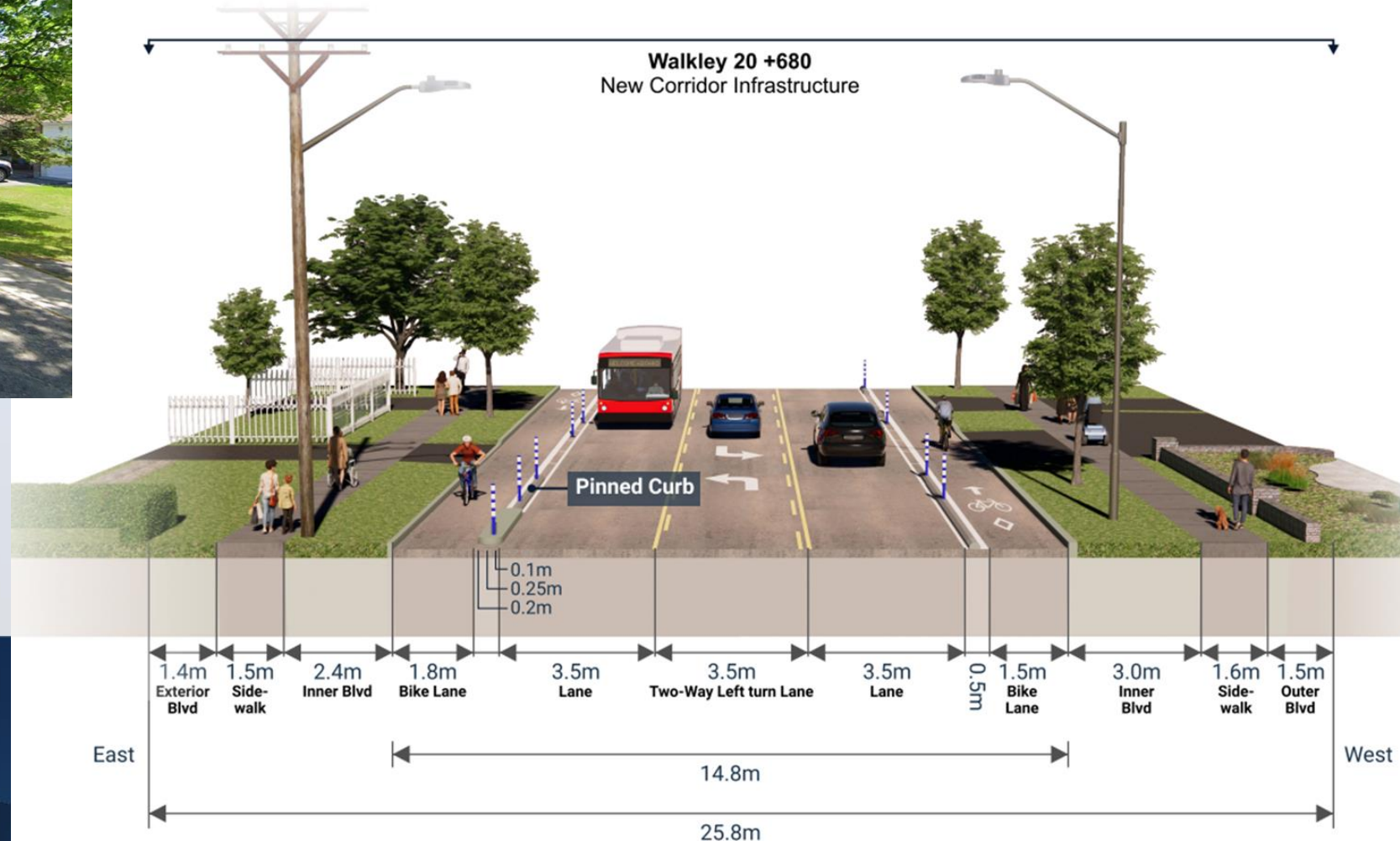


The Vision - Riverside to Airport Parkway

From this ...



To this



Proposed Street Modifications

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



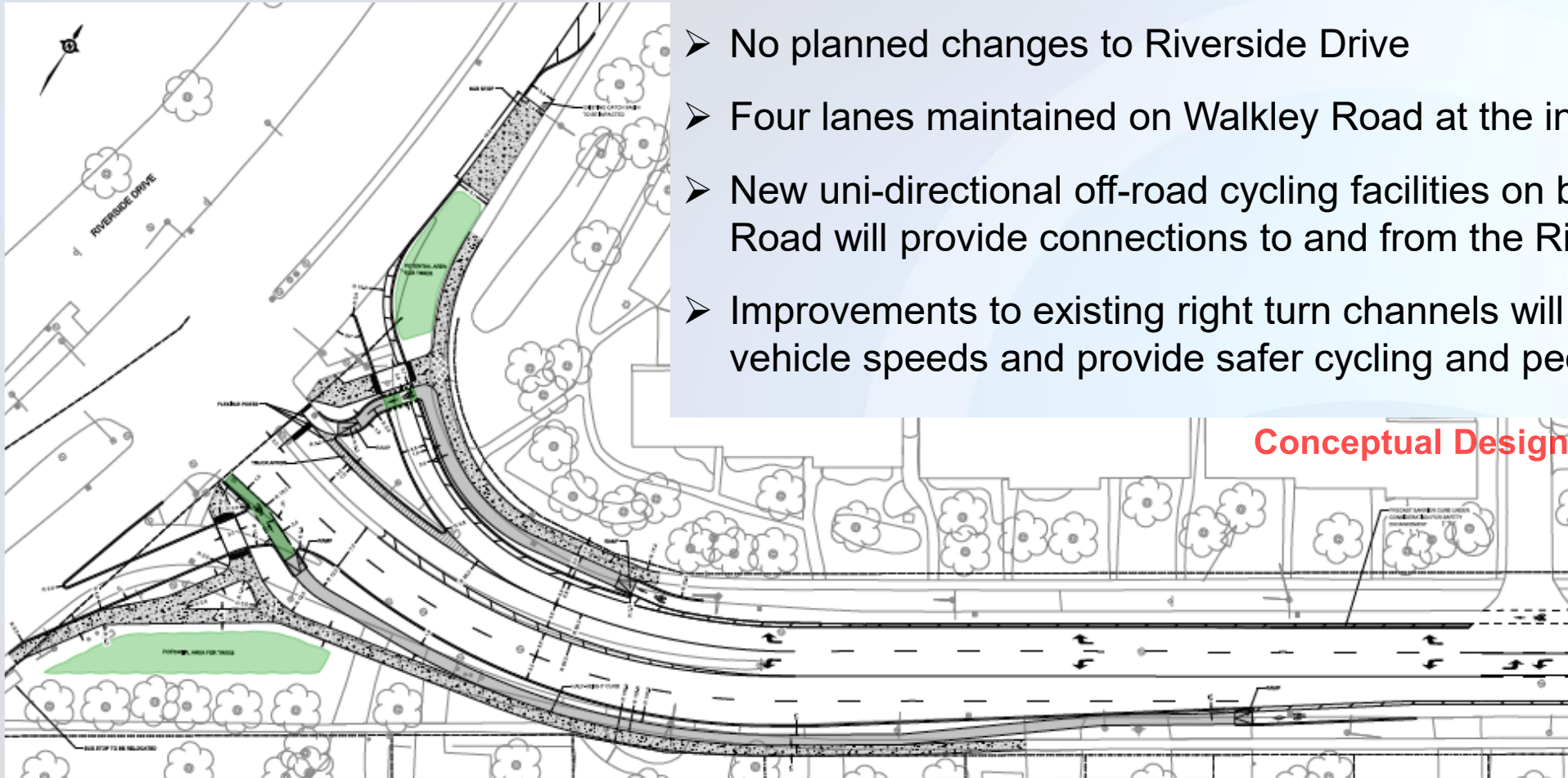
4.0 Update on Various Transportation Plans

4.1 Project Update:

Walkley Road West Cycling Facility - Functional
Design Study (Riverside Drive to McCarthy Road)

Riverside to River Garden

- No planned changes to Riverside Drive
- Four lanes maintained on Walkley Road at the intersection
- New uni-directional off-road cycling facilities on both sides of Walkley Road will provide connections to and from the Rideau River Pathway
- Improvements to existing right turn channels will reduce turning vehicle speeds and provide safer cycling and pedestrian crossings

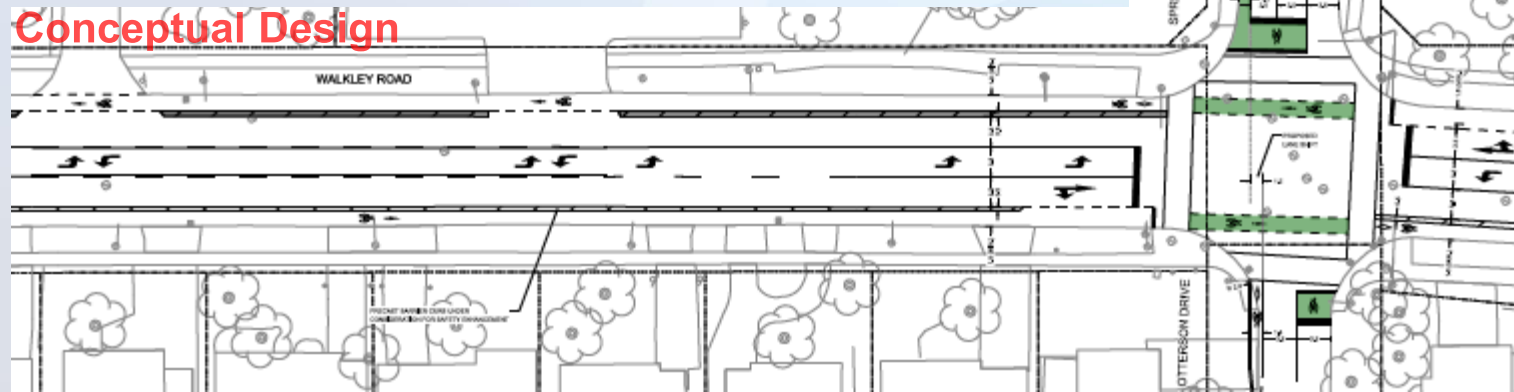


* Further traffic analysis is currently being undertaken - designs shown are conceptual only and subject to change

River Garden to Otterson/Springland

- Buffered uni-directional bike lanes on both sides of Walkley
- Left turn lanes and combined through/right lanes on Walkley to facilitate movements to Otterson and Springland
- Median two way left turn lane to facilitate access to private entrances, Holy Cross Parish, and River Garden Private
- Maintains existing lane configuration on Otterson and Springland
- Bike boxes to facilitate cyclists left turns from Otterson and Springland

Conceptual Design



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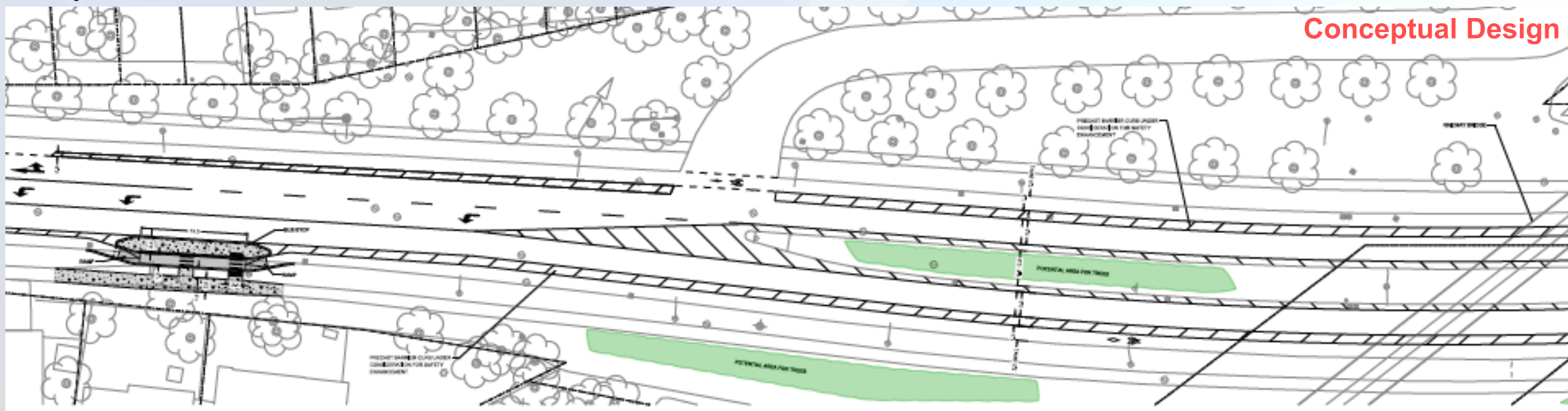
Otterson/Springland Intersection



Conceptual Design

Otterson/Springland to CN Rail Overpass

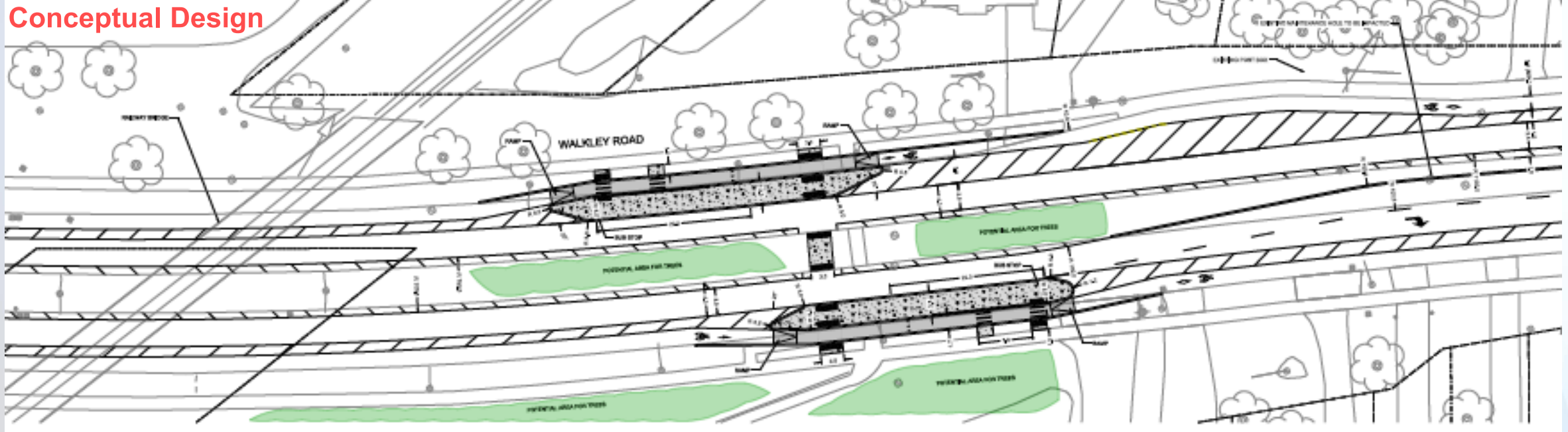
- Buffered uni-directional bike lanes on both sides of Walkley
- Maintains existing landscaped center median, a potential area for tree plantings
- Upgrades existing bus stop east of Otterson to provide a larger landing area and a safe interaction zone with cyclists



* Further traffic analysis is currently being undertaken - designs shown are conceptual only and subject to change

Bus Stops East of CN Rail Overpass

- Buffered uni-directional bike lanes on both sides of Walkley
- Maintains existing landscaped center median, a potential area for tree plantings
- Upgrades existing bus stops east of CN Rail overpass to provide a larger landing area and a safe interaction zone with cyclists

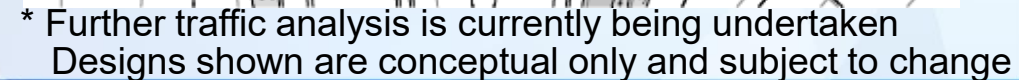


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Bus Stops East of CN Rail Overpass



Conceptual Design



- Upgraded to protected intersection providing cycling connections in all directions
- Maintains existing McCarthy lane configuration with alignment improvements to the right turn channel providing safer cycling and pedestrian crossings
- Dedicated right and left turn lanes on Walkley to facilitate movements to McCarthy

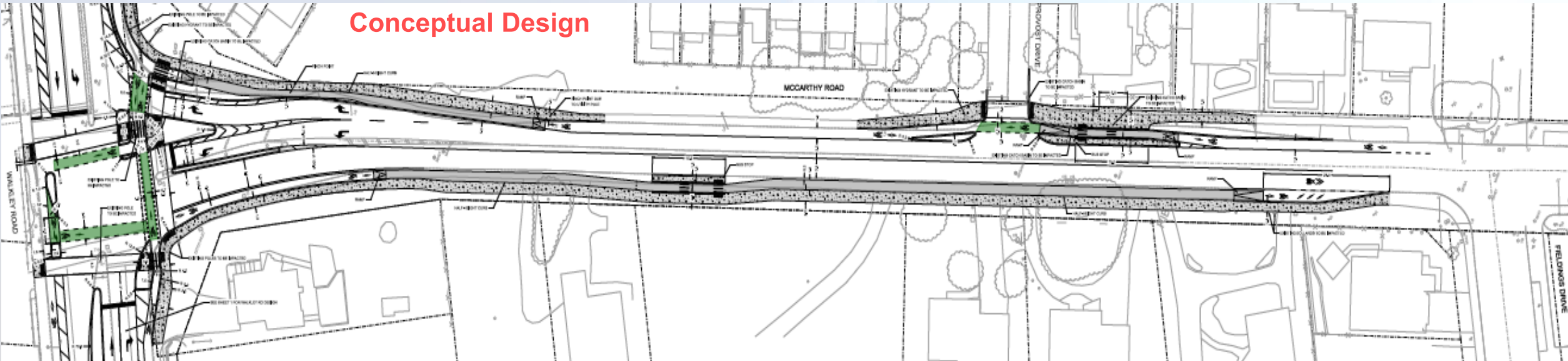
4.2 Project Update:

McCarthy Road Cycling Facility (Walkley Road to Fielding Drive) – Functional Design

McCarthy Road Cycling

- Painted uni-directional bike lanes (white) and off-road cycle tracks (grey) on both sides of McCarthy
- Maintains existing traffic lanes
- Upgrades existing bus stops to provide a larger landing area and a safe interaction zone with cyclists

Conceptual Design



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4.3 Project Update:

Southmore Drive East Traffic Calming Study

Southmore Drive East

- Speed cushions at 4 locations along Southmore Drive East
- Painted edge lines
- Raised crosswalk at Walkley Road
- New sidewalk between Walkley and Garwood
- Minor on-street parking changes
- Renewal of landing pads at McCarthy/Southmore

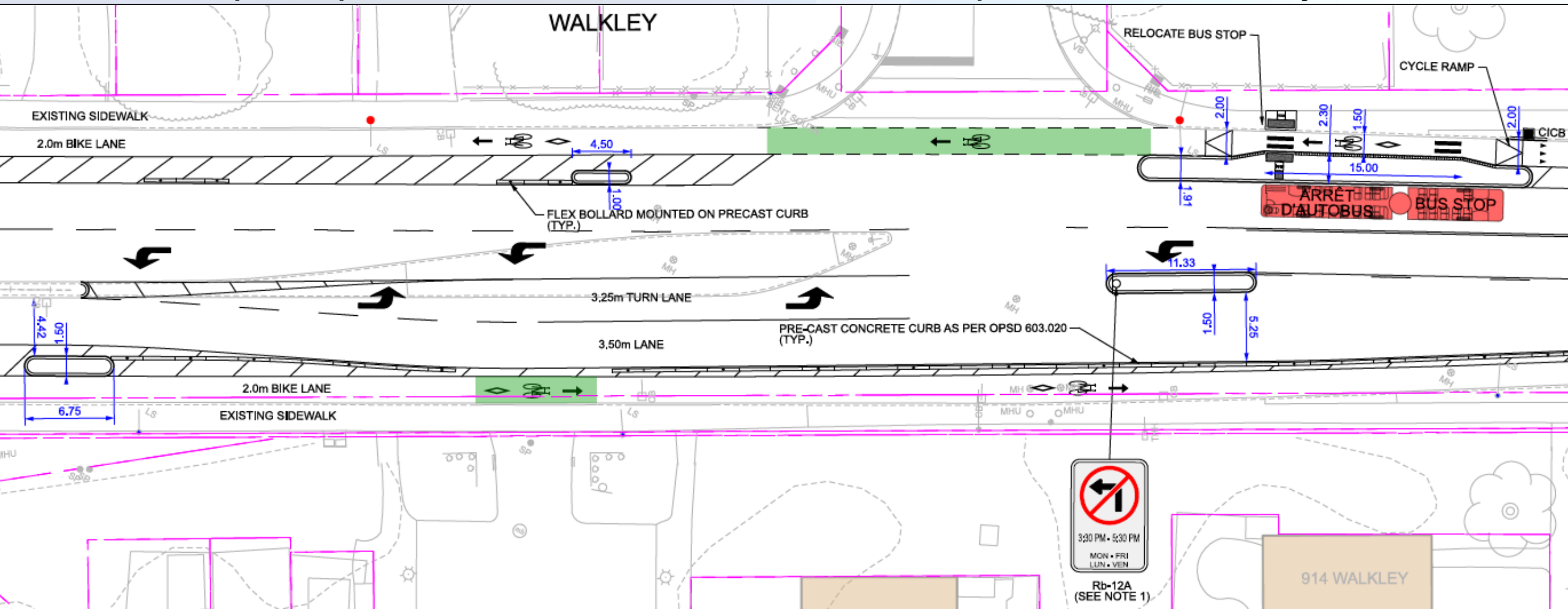


4.4 Project Update:

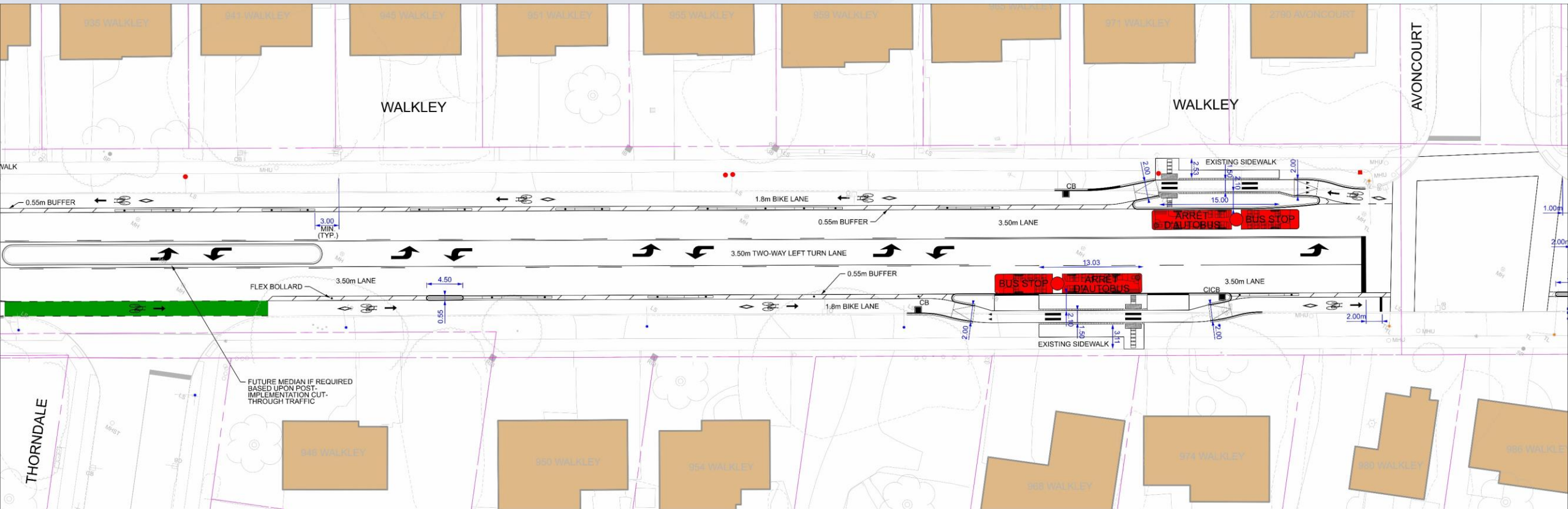
Walkley Road from McCarthy to Roundabout
(Part of the Airport Parkway Widening Phase 1 Project)

Wexford Way Intersection

- Eastbound left turn lane provided to avoid impacts to through traffic
 - Connection is important to community
 - PM peak prohibition due to westbound left queue at McCarthy

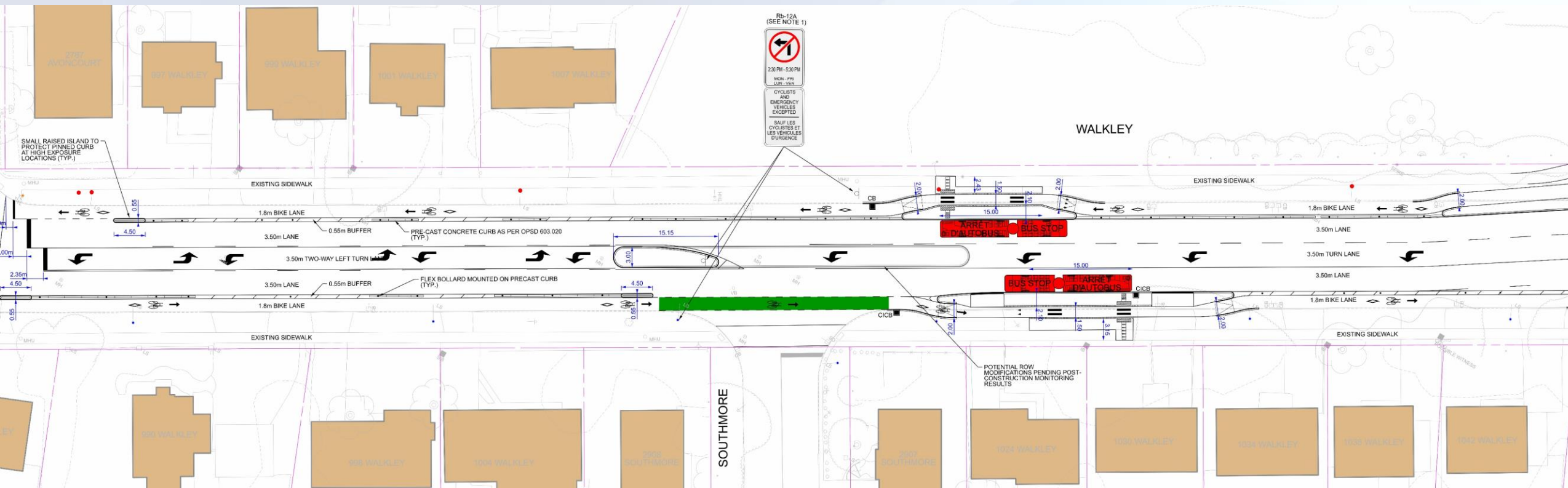


Thorndale to Avoncourt



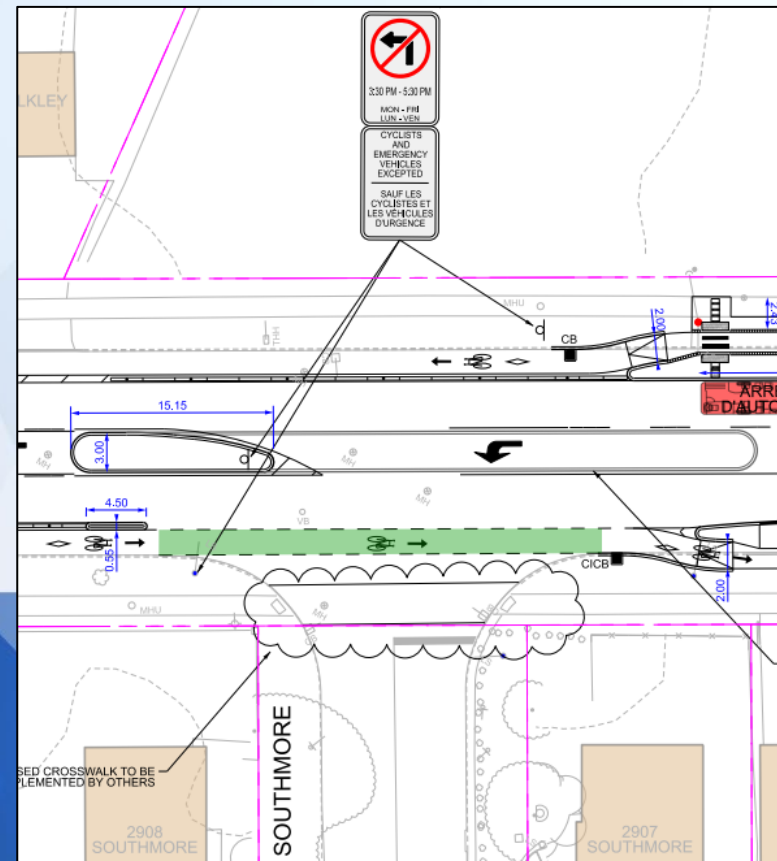
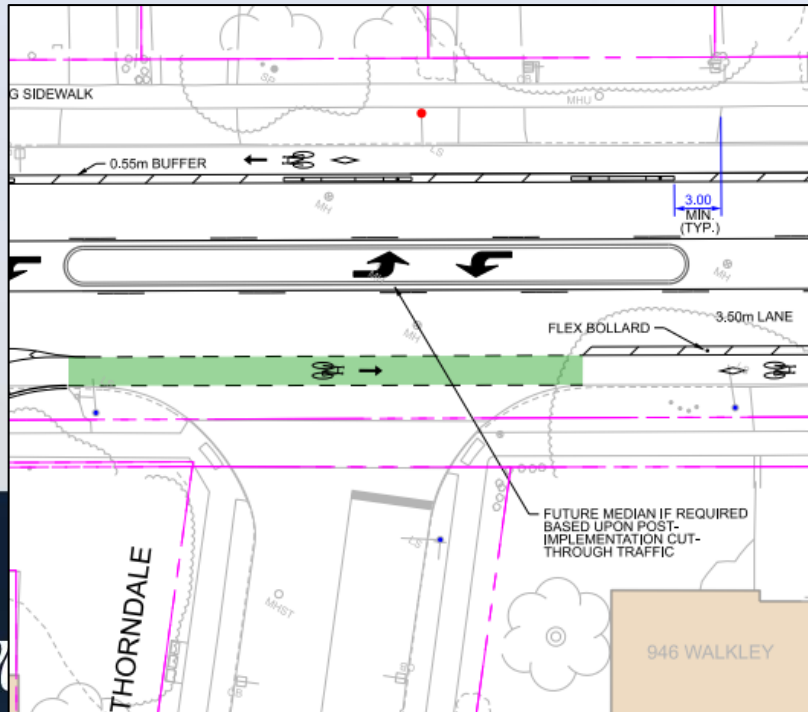
Airport Parkway Widening Phase 1 – Modifications to Walkley Road

Avoncourt to Roundabout

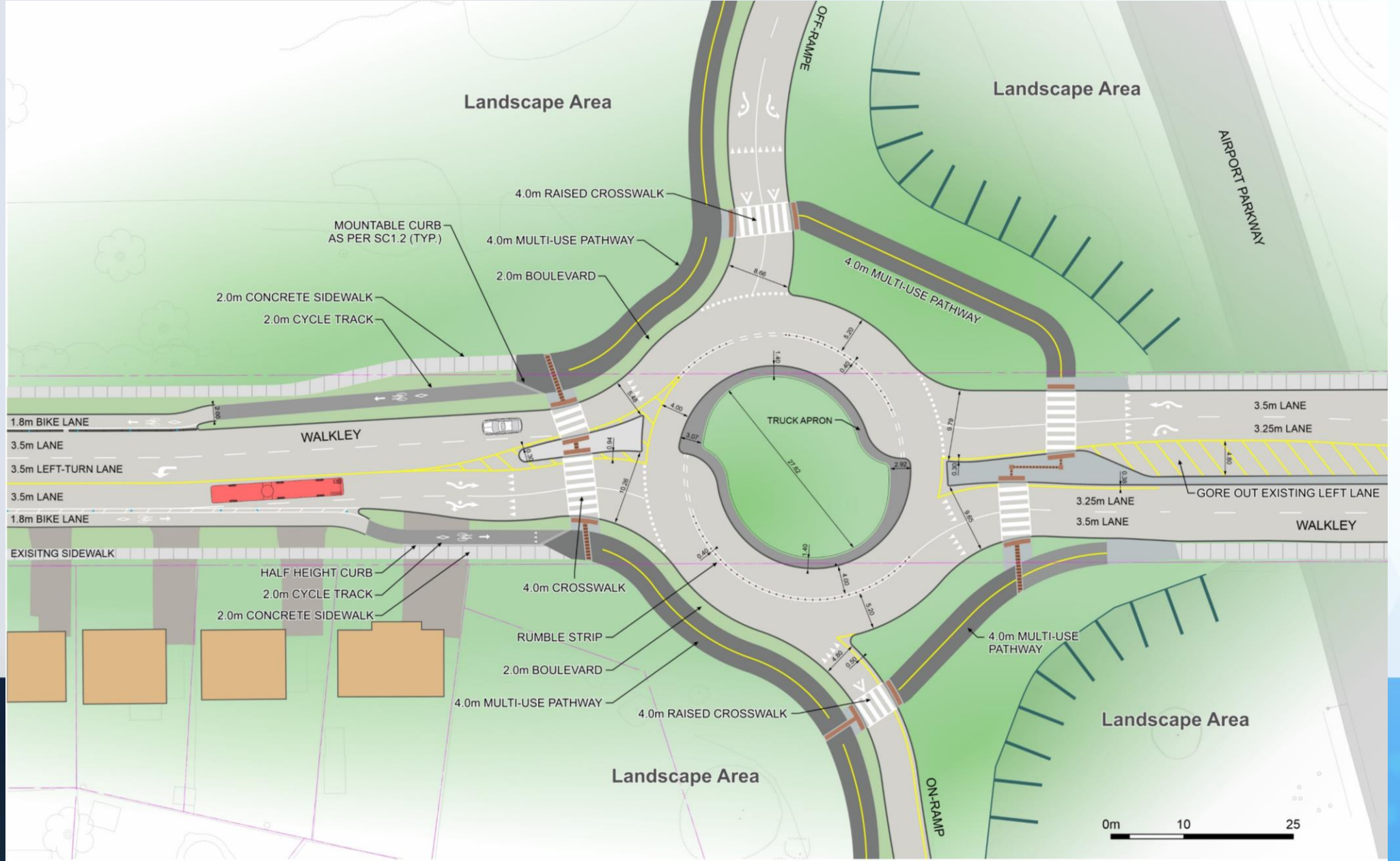


Cut-Through Traffic Mitigation Measures

- Westbound left turns restricted at Walkley/Southmore during PM peak
- Proposed cross-section with two-way left-turn lane will be monitored post-implementation for cut-through traffic
- Medians to be implemented if there is significant cut-through traffic



Roundabout at Walkley

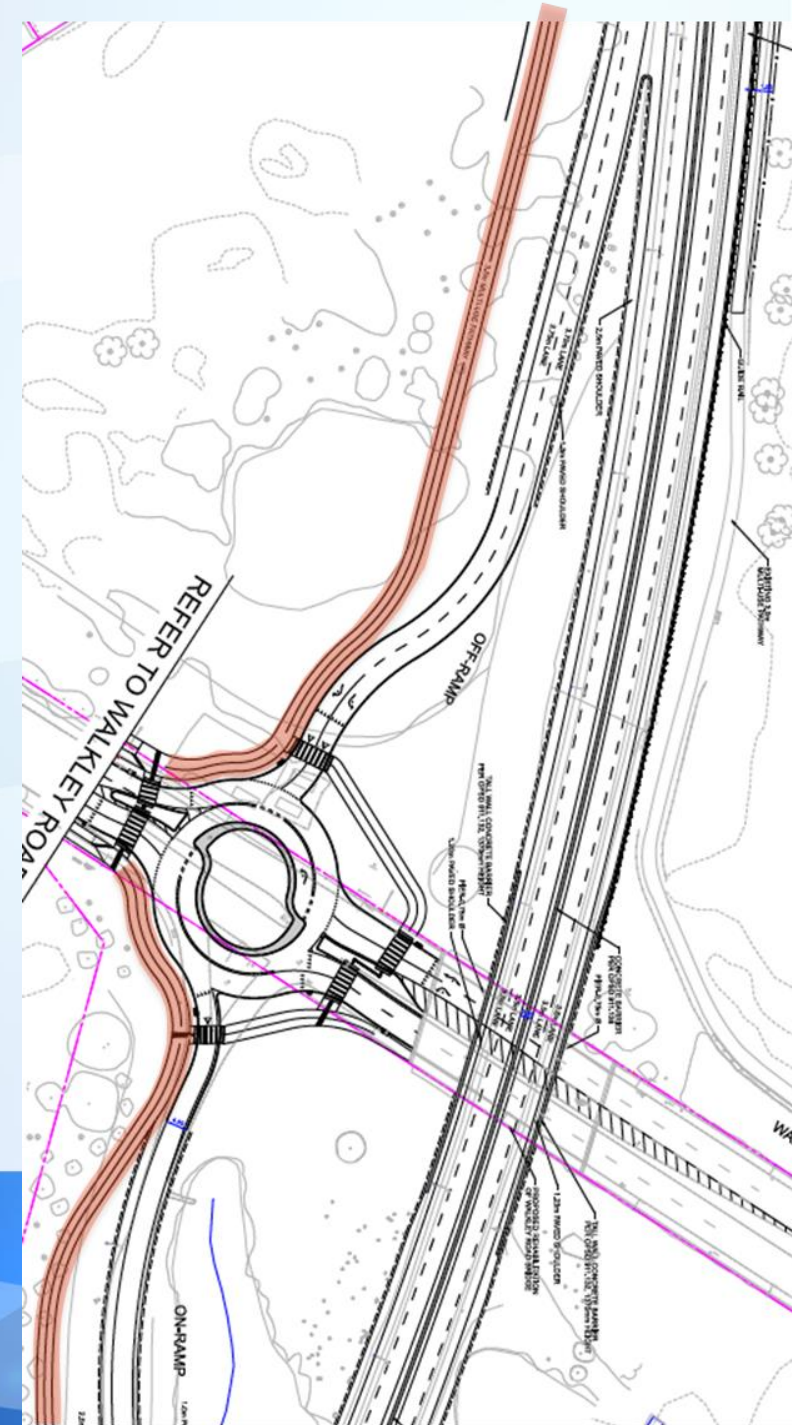


4.5 Project Update:

Airport Parkway Widening Phase 1 (Brookfield to Hunt Club)
- includes Off Ramp to Walkley Road

Airport Parkway Widening

- **Project Limits:** South side of Brookfield to north side of Hunt Club
- **Project Objectives:** To implement the 2017 Environmental Assessment including the twinning of the parkway, a southbound offramp at Walkley, and new west side MUP
- **Design Process:** Detailed design process is underway. Includes a community working group and two public open houses

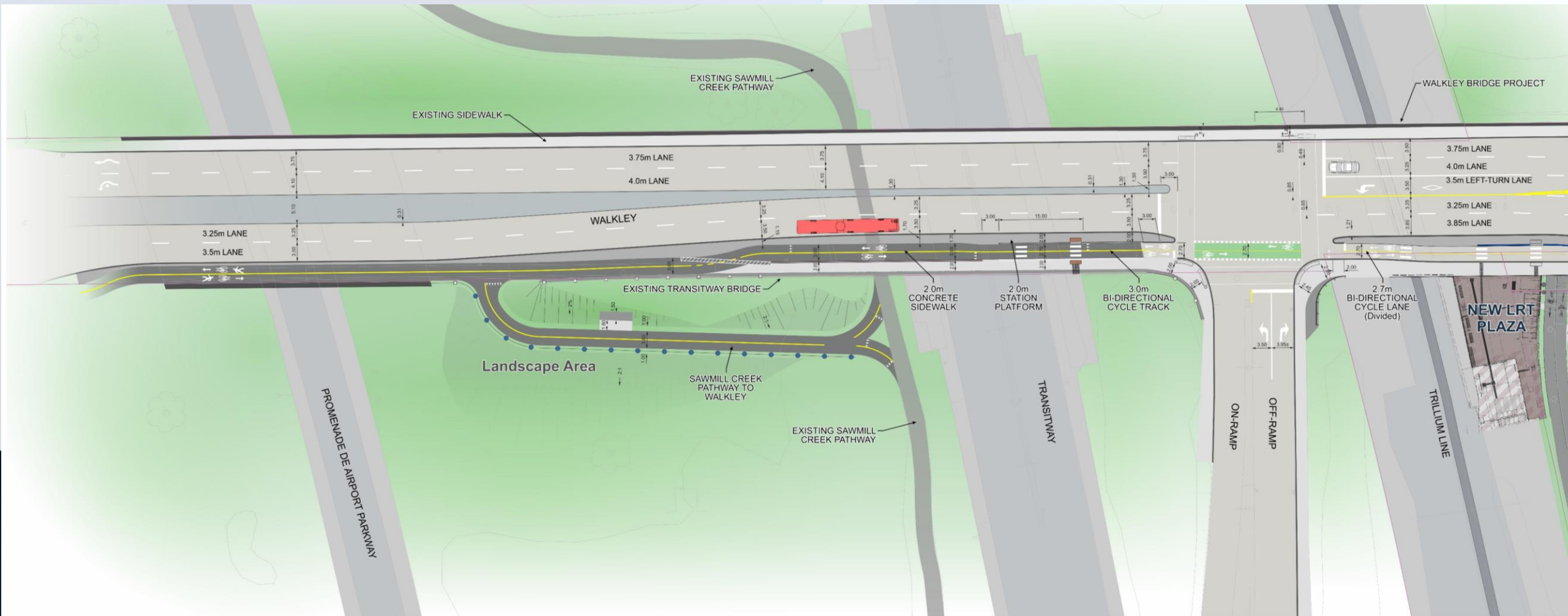


4.6 Project Update:

Walkley Road Bi-Directional Bikeway across Airport Parkway and Transitway Bridges, with Sawmill Creek Pathway Connection

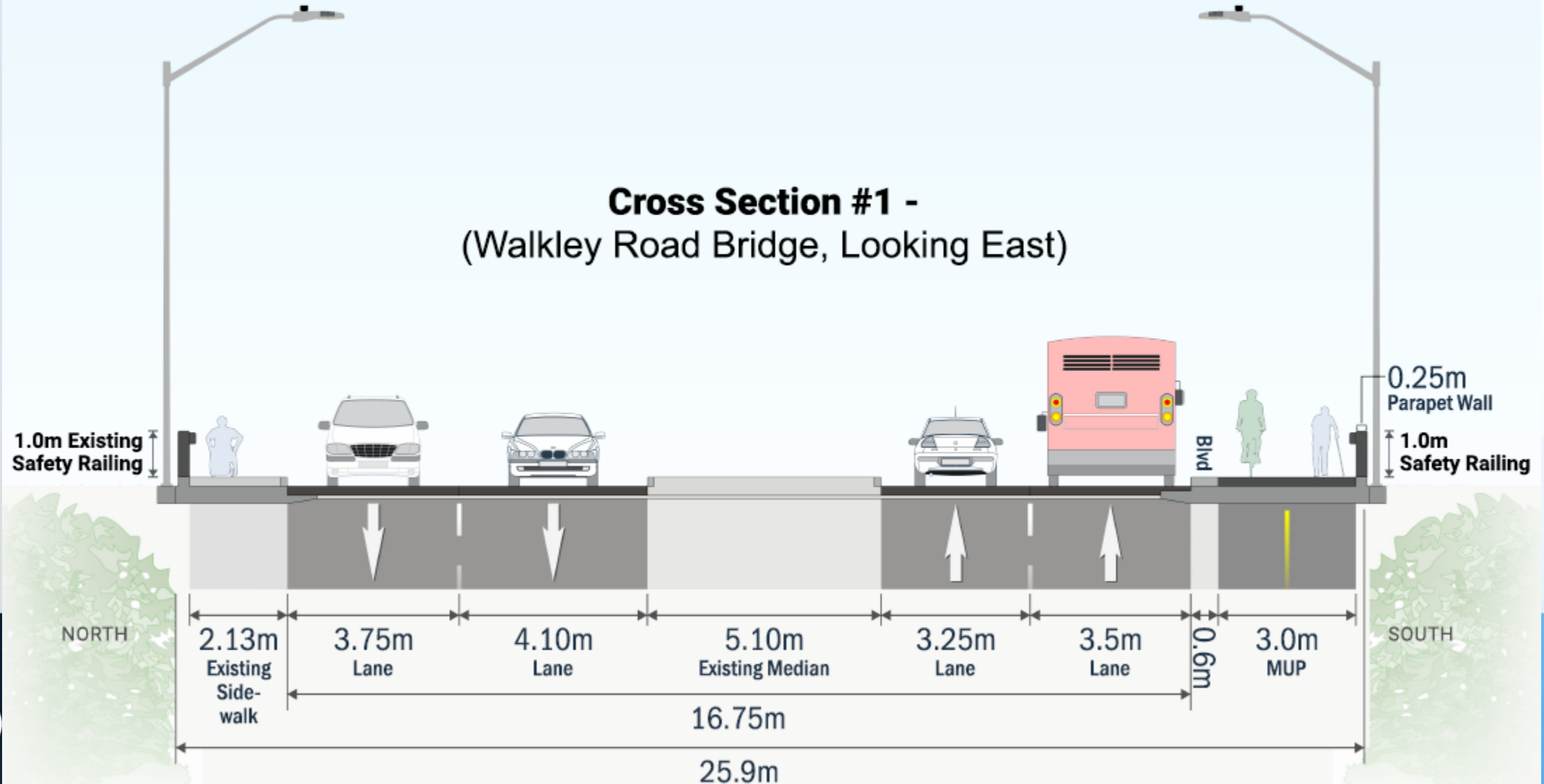
Rapid Transit and Pathway Connection Opportunities

- Exploring opportunity for a bi-directional bikeway across the south side of two bridges
- Includes a connection to Sawmill Creek pathway below

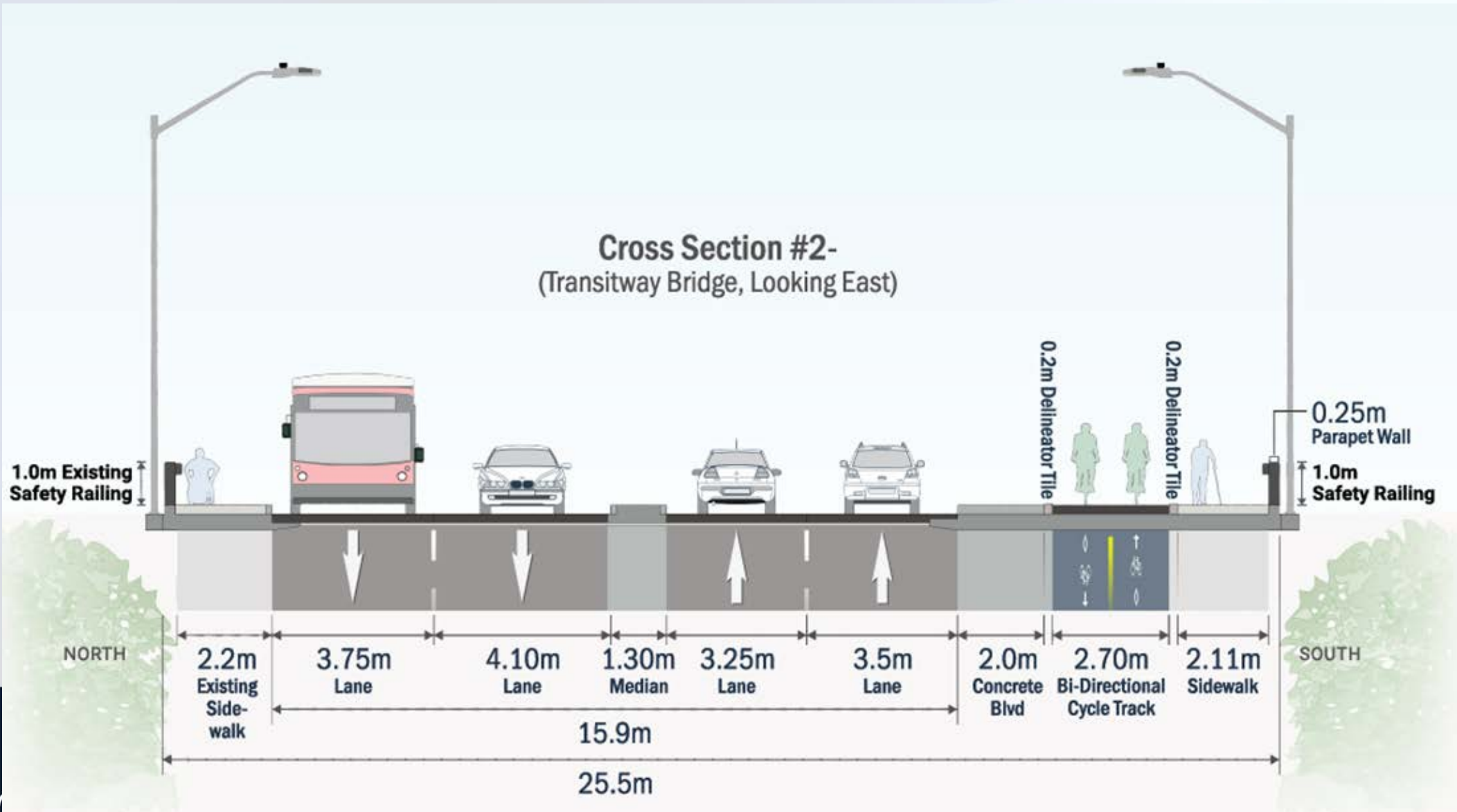


Walkley Road Bridge Cross-Section

Cross Section #1 -
(Walkley Road Bridge, Looking East)



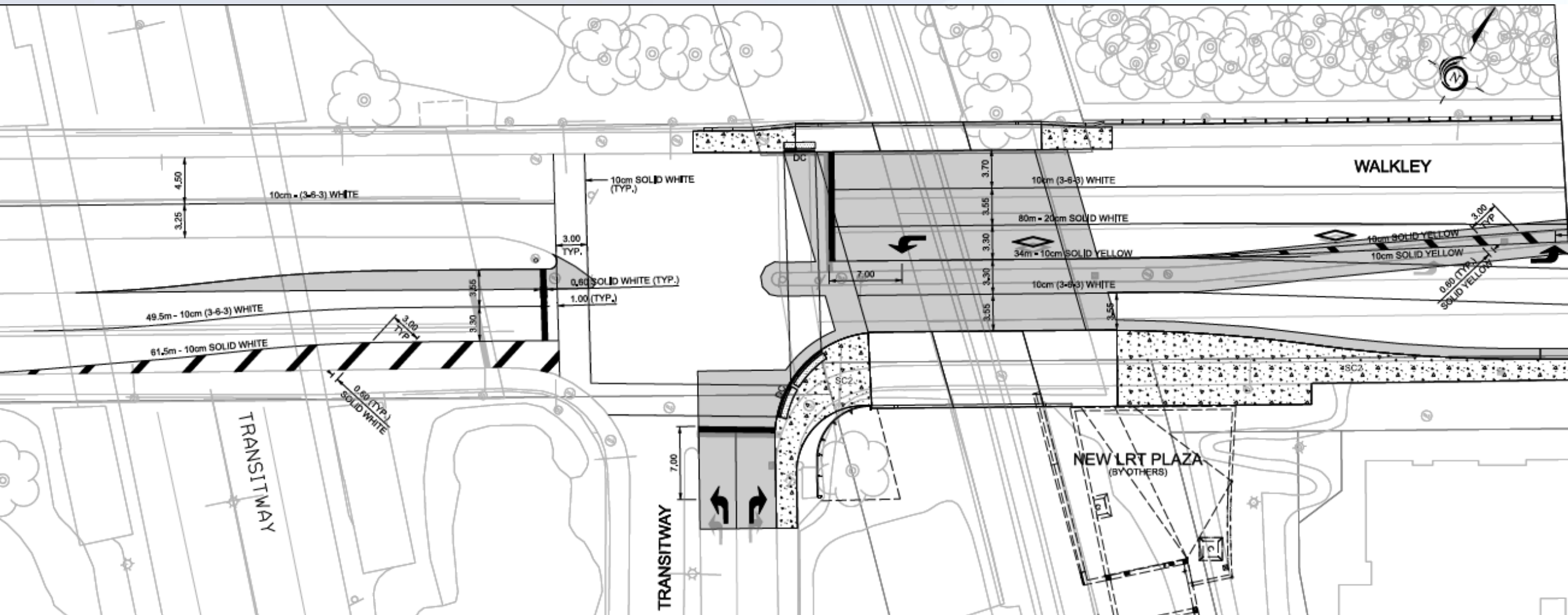
Transitway Bridge Cross-Section



4.7 Project Update:

Walkley Road Overpass O-Train Bridge
Rehabilitation

Walkley Road Overpass O-Train Bridge Modifications



Walkley Road Overpass O-Train Bridge Modifications

A future bi-directional cycling facility will be delineated across the new structure using high contrast MMA paint in this location



4.8 Project Update:

O-Train South Extension – Walkley LRT
Station and Existing Trillium Line

Walkley LRT Station and Existing Trillium Line

- **Project Limits:** The Trillium Line at Walkley Road
- **Project Objectives:** To Construct the O-Train South Extension, with a new station at Walkley Road
- **Design Process:** An active construction project

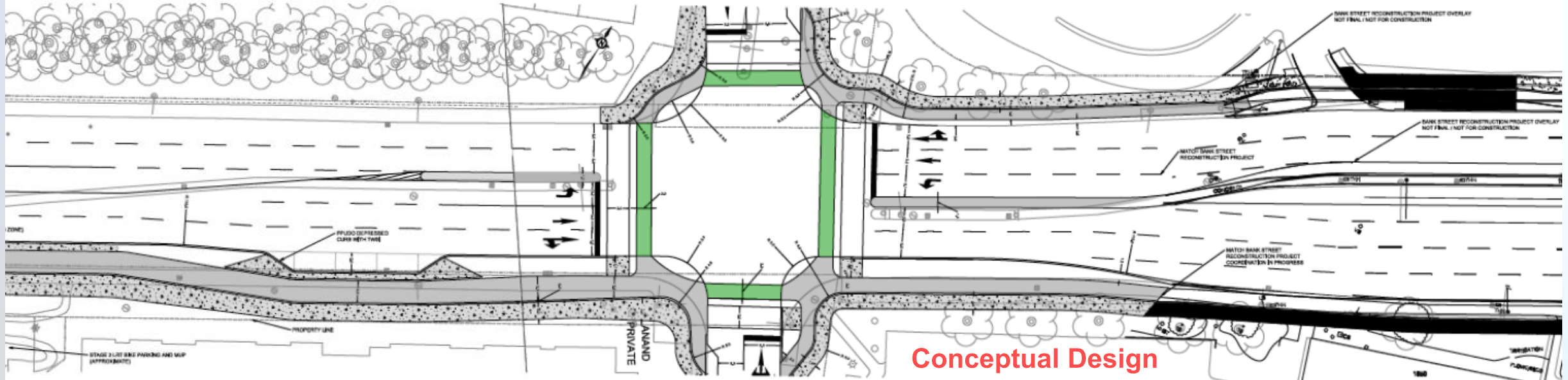


4.9 Project Update:

Walkley Road East Functional Design Study
(Walkley LRT Station to Bank Street Renewal)

Walkley Road East

- Maintains existing Walkley Road traffic lanes
- Maintains existing drop off area at LRT Station
- New protected intersection at Anand Pvt./Glenhaven Pvt. provides safer cycling connections for local residents
- Ties into Bank St. Renewal Project at the eastern limit



Conceptual Design

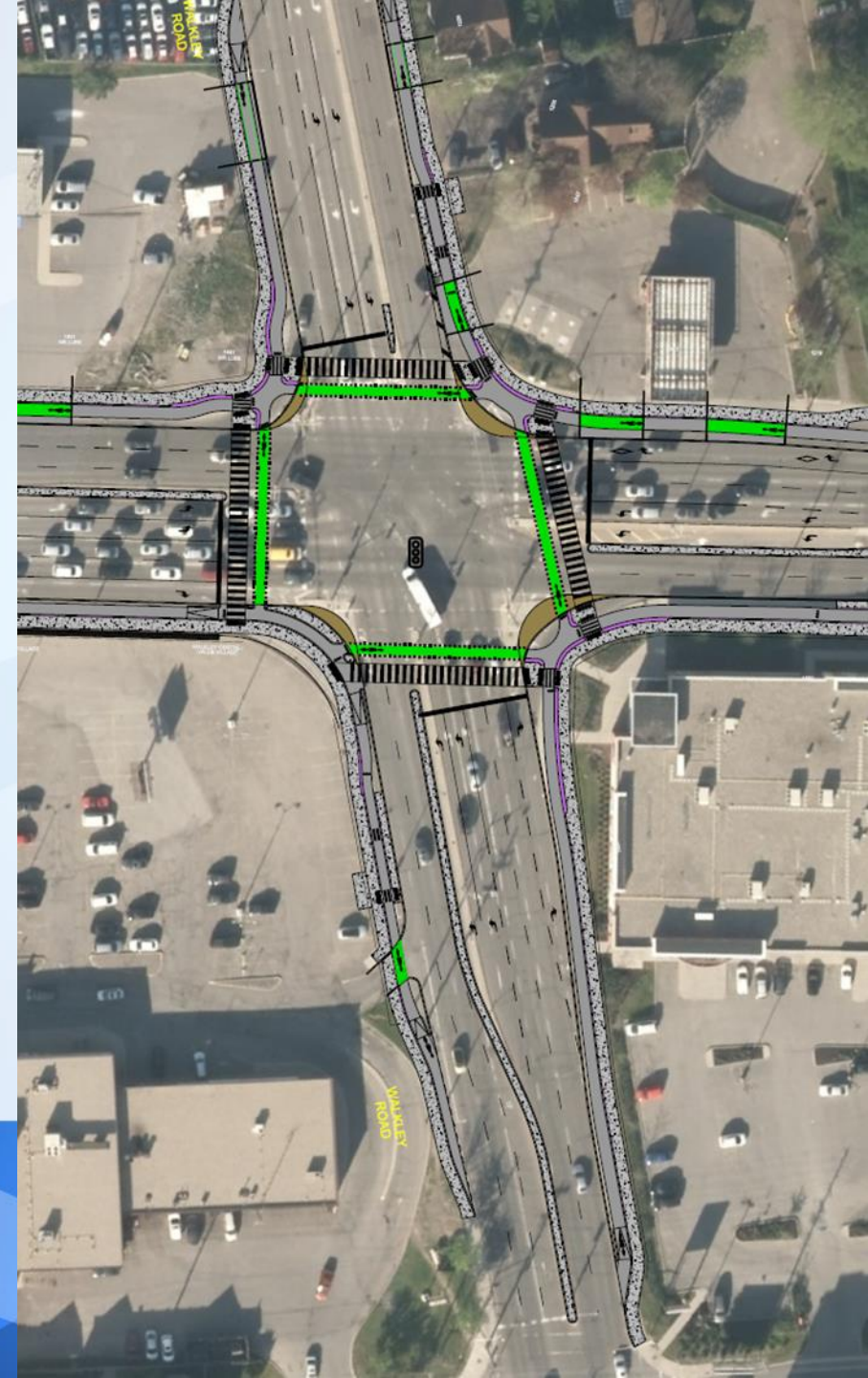
* Designs shown is conceptual only and subject to change

4.10 Project Update:

Bank Street Reconstruction
(Including Protected Intersection at Walkley)

Bank Street Reconstruction (Including Protected Intersection at Walkley)

- **Project Limits:** Bank from Riverside Drive Westbound to Ledbury
- **Project Objectives:** To rehabilitate underground infrastructure and construct a safe arterial main street which will cater to vehicles, transit, cyclists and pedestrians
- **Design Process:**
 - Phase 1 (Riverside Drive Westbound to Erie Avenue) is in detailed design
 - Phase 2 (Erie Avenue to Ledbury Avenue) is in preliminary design
- **Note:** The image to the right is from the April 2021 Bank St. online engagement opportunity and it represents the preliminary design for the Bank and Walkley intersection. Since then, the project has been split into two phases and the phase 2 design has not yet been updated to reflect the new Protected Intersection Design Guide which is being implemented into the design throughout the corridor.



5.0 Walkley Road Pilot Project Results

Pilot Project Objectives

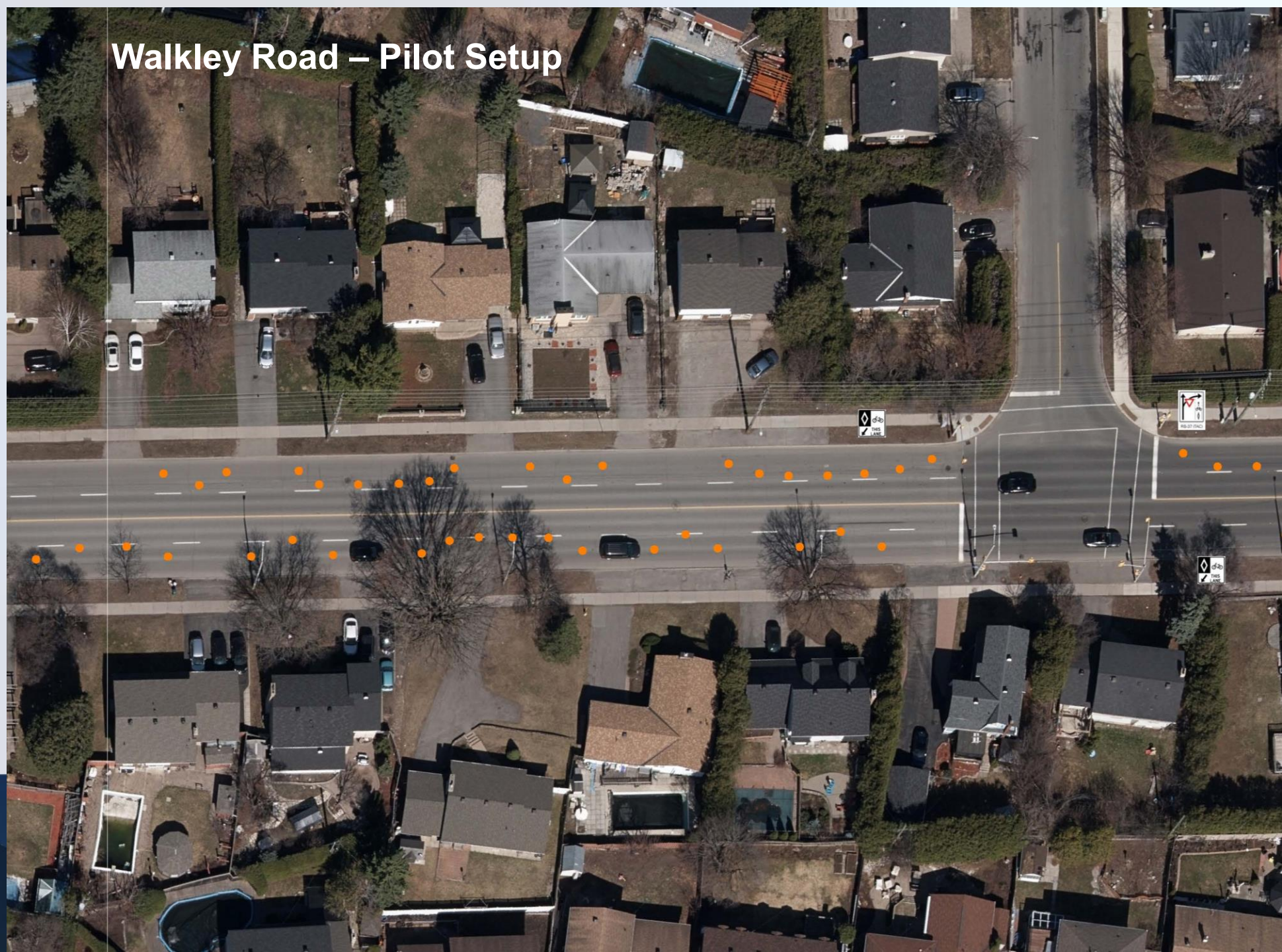
The pilot was set up to mimic the proposed lane reduction design as close as possible in order to determine:

1. if operating speeds would decrease
2. if traffic volumes would change
3. if cut through traffic in adjacent neighbourhoods would increase

Pilot Project Methodology



Walkley Road – Pilot Setup



Walkley Road – Facing East towards McCarthy



**The Walkley
Road Pilot
Project**

**The O-Train Bridge
Modifications
Construction Detour**



Walkley Road – Facing East at McCarthy Intersection



Speed Data



Walkley Road Pilot – Specific Findings

- There were no reported issues with transit operations
- There was no evidence of significant cut-through traffic before or during the pilot
- No significant congestion was observed on Walkley Road, and queues at intersections were not significant

Volume Data



Why Was Congestion Observed? Why Frustration?

1. The construction detour at the LRT station may have **complicated** the situation
2. Some users may not have been aware of the purpose or intent of the **pilot project**
3. The temporary roadway conditions represented a change from existing conditions ... perhaps an **unexpected change**
4. The emplacement of the barrels implied a **construction zone** to some motorists
5. The pilot project was undertaken during a **short period** of time whereas motorists often require time to adjust to temporary conditions
6. There was **no centre two-way left-turn lane** provided and this likely caused delay when vehicles were turning

Did the Results Support the Corridor Vision?

YES ... the findings help support the City's position:

1. That Walkley Road can operate successfully with the proposed lane arrangement between the Airport Parkway and Riverside Drive
2. That walking conditions will improve
3. That cycling facilities can be implemented along the street edge
4. That bus transit travel time and reliability can be maintained
5. That vehicle travel speeds will be reduced and level of service remain adequate
6. That cut through traffic will not be significant

6.0 Reporting and Response to Community Concerns Expressed

Community Concern #1: Congestion and Delay for Motorists

The Community Concern Expressed:

Risk that the modifications to Walkley Road will cause congestion and delay for motorists

City Planning Team Response:

Traffic operations will remain acceptable between McCarthy Road and the Airport Parkway, where traffic flow will be steady and continuous. Delays to east-west vehicles, and vehicles accessing Walkley or turning from Walkley are anticipated to be manageable and typical for established arterial roads

Community Concern #2: Inadequate Left Turn from Walkley to McCarthy

The Community Concern Expressed:

Risk that left turn traffic from Walkley Road to McCarthy will be congested during rush hours

City Planning Team Response:

The Recommended Plan includes a full reconstruction of the intersection, including the lengthening of the westbound left turn storage bay to increase the number of vehicles that can wait for the left turn during peak periods, as well as signal timing adjustments

Community Concern #3:

Cut Through Traffic at Southmore and Thorndale

The Community Concern Expressed:

Risk that the new Airport Parkway off ramp will add to the cut through traffic through Southmore Drive

City Planning Team Response:

The draft design proposes afternoon peak period left-turn restrictions along Walkley Road westbound at Southmore to mitigate potential for cut-through traffic. Should monitoring find that cut-through traffic remains a key community issue, the option remains to implement a raised median to physically obstruct left turns onto Southmore Drive at all times of the day. The need for turn restrictions at Thorndale will be monitored

Community Concern #4:

Impact of Roundabout on Pedestrians and Cyclists

The Community Concern Expressed:

Risk of negative impact on pedestrians and cyclists due to heavy traffic at rush hour

City Planning Team Response:

Pedestrian crossovers with flashing beacons will be provided at each of the four roundabout legs. This gives pedestrians and dismounted cyclists priority over traffic. As a result, delays to active users will be minimal regardless of traffic volumes

Community Concern #5: Winter Maintenance

The Community Concern Expressed:
Risk that the cycling facilities will not be winter maintained

City Planning Team Response:
The proposed Walkley Road cycling facilities are designed to be “winter maintainable” and the City will review in the future whether this corridor will be added to the winter network



Snowplow clearing protected bike lane on Laurier Ave
<https://www.youtube.com/watch?v=gdOqSEjTzDA>

7.0 Next Steps and Opportunities for Further Input

Next Steps

Following this Town Hall Meeting, the City teams will review and consider feedback received, and continue with the consultative study processes

The next steps for the Airport Parkway Widening project include:

- Complete the 66% preliminary design (Winter 2023)
- Develop detailed design
- Public Open House #2 (to be determined)

The next steps for the Walkley Road and McCarthy Road Functional Designs include:

- Finalize the functional designs (Winter 2023)
- Public Open House (Winter 2023)
- Commence detailed design (pending funding)

City Web Sites

The City's website links for some of the major projects discussed today include:

- <https://ottawa.ca/en/planning-development-and-construction/major-projects/stage-2-light-rail-transit-project>
- ottawa.ca/airportparkwaywidening
- ottawa.ca/bankstreet

Opportunities for Further Input

Ways to provide feedback:

- For the Airport Parkway Widening project, review materials and/or provide comments via the City's website: ottawa.ca/airportparkwaywidening
- Contact City Project Manager with questions and comments on:

Airport Parkway Widening Project:

Bin Wang, P.Eng., M.Sc.E.
Senior Engineer, Infrastructure Projects
Design and Construction Branch
City of Ottawa
Tel: 613-580-2424 ext. 27595
Email: bin.wang@ottawa.ca

Walkley Road (Riverside to McCarthy) Project:

Andrew Eagen, P.Eng.
Project Manager Cycling and Walking Programs,
Active Transportation Planning Branch
City of Ottawa
Tel: 613-580-2424 ext. 13256
Email: andrew.eagen@ottawa.ca



Please submit your feedback!
Your input is crucial to the Study.