

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **23 07-97-0099**

DATE 20 June 1997

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **DRAFT TERMS OF REFERENCE -
EXTENDED TRAFFIC IMPACT STUDY
AIRPORT PARKWAY MODIFICATIONS**

DEPARTMENTAL RECOMMENDATION

That Transportation Committee recommend Council approve the Draft Terms of Reference for the extended Traffic Impact Study of the proposed Airport Parkway Modifications attached at Annex 'A'.

BACKGROUND

At their meeting on 11 June 1997, when the recommended design of the proposed ramps on the Airport Parkway at Hunt Club Road was approved, Regional Council also adopted the following motion:

"That staff be directed to prepare terms of reference to continue the impact study of the traffic implications to the communities of Old Ottawa South, the Glebe, and Centretown to the north, and examine all ramifications downstream and that this be submitted to the Transportation Committee on 2 July 1997 and to Council on 9 July 1997."

In response to this direction, Draft Terms of Reference have been prepared and are attached at Annex 'A'.

FINANCIAL IMPLICATIONS

The estimated cost of the study, as proposed, is \$65,000, including consultant's fees, disbursements, GST, staff time, advertising, etc.

CONSULTATION

Consultation with the communities of Old Ottawa South, Centretown, Glebe, Dalhousie and Dows Lake has been identified in the proposal.

The study will be directed by a Steering Committee comprised of representatives of each of the identified community associations, pedestrian and cycling agencies, OC Transpo, Ottawa International Airport Authority and Regional staff.

Community workshops will be held in September/October and there will be a public meeting near the end of the study, in late October/ early November 1997.

*Approved by
Nick Tunnacliffe, MCIP, RPP*

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Attach. (1)

Draft Terms of Reference
Extended Traffic Impact Study
Airport Parkway Modifications

Introduction

The following Terms of Reference provide details of an extended traffic impact study intended to respond to the following motion approved by Regional Council at its meeting of 11 June 1997:

"..that staff be directed to prepare terms of reference to continue the impact study of the traffic implications to the communities of Old Ottawa South, the Glebe and Centretown to the north and examine all ramifications downstream."

This motion was initiated during consideration of the matter of the provision of new ramps to the Airport Parkway at Hunt Club Road by Transportation Committee and subsequently by Regional Council.

Background

In response to an earlier motion of the Transportation Committee a report was prepared which summarized the anticipated impact of the provision of these proposed ramps. The study considered key intersections in the area generally bounded by Laurier Avenue, Highway 417/Nicholas Street, Hunt Club Road and the Rideau River/Rideau Canal/CNR line.

The study findings were principally that the introduction of the new ramps would result in growth of traffic volumes on the Airport Parkway with consequent growth in traffic volumes on Bronson Avenue. Traffic growth on the Airport Parkway and Bronson Avenue is constrained by their current configuration, with the result that peak traffic growth on Bronson Avenue was estimated to be 220 vehicles per hour during the AM peak hour and 115 vehicles per hour during the PM peak hour.

It was found that this traffic growth on Bronson Avenue was complemented by reductions in traffic volumes on Bank Street and to a lesser extent Main Street. Further it was found that the traffic growth on Bronson Avenue could be accommodated at acceptable qualities of service with no network modifications.

During discussion of the study findings several concerns were voiced with respect to certain study limitations. The study detailed in these Terms of Reference is intended to extend the initial study and address these concerns. The concerns were focused on certain parameters of the initial traffic impact study including:

- Insufficient consultation with the affected communities.
- Assumptions which did not include traffic growth in the medium term.
- Insufficient consideration of areas located north of the Canal.
- Insufficient consideration of the longer term impacts of changes to the Airport Parkway on the affected communities.
- Insufficient consideration of implications for pedestrians, cyclists and transit operations.

A particular concern was the absence of recommendations concerning traffic calming for local streets likely to be affected by the redistribution of traffic as a result of changes to the Airport Parkway (specifically those streets abutting Bronson Avenue, Colonel By Drive and Queen Elizabeth Drive).

It is also considered important that the extended study be completed cognizant of, and consistent with, the recent results of the area traffic studies of Centretown, Somerset Heights and Old Ottawa South. Further, the formal involvement of other potentially affected communities including Dows Lake and Dalhousie is considered necessary.

As a result the following objectives of the extended study are noted:

- To consult with the communities of Old Ottawa South, Centretown, Glebe, Dalhousie and Dows Lake.
- To elaborate on the near term impacts of the proposed changes to the Airport Parkway in the identified communities.
- To assess the implications for the timing and suitability of recommendations made in the context of the Centretown and Old Ottawa South traffic studies.
- To identify need for and recommend appropriate traffic calming measures on the local streets abutting major roadways potentially affected by the traffic redistribution (especially those for which no recent traffic calming study has been completed).
- To assess the medium term impacts of the proposed changes to the Airport Parkway for the identified communities.
- To provide an overview of the long term implications of changes to the Airport Parkway for the identified communities (network and community implications of this change).

The study is to be completed consistent with the policies and direction of the Adopted Official Plan.

The remaining sections of these Terms of Reference address these objectives.

Study Area

The study area will be defined to include the communities of Centretown, Old Ottawa South, the Glebe, Dalhousie and Dows Lake.

Study Horizon

For the purposes of this study the following time frame definitions are provided:

Near Term - assumptions consistent with those of the initial traffic impact study (i.e. new ramps on the Airport Parkway at Hunt Club Road, no traffic growth, no other network changes, current year).

Medium Term - defined as a term of 5 years after the near term, with background traffic growth, additional ramps on the Airport Parkway at Walkley Road and no other network changes.

Long Term - defined as a further term of 15 years after the medium term. Two analysis scenarios are to be considered as follows:

- a) with traffic growth, twinning of the Airport Parkway and no other network changes.
- b) with traffic growth, twinning of the Airport Parkway, completion of the Alta Vista Parkway and the connection of Riverside Drive to Nicholas Street and the connection of Bronson Avenue to the Portage Bridge (that is, the network improvements identified in the Adopted Official Plan).

Study Approach

The following work streams are envisioned to occur in the context of this study.

- Project Start Up
- Elaboration on Near Term Traffic Impacts
- Identification of Medium Term Traffic Impacts
- Overview of Long Term Traffic Implications
- Traffic Calming Assessment
- Study Documentation and Approvals

Analytic work streams related to the quantification of near, medium and long term traffic impacts will be completed coincidentally in order that results are available for the traffic calming assessment and the public involvement components of the study.

The following summary of specific tasks within each of the identified work streams is provided. It should be noted that specific tasks may vary subject to the needs identified through the community consultation process and study findings.

Project Start Up

- Establish the study Steering Committee
- Circulate the report detailing results of initial traffic impact study
- Acquire and review previous traffic studies within study area
- Discuss all study findings with Steering Committee
- Consolidate key study findings
- Confirm the study Terms of Reference

Elaboration on Near Term Traffic Impacts

- Extend the analyses of the initial traffic impact study to address identified concerns
- Elaborate on "ramifications downstream"
 - quantifiable measures
 - subjective measures and observations
- Identify remedial measures as required
- Present findings to the Steering Committee
- Complete additional issue analyses as required
- Confirm implications of findings
 - for Old Ottawa South, Centretown and Somerset Heights study recommendations
 - for Glebe and Dows Lake areas
- Confirm the need for further traffic calming measures
- Prepare an interim summary of near term study findings

Identification of Medium Term Traffic Impacts

- Develop medium term analytic scenario
- Summarize anticipated medium term impacts
- Identify remedial measures as required
- Present results to Steering Committee
- Refine analyses as required
- Prepare interim summary of results of medium term analyses

Overview of Long Term Traffic Implications

- Develop long term analytic scenarios
- Summarize anticipated long term impacts for each scenario
- Identify remedial measures as required
- Present results to Steering Committee
- Refine analyses as required

- Prepare interim summary of results of long term analyses

Traffic Calming Assessment

- Prepare and distribute notice to affected communities
- Consolidate identified community concerns
- Conduct community workshops (one in each community)
- Consolidate workshop results
- Develop draft traffic calming plans
- Present traffic calming plans to Steering Committee
- Refine traffic calming plans
- Prepare and circulate traffic calming plans to all affected residents
- Conduct community open house meetings (one in each community) to discuss study findings and traffic calming plans
- Summarize results of consultation and present to the Steering Committee
- Confirm traffic calming plans
- Develop cost estimates and prioritization
- Document results of traffic calming assessment

Study Documentation and Approvals

- Prepare draft study report
- Circulate to Steering Committee for comments
- Prepare and conduct public meeting to present study findings
- Revise and finalize draft
- Present study findings to Transportation Committee
- Convey study materials to the Region

Study Direction

The study will be completed with the involvement of a Steering Committee comprised of one representative of each of the identified community associations, pedestrian and cycling agencies, representatives of the Planning and Development Approvals Department, Environment and Transportation Department, OC Transpo and the Ottawa Macdonald-Cartier International Airport Authority (OMCIAA).

Study Timing

The study will commence immediately and will be completed by 30 November 1997. The proposed community workshops will occur during late September and early October 1997 and the public open house meeting will occur during late October / early November 1997.

Budget

The consultant's budget will be set an upset limit of \$50,000 inclusive of all time-based fees and disbursements but exclusive of GST. The costs of community notification will be borne by the Region.

Responsibilities of the RMOC

The Region will provide long term traffic projections for the two identified long term scenarios based upon the modeling conducted for the Transportation Master Plan including select link analyses for identified key routes (Bronson Avenue, Bank Street, Colonel By Drive, Queen Elizabeth Drive and Main Street).

Study Documentation

Study documentation will include the materials required for the noted public consultation events as well as a study report in draft and final formats. Twenty copies of the draft study report will be provided. One hundred copies of the final study report will be provided. The final report will include a bilingual Executive Summary.