



# CITY OF OTTAWA TRANSPORTATION COMMITTEE

March 1<sup>st</sup>, 2017

- Project Overview
  - Background
  - Project Need and Justification
- What We Heard from Public Consultation
- What We Did to Address Public Comments
- Recommended Improvements
- Next Steps

# WHY WIDEN HIGHWAY 417?

- Preliminary Design and EA Study (2008) reviewed infrastructure and operational issues on Highway 417. The Study incorporated the City of Ottawa's goal of increasing transit modal share to 30% as set out in the City's 2003 Transportation Master Plan; 2013 Transportation Master Plan included the equivalent transit modal share.
  - The Study concluded that even with improved transit and the increased modal share, there is still a requirement for additional lanes in selected sections of Highway 417 to accommodate future long-term traffic projections.
- Strategic widening of the Highway 417 will improve the safe and efficient movement of people and goods, both regionally and locally, and help to:
  - minimize congestion and related collisions
  - reduce the number of hours in a day prone to congestion
  - Benefits the overall municipal road network by reduced infiltration to arterial and local streets.
- Widening of the Highway 417 has received federal and provincial funding and construction is scheduled to start in 2017



# HIGHWAY 417 WIDENING - MAITLAND TO ISLAND PARK DRIVE

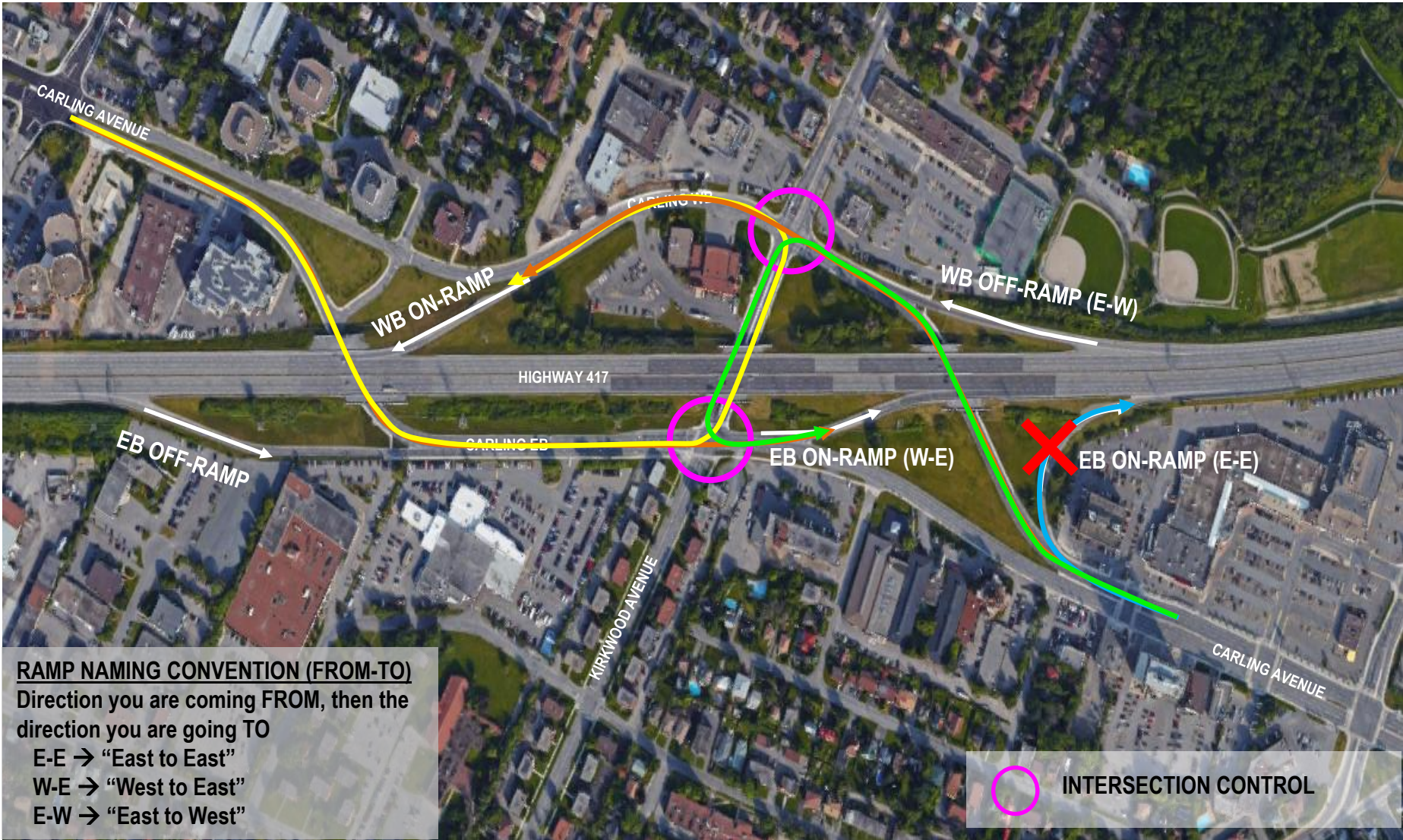
- The widening is an extension of the existing 4-lane cross-section east of Island Park as well as at selected areas west of Maitland.
  - It is intended to provide a consistent cross-section throughout this area of the corridor and “fill-in the gaps” where bottlenecks form due to inconsistencies in the number of lanes.



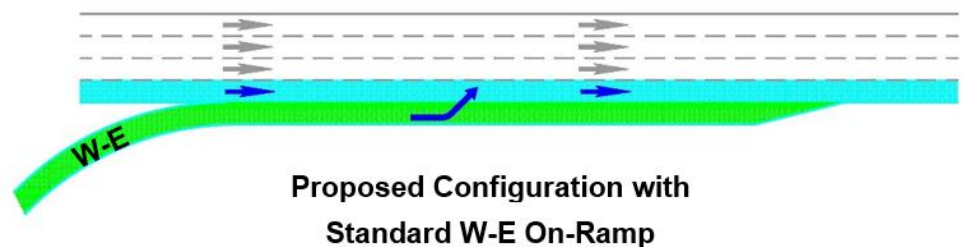
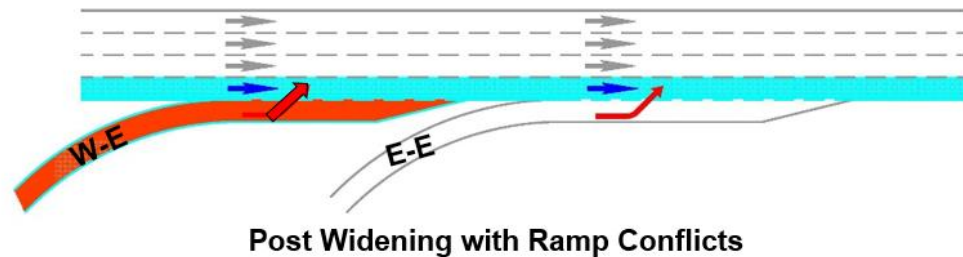
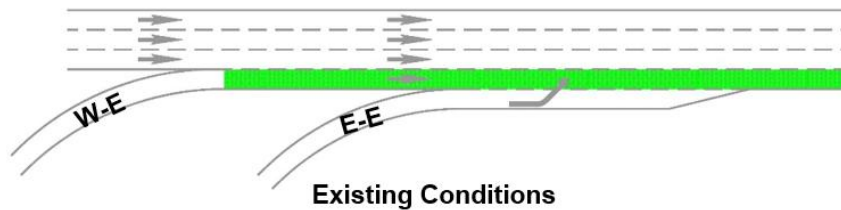
- The Detail Design for the Highway 417 Widening from Maitland Avenue to Island Park Drive found that the planned widening will result in future operational and safety issues at the Highway 417 Carling Avenue interchange.



# CARLING/KIRKWOOD INTERCHANGE → OVERVIEW



# PROJECT NEED AND JUSTIFICATION



## RECOMMENDATION AT PUBLIC INFORMATION CENTRE (PIC) #1

- Provide standard acceleration lane for the W-E on-ramp (high volume ramp)
  - Required closure of Carling E-E on-ramp (low volume ramp)
  - Traffic would re-direct within the same interchange
    - Feedback from the public → further review was required

## PROPOSED IMPROVEMENTS FOR THE RECOMMENDED DESIGN ALTERNATIVE

- Keep existing users within the Carling interchange by facilitating movements through the interchange
  - ➔ Eastbound Highway 417 access at the Carling Avenue interchange is being maintained on a single, to standard, on-ramp that is accessible from all directions of travel



# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

**Following the first Public Information Centre, public comments received included the following (in no particular order):**

- ❖ “Concerned that the Public Information Centre (PIC) and community consultation is a formality and that the public has no say”

## **What we did:**

- Listened to/received written comments
- Compiled comments and identified prevalent concerns
- Acted to address comments received by completing additional design work and traffic analysis
- Met with local elected representatives and local Community Associations
- Provided written responses to all commenters that requested a reply
- Returned to the public with PIC #2 to provide a project update and present proposed improvements within the Carling Avenue interchange

# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

## ❖ “Lack of consultation with the City of Ottawa”

### **What we did:**

- Met with City staff regularly to collaboratively develop a mitigation strategy and proposed improvements within the Carling Avenue interchange that:
  - Eliminates long standing safety and operational concerns at the Carling westbound / Kirkwood intersection;
  - Met the needs of the City’s ongoing project / initiatives for the Carling Avenue corridor, including future transit priority measures;
  - Supports the City’s long-term objectives for the Carling Avenue corridor by including improved pedestrian and cycling facilities; and
  - Provides capacity to accommodate the redistribution of traffic within the Carling interchange resulting from the consolidation of traffic destined for eastbound Highway 417.
  
- Coordination with City staff is on-going



# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

- ❖ “Proposed developments in the area were not considered”

## What we did:

- Informed the public that traffic analysis undertaken is based on a transportation forecasting model (TRANS Model) maintained by the City of Ottawa, in partnership with the City of Gatineau, the MTO and the Quebec Ministry of Transportation (MTQ)
  - This model accounts for City wide growth, including major developments and other proposed transportation infrastructure
- RIOCAN’s Redevelopment of Westgate Shopping Centre:
  - Still undergoing City’s Planning approvals processes
  - Current plans indicate a 3-phased development
  - RioCan’s Draft Community Transportation Study indicates area intersections will continue to offer similar levels of service
- New Civic Hospital Campus
  - At the time of PIC #1, site selection was still pending
  - Federal government recently announced (December 2016) that a site in the northeast corner of the Central Experimental Farm will be made available for the new Civic campus

# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

- ❖ Suggestions for alternative interchange/ramp configurations

## What we did:

- Considered the following design alternatives:

**Alternative 1:** Preliminary Design Recommended Plan – Maintain both the Carling W-E on-ramp and E-E on-ramp (a conceptual design that does not meet current highway design standards for on-ramp spacing and acceleration lane lengths) – *Presented at PIC #1*

**Alternative 2:** Maintain both the Carling W-E and E-E on-ramps (but does not meet current highway design standards for on-ramp acceleration lane lengths) – *Presented at PIC #1*

**Alternative 3:** Permanent closure of the E-E on-ramp to accommodate a standard acceleration lane for the W-E on-ramp ← **RECOMMENDED ALTERNATIVE HAS NOT CHANGED  
ADDITIONAL MITIGATION MEASURES ARE PROPOSED**

**Alternative 4:** Lengthen the Carling W-E and E-E on-ramps to meet current highway design standards

**Alternative 5:** Merge the Carling W-E and E-E on-ramps

**Alternative 6:** Shift Highway 417 to the north between Carling Avenue and Island Park Drive

**Alternative 7:** Create T-intersection of the Carling W-E on-ramp with the E-E on-ramp

# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

❖ “Traffic data used in analysis was not current”

## What we did:

➤ Completed additional traffic studies and analysis based on:

- Updated traffic counts (collected more traffic data)

→ No significant growth in traffic volumes at this interchange since 2010

- Origin-Destination Surveys for Carling E-E on-ramp and E-W off-ramp users

➡ Ramp users are not all travelling from the same origin therefore  
**not all vehicles will travel on a single alternative route**

→ Where are they coming from?

- 50% originate from the north, with 31% from Quebec or the Sir John A. Parkway and 19% from surrounding neighbourhoods around Island Park
- 31% originate from the east → these vehicles already **travel west to go east** on Highway 417 and currently do not choose to use the Parkdale interchange
- 19% originate from the south

→ Where are they going?

- 15% turn north on Kirkwood
- 48% travel west along Carling westbound
- 30% turn south on Kirkwood and weave across Carling westbound through-lanes to make this turn



# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

- ❖ “Drivers will not continue to travel west on Carling westbound and use ‘the Kirkwood loop’ to access the Carling W-E on-ramp”

## What we did:

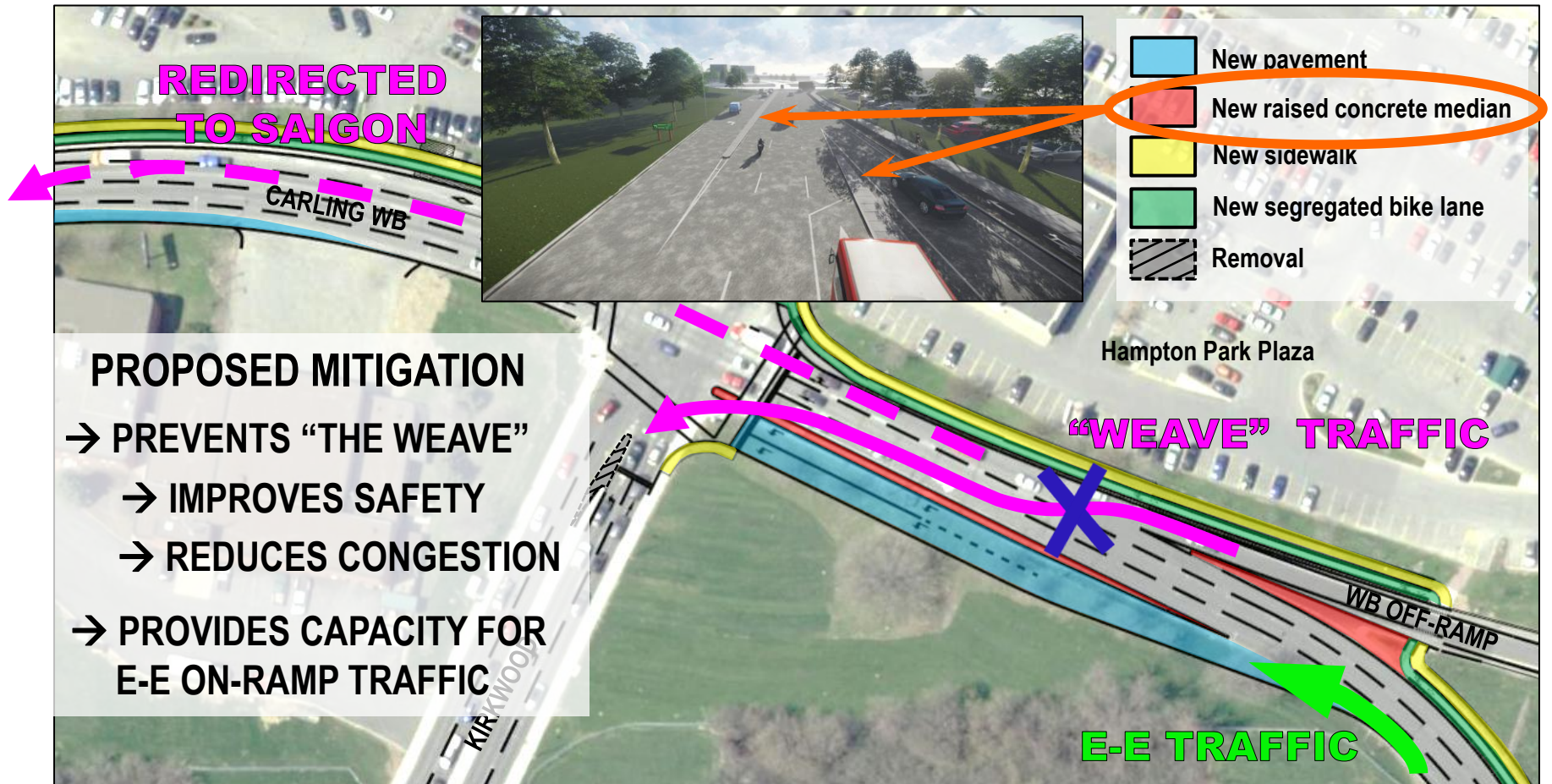
- In collaboration with City of Ottawa staff, developed proposed improvements at the Carling westbound / Kirkwood intersection



# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

## PROPOSED IMPROVEMENTS AT CARLING WB/KIRKWOOD

➤ In collaboration with the City of Ottawa

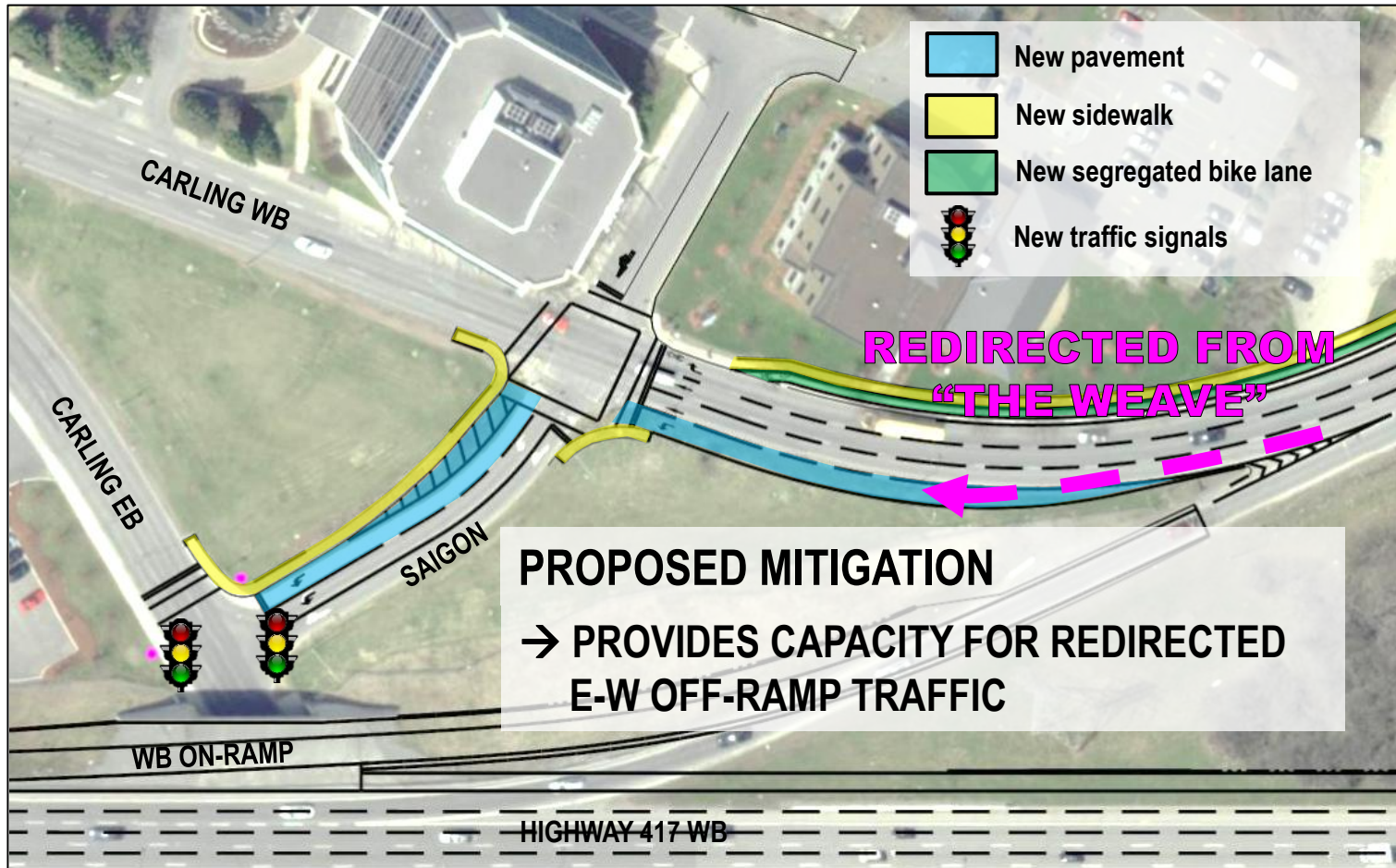




# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

## PROPOSED IMPROVEMENTS AT CARLING/SAIGON INTERSECTIONS

- In collaboration with the City of Ottawa





# WHAT WE HEARD FROM PUBLIC CONSULTATION AND WHAT WE DID TO ADDRESS COMMENTS

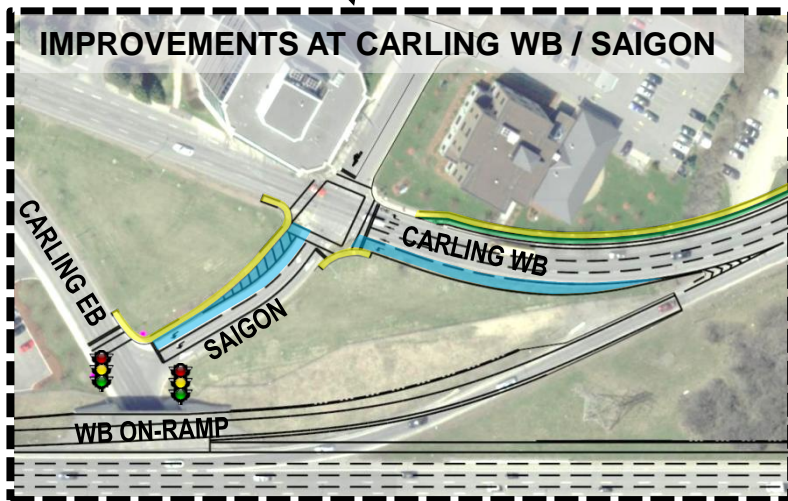
- ❖ “Displaced traffic will cut through my neighbourhood”

## What we did:

- Completed **Travel Time Surveys** to establish detailed travel times on Carling Avenue and adjacent roadways and assess the traffic diversion potential along alternative routings in order to gain access to Highway 417 Eastbound assuming the E-E on-ramp is no longer available
  - Detour route travel times adjusted to account for the impacts of the proposed E-E on-ramp closure and proposed intersection modifications at Carling/Kirkwood
    - Shortest alternative route for traffic from the north is the Carling / Kirkwood Intersection
    - Shortest alternative route for traffic from the east is the Carling/Kirkwood Intersection
    - Shortest alternative route for traffic from the south in the AM is the Carling/Kirkwood Intersection; in the PM it is a diversion to Kirkwood Avenue northbound
      - For traffic potentially diverting to Kirkwood northbound to access the W-E on-ramp, travel times were assessed via Coldrey Avenue. However, a large portion of local traffic will divert to Kirkwood northbound prior to reaching Coldrey, therefore **not all traffic from the south will choose to travel on Coldrey Avenue.**
    - A diversion route to the Parkdale Avenue interchange represents significantly more travel time under all scenarios

**➔ The average delay to access Highway 417 eastbound with proposed mitigation measures in place is 1-2 minutes during peak travel times.**

# SUMMARY OF RECOMMENDED IMPROVEMENTS



- New pavement
- New raised concrete median
- New sidewalk
- New segregated bike lane
- Removal
- New traffic signals

# NEXT STEPS

- Public Information Centre #2 – February 15<sup>th</sup>
  - Two week public comment period
    - Increase in public support for proposed improvements
    - Still some public concern
  - Comments being reviewed; responses to be provided to all commenters that requested a reply
  
- Prepare a Transportation Environmental Study Report (TESR) for this study and submit for a 30-day public review period, in accordance with MTO's Class Environmental Assessment (EA) Process (2000) for a Group 'B' undertaking
  - During the 30-day review period, "bump-up" (i.e. a Part II Order) requests may be submitted to the Minister of Environment and Climate Change
    - Part II Order may lead to the preparation of an individual environmental assessment
  
- Finalize the detailed design and prepare contract package
  
- Tender the project for construction



A photograph of a road intersection. A green sign on the left indicates route 417 and the direction 'EAST/ES'. A car is driving away on the road. The background shows trees and a cloudy sky.

**Thank you for your time**

**Questions?**