

DATE: 04 December 2014	
TIME: 6:00 p.m. to 8:00 p.m.	
LOCATION: Jim Durrell Recreation Centre	
TEAM MEMBERS IN ATTENDANCE:	PCG MEMBERS IN ATTENDANCE
Colin Simpson Ron Clarke Ron Jack Kate Whitfield	City of Ottawa Parsons Parsons Parsons Brad Nixon Joe Davis Jessica Bradley Barb D'Amico John Sankey Ben Novak Michael Murray Brian Wade Randall Raflaub Paul Norris George Brown Findlay Creek Comm Ass. Kempark Homeowners Ass on behalf of Diane Deans South Keys/Greenboro Comm Assoc Hunt Club Comm Ass Main Street Resident South Keys Landing Homeowners Association Emerald Woods Comm Ass Hunt Club Park Comm Ass River Ward Representative

Discussion / Status
<p><u>Overview</u></p> <p>An overview of the Study was presented to the group and included an analysis of existing conditions, reporting on the reconfirmation of the Need and Justification for the widenings of the Airport Parkway and Lester Road, and reporting on the preliminary results of the reconfirmation of the Evaluation of Alternative Solutions. The presentation also included information of design aspects to be considered in the following stage of the EA process.</p> <p>The meeting and time slot is appropriate for future PCG meetings.</p>
<p><u>Record of Discussion</u></p> <ul style="list-style-type: none"> • It was noted that the issue of the possibility of widening the Parkway is the focus of the study. It is acknowledged that a secondary issue is the ramps at Walkley Road and will be part of this study. • It was noted that the Study Team's mandate with regard to commercial vehicles on the parkway is to continue prohibition. • It was noted that growth and development in the corridor will be considered. For example, the study will consider anticipated growth identified in the Bank Street South Community Design Plan. • A question was raised as to the future for the newly built Multi-Use pathway (MUP) if the Parkway is widened. <i>The MUP is situated as to accommodate the widening and the EA will consider it and other MUPs in the recommendation.</i> It was further noted that the choice to use the MUP for cycling as compared with on-road can be based, in part, on whether or not the MUP is lit.

Discussion / Status

- A discussion was had regarding the “healthy tension” to encourage changes in modal share (i.e., not oversupply of roadways too early, and to have companion investments in transit.
- It was noted that the study has to take into account that the Parkway will remain operational to some degree during construction.
- A resident stated that the northbound traffic pattern today is from the Airport Parkway to Bronson Avenue and that it will continue whether or not the Parkway is widened. They also noted that there are no plans for the further widening of Bronson Avenue. The issue isn’t about backing up the Airport Parkway but about vehicle users selecting other routes with less friction. The existing situation around the Walkley Road ramps causes issues for residential side streets in the area (streets noted included Flannery Drive and Springland Drive). An alternate position is that downtown is not the destination for the majority of vehicles and the role of Parkway is not only to serve the needs of commuters into the downtown core. It was noted that should the Parkway be widened it might be one of the last remaining urban arterials to be widened in the City.
- The question was raised as to whether or not increased traffic on Walkley Road was anticipated. At present, it is not possible to travel northbound on the Parkway from Walkley Road. A southbound ramp to Walkley may mitigate cut through traffic in the area (i.e., Flannery Drive). A resident weighed the benefit of a new ramp on Walkley Road versus a “complete street” project on Flannery Drive (i.e., where the City should direct the funding). A resident noted that a widening will simply result in more vehicles.
- General support was given to one additional general purpose lane in each direction.
- A resident questioned that proposal for a HOV lane on Hunt Club (*outside of the scope of this project*).
- A resident questioned why the Reversible Lane Solution was screened out. *At present, and in the future, traffic volumes are exceeded for a single lane in both directions. Further to this, it requires expensive technology and may not be appropriate for a scenic entry route and a capital arrival experience route.*
- Feedback was given to not prohibit cyclists from the Parkway with the addition of new MUPs. It is also important to provide wide enough shoulders for cycling.
- It was noted that if a widening is necessary then the case should be made that it is about moving people and goods to/from the airport and not cars into the downtown.
- It was remarked that a review should be given to reassessing the current phasing of the Parkway and Lester Road widenings and undertake phase 2 and 3 concurrently.

Discussion / Status
<ul style="list-style-type: none">• It was noted that it is important to consult with the Accessibility Advisory Committee as early in the process as possible.
<p><u>Next Steps</u></p> <p>The information provided at this meeting will be presented to the Public at an Open House on January 27th at the Jim Durrell Recreation Centre. Notice of this meeting will be sent to ACG members.</p> <p>The meeting ended at 8:00 pm</p>