

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

REPORT
RAPPORT

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DATE 24 July 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
Environment and Transportation Department

SUBJECT/OBJET **WALKLEY ROAD - TRUCK ROUTE STATUS**

DEPARTMENTAL RECOMMENDATION

That the Transportation Committee recommend Council approve that Walkley Road's status as a truck route between Riverside Drive and Bank Street continue.

INTRODUCTION

The continued status of Walkley Road as a truck route between Riverside Drive and Bank Street has been discussed for some time, particularly since the completion of Hunt Club Road. Examples of this are:

- a. Section 2.5.3, paragraph 5 of the recently approved Transportation Master Plan states that Council shall "reconsider the existing designation of Walkley Road as a truck route between Riverside Drive and Bank Street, in light of the predominantly residential nature of this route and the availability of high-quality alternative routes";
- b. Two independent studies conducted by a Walkley Road resident, one of which was submitted to the City of Ottawa during the Riverside Park Neighbourhood Study, and both of which were submitted to Regional staff for information and action; and
- c. The West Walkley Residents' Action Committee, through their Regional Councillor, has requested that action be taken to remove Walkley Road between Riverside Drive and Bank Street from the Truck Route System.

This report will discuss the issue and make a recommendation regarding whether or not Walkley Road should be removed from the Truck Route System.

HISTORY

Walkley Road has been a designated truck route for at least as long as the Region has existed, that is at least 30 years. Walkley Road's status as a truck route was reaffirmed by Council on 13 October 1982 as part of an overall review of truck route designations in the Region.

NATURE OF ROAD

The section of Walkley Road between Riverside Drive and Bank Street is a four lane urban cross section measuring about 2.2 km in length. About one-half of its length is separated by a central median. There are traffic control signals at its intersections with Riverside Drive, Otterson/Springland Drives, McCarthy Road and Bank Street.

It is zoned as low density residential except for the section of Walkley Road between Bank Street and the CPR railway corridor which is zoned as commercial. The speed limit for this section of road is 50 km/h. Fielding Drive Public School backs onto the south side of Walkley Road west of McCarthy Road, and Holy Cross Church fronts Walkley Road immediately west of Springland Drive.

As indicated previously, the area immediately west of Bank Street is zoned for commercial use. In this area there is a strip mall on the north side and a car dealership on the south side, both of which are at the corner of Bank Street. Furthermore, both have entrances onto Bank Street. There are no other businesses along the section of Walkley Road being discussed, or along Riverside Drive in the immediate vicinity of Walkley Road, that would attract heavy trucks.

HEAVY TRUCK TRAFFIC

Traffic and Parking By-law No. 1 of 1996 defines a heavy truck as "a motor vehicle having a carrying capacity in excess of one tonne and any vehicle having a gross weight in excess of four and one-half (4.5) tonnes, but does not include a bus travelling on a bus route established by the Commission, an ambulance or a school vehicle". This definition includes a lot of vehicles, including large pick-up trucks, cube vans, school and OC Transpo buses, tandem trucks and, of course, the "18 wheelers" or tractor trailer combinations.

Heavy truck traffic on the subject section of Walkley Road is relatively low. Traffic counts taken at each end of the study section indicate that as a percentage of total traffic volume, truck traffic is less than four (4%) percent of the total. Specifically, in representative eight hour traffic counts, 201 heavy trucks made up part of the 5,164 total traffic volume recorded just east of the Walkley Road/Riverside Drive intersection and 388 heavy trucks were part of the 10,593 total traffic volume recorded just west of the Bank Street/Walkley Road intersection.

A review of the Department's accident statistics reveals that for the years 1995 to 1997 inclusive there were a total of eight accidents involving what would be considered heavy vehicles, i.e. tractor trailer combinations, tandems, etc. Of these, six occurred at the intersection of Walkley

Road and Bank Street, one occurred at the intersection of Walkley Road and McCarthy Road and one was a mid-block accident between McCarthy Road and Otterson/Springland Drives. Six of the eight accident reports indicate that the heavy truck operator was driving properly. In summary, it could be said that there have only been two accidents during this period between Riverside Drive and Bank Street, with the other six occurring at the Bank Street intersection.

It should be noted that some of the heavy truck traffic would have legitimate reasons for being on this section of Walkley Road, even if it was not designated as a truck route. To provide some examples, OC Transpo has two bus routes that utilize part of Walkley Road, school buses are permitted and heavy trucks delivering merchandise to households in the immediate vicinity are permitted to deviate off a truck route to access the final destination. It is not known what percentage of the heavy trucks fall into this category and what percentage is through traffic, but in any case the numbers are small.

Alternate truck routes in the immediate vicinity are Heron and Hunt Club Roads between Riverside Drive and Bank Street. Although Heron Road is a viable alternative, it is felt that the majority of through truck traffic now use Hunt Club Road. This recently completed road is essentially a ring road in the southern part of the urban area from Highway 416 to Highway 417 (utilizing parts of Hawthorne and Walkley Roads). Hunt Club Road was designed for this purpose with almost all the adjacent homes backing onto the road allowance with generous set back distances and fencing.

PUBLIC CONSULTATION

In consultation with the Regional Councillor, staff will ensure that the West Walkley Residents' Action Committee and the appropriate community associations are informed of the report's recommendation and invited to the Transportation Committee to present their views.

FINANCIAL IMPLICATIONS

There are no financial implications.

CONCLUSION

It has long been Regional Council's policy to recognize that Regional roads should generally speaking be truck routes. Because of the very low volume of heavy trucks on Walkley Road between Bank Street and Riverside Drive, its removal from the truck route system would not unduly compromise the integrity of the overall truck route network in the area.

*Approved by
Doug Brousseau*

SEM/fp