

NOTE: Two Email responses to a Richardson AVE resident have been edited together.

Please let me thank you again for raising this issue to our attention on behalf of your community it was a great service to both. I hope you do not mind but I am including Councillor Kavanagh and her office who advocated strongly on your behalf as well as the Woodpark Community Association who, under new leadership, supported your position and pushed for a resolution.

Since our last email the Rail Traffic Team has been working with the consortium (KEV) to identify the issue and investigate what would be possible to implement to support the community. The solution that has been found and agreed upon is an improvement for most of Woodpark however, as these trucks are required for the construction of the sidewalk on Byron Avenue, they must be able to travel to and from that progressively moving construction site. KEV has noted that the sidewalk construction will generate approximately 5 to 15 truck trips a day, however with the loop that we've implemented to reduce cut through traffic on the side streets, a truck may have to pass more than once to complete their operation which will somewhat inflate the perceived volume.

The Plan:

Trucks will be entering Byron Avenue from two designated routes reviewed by the City. The route shown in red has trucks turn onto Richardson Avenue from Carling Avenue and head north until Byron Avenue. The trucks would then dump or conversely fill their truck and exit at the nearest exit point (either Richardson Avenue, Ancaster Avenue or Woodroffe Avenue). If a truck needed to turn around for any reason, it would find a way to loop around on the designated truck routes, and then re-enter the site via the Richmond Road Westbound - Woodroffe Southbound – Byron Avenue Westbound route.

The route shown in light blue would have trucks coming from Richmond Road turn left onto Woodroffe Avenue and afterwards make an immediate right onto Byron Avenue. The truck would then dump or conversely fill their truck and exit via Richardson Avenue to Carling Avenue. If a truck needed to turn around for any reason, it would exit via Richardson Avenue Southbound to Carling Avenue, loop around using truck routes, and then come back to site via Richardson Avenue Northbound.

Rationale for its Selection and Implementation.

Tucks will access Byron Avenue via either Richardson Avenue or Woodroffe Avenue. When I referenced Ancaster Avenue I was only referring to the connection to Richmond Road through the linear park, not through the neighbourhood. The reason we have recommend using Ancaster Northbound is to reduce any unnecessary trucks on Byron Avenue.

Please note that the plan that I have shared was not the only one considered however it is the only one that provides access to Byron Avenue. KEV explained that they are not able to make the Eastbound right turn from Richmond Road to Woodroffe Avenue and then the Southbound right turn from Woodroffe Avenue to Byron Avenue because of the radius for those two quick right turns. Trucks would have to back up in the Woodroffe/Byron intersection in order to complete the turn, which is an unsafe maneuver. Further, KEV explained that they need some trucks (most, in fact), to be oriented facing east when they arrive on site, and so the route you have suggested would still result in trucks having to deviate through neighbourhood streets in

order to get oriented the correct way when they arrive on site.

Thank you
Damon

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