

Qualicum – Graham Park AGM

October 14, 2004



Agenda

- Introduction
- Voting of Association Executive
- Financial Update
- Thanks to Volunteers
- Reserve Fund Update
- Request for Lighting at School
- Community Center Update
- Community Memberships
- Soil Remediation
- Local Traffic
- Queensway 417 assessment
- Transportation Master Plan
- Rick Chiarelli
- Community Association Accomplishments

Executive

- Susan Finlay (President)
- Leo Paoletti (Vice President)
- Kim Butler (Treasurer)
- Linda Ryan
- Shaunna Taylor
- Lauria Blackwell
- Joel McGrath
- Liz Barrett
- Jill Angus
- Nicole Cardillo
- Karen Leggett
- Lesli Zanetti

Traffic issues

- Local traffic issues
- Queensway (Highway 417 assessment)
- Transportation Master Plan (light rail)

Local traffic issues

- Through traffic
- Speed
- Left-turn into community from Richmond Rd.
- Sidewalks

Through traffic

- Three areas of concern
 1. Brian (access to Queensway)
 2. Beaumaris
 3. Nanaimo/Okanagan/Sioux
- Traffic origin study has been requested - no response yet from City.

Through traffic (Brian/Beaumaris)



Speed

- The limit in the community is **40 km/h**
- Residents should adhere to this limit
- Most complaints are on through traffic streets
- Constable indicated we could get compliance up by raising speed limit; community wants lower speed
- Perhaps some streets encourage higher speeds?

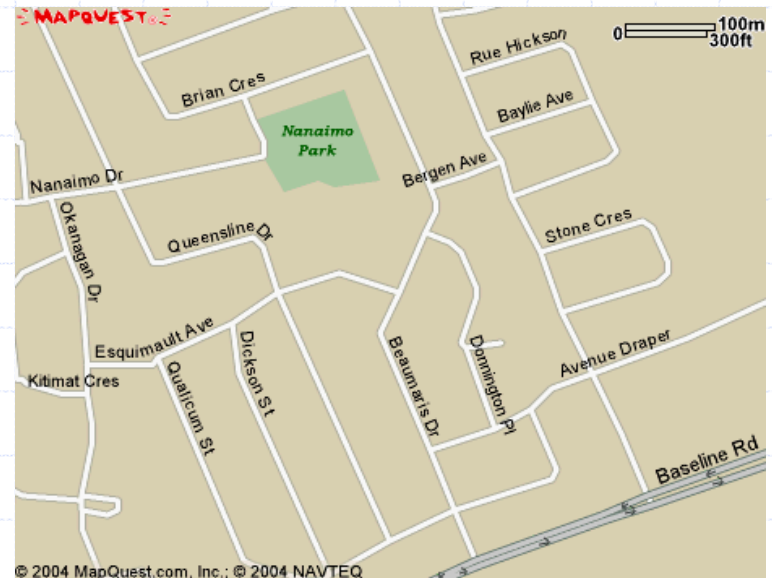
Speed indicators (40 km/h)

- Used on Nanaimo, Beaumaris, and Okanagan
- Cars slow down (not typical traffic pattern with indicator)
- Does provide understanding of speed



Speed at Nanaimo Park (Brian and Namaimo)

- Highest number of complaints
- Park street signs not installed
- Speed high on turn at Nanaimo and park



Speed survey on Nanaimo (City worker on June 17 – 6:30-8 AM)

- No indicator; only radar gun in unmarked vehicle
- Average speed 50 km/h
- 7% compliance
- 20% were > 56.5 km/h

Speed: next steps

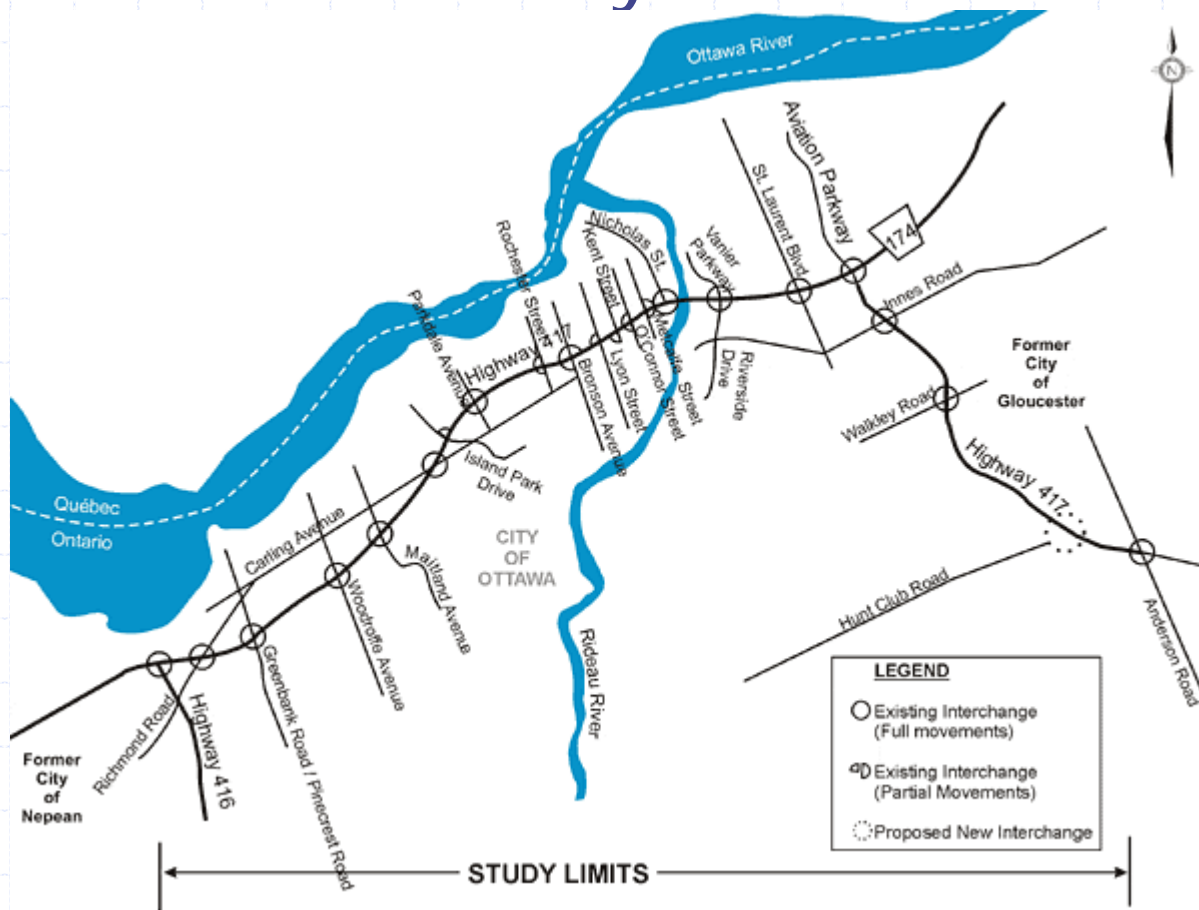
- Request more policing
- Work with City traffic department to look for ways to reduce speed
- Community traffic signs (like in Centrepointe) cannot be installed

Other traffic issues

- Left-hand turn from Richmond to Nanaimo now activated with one car (previously two cars). This intersection still has issues.
- Sidewalks on Nanaimo have been requested. Unlikely. City budget for sidewalks is \$0.5 M.
- Asking the City to help with pedestrian safety in community.
- Residents should turn on lamp posts.

Queensway (417) Environmental Assessment Study

- Technical study from 416 to Anderson



Study goals (short and long term)

From study Web site:

- Improve the mobility of people and goods
- Reduce congestion and associated delay
- Enhance safety
- Improve existing infrastructure (i.e. pavement, bridges, lighting, etc.).

Notes about study

- Impacts every interchange in City
- Some expropriation of property
- Assumes 50% pop. growth (20 years)
- Assumes implementation of City's Transportation Master Plan (30% public transit use) and growth plan
- Generally, four uninterrupted lanes going into and out of the core

Alternatives

- Three other alternatives exist
- Some minor from changing grades and curves
- Another could have impacted Queensline

Community concerns

- Forwarded to Engineering consultants, MTO, and Mr. Rick Chiarelli (July 2004)
- Noise impact
- Through traffic
- Richmond/Nanaimo/Holly Acres
- Access to Bayshore (foot and vehicle)

Noise impact (Sound Levels of Some Familiar Sounds)

| Sound Level in Decibels (dBA) Typical Source | Average Human Perception | Typical Source (measured at Operator/Listener Distance from source) |
|---|----------------------------------|---|
| 140 | Average Human Ear Pain Threshold | Shotgun blast, jet plane at takeoff, exploding firecrackers |
| 130-110 | Uncomfortably Loud | Rock music (amplified), hockey game crowd, severe thunder, pneumatic jackhammer |
| 100-90 | Extremely Loud | Power lawn mower, farm tractor, motorcycle, snowmobile |
| 80-70 | Moderately Loud | Window air-conditioning, crowded restaurant, diesel-powered truck/tractor |
| 60-50 | Quiet | Singing birds, normal conversation |
| 40-30 | Very Quiet | Rustle of leaves, dripping faucet, light rainfall |
| 10 | Just Audible | Whisper |

Noise impact (from Study)

| TPA Roadway Modifications | Sound Level Change Increase / Decrease | Mitigation Effort Required | Additional Comments |
|--|--|----------------------------|--|
| Richmond Rd S-E ramp closed Richmond Rd N-E ramp closed | Imperceptible (0-2 dBA) sound level decreases for Graham Park residents in SE quadrant (Mohawk Cr.), currently shielded by a noise barrier | None | These ramp closures are a positive benefit (noise decrease) to residents |
| New N/S-E ramp at Holly Acres Road | <i>No noise sensitive area</i> | None | - |
| Queensway widening to 8 lane cross section (2 new lanes) | Minimal (0-3dBA) sound level increases (imperceptible) | None | Any reductions in stop and go traffic, from improved highway operation, will provide acoustical benefits (i.e. reduced sound levels) |

Noise issue

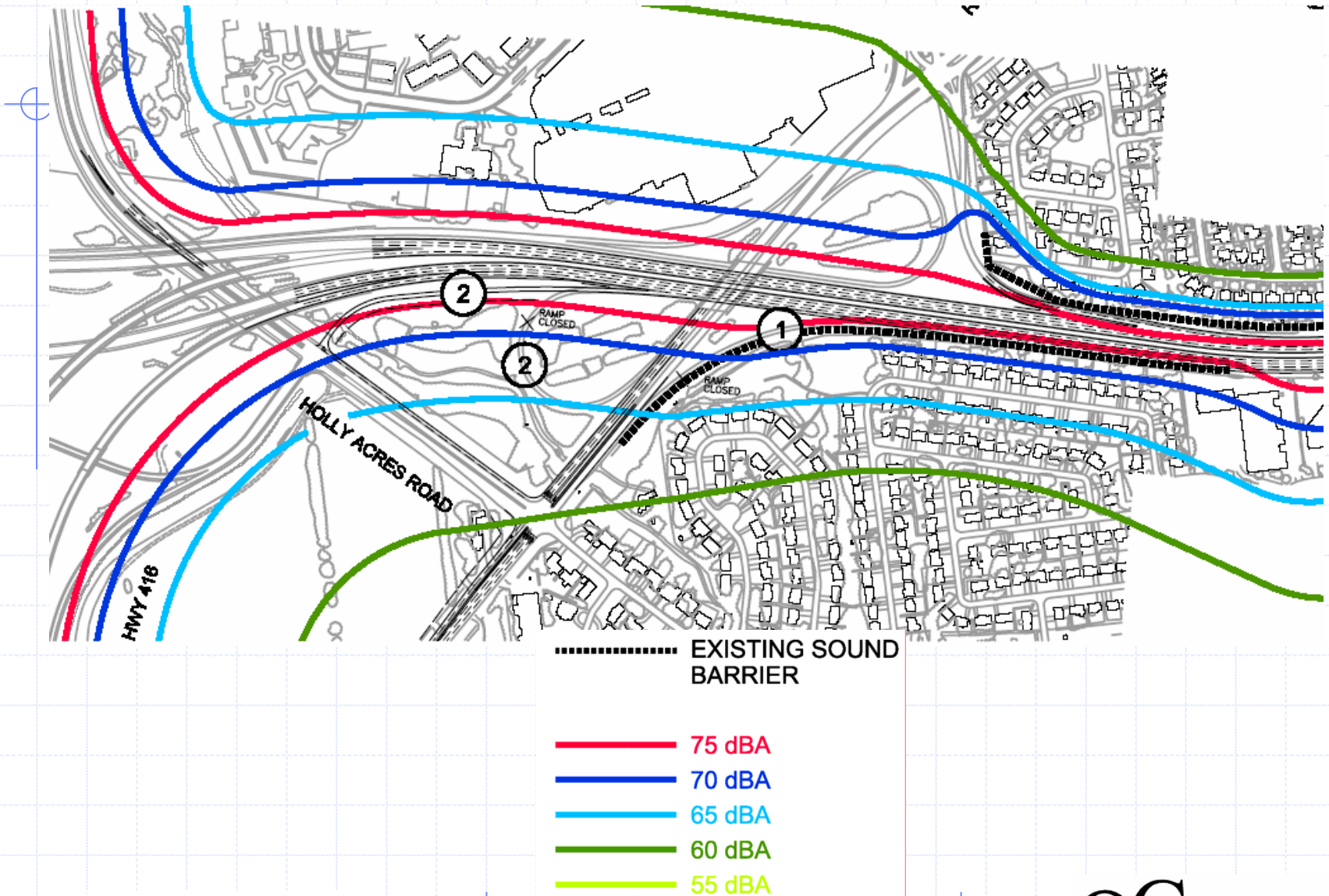
- The addition of 3 dBA negatively impacts Mohawk/Queensline residents
- Study indicates mitigation when impact is more than 5 dBA
- May push noise level above 60 dBA (the threshold for noise barriers?)
- Need to understand who “owns” the noise barriers, especially at Richmod: City or MTO?
- Current barriers may need significant modification

Noise levels (today)



- 75 dBA
- 70 dBA
- 65 dBA
- 60 dBA
- 55 dBA

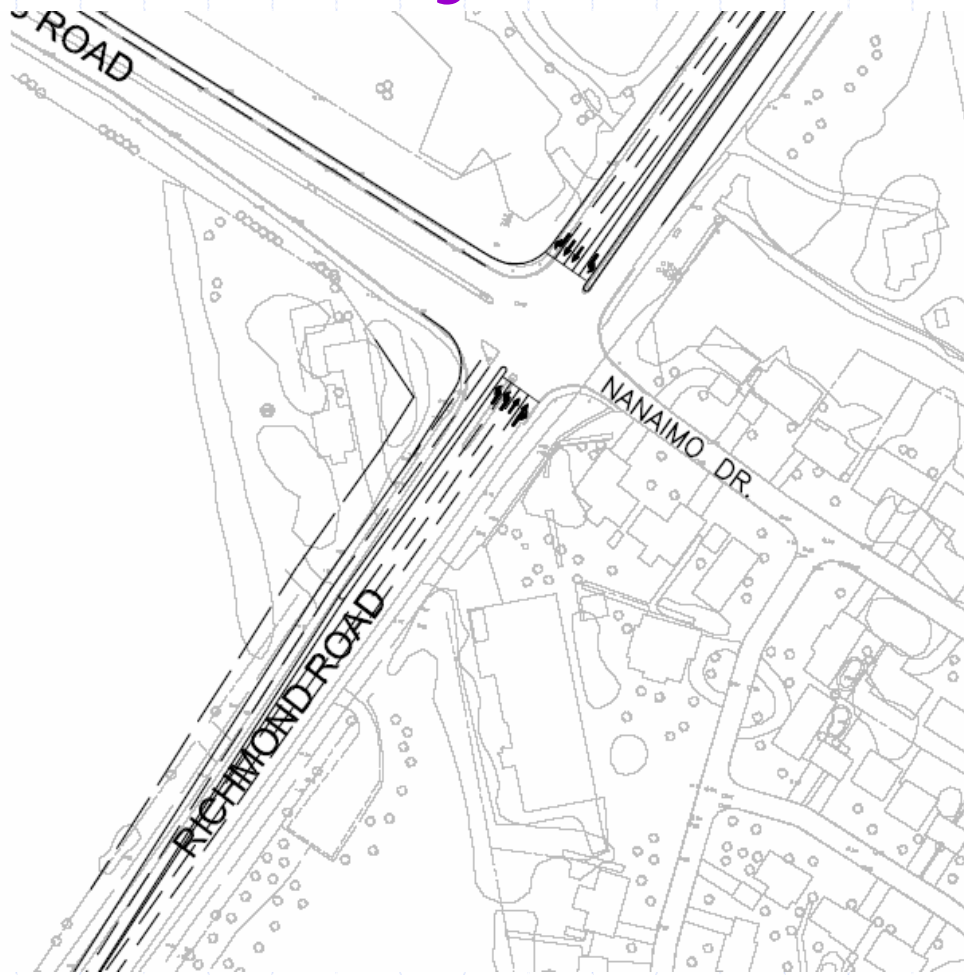
Noise levels (2021)



Through traffic at Nanaimo & Richmond & Holly Acres

- Potential similar problem to post-416 construction
- Northbound vehicles on Richmond Road will be required to make a left-hand turn to access the Queensway.
- If the left-hand turn lanes are not adequately sized or there is significant rush hour traffic, many drivers may decide to make a right turn onto Nanaimo and cut through our community to access the Queensway at Pinecrest.
- This may be especially true of drivers wanting to go eastbound on the Queensway.
- Much time and effort spent to have the Richmond Road/Nanaimo intersection reconfigured and the signals changed so that it was, and still is, illegal to enter the community from Holly Acres Road in the morning rush hour.
- Other through traffic in community

Through traffic at Nanaimo & Richmond & Holly Acres (map)



Other issues and notes

- Holly Acres intersection would need to be re-aligned. Currently: terrible site lines.
- Potentially easier for pedestrians to go over Richmond overpass (no ramps).
- Westbound QW exit at Richmond needs better signage for Bayshore Shopping Centre

Implementation and notes

- Funding hasn't been allocated from City or Province
- Entire project could take 10-20 years to implement
- Work will soon start on bridges between Maitland and Island Park – significant deterioration (work to align with study)
- Changes likely 416/417 interchange, especially to address 416 access to Moodie. Likely to impact Holly Acres. (different study)

Schedule

- Project Initiation Summer 2002
- Alternative Development Phase Fall 2002
- Public Involvement Centre #1 January 2003
- Traffic Operations Report Winter 2003/04
- Continuation of Alternative Development Phase / Selection of Technically Preferred Alternative Spring 2004
- **Public Involvement Centre #2 June 2004**
- Preliminary Design of Recommended Alternative Fall 2004
- Public Involvement Centre #3 Winter 2004/05
- Completion of Preliminary Design Winter 2004/05
- Submission of Environmental Document (TESR) for 30-day Public Review Spring 2005
- Project Completion Summer 2005

Queensway – more info

- <http://www.mto.gov.on.ca/english/engineering/417ea>

Transportation Master Plan

- Supports the City's Master Plan
- Council adopted plan in September 2003
- Public transit goal: 30% in afternoon peak (double of today) – similar to European cities
- Plan covers all forms of transportation including pedestrian, bicycles, cars, and public transit
- TMP extends to 2021 (same as Queensway)

TMP and community

- Opportunity to become involved in the TMP environmental assessment
- CA has had little involvement so far
- Biggest potential impact is from light rail
- We need to overlay potential TMP and Queensway changes

Light rail

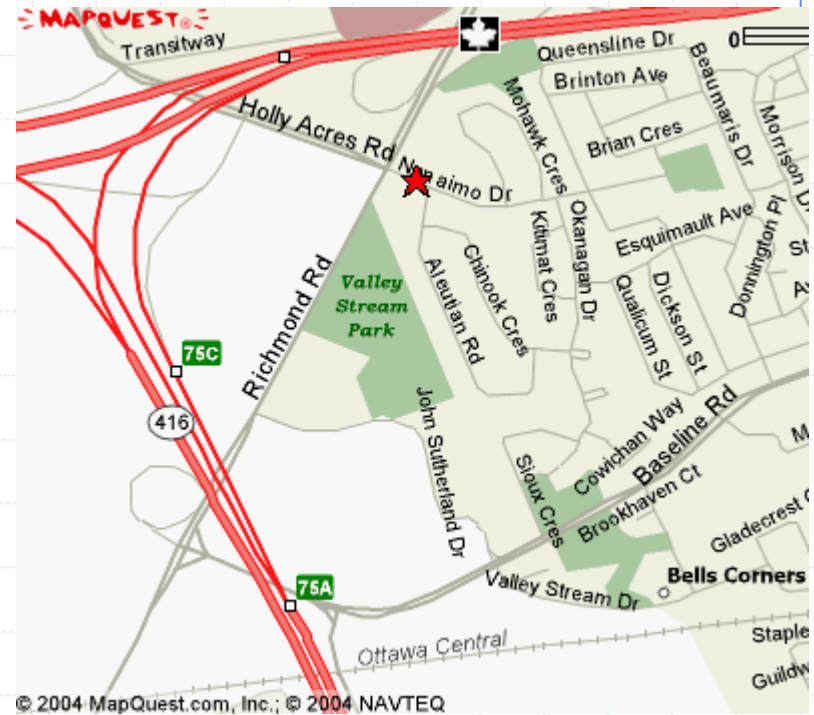
- Community could be impacted by East-West line (Orleans-Kanata). Environmental assessment is just starting.
- Impacts also from Carling/Bayshore/Richmond line. Considered Phase III of project (2013 and beyond). Environmental assessment to begin in 5 to 10 years
- Current maps show proposed transit corridors – opportunity to influence still exists. EA studies will determine the exact alignment
- Significant issues include community green space and potential transit station near hospital

Show map

- [Rapid Transit Network map](#)
- More details at <http://www.ottawa.ca>

Map of green space

- CA proposal includes moving rail to other side of Richmond (and moving station closer to Bells Corners)
- Concern about hospital creep towards community. Previous agreement of 400 ft and natural sound barriers.



Thank you

- Questions?
- This presentation will be added to www.qualicum.org