

1ST REPORT OF THE
TRANSPORTATION ADVISORY COMMITTEE

Meeting held on December 6, 2016, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: A. Stratton (Chair), G. Bikas, S. Brooks, G. Debbert, A. Farahi, H. Ketelaars, J. Kostyniuk, L. Norman, A. Penney and J. Bunn (Secretary).

ABSENT: S. Greenley, J. Madden.

ALSO PRESENT: J. Cleary, P. Dubniak, V. Kinsley and T. Koza.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that the following interests were disclosed:

- a) S. Brooks disclosed an interest in clause 6 of this Report, having to do with the Adelaide Street/Canadian Pacific Railway Grade Separation Municipal Class Environmental Assessment Study, by indicating that she lives within the study area; and
- b) J. Kostyniuk disclosed an interest in clause 3 of this Report, having to do with the Wharncliffe Road South Municipal Class Environmental Assessment Study, by indicating that he lives within the study area.

II. ORGANIZATIONAL MATTERS

2. Election of Chair and Vice Chair for the term ending November 30, 2017

That it BE NOTED that the Transportation Advisory Committee elected A. Stratton and J. Kostyniuk as the Chair and Vice-Chair, respectively, for the term ending November 30, 2017.

III. SCHEDULED ITEMS

3. Notice of Public Information Centre #2 - Wharncliffe Road South - Municipal Class Environmental Assessment Study

That it BE NOTED that the attached presentation from T. Koza, Transportation Design Engineer, Transportation Planning and Design, with respect to the Wharncliffe Road South Municipal Class Environmental Assessment Study was received.

IV. CONSENT ITEMS

4. 9th Report of the Transportation Advisory Committee

That it BE NOTED that the 9th Report of the Transportation Advisory Committee from its meeting held on October 4, 2016, was received.

5. Municipal Council Resolution - 9th Report of the Transportation Advisory Committee

That it BE NOTED that the Municipal Council resolution from its session held on November 8, 2016 with respect to the 9th Report of the Transportation Advisory Committee, was received.

6. Notice of Public Information Centre #2/Workshop - Adelaide Street/Canadian Pacific Railway Grade Separation - Municipal Class Environmental Assessment Study

That it BE NOTED that the Notice from J. Goldberg, WSP|MMM and A. Spahiu, Transportation Design Engineer, City of London, related to the Public Information Centre #2/Workshop related to the Adelaide Street/Canadian Pacific Railway Grade Separation Municipal Class Environmental Assessment Study, was received.

7. Notice - Application by DNL Group Inc. re property located at 3425 Emily Carr Lane

That it BE NOTED that the Notice from A. Riley, Senior Planner, dated November 17, 2016, with respect to the application by DNL Group Inc., relating to the property located at 3425 Emily Carr Lane, was received.

V. SUB-COMMITTEES & WORKING GROUPS

None.

VI. ITEMS FOR DISCUSSION

None.

VII. DEFERRED MATTERS/ADDITIONAL BUSINESS

8. (ADDED) Bradley Avenue Extension - Road Construction - Wonderland Road South to Wharnccliffe Road South

That it BE NOTED that the Notice from T. Koza, Transportation Design Engineer, City of London, dated November 29, 2016, related to the Bradley Avenue Extension from Wonderland Road South to Wharnccliffe Road South, was received.

VIII. ADJOURNMENT

The meeting adjourned at 1:35 PM.

NEXT MEETING DATE: January 10, 2017



WHARNCLIFFE ROAD SOUTH ENVIRONMENTAL ASSESSMENT STUDY

Becher Street to Commissioners Road

WSP MMM GROUP

November 2016

Public Information Centre #2



Purpose of Public Information Centre 2

- Provide an update on the EA Study
- Provide a summary of PIC 1
- Present the Preliminary Preferred Design which includes:
 - The CN Rail Bridge replacement and the recommended improvements between Horton Street and Becher Street
 - The longer-term recommended improvements on Wharncliffe Road, south of Horton Street
- Review the potential benefits, impacts and mitigation recommendations
- Answer questions and gather feedback
- Identify next steps



Please ask questions and make your opinions known to the Project Team. Fill out a comment sheet here or on-line.



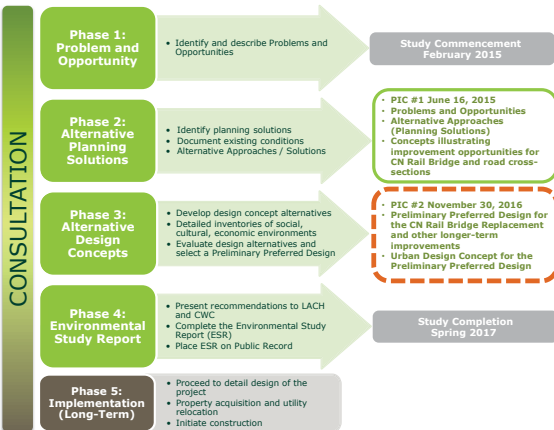
Wharncliffe Road South Environmental Assessment Study

Public Information Centre #2 November 30, 2016



Study Process and Schedule

The Municipal Class EA process enables the planning and implementation of municipal infrastructure projects taking into account the environmental setting, agency and local community interests and unique project requirements.



Wharncliffe Road South Environmental Assessment Study

Public Information Centre #2 November 30, 2016



Summary of Problem / Opportunities and Recommended Planning Solution

Problems	Opportunities		
<ul style="list-style-type: none"> • CN Rail Bridge creates a bottleneck for northbound traffic • Limited turning movements at the Horton Street Intersection • Narrow travel lanes, sidewalks and boulevards • High number entrances/ driveways • High collision rates at and between major intersections • Long traffic delays at intersections • Cut-through traffic on residential streets 	<ul style="list-style-type: none"> • A wider CN Rail Bridge to accommodate one additional northbound lane on Wharncliffe Road • Addition of southbound and northbound left-turn lanes at Horton Street • Addition of turn lanes and other improvements at other intersections • Review accesses and driveways in an effort to reduce the number of potential conflict points • Protect for a future long-term ideal street right-of-way through the strategic acquisition and dedication of property, as opportunities arise 		
<p>The Recommended Planning Solution includes:</p> <table border="0"> <tr> <td> Phase 1 – Becher Street to Springbank Drive <ul style="list-style-type: none"> • CN Rail Bridge replacement • Add one northbound lane to Wharncliffe Road, north of Horton Street • Improvements to Horton Street and Wharncliffe Road intersection </td> <td> Phase 2 – Springbank Drive to Commissioners Road <ul style="list-style-type: none"> • Partial Road Cross-Section Improvements • Intersection improvements • Access Management </td> </tr> </table>		Phase 1 – Becher Street to Springbank Drive <ul style="list-style-type: none"> • CN Rail Bridge replacement • Add one northbound lane to Wharncliffe Road, north of Horton Street • Improvements to Horton Street and Wharncliffe Road intersection 	Phase 2 – Springbank Drive to Commissioners Road <ul style="list-style-type: none"> • Partial Road Cross-Section Improvements • Intersection improvements • Access Management
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Wharncliffe Road South Environmental Assessment Study

Public Information Centre #2 November 30, 2016

Phased Implementation

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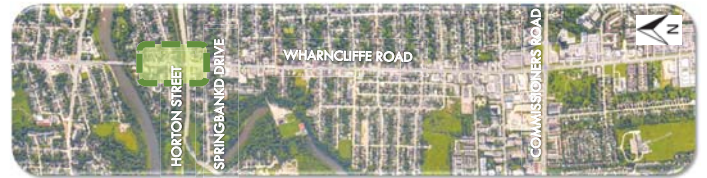
A phased approach to improvements is recommended. This recognizes that the CN Rail Bridge replacement is high priority and provides the City with flexibility to implement longer-term improvements as needed.



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PHASE 1

- CN Rail Bridge Replacement
- Horton Street Intersection Improvements



CN Rail Bridge Replacement Alternatives

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CN Rail Bridge

- Constructed in 1924
- 3-span steel girder structure, with 2 rail tracks
- Currently has 2 southbound and 1 northbound lane
- Centre span of ~11.6 m
- Vertical clearance of 4.2 m (minimum clearance under the current design guidelines is 5.0 m)
- Elevated sidewalks on both sides



CN Rail Bridge Replacement Alternatives considered during this study were developed based on two basic construction techniques:

1. **In-Place Construction** – constructs new bridge adjacent to existing bridge, and over a four day period, replaces the old bridge with the new one
2. **Rail Diversion** – diverts rail traffic onto new temporary tracks, in order to work on existing bridge and maintain rail traffic

CN Rail Bridge Replacement Alternatives

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Staging Process

- 1) Coordinate existing municipal services projects with Wharncliffe Road construction
- 2) Construct temporary trestles
- 3) Lower Horton Street and Wharncliffe Road
- 4) Construct abutments for new bridge
- 5) Construct new bridge north of existing bridge on temporary abutments
- 6) Remove existing bridge and jack new bridge in place (full closure over long weekend)

ALTERNATIVE 1 - IN-PLACE CONSTRUCTION (PREFERRED)



- Duration of bridge construction (stages 2 to 6 above) would be approximately 15 months.
- Opportunity to maintain traffic on Wharncliffe Road for longer period of time.
- Estimated cost for In-Place Construction and CN Rail Bridge (stages 2 to 6 above) is \$15.6M.

CN Rail Bridge Replacement Alternatives

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Staging Process

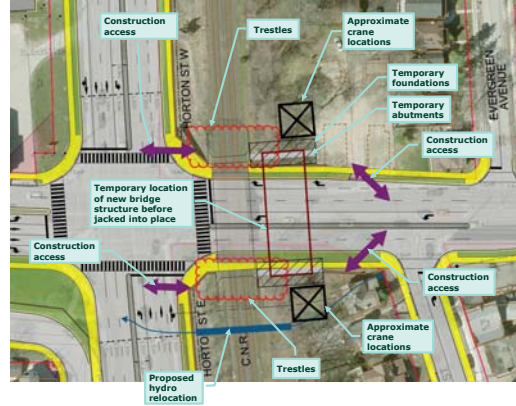
- 1) Coordinate existing municipal services projects with Wharncliffe Road construction
- 2) Construct temporary retaining walls, bridge, and diversion tracks (~1 km)
- 3) Lower Horton Street
- 4) Build new bridge
- 5) Remove existing bridge and build new abutments
- 6) Lower Wharncliffe Road
- 7) Install new bridge
- 8) Restore rail traffic to original line and remove temporary bridge, retaining wall, and diversion



- Duration of bridge (stages 2 to 8 above) construction would be approximately 22 months.
- Anticipated periodic road closures associate with construction.
- Estimated cost of Rail Diversion and CN Rail Bridge (stages 2 to 8 above) is \$18.5M.

CN Rail Bridge Replacement Preliminary Staging Plan

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Typical Trestle Construction



Typical Crane Positioning



CN Rail Bridge Replacement Assessment

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	In-Place	Diversion
Alignment Options	• Can only maintain existing alignment	• Flexible for maintaining existing alignment or shifting to west
Property Impacts	• Five (5) full and six (6) partial (edge, land only) property requirements	• Six (6) full and four (4) partial property requirements
Staging impacts	• Construction equipment required on properties just north of the rail tracks, east and west of Wharncliffe Road	• Construction equipment required on properties just north of the rail tracks, east and west of Wharncliffe Road
Temporary infrastructure	• Temporary trestles and abutments for new bridge during construction	• Temporary 1 km diversion, retaining wall, and bridge during construction
Transportation Impacts	✓ Opportunity to maintain traffic on Wharncliffe Road for longer periods of time.	✗ Longer anticipated road closures associated with construction.
Cost	✓ \$15.6 M (only includes bridge and rail construction costs)	✗ \$18.5 M (only includes bridge and rail construction costs)

Preferred CN Rail Bridge Replacement Alternative

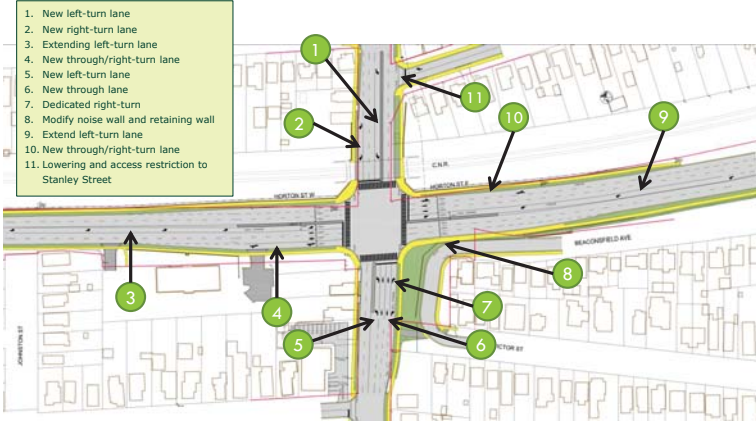
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The preferred CN Rail Bridge Replacement Alternative is the **In-Place Construction** because it:

- ✓ Does not require building a 1 km temporary rail detour, temporary bridge and retaining wall, thus has a smaller impact footprint
- ✓ Has more flexibility in the construction staging
- ✓ Reduced construction duration
- ✓ Has opportunity to maintain more open traffic lanes on Horton Street during construction
- ✓ More cost effective as does not require building temporary infrastructure required for diversion
- ✓ Similar property impacts for both alternatives when considering construction staging
- ✓ Train traffic is maintained on the existing tracks with short-term rail disruption
- ✓ CN Rail has provided input and an endorsement to the In-Place construction design



Intersection Improvements – Horton Street



Phase 1 Implementation

	2016	2017	2018	2019	2020
PIC #2	★				
Review and respond to all public and agency comments		■			
Prepare the Environmental Study Report (ESR)		■			
Present the ESR to Civic Works Committee and Council		★			
File the ESR for public review (30-day review period)		■			
Detail design for the CN Rail bridge replacement and Horton Street Improvements including additional review of heritage features, impacts and mitigations			■	■	
Property acquisitions and coordination with other infrastructure projects				■	■
Construction of Phase 1 following the Staging Process and other infrastructure projects					■

*Schedule pending coordination of other municipal servicing projects, and obtaining all required permits and approvals

PHASE 2

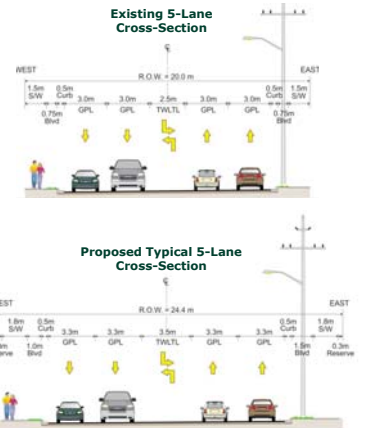
- Cross-section improvements
- Intersection improvements
- Access Management



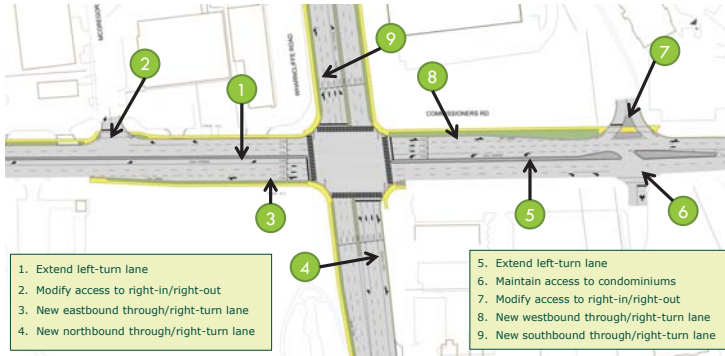
Partial Road Cross-Section Improvements

Springbank Drive to Elmwood Avenue, and Emery Street to Base Line Road

- Increase the lane widths to 3.3 m and 3.5 m to improve safety and create continuity
- Increase sidewalk width to 1.8 m (City Standard)
- Increase the boulevard widths to 1 m and 1.5 m to improve pedestrian environment and better accommodate hydro poles
- Opportunity to provide additional boulevard width on the west side during property redevelopment to provide space for additional streetscaping treatments



Intersection Improvements – Commissioners Road



- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Extend left-turn lane 2. Modify access to right-in/right-out 3. New eastbound through/right-turn lane 4. New northbound through/right-turn lane | <ol style="list-style-type: none"> 5. Extend left-turn lane 6. Maintain access to condominiums 7. Modify access to right-in/right-out 8. New westbound through/right-turn lane 9. New southbound through/right-turn lane |
|---|---|

Additional Intersection Improvements Include:

Emery Street – Recommended addition of north and southbound dedicated left-turn lanes

Base Line Road – Recommended extension of southbound left-turn lane

Other Design Aspects

- Access Management
- Transit
- Landscaping
- Utilities
- Next Steps

Access Management

There is a high concentration of accesses within the study area. Managing access alleviates traffic congestion and back-ups, reduces fuel consumption/vehicular emissions, and improves safety.

The Project Team has identified some commercial accesses that are recommended for modification (e.g., change to right-in / right-out or closure) based on:

Issue: Existing access from side street and main street



Issue: Multiple accesses from main street



All access management recommendations are will be considered by the City through redevelopment of the corridor in the long term.

See Preliminary Preferred Plans available on the tables.

Municipal Services

- This study will coincide with other municipal servicing projects
 - R.V. Anderson Horton Street Sanitary Trunk Sewer
- Municipal services and utilities crossing the CNR Bridge will be re-aligned
- Improvements to the municipal services (water, sanitary, stormwater) along Wharcliffe Road South are being recommended for improvements





Next Steps

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	2016 / 2017											
	Fall			Winter			Spring					
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May				
PIC #2			★									
Review and respond to all public and agency comments												
Prepare the Environmental Study Report (ESR)												
Present the ESR to Civic Works Committee and Council									★			
File the ESR for public review (30-day review period)												

You can become involved by:

- Requesting that your name be added to the study mailing list
- Providing your feedback by completing a **comment sheet** and placing it in the box provided at this PIC, or sending comments by email or mail directly to one of the project team contacts:

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Thank you!

Your involvement is essential to the success of this study.
We welcome your feedback!

Your comments are welcome at any time throughout the project, however, we ask that you provide your feedback with respect to the PIC 2 materials by **January 16, 2017** in order to allow us to incorporate critical information into the study at an early stage.