

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 7, 2017</b>
<b>FROM:</b>	<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL &amp; ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>HIGHWAY 401 EMERGENCY DETOUR ROUTES</b>

<b>RECOMMENDATION</b>
-----------------------

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Emergency Detour Routes (EDRs) within the City of London:

- a) The proposed revisions to the Emergency Detour Routes (EDR 401 – Interchange 177 to 186 and EDR 401 – Interchange 189 to 194) **BE SUPPORTED** by Municipal Council; and,
- b) Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with these revisions.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
--

- Environment and Transportation Committee – December 13, 2004 – Highways 401 and 402 Emergency Detour Routes

<b>2015-19 STRATEGIC PLAN</b>
-------------------------------

The revisions to the City of London EDRs support the 2015-19 Strategic Plan through the strategic focus area of “Leading in Public Service.” Review and revision of the Emergency Detour Routes demonstrates collaborative, engaged leadership between the City of London and the Ministry of Transportation that will allow for the safe and efficient control of detouring traffic.

<b>BACKGROUND</b>
-------------------

**Purpose**

Recent infrastructure upgrades enable improved EDRs for Highway 401 in London. This report requests support for proposed updates to two EDRs within the City of London. Identification of and updates to specific detour routes allows for the safe and efficient control of detouring traffic from the provincial freeways. EDRs are used for short term closures of provincial freeways related to incidents and are not intended for long-term closures, such as those due to construction.

The new Highway 401 / Wonderland Road South interchange also prompts reconsideration of the Highway 4 wayfinding signage through London. Although it does not require Council approval, the report provides information about a wayfinding signage change currently under consideration with the Ministry of Transportation (MTO).

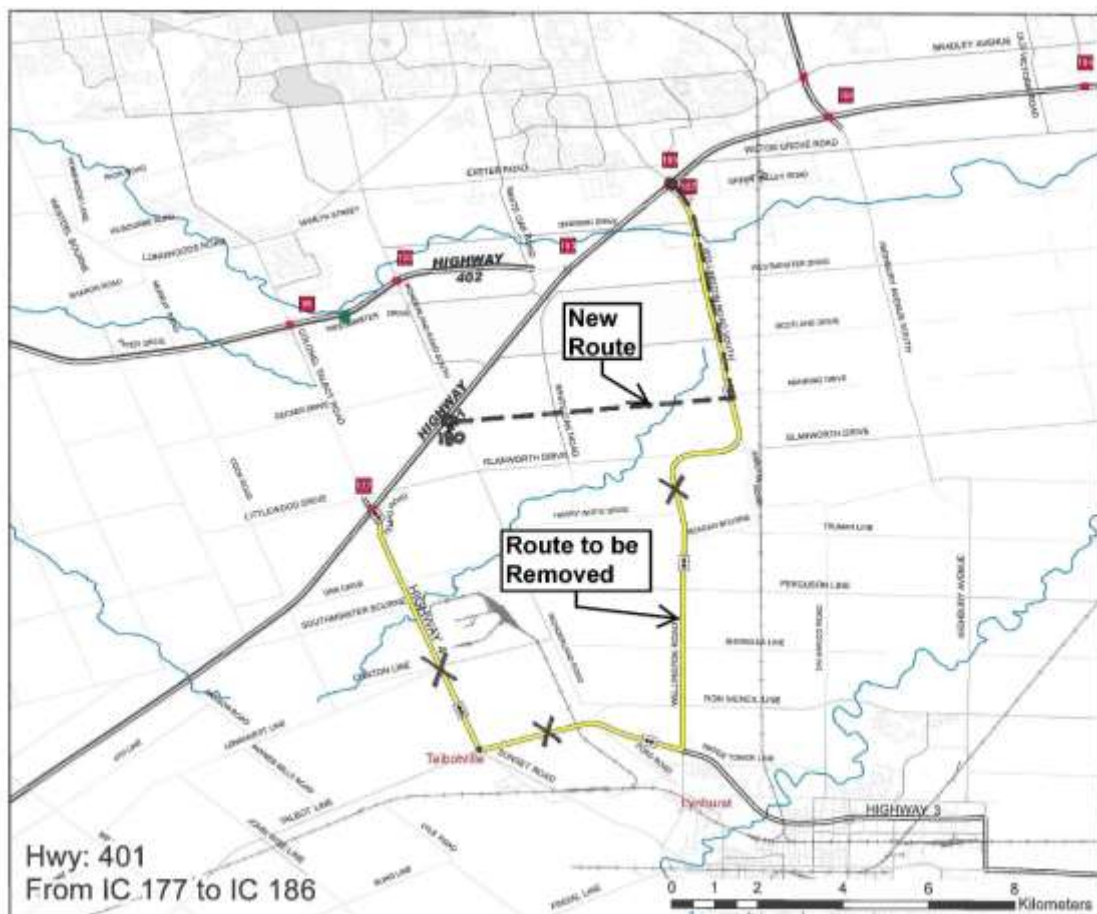
## Context

The City of London has been working with MTO to review and revise the existing eight EDRs that were introduced in 2004 and most recently updated in 2007. A review of the existing routes was initiated in 2016 in order to ensure the highest level of service is provided in an emergency situation. Updated EDRs have been made possible because of improvements that have been made to the City of London's transportation network since the previous EDRs were accepted. Appendix A and Figures 1 and 2, below highlight the proposed changes to the existing routes.

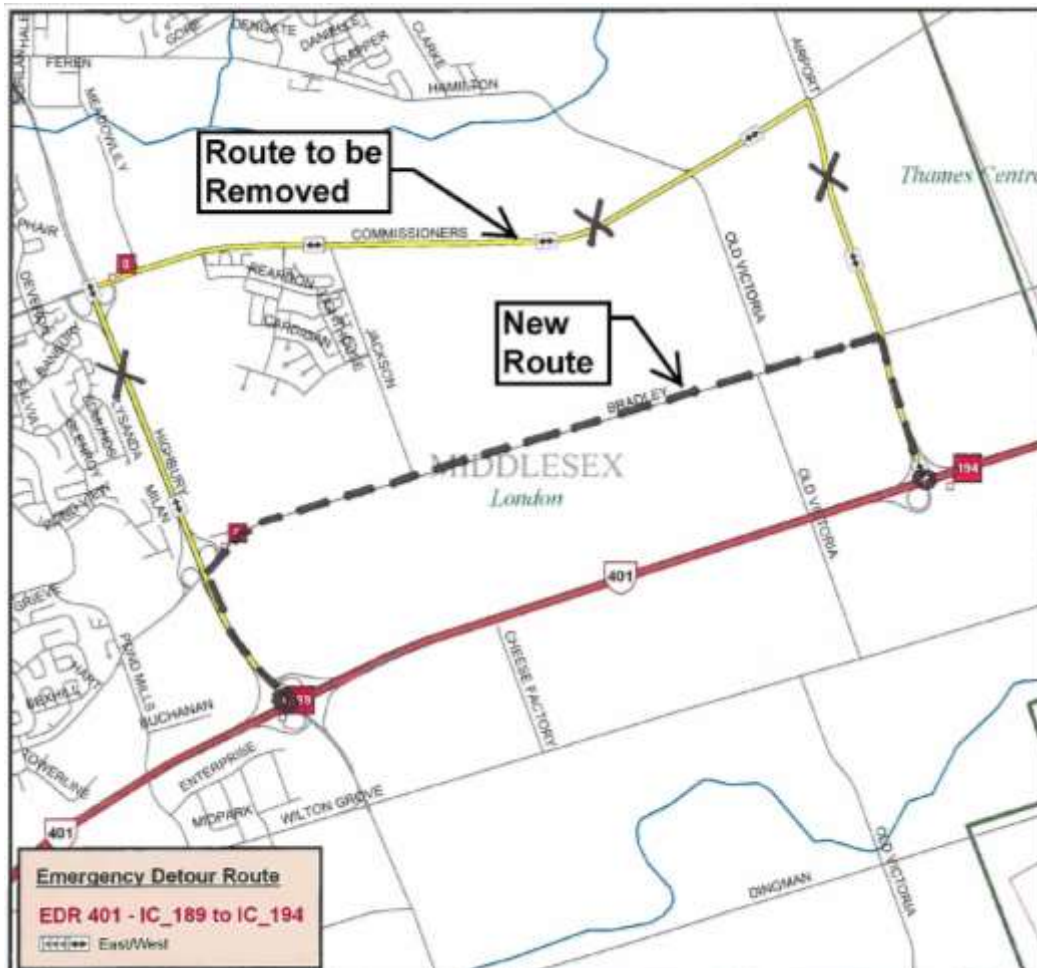
### EMERGENCY DETOUR ROUTES

City staff have reviewed the existing eight EDRs with respect to road surface, load restrictions, signalized intersections, potential negative impacts on traffic, and if there was a better route that could be achieved by utilizing new infrastructure. The findings were that two of the eight existing routes could be revised to provide an improved level of service. The two revisions are outlined below and shown in Appendix B.

1. With new Interchange 180 (Highway 401 / Wonderland Road South) now complete, the opportunity has become available to utilize Manning Drive in the EDR shown below in order to significantly shorten this route by approximately 10 km.
  - a. Route to be Removed: EDR 401 – Interchange 177 to 186 (Colonel Talbot Road (Highway 4), Talbot Line (Highway 3), Wellington Road South)
  - b. New Route: EDR 401 – Interchange 180 to 186 (Wonderland Road, Manning Drive, Wellington Road South)



2. With reconstruction of the Bradley Avenue road structure, the EDR shown below can now be routed along Bradley Avenue instead of Commissioners Road East. This will improve the level of service and shorten this route by approximately 6 km.
- Route to be Removed: EDR 401 – Interchange 189 to 194 (Highbury Avenue South, Commissioners Road East, Veterans Memorial Parkway)
  - New Route: EDR 401 – Interchange 189 to 194 (Highbury Avenue South, Bradley Avenue, Veterans Memorial Parkway)



The updated routes represent the preferred options, considering all factors. Routes were not allowed on any road with a load restriction and all roads have a competent pavement structure. The updated routes provide shorter detours and will help with adherence to the posted routes.

### Activation and Termination of Emergency Detour

The legal authority to close a provincial freeway rests with the Ontario Provincial Police (OPP). The decision to close a provincial freeway and to initiate the emergency detour is at the sole discretion of the OPP, and if necessary, may involve consultation with other emergency service agencies. When activating the emergency detour, OPP shall ensure that all appropriate agencies have been notified prior to opening and directing traffic off the freeway and onto the detour routes.

The OPP terminates the emergency detour when the need for the freeway closure is no longer prevalent and traffic flows on the diversion routes have returned to relatively normal levels.

## **Signing**

EDR signage located along the two routes which will no longer be active will need to be removed. The City of London will be responsible for the portion of this work that is within the City of London boundary. Both the MTO and Elgin County will be responsible for the portion of this work that is located within their jurisdiction. Elgin County has been engaged by MTO regarding this project.

If the removed signs are in acceptable condition, they will be salvaged. If required, MTO will be responsible for providing new signs. City of London will be responsible for installing the signs along the two revised routes, as required. The Transportation Planning and Design Division, Roadway Lighting and Traffic Control Division, and Transportation and Roadside Operations Division will work collaboratively to complete this work. The initial estimate of costs to be borne by the City of London is approximately \$1,000 which can be absorbed by the Transportation and Roadside Operations annual operating budget. The scope of this work will be finalized once the two revised routes are supported by Council.

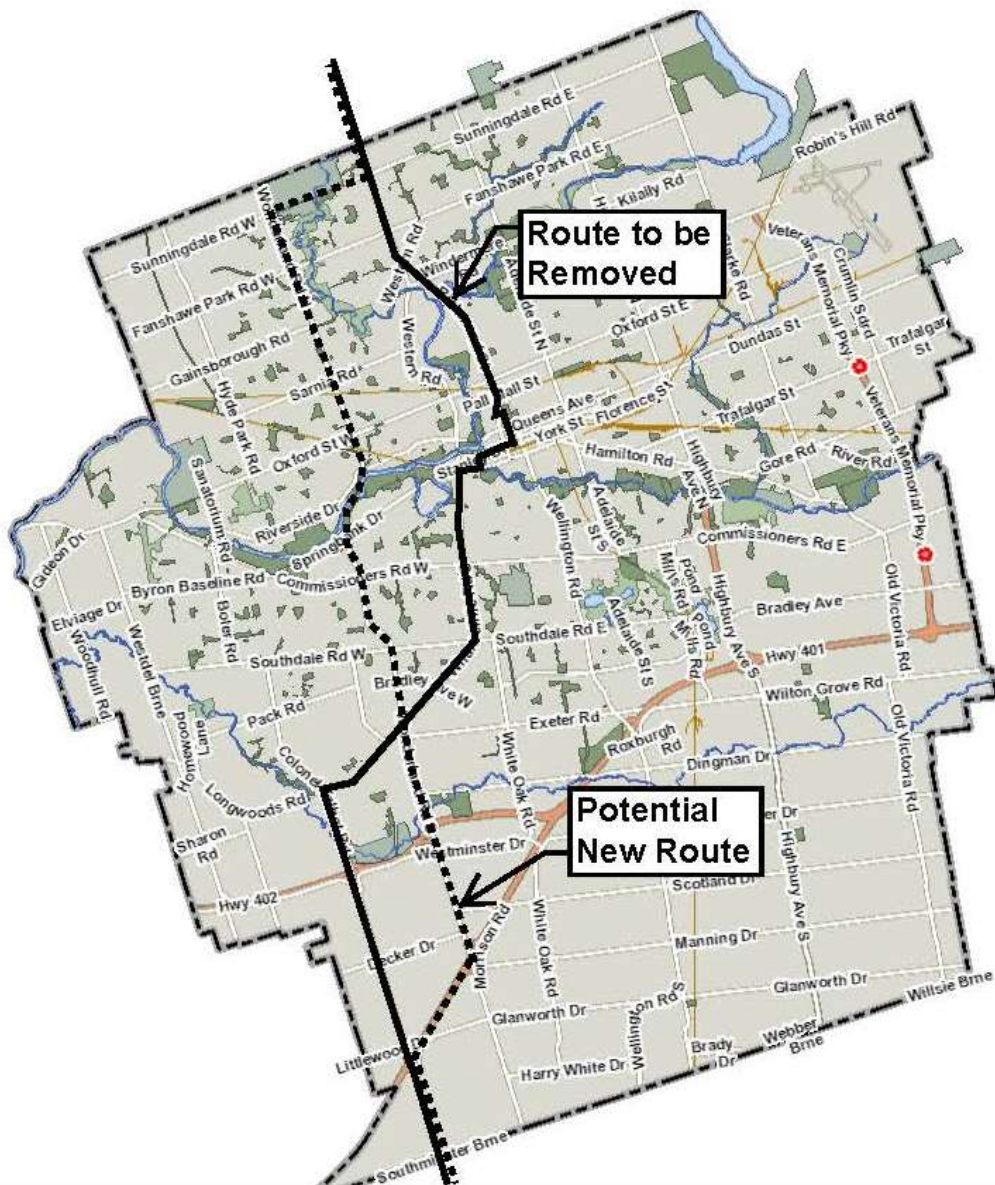
## **Operational Details**

OPP has been engaged by MTO regarding the revised EDRs. Similarly, London Police Service (LPS) has been engaged by the Transportation Planning & Design Division. After a review of the two revised routes, both parties have stated that they hold no objection to the revised routes. Once the appropriate signage has been installed, City of London Operations, MTO, OPP, emergency services and LPS will be notified that the two previous EDRs have been superseded by the revised routes.

### **HIGHWAY 4 WAYFINDING SIGNAGE**

The new Highway 401 / Wonderland Road interchange also provides an opportunity for potential improvement and simplification of the Highway 4 wayfinding signage within the City of London. A gap in Highway 4 exists between Highway 401 and the north city limit due to past transfers. Wayfinding signage exists along the previous route to assist with navigation through the city. The route is convoluted in the area of Wharncliffe Road, Stanley Street, Horton Street, York Street, Clarence Street, Angel Street and Richmond Street.

A simplified route is being considered by the City of London and MTO which would utilize Wonderland Road, Sunningdale Road West, and Richmond Street, as shown below. This potential new route can reduce confusion for through traffic, as well as help to manage congestion by directing through traffic away from the downtown core. The change only considers directional wayfinding signage and would not affect municipal addresses given that all road/street names would remain unchanged.



## CONCLUSION

Planning of Emergency Detour Routes allows for increased control of detoured traffic and reduced impacts on the local transportation network. Once the two revised EDRs are supported by Council, the City can develop a plan for the salvage and replacement of signs along the two EDRs. The appropriate stakeholders will be notified when the proposed EDRs have become active.

**Acknowledgements**

This report was prepared with assistance from Shane Maguire, Division Manager of Roadway Lighting & Traffic Control, and Michelle Morris, Engineer in Training, of the Transportation Planning & Design Division.

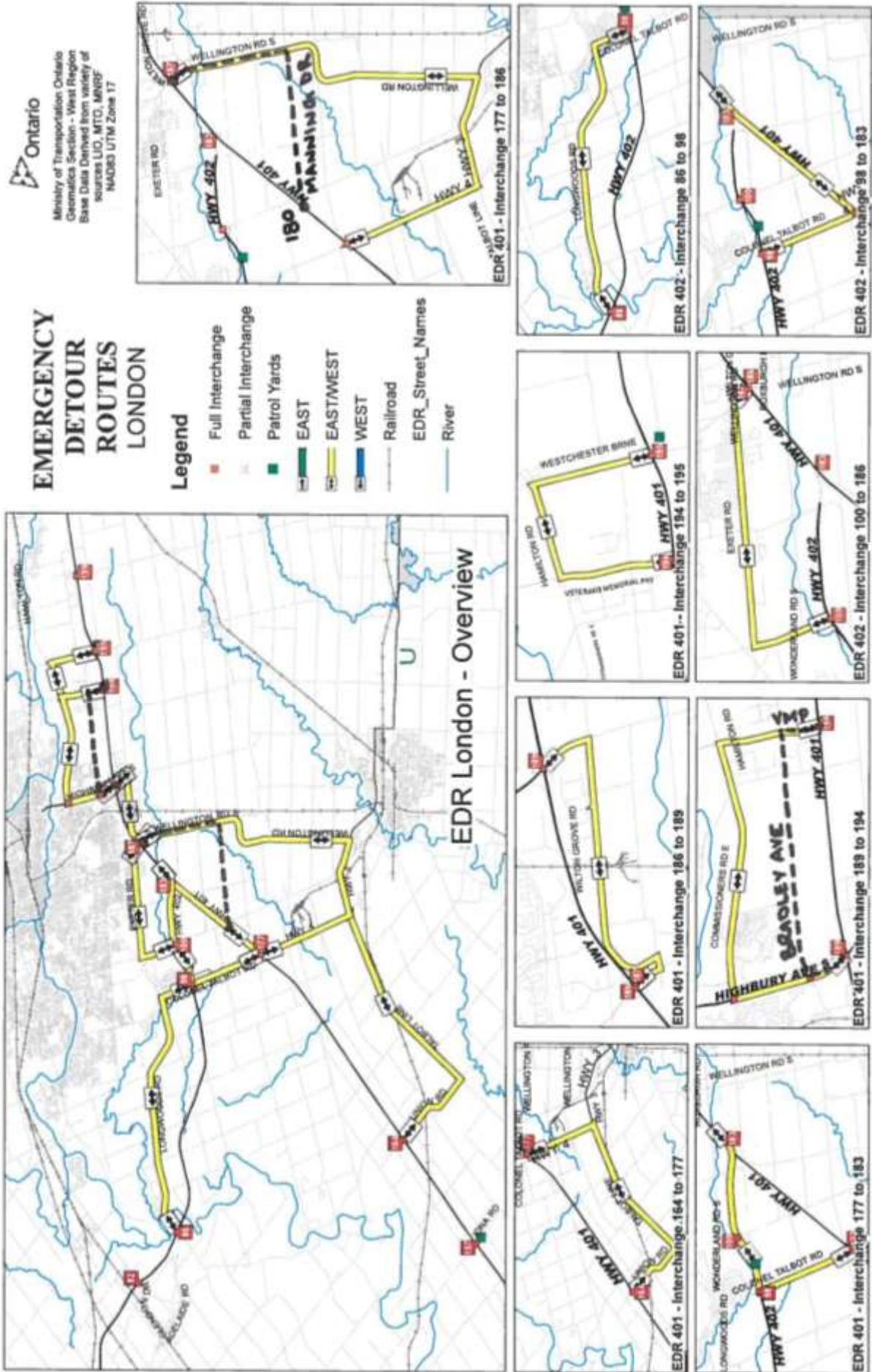
<b>PREPARED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>DOUG MACRAE, P.ENG DIVISION MANAGER, TRANSPORTATION PLANNING &amp; DESIGN</b>	<b>EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES &amp; CITY ENGINEER</b>	

Attach: Appendix A – EDR Map: Proposed Changes to Existing EDR Routes  
Appendix B – EDR Map: Proposed Updated EDR Map

- c. Ray Kellestine; Ministry of Transportation  
John Pare; London Police Service  
Dave O'Brien; City of London  
John Parsons; City of London

## Appendix A

### EDR Map: Proposed Changes to Existing Routes





## Appendix B

### EDR Map: Proposed Updated EDR Map

