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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JULY 22, 2013
FROM:	EDWARD SOLDO, P. ENG. DIRECTOR, ROADS AND TRANSPORTATION
SUBJECT:	REPRIORITIZATION OF GROWTH MANAGEMENT IMPLEMENTATION STRATEGY (GMIS) TRANSPORTATION PROJECTS

RECOMMENDATION

That, on the recommendation of the Director, Roads and Transportation, the following actions **BE TAKEN** with respect to the reprioritization of the Western Road (TS1489) and Bradley Avenue East (TS1479-1) widening projects:

- a) the Western Road Widening from Platts Lane to Oxford Street, **BE ADDED** to the 2014 Growth Management Implementation Strategy Update in the year 2017 as the project was identified in the 2030 Transportation Master Plan as a 0-5 year need;
- b) the timing of the Bradley Avenue East Widening, **BE RESCHEDULED** to the 5 to 10 year horizon in the 2014 Growth Management Implementation Strategy Update;
- c) approved 2013 Growth Capital Funding from the Bradley Avenue East Widening **BE REALLOCATED**; and,
- d) a budget of \$450,000 to initiate the Western Road Widening (TS1489) **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A'.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee - June 19, 2012: London 2030 Transportation Master Plan

BACKGROUND

Purpose

This report seeks the approval of Council to reprioritize the Western Road and Bradley Avenue East widening projects in consideration of the needs that were identified in the London 2030 Transportation Master Plan (TMP) and are being considered in the current Development Charge Background Study process.

The Western Road widening project was identified as a priority in the 2030 TMP. Subject to the current Development Charge Background Study, it is proposed to schedule the Western Road widening project in 2017 and defer the Bradley Avenue East Widening project to a later date. This reprioritization requires the transfer of approved 2013 Capital Budget funds between the two projects.

DISCUSSION

Context

The City of London relies on its transportation infrastructure to serve existing and new development and provide safe and efficient travel throughout the City. The effective planning and management of transportation infrastructure requires a well-considered and planned approach to meet appropriate levels of service and roadway safety requirements while ensuring reliability and long term sustainability.

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The Transportation Master Plan is updated periodically, in conjunction with the results of a comprehensive transportation survey and monitoring program. The London 2030 TMP is a long-term transportation strategy for the City that will help guide the City's transportation and land use decisions through to 2030 and beyond. The TMP is focused on improving mobility for residents of the City by providing viable choices through all modes of travel. As part of the 2030 TMP, the transportation needs were reassessed to prioritize the projects based on the most current traffic volumes and anticipated developments.

Project Descriptions

Recognizing the importance of integrating transportation and land use planning, the subject corridors were assessed from both transportation and land use perspectives to arrive at a preferred short list. Overall, the 2030 TMP study rated the priority of the Western Road link as a more urgent need than the Bradley Avenue East corridor.

Western Road Widening: It is planned to widen Western Road from Platts Lane to Oxford Street from 2 lanes to 4 lanes including a continuous left turn lane as well as widening the Canadian Pacific Railway (CPR) Subway. Construction was previously planned for 2020 but has since been identified in the 2030 TMP as a 0-5 year need due to traffic deficiencies and congestion levels. The new developments associated with Western University have increased overall traffic volumes along Western Road. This project will eliminate a "bottleneck" within a 4-lane corridor that extends north to the City limits and southerly to Highway 402. This widening project is being considered in the current Development Charges Background Study for construction by 2017.

Bradley Avenue East Widening: It is planned to widen Bradley Avenue East from 2 lanes to 4 through lanes from Dearness Drive to Jackson Road. Phase 1 is the widening of Bradley Avenue from Dearness Drive to Pond Mills Road. Construction of Phase 1 was originally planned for 2017 but has since been identified in the 2030 TMP as a 5-10 year need due to future traffic deficiencies. It is being considered in the current Development Charges Background Study for construction by 2022.

A map delineating the proposed project limits is included in Appendix "B".

The above road network improvement needs were established as part of the 2030 TMP to accommodate a higher level of growth and the flexibility to pursue the stronger growth objectives of Council.

The new proposed schedule of the Western Road widening that includes the reconstruction of the CPR Subway requires the initiation of an Environmental Assessment (EA) in 2013. The Bradley Avenue East widening account has available funds in 2013.

Civic Administration recommends utilizing these funds for the higher priority Western Road Widening by transferring the funds accordingly. The Bradley Avenue East EA would be rescheduled and its Capital Budget account adjusted accordingly based on the outcome of the Development Charges Background Study and By-Law.

CONCLUSION

The recently completed 2030 TMP recommends re-prioritizing these two projects. The need and justification to complete the Western Road Widening was identified as a greater priority than the Bradley Avenue widening project.

Recommendation

Based on the 2030 TMP, and in consideration of the rescheduling of needs in the current Development Charge Background Study, it is recommended that Council authorize the reprioritization of approved funds for the Western Road and Bradley Avenue widening projects. The project Environmental Assessment (EA) studies will be prioritized accordingly.

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Acknowledgements

This report was prepared within the Transportation Planning and Design Division by Ted Koza, P.Eng. Transportation Design Engineer.

SUBMITTED BY:	RECOMMENDED BY:
DOUG MACRAE, P. ENG. DIVISION MANAGER TRANSPORTATION, PLANNING & DESIGN	EDWARD SOLDO, P. ENG. DIRECTOR, ROADS AND TRANSPORTATION
REVIEWED & CONCURRED BY:	
JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER	

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Attach: Appendix "A" – Sources of Financing
 Appendix "B" – Project Location Drawings

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Appendix "B" – Project Location Drawings

Western Road Widening



Bradley Avenue East Widening

