

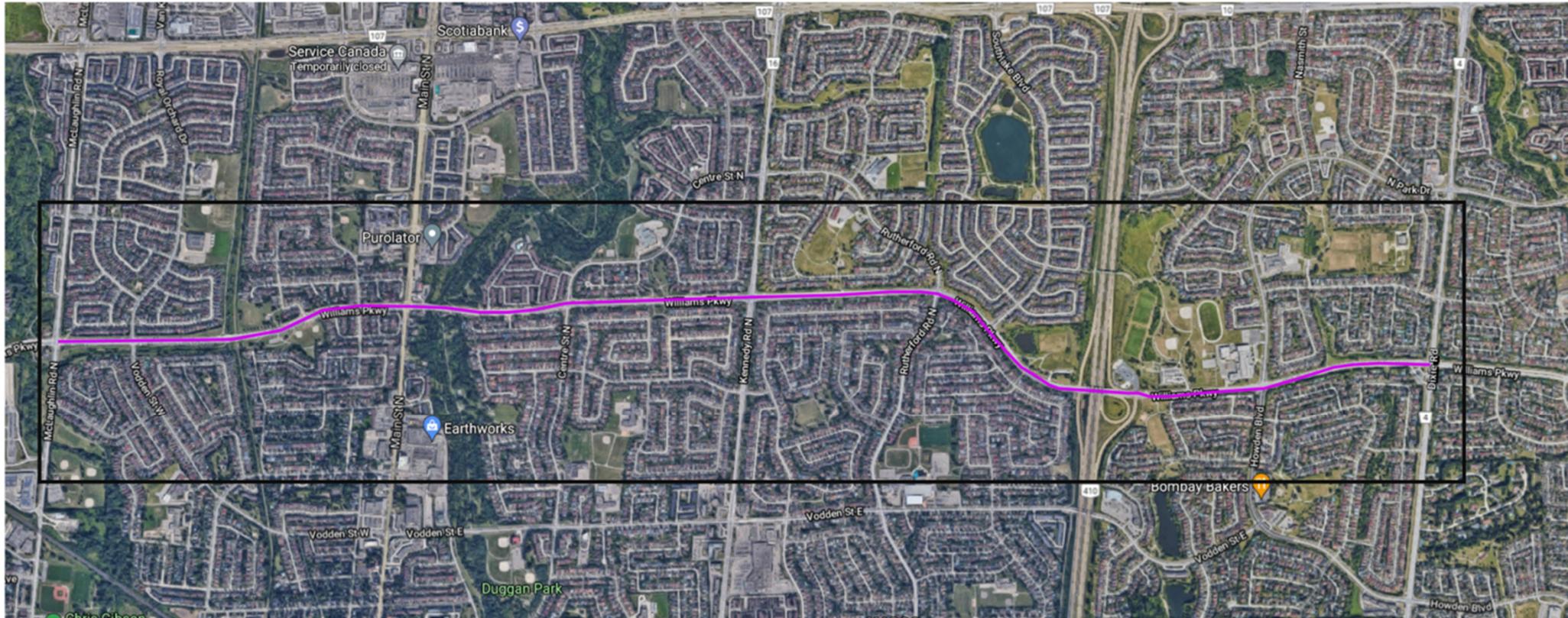
WELCOME

**Williams Parkway Review
from McLaughlin Road to Dixie Road**

**Feasibility Assessment Study – Maximize
People moving capacity and Public realm
design**

Date: June 23, 2021

Project study Area



Council Resolution

CW285-2020

1. That the report titled: **Williams Parkway Review (McLaughlin Road to North Park Drive): People-moving capacity and public realm design – Ward 1, 5 and 7**, to the Committee of Council Meeting of November 18, 2020, to the Council meeting of November 25, 2020 be received; and,
2. That the following option be selected for the City to carry forward for the design of Williams Parkway, based on the information presented in the subject report:

Option 4, as amended to read: Keep four general purpose lanes, with resurfacing of existing road only; work with the Region of Peel to find opportunities for the multi-use path; include enhanced streetscaping in boulevards; that staff also be requested to include additional greening/landscaping; and review the inclusion of noise walls - beyond those in place which were associated with the original road-widening plan - where desired by the residents; and report thereon.

3. That the survey results, communications and delegation information be considered, along with all future input received, in future roadway expansion projects planned across the City of Brampton.

Council Resolution

CW112-2021

1. That the **Minutes of the Brampton Community Safety Advisory Committee Meeting of February 18, 2021**, to the Committee of Council Meeting of March 10, 2021, to the Council meeting of March 24, 2021, Recommendations BCS001-2021 to BCS004-2021 and BCS006-2021 be approved, as published and circulated; and,
2. That Recommendation BCS005-2021 be referred to staff for consideration and report thereon.

BCS005-2021

Whereas the traffic lights on many major roads are timed such that drivers are rewarded for speeding to make the next green light, and,

Whereas timed traffic lights on major roads in Toronto and other cities have proven to reduce overall speed, traffic accidents, and death, and,

Whereas it has been confirmed that technology exists to time the traffic lights to ensure smooth flow traffic and that the pricing of this technology is less than in previous years, and,

Council Resolution cont'd

CW112-2021 cont'd

Whereas traffic flows more efficiently when right and left turn lanes exist by decreasing throughway flow obstructions, and,

Whereas pedestrian safety increases as people are queued in a turn lane instead of the throughway, and,

Whereas fewer bus routes obstructions occur where turn lanes exist because buses can use the turn lanes at major intersections for their stops, and,

Whereas road safety is a concern for all Brampton residents, and,

Whereas the Williams Parkway expansion has been cancelled,

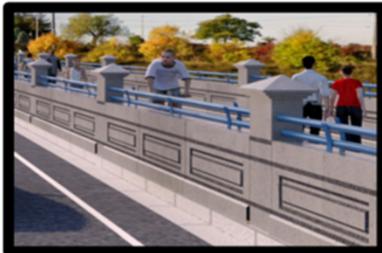
Therefore it is the opinion of the Brampton Community Safety Advisory Committee that staff be directed to explore timing the traffic lights on Williams Parkway, as a pilot project, and eventually city-wide, such that a driver heading eastbound or westbound continues to get green lights and that traffic flows smoothly, provided everyone is travelling at the posted speed limit, and,

It is the opinion of the Brampton Community Safety Advisory Committee that staff be directed to explore right and left hand turn lanes, advanced greens, and timed advancement pedestrian cross over signals (e.g. the count down don't walk hand), at all intersections on Williams Parkway, as a pilot project, and eventually city-wide.

Concept Design Redevelopments

Advisory: These images depict a concept design but may be subject to change based on the detailed design. The proposed landscaping, trees and center median planting beds, are planned to be low maintenance and the images shown below are for rendering purposes only.

Barrier Wall and Railing



Centre Median Planting



Pedestrian Light



Street Light



Tree



Active Transportation & Pedestrian Crosswalk



View 1 – Between Mclaughlin Road and Vodden Street (looking west) – Existing Drone View

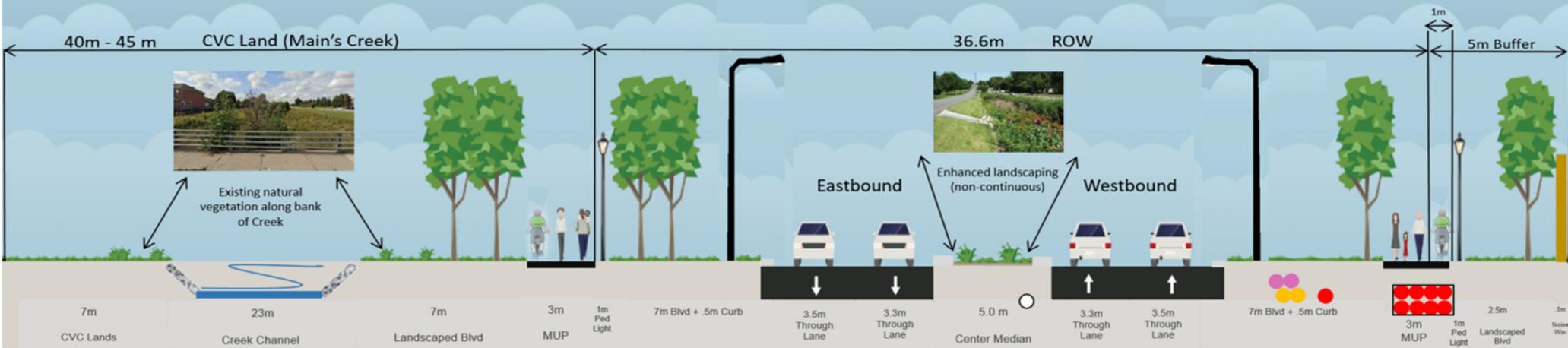


View 1 – Between Mclaughlin Road and Vodden Street (looking west) – Existing Street view



View 1 – Between McLaughlin Road and Vodden Street (looking west) – Proposed X-section

Vodden to McLaughlin



The proposed multi-use is subject to acquiring land and proposed trees are subject to acquiring temporary grading easement from CVC otherwise an alternative design will be carried out

LEGEND

- Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD
- Existing Watermain – To Be Abandoned
- Existing Local Watermain
- Proposed Local WM
- Hydro
- Sanitary
- Storm
- Gas
- Rogers
- Bell

* All utilities shown, locations and depths are approximate and need to be verified

The concept design is subject to Credit Valley Conservation Authority (CVC) and Ministry of Environment and Conservation Park approval, if the above cannot be achieved an alternative design will be developed during detailed design.

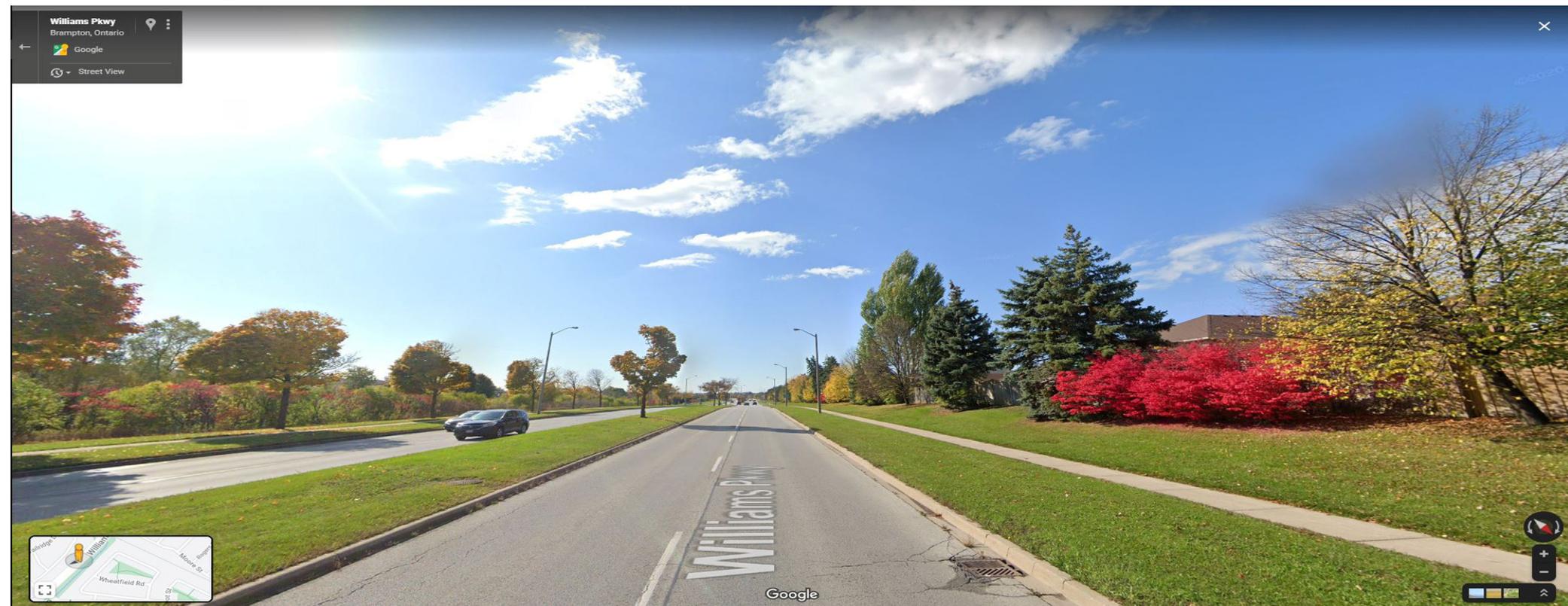
View 1 – Between Mclaughlin Road and Vodden Street (looking west) – Proposed Rendering



View 2 – Between W of OBRY and Vodden Street (looking west) – Existing Drone view

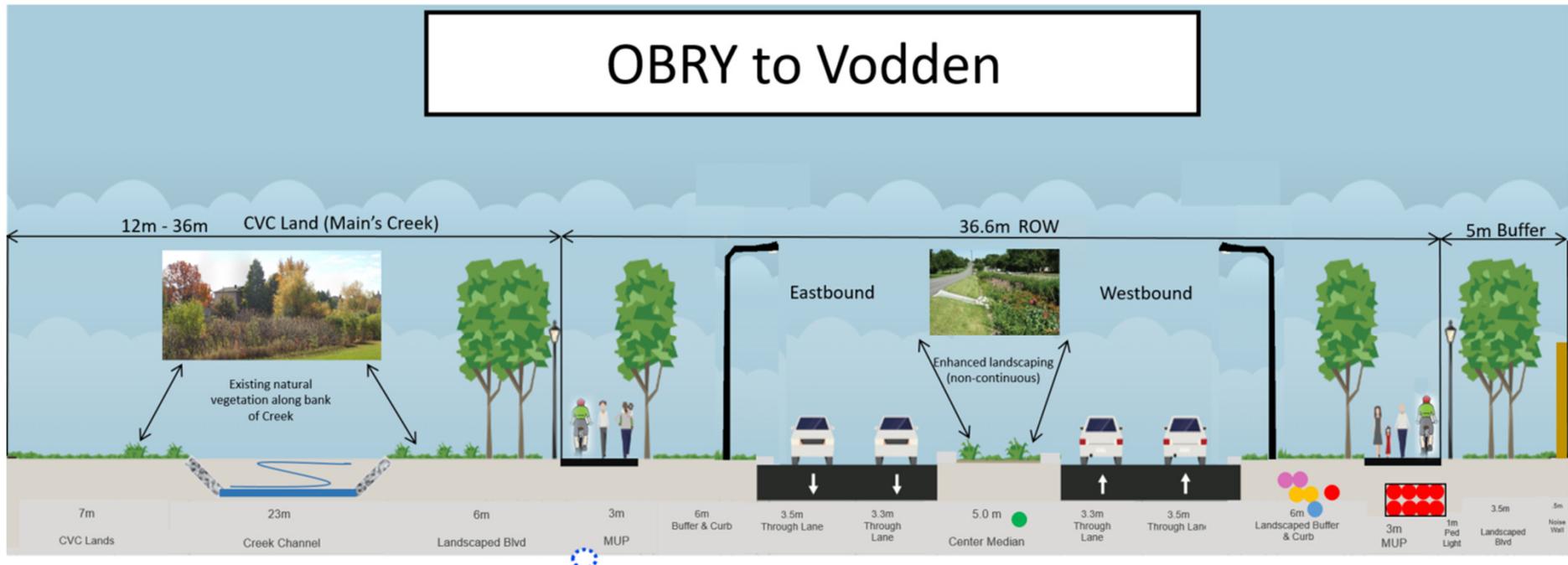


View 2 – Between W of OBRY and Vodden Street (looking west) – Existing Street view



View 2 – Between W of OBRY and Vodden Street (looking west) – Proposed X-section

OBRY to Vodden



The concept design is subject to Credit Valley Conservation Authority and Ministry of Environment and Conservation Park approval, if the above cannot be achieved an alternative design will be developed during detailed design.

LEGEND

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- Hydro
- Rogers
- Sanitary
- Bell
- Storm

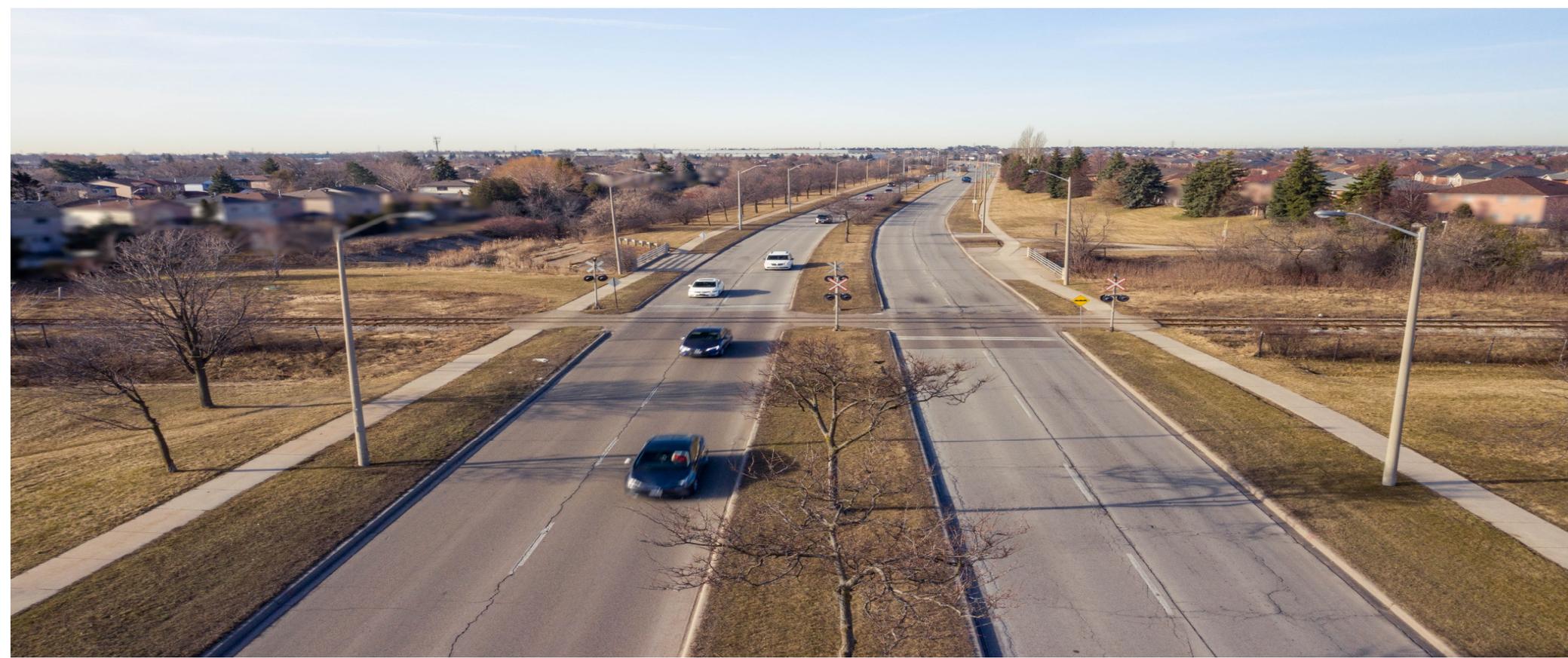
* All utilities shown, locations and depths are approximate and need to be verified

The proposed pedestrian lighting are subject to acquiring land and proposed trees are subject to acquiring temporary grading easement from CVC otherwise an alternative design will be carried out

View 2 – Between W of OBRY and Vodden Street (looking west) – Proposed Rendering



View 3 – At OBRY crossing (looking west) – Existing Drone view



View 3 – At OBRY crossing (looking west) – Existing Street view



View 3 – At OBRY crossing (looking west) – Proposed X-section

OBRY Railway Crossing



The concept design is subject to Orangeville Brampton Railway (OBRY) and or Town of Orangeville approval

LEGEND

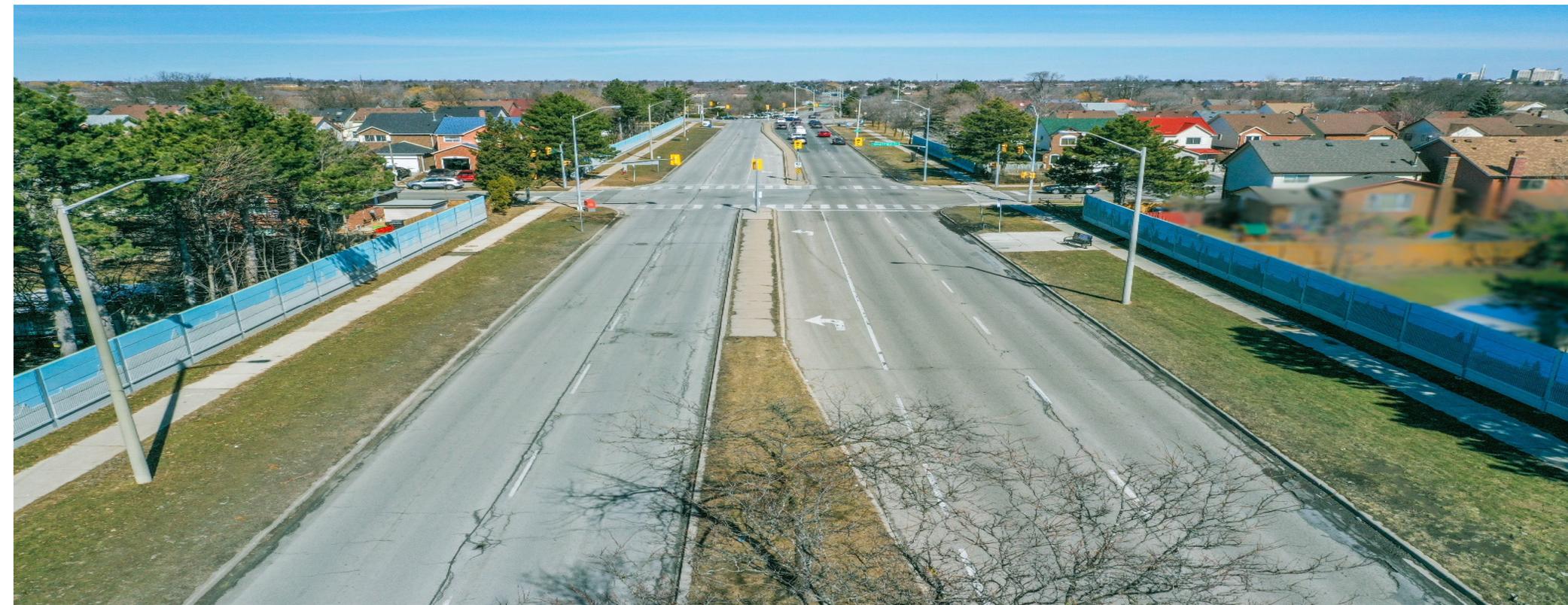
 Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD	 Existing Watermain - To Be Abandoned	 Existing Local Watermain	 Proposed Local WM	 Hydro	 Sanitary	 Storm
			 Gas	 Rogers	 Bell	

* All utilities shown, locations and depths are approximate and need to be verified

View 3 – At OBRY crossing (looking west) – Proposed Rendering



View 4 – Between W of Harridine and Main Street (looking east) – Existing Drone view

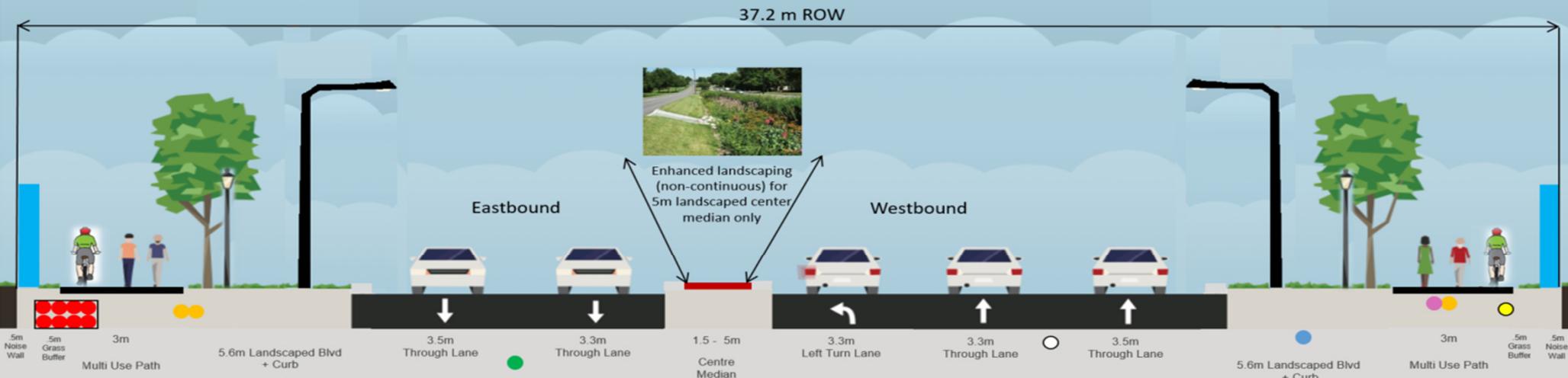


View 4 – Between W of Harridine and Main Street (looking east) – Existing Street view



View 4 – Between W of Harridine and Main Street (looking east) – Proposed X-section

Main to West of Murray-Midblock



LEGEND	
	Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD
	Existing Watermain – To Be Abandoned
	Existing Local Watermain
	Proposed Local WM
	Hydro
	Sanitary
	Storm
	Gas
	Rogers
	Bell
* All utilities shown, locations and depths are approximate and need to be verified	

View 4 – Between W of Harridine and Main Street (looking east) – Proposed Rendering



View 5 – At Etobicoke Structure crossing (looking west) – Existing Drone view

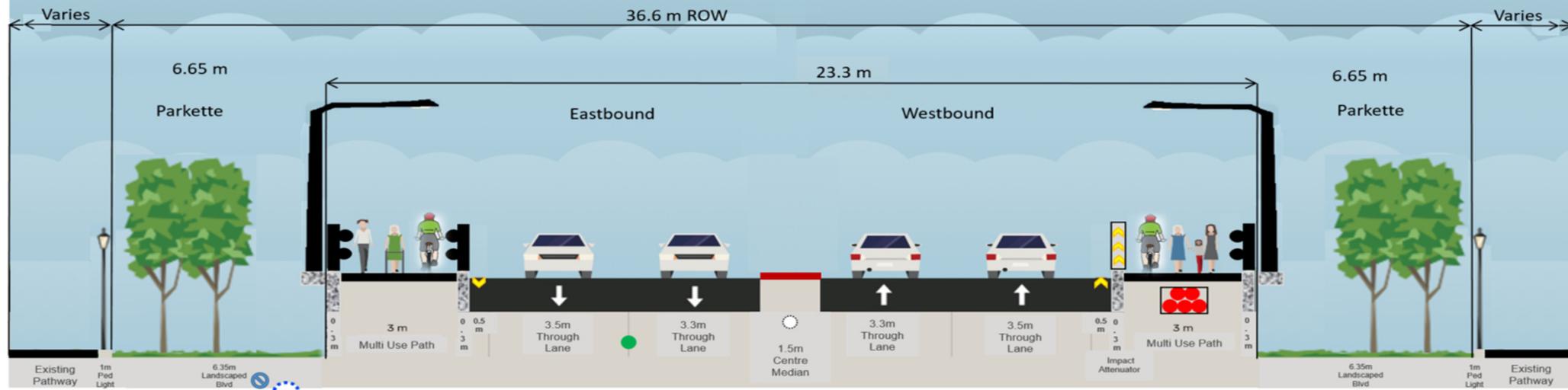


View 5 – At Etobicoke Structure crossing (looking west) – Existing Street view



View 5 – At Etobicoke Structure crossing (looking west) – Proposed X-section

East of Main – Etobicoke Bridge



General Note - This conceptual X-section is based on the structural evaluation. If structural evaluation does not support widening of existing sidewalk to accommodate width of Multi-use trail and inside barrier wall/railing, then an alternative X-section to be developed.

LEGEND

-  Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD
 -  Existing Watermain - To Be Abandoned
 -  Existing Local Watermain
 -  Proposed Local WM
 -  Gas
 -  Hydro
 -  Sanitary
 -  Rogers
 -  Bell
 -  Storm
- * All utilities shown, locations and depths are approximate and need to be verified

General Note - The concept design is subject to Toronto Region Conservation Authority approval, if the above cannot be achieved an alternative design will be developed during detailed design.

View 5 – At Etobicoke Structure crossing (looking west) – Proposed Rendering



View 6 – Between Centre Street and East of Main Street (looking west) – Existing Drone view

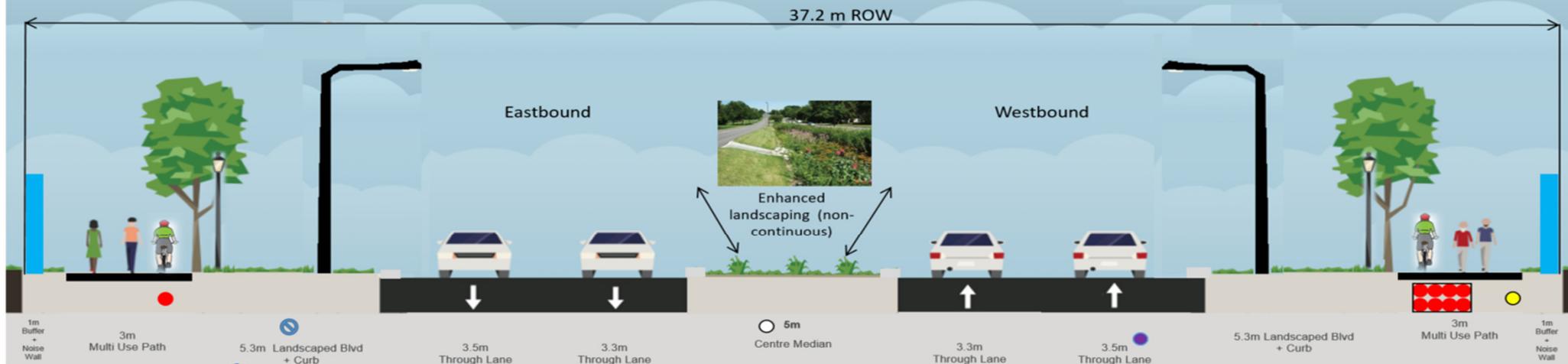


View 6 – Between Centre Street and East of Main Street (looking west) – Existing Street view



View 6 – Between Centre Street and East of Main Street (looking west) – Proposed X-section

Centre to East of Main



LEGEND	
	Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD
	Existing Watermain - To Be Abandoned
	Existing Local Watermain
	Proposed Local WM
	Gas
	Hydro
	Sanitary
	Rogers
	Bell
	Storm

* All utilities shown, locations and depths are approximate and need to be verified

View 6 – Between Centre Street and East of Main Street (looking west) – Proposed Rendering



View 7 – Between Centre Street and Kennedy Road (looking west) – Existing Drone view

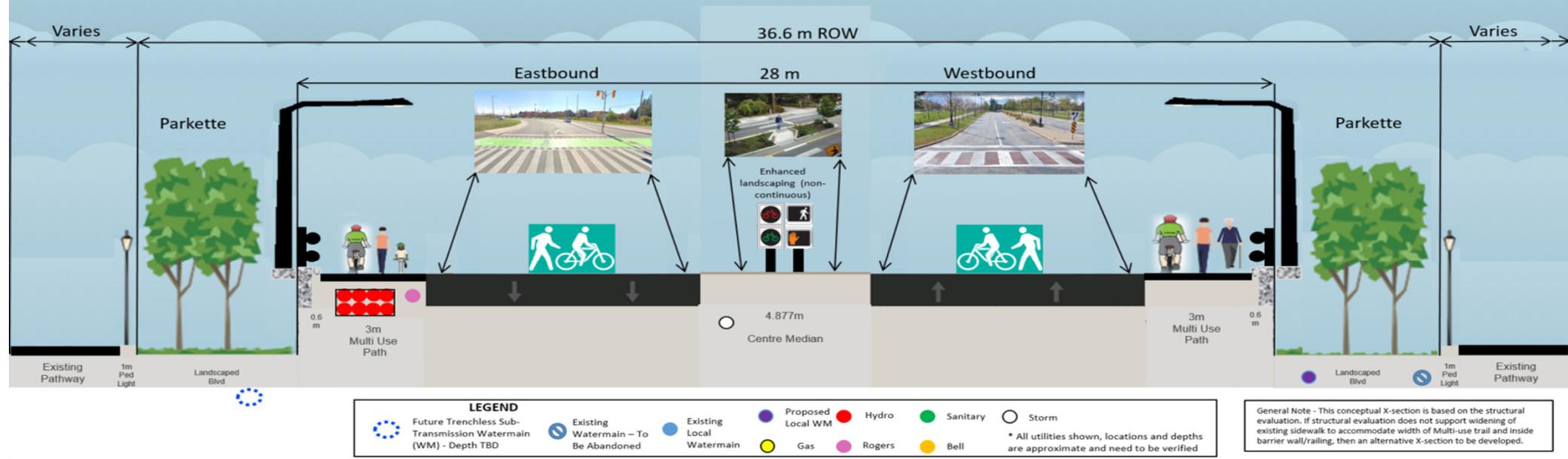


View 7 – Between Centre Street and Kennedy Road (looking west) – Existing Street view



View 7 – Between Kennedy Road and Centre Street (looking west) – Proposed Mid Block AT/Pedestrian Signal crossing X-section

Pedestrian Midblock & AT Signal at Claypine Underpass Between Kennedy and Centre



View 7 – Between Kennedy Road and Centre Street (looking west) – Proposed Mid Block AT/Pedestrian Signal crossing Rendering



View 7 – Between Kennedy Road and Centre Street (looking west) – Proposed X-section

Kennedy to Centre - Midblock

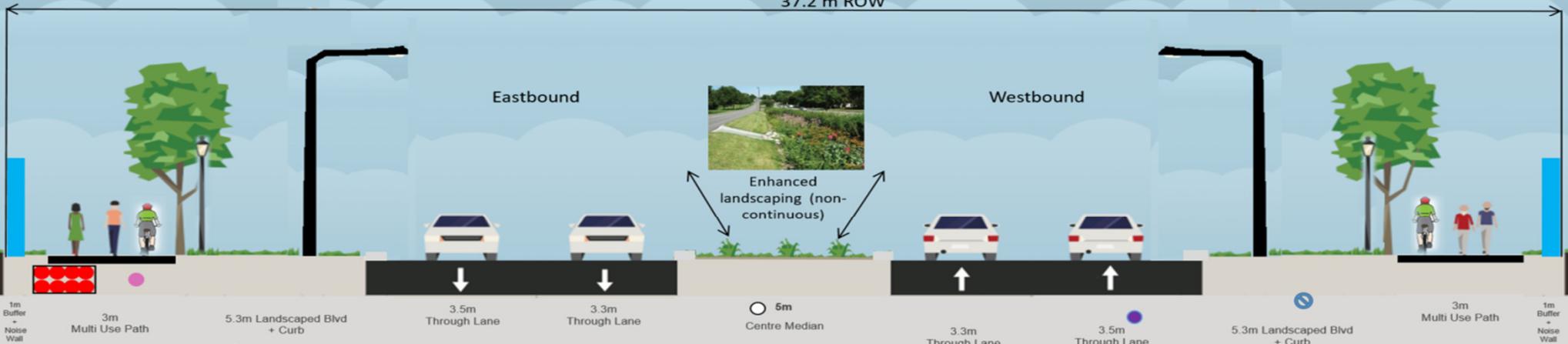
37.2 m ROW

Eastbound

Westbound



Enhanced landscaping (non-continuous)

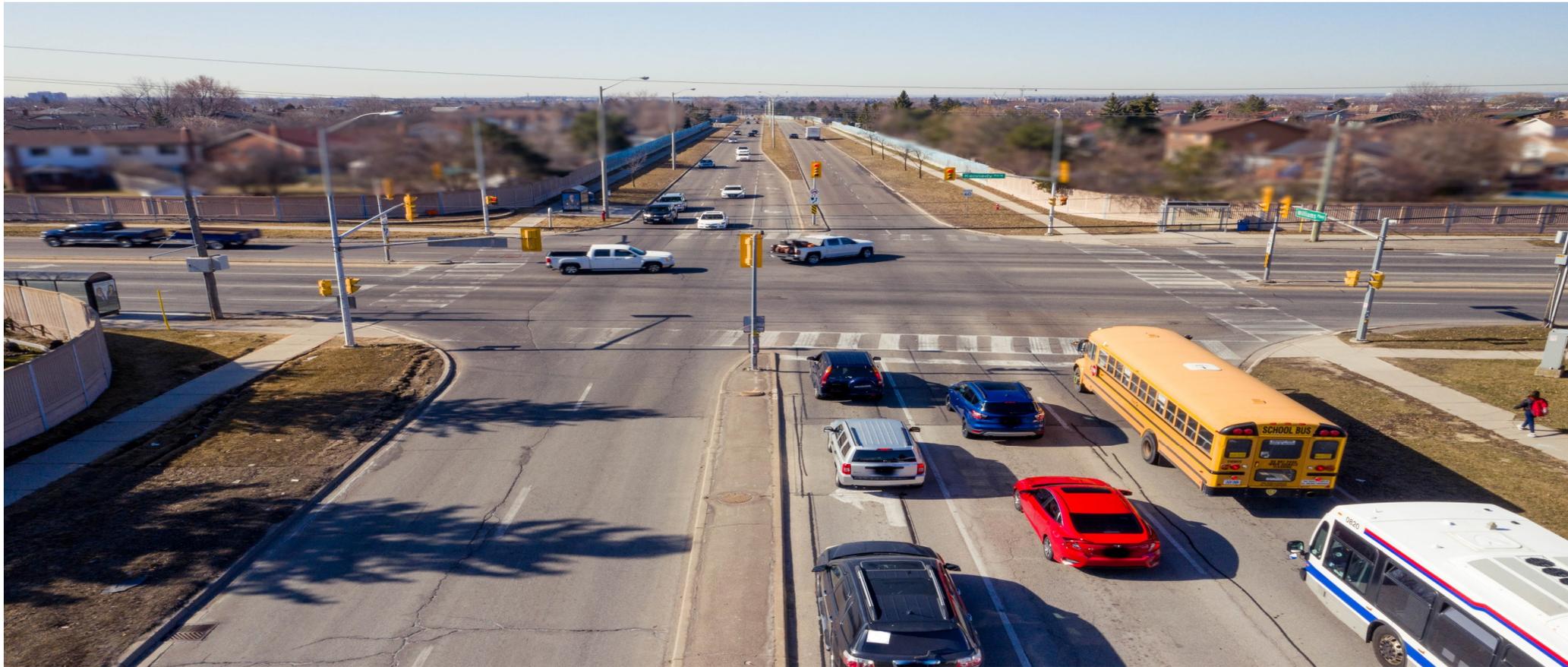


LEGEND					
	Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD		Existing Watermain - To Be Abandoned		Existing Local Watermain
	Hydro		Sanitary		Storm
	Gas		Rogers		Bell
* All utilities shown, locations and depths are approximate and need to be verified					

View 7 – Between Centre Street and Kennedy Road (looking west) – Proposed Rendering



View 8 – Typical Intersection (looking west) – Existing Drone view

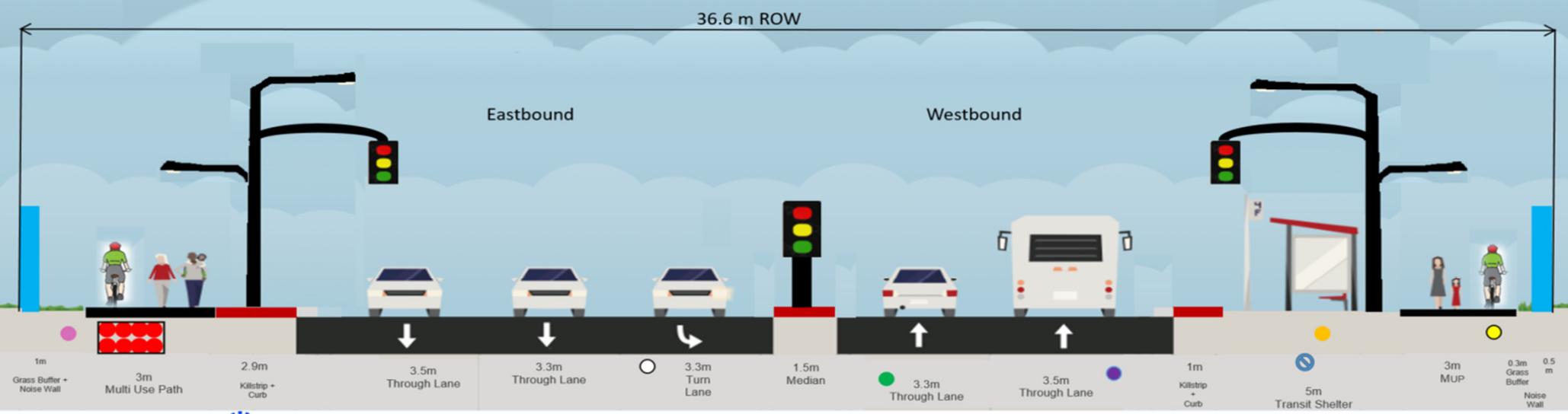


View 8 – Typical Intersection (looking west) – Existing Street view



View 8 – Typical Intersection (looking west) – Proposed X-section

Typical Intersection



LEGEND

 Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD	 Existing Watermain – To Be Abandoned	 Existing Local Watermain	 Proposed Local WM	 Hydro	 Sanitary	 Storm
			 Gas	 Rogers	 Bell	

* All utilities shown, locations and depths are approximate and need to be verified

Concept design for Williams Parkway Intersection at Kennedy are subject to Region of Peel approval Williams Parkway Intersection at Highway 410 ramps are subject to MTO approval

View 8 – Typical Intersection (looking west) – Proposed Rendering



View 9 – Between Rutherford Road and Kennedy Road (looking west) – Existing Drone view

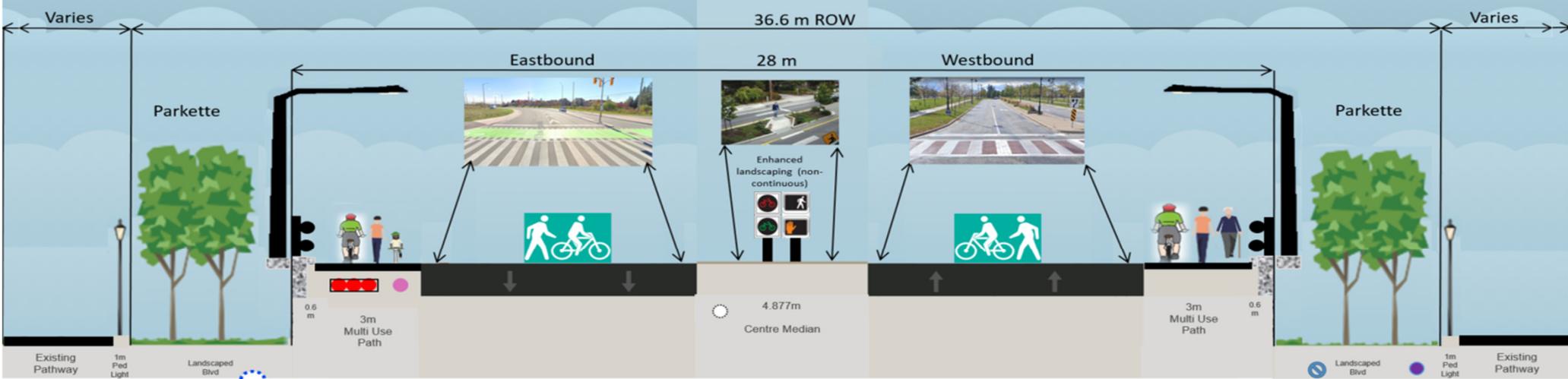


View 9 – Between Rutherford Road and Kennedy Road (looking west) – Existing Street view



View 9 – Between Rutherford Road and Kennedy Road (looking west) – Proposed Mid Block AT/Pedestrian Signal crossing X-section

Pedestrian Midblock & AT Signal at Weybridge Underpass Between Rutherford and Kennedy



LEGEND	
	Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD
	Existing Watermain – To Be Abandoned
	Existing Local Watermain
	Proposed Local WM
	Hydro
	Sanitary
	Bell
	Rogers
	Storm

* All utilities shown, locations and depths are approximate and need to be verified

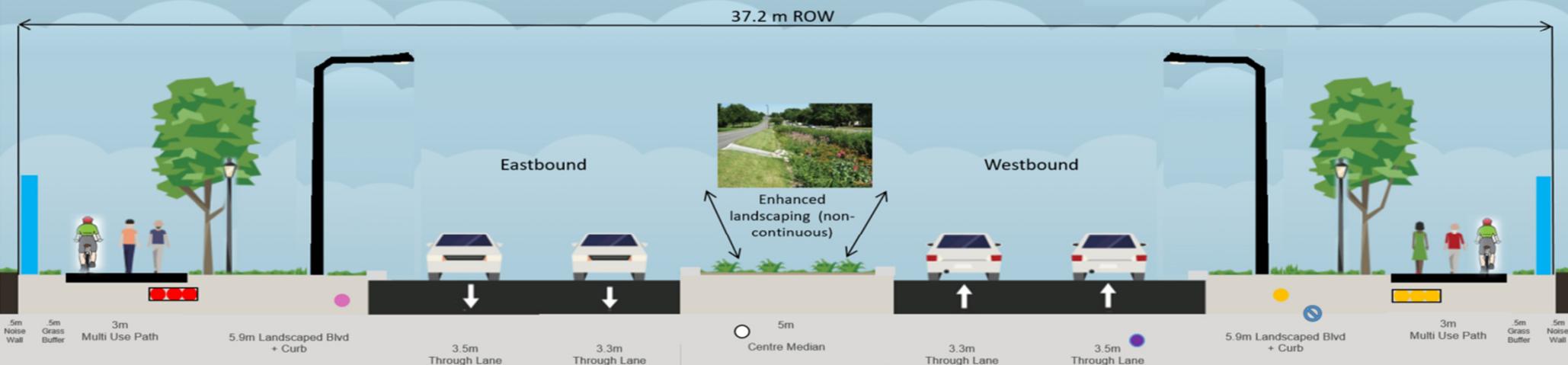
General Note - This conceptual X-section is based on the structural evaluation. If structural evaluation does not support widening of existing sidewalk to accommodate width of Multi-use trail and inside barrier wall/railing, then an alternative X-section to be developed.

View 9 – Between Rutherford Road and Kennedy Road (looking west) – Proposed Mid Block AT/Pedestrian Signal crossing Rendering



View 9 – Between Rutherford Road and Kennedy Road (looking west) – Proposed X-section

Rutherford to Kennedy



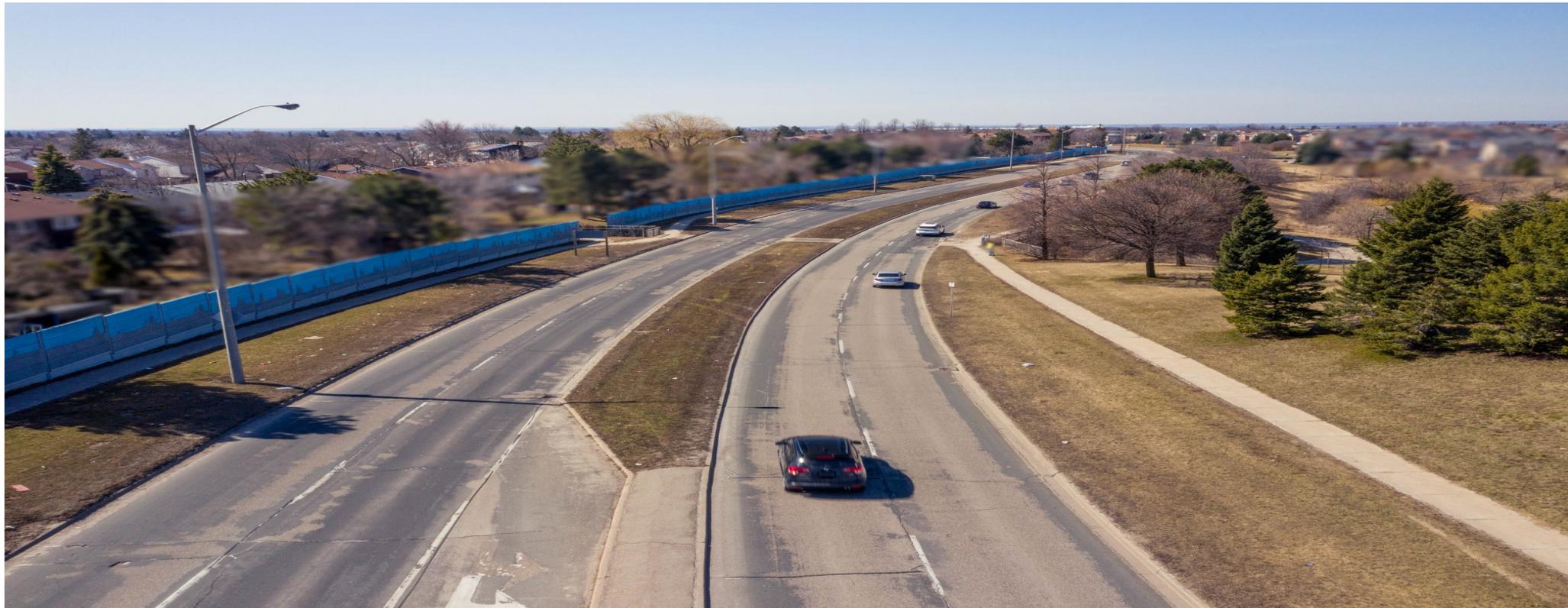
LEGEND							
	Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD		Existing Watermain – To Be Abandoned		Existing Local Watermain		Proposed Local WM
			Hydro		Sanitary		Storm
			Gas		Rogers		Bell

* All utilities shown, locations and depths are approximate and need to be verified

View 9 – Between Rutherford Road and Kennedy Road (looking west) – Proposed Rendering



View 10 – Between Highway 410 and Rutherford Road (looking west) – Existing Drone view

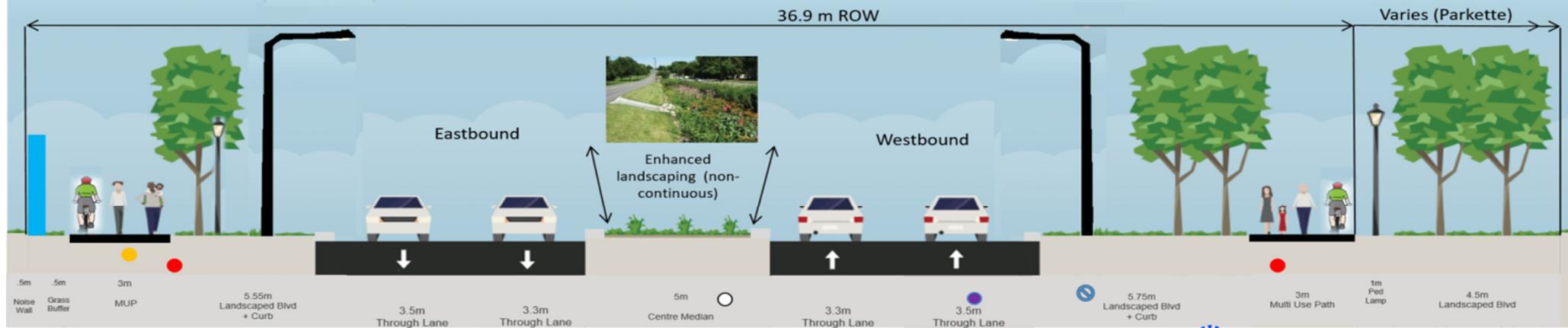


View 10 – Between Highway 410 and Rutherford Road (looking west) – Existing Street view



View 10 – Between Highway 410 and Rutherford Road (looking west) – Proposed X-section

Between Hwy 410 & Rutherford



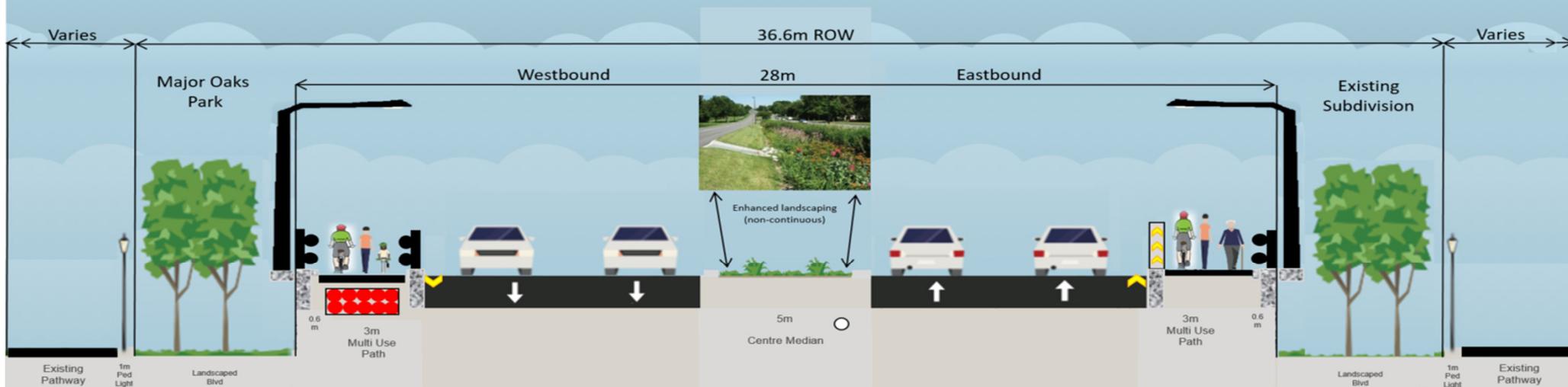
LEGEND							
	Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD		Existing Watermain - To Be Abandoned		Existing Local Watermain		Proposed Local WM
	Gas		Hydro		Sanitary		Rogers
	Bell		Storm	* All utilities shown, locations and depths are approximate and need to be verified			

View 10 – Between Highway 410 and Rutherford Road (looking west) – Proposed Rendering



View 10 – Between Highway 410 and Rutherford Road (looking east) – Proposed Pedestrian Bridge

Pedestrian Bridge Major Oaks Underpass Between Hwy 410 & Southlake Blvd



General Note - This conceptual X-section is based on the structural evaluation. If structural evaluation does not support widening of existing sidewalk to accommodate width of Multi-use trail and inside barrier wall/railing, then an alternative X-section to be developed.

LEGEND

-  Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD
 -  Existing Watermain – To Be Abandoned
 -  Existing Local Watermain
 -  Proposed Local WM
 -  Gas
 -  Hydro
 -  Sanitary
 -  Rogers
 -  Bell
 -  Storm
- * All utilities shown, locations and depths are approximate and need to be verified

View 10 – Between Highway 410 and Rutherford Road (looking east) – Proposed Rendering for Pedestrian Bridge



View 11 – Highway 410 Structure (looking west) – Existing Drone View

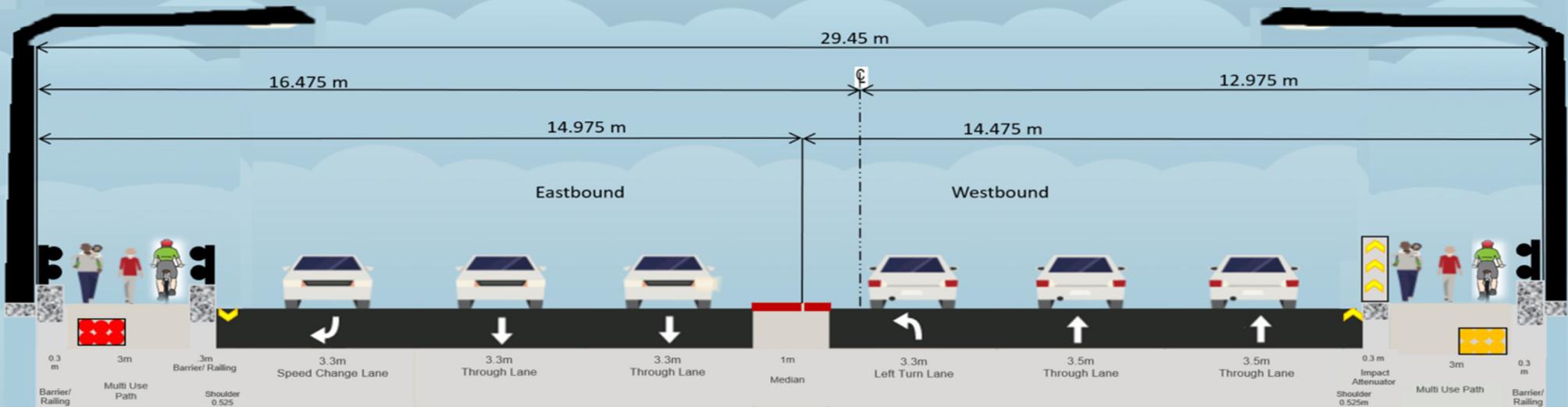


View 11 – Highway 410 Structure (looking west) – Existing Street View



View 11 – Highway 410 Structure (looking west) – Proposed X-section

Highway 410 Structure Midblock



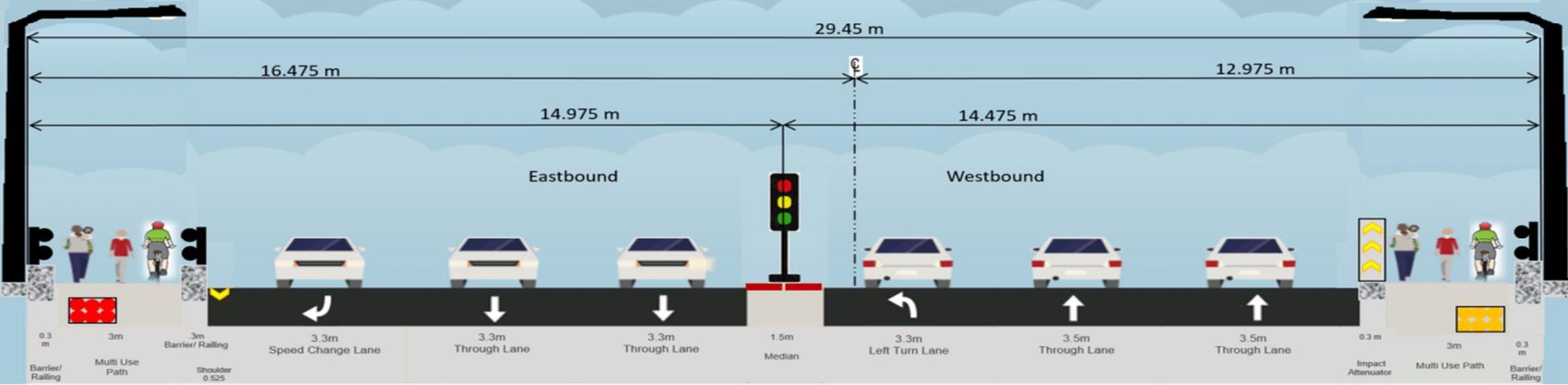
General Note - This conceptual X-section is based on the structural evaluation. If structural evaluation does not support widening of existing sidewalk to accommodate width of Multi-use trail and inside barrier wall/railing, then an alternative X-section to be developed.

LEGEND							
	Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD		Existing Watermain – To Be Abandoned		Existing Local Watermain		Proposed Local WM
	Hydro		Sanitary		Storm		Bell
	Gas		Rogers				

* All utilities shown, locations and depths are approximate and need to be verified

View 11 – Highway 410 Structure at Intersection Ramp (looking west) – Proposed X-section at Intersection Ramps

Hwy 410 Structure at Intersection Ramp



General Note - This conceptual X-section is based on the structural evaluation. If structural evaluation does not support widening of existing sidewalk to accommodate width of Multi-use trail and inside barrier wall/railing, then an alternative X-section to be developed.

LEGEND

-  Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD
-  Existing Watermain – To Be Abandoned
-  Existing Local Watermain
-  Proposed Local WM
-  Hydro
-  Sanitary
-  Storm
-  Gas
-  Rogers
-  Bell

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View 11 –Highway 410 Structure (looking west)– Proposed Rendering

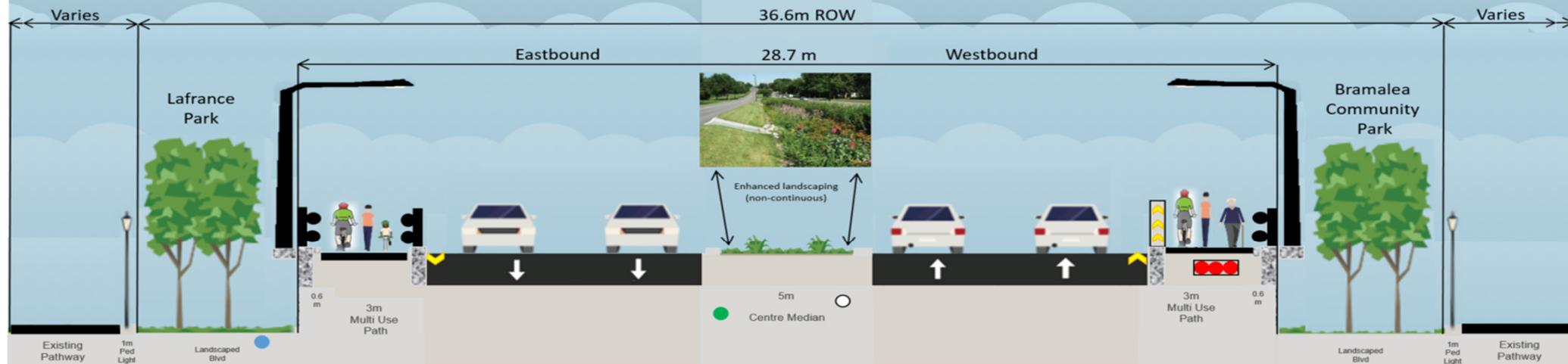


View 12 –Between North Park Drive and Highway 410 (looking west)– Existing Drone View



View 12 – Between North Park Drive and Highway 410 (looking west)– Pedestrian Bridge X-section

Pedestrian Bridge Esker Lake Trail Underpass Between North Park & Hwy 410



General Note - This conceptual X-section is based on the structural evaluation. If structural evaluation does not support widening of existing sidewalk to accommodate width of MUP and inside barrier wall/railing, then an alternative X-section to be developed.

LEGEND



Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD



Existing Watermain - To Be Abandoned



Existing Local Watermain



Proposed Local WM



Gas



Rogers



Hydro



Sanitary



Storm

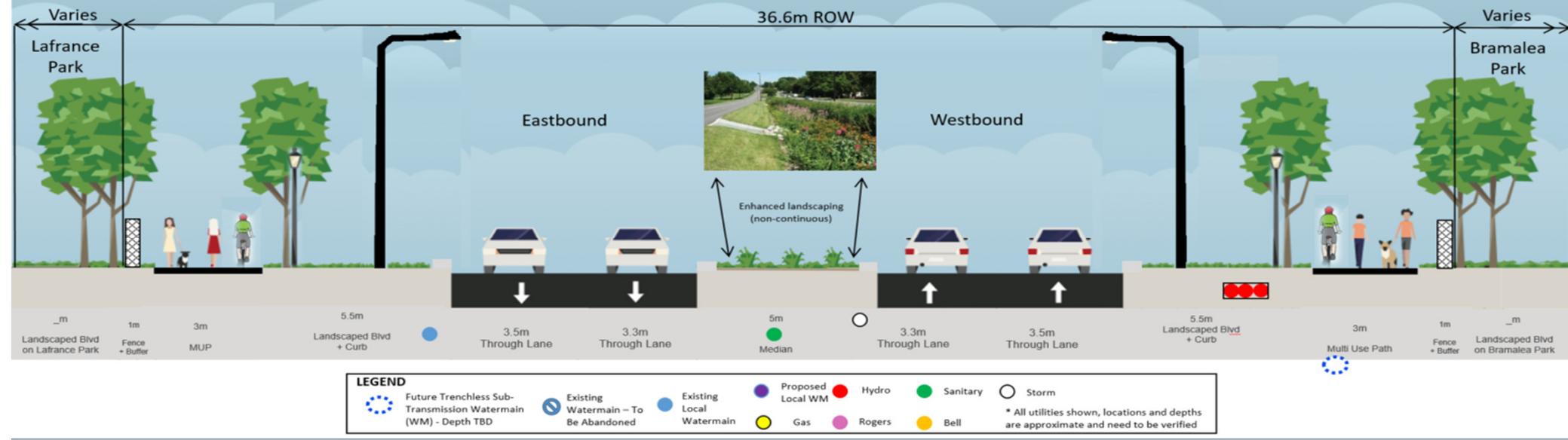


Bell

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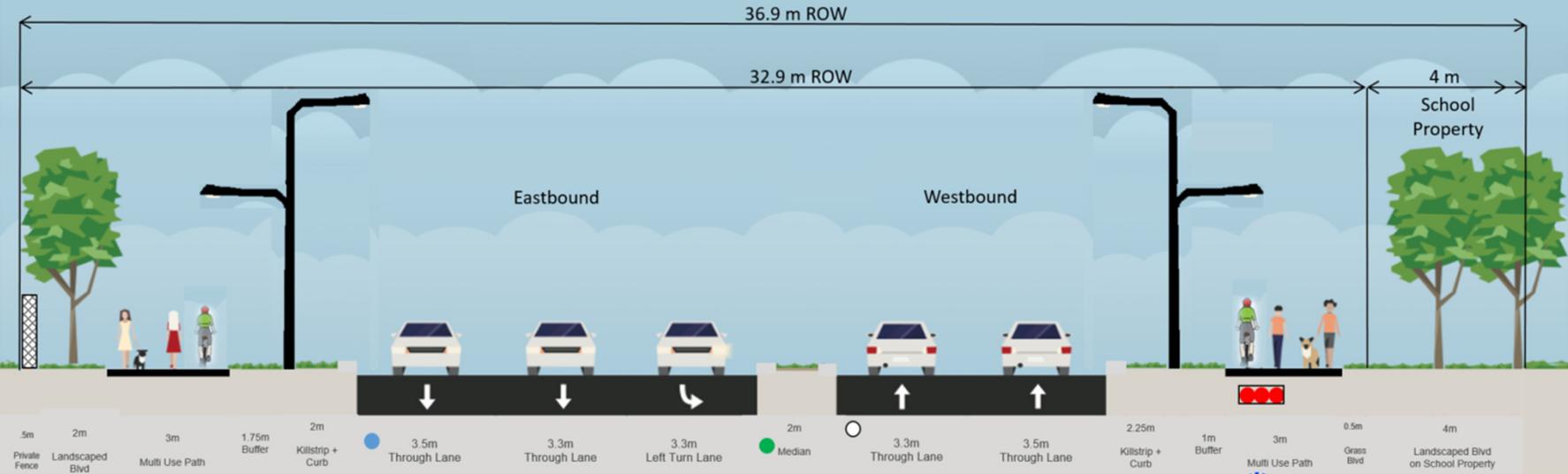
View 12 – Between North Park Drive and Highway 410 (looking west) – Proposed X-section

North Park to Hwy 410 (West of School Property)



View 12 – Between North Park Drive and Highway 410 (looking west) – Proposed X-section in proximity to Bramalea Park/Lafrance Park

North Park to Highway 410



LEGEND

 Future Trenchless Sub-Transmission Watermain (WM) - Depth TBD	 Existing Watermain – To Be Abandoned	 Existing Local Watermain	 Proposed Local WM	 Hydro	 Sanitary	 Storm
			 Gas	 Rogers	 Bell	

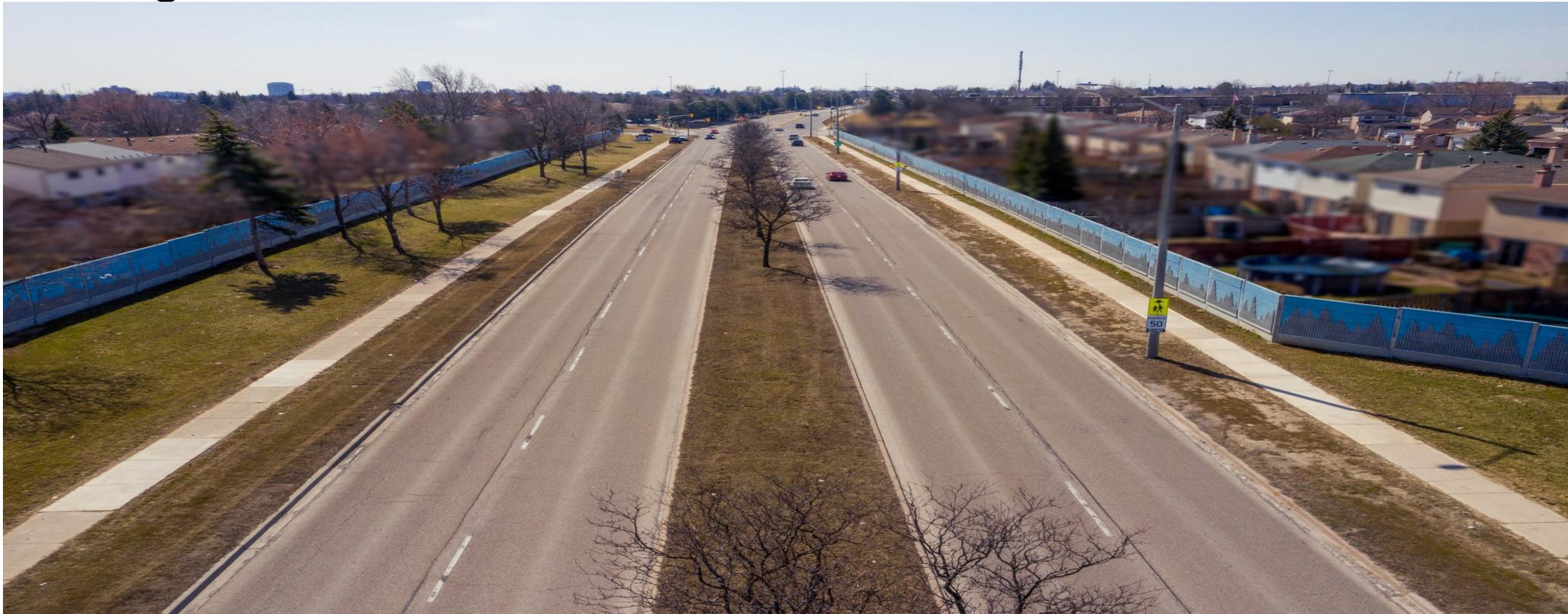
* All utilities shown, locations and depths are approximate and need to be verified

The proposed Trees at School property are subject to acquiring temporary grading easement from School Board

View 12 –Between North Park Drive and Highway 410 (looking west)– Proposed Rendering



View 13 –Between Dixie Road and North Park Drive (looking west)– Existing Drone View

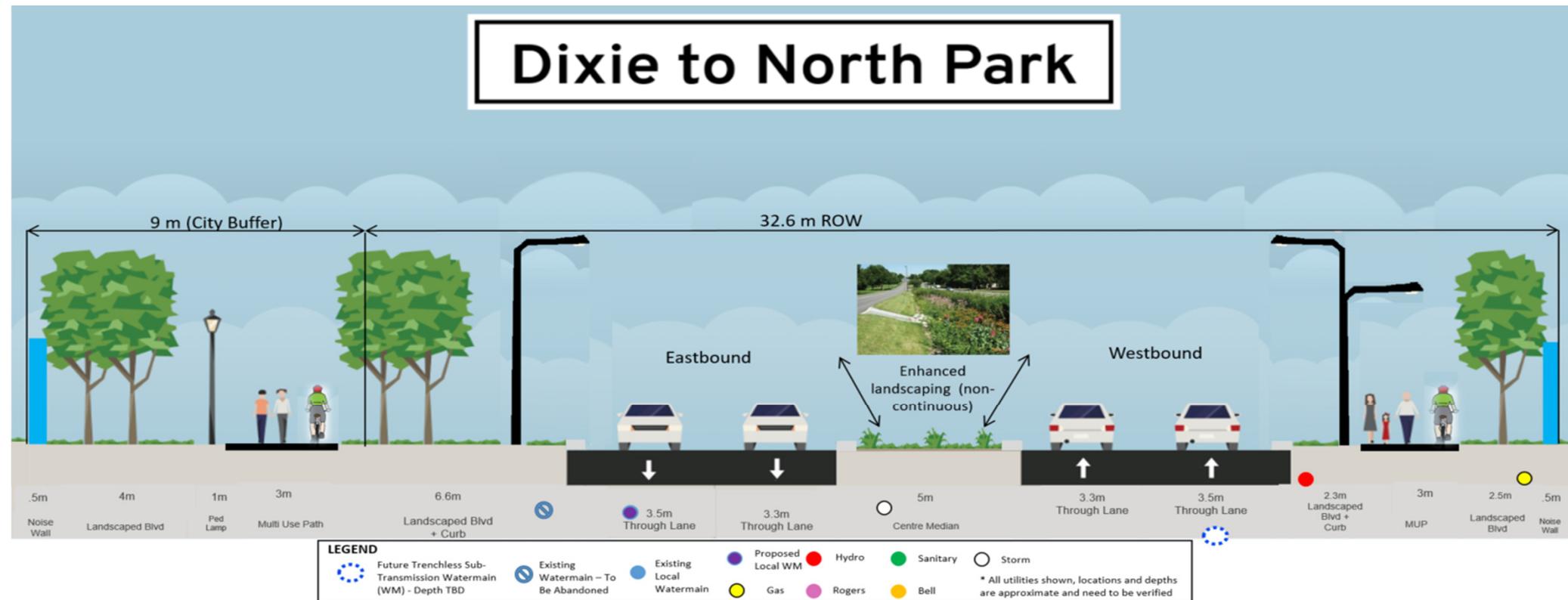


View 13 –Between Dixie Road and North Park Drive (looking west)– Existing Street View



View 13 – Between Dixie Road and North Park Drive (looking west)– Proposed X-section

Dixie to North Park



View 13 –Between Dixie Road and North Park Drive (looking west)– Proposed Rendering



Design Parameters for Concept design:

- The following are the design parameters:
 - Vision Zero initiative - lower posted speed from 60 km/hr to 50 km/hr, narrow lane widths by narrow outer curbs, tighten curb radius at Intersections, mid block AT/pedestrian crossings;
 - Active transportation (AT) infrastructure on both sides; and
 - Enhanced landscape and Streetscape for the entire corridor
 - Recommend design speed 60 km/hr;
- Recommend Modification of existing signal, bike signal and adaptive traffic signal. This would benefit to avoid traffic congestion, pedestrian and AT including Accessibility of Ontarians and Disability Act requirement;
- The road cross-section shall comply with the clear zone requirement as per applicable standard for design speed 60 km/hr as per 2017 TAC manual. If clear zone is not achieved mitigation measures are recommended;
- Streetlight pole are designed closer to curbs with shorter height and closer spacing to create the perception of a smaller road cross-section and to encourage drivers to reduce their speed.
- All Streetlight poles and traffic signal poles are proposed base mounted breakaway to meet clear zone requirement and black powder coated to enhance the aesthetics along this Parkway corridor;
- Conceptual design was coordinated with existing Utilities to avoid major utility conflict, there may be minor utility conflict which needs to be mitigated during detailed design and construction;
- A structural evaluation and deck condition survey on all structures are required to confirm the additional load of widening sidewalk. If structural evaluation does not support, an alternative design is required;
- Concept design was coordinated with all project stakeholders and co-ordination will continue during detailed design and construction;
- Require new traffic signal at Elderwood Place and Harridine Road for safe pedestrian and active transportation crossings;
- Increase the limit from E of North Park Drive to Dixie Road to perform resurfacing due to watermain works by Region and provide connectivity to Multi-use path (MUP) on both side on Dixie Road 6 lane widening;
- The renderings and cross-sections part of the feasibility study are conceptual and preliminary. It is subject to change during detailed design and construction.

Preliminary Cost Estimates and Life expectancy:

Options	DC (Million)	Tax (Million)	Total Cost (Million)	End Of Life Cycle (Years)	Maintenance Life Cycle / Estimated Current Cost
Existing 4 lanes Road Resurfacing & Minor Repairs	\$0	\$6.0	\$6.0	15	Full depth reconstruction end of life cycle / \$15 million
Maximize People moving capacity and Public Realm Design					
Active Transportation including Structure improvements and Traffic signal improvements	\$9.7	\$2.5	\$12.2	30	Full replacement end of life cycle / \$12.2 million
Landscaping on Boulevard	\$0	\$1.0	\$1.0	30	Maintenance every year / \$50,000, future maintenance budget requests will be evaluated on an annual basis
Landscaping on Center Median	\$0	\$1.0	\$1.0	30	Maintenance every year / \$80,000
Enhanced Streetscaping	\$0	\$1.5	\$1.5	30	Full replacement end of life cycle / \$1.5 million
Curb works, minor Storm works and Street light Improvements	\$0	\$5.0	\$5.0	30	Full replacement end of life cycle / \$5 million
Total	\$9.7	\$17.0	\$26.7		

Recommendations:

- The concept design presented above comply with Council priorities, applicable Provincial and Municipal standards, Complete Streets, Vision Zero, Active Transportation Master Plan, million Tree Planting program and Operational requirements, Network optimization/upgrades and Council resolutions;
- The concept encourages lower speeds for drivers, which will make the active transportation (AT) infrastructure more attractive to shift more transportation trips to sustainable modes;
- The concept design meets the objectives to make the active transportation infrastructure more comfortable and safe, by increasing separation distances between vehicles and pedestrians/cyclists, to create a more attractive, scenic and shaded environment;
- The concept design provides upgrade and replacement to the existing infrastructure which are long over due;
- The concept design allows for maximum people moving capacity and public realm design including aesthetics to the Corridor;

Go Forward Plan:

- Subject to Council approval on scope and funding, proceed with detailed design and coordinate with project Stakeholders during detailed design;
- Subject to Council approval, reduce the posted speed from 60 km/hr to 50 km/hr and amend the traffic by-law 93-93 as amended, be further amended when construction is complete;
- Subject to Council approval on the scope of work presented, proceed with minor utility relocations if any in 2022 prior to construction;
- Subject to Council approval on the scope of work presented, acquire permits and or agreements/land acquisitions from School Board and Conservation Authority for the project prior to Construction;
- Co-ordinate with MTO on their scope of work for structural rehabilitation at Highway 410 structure;
- Subject to Council approval, proceed with Construction in 2023 and joint tender with Region of Peel watermain works in order to minimize throwaway and Public disruption;
- Provide Public consultation through the website during construction on updates and progress;



Thank You