

Date: 2021-06-03

Subject: **Request for Budget Amendment – Williams Parkway (McLaughlin Road to Dixie Road): Maximize People-moving capacity and Public realm design including staining of existing noise wall - Ward 1, 5 & 7 (eSCRIBE Item number 2021-701, Capital Works File No. 08-3211-211**

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Report Number: Public Works & Engineering-2021-701

Recommendations:

1. That the report titled **Request for Budget Amendment – Williams Parkway (McLaughlin Road to Dixie Road): Maximize People moving capacity and Public realm design including staining of existing noise wall – Ward 1, 5 & 7 (eSCRIBE Item number 2021-701, Capital Works File No. 08-3302-211)**, to the Committee of Council Meeting dated June 23, 2021, be received; and,
2. That Council endorse the scope for the project based on the information presented in this report and direct Staff to carry forward with the detailed design of Williams Parkway;
3. That Council approve to lower the posted speed on Williams Parkway between McLaughlin Road and Dixie Road, and that Traffic By-law 93-93, as amended, be further amended to reduce the speed limit on Williams Parkway from 60 km/h to 50 km/h between McLaughlin Road and Dixie Road once construction is complete.
4. That Council approve whether to proceed with staining the existing noise wall or not;
5. That Council direct staff to conduct an online survey to obtain public feedback on the preferred colour if Council approves the direction to proceed with staining the existing noise wall on Williams Parkway between West of Harridine Road and East of North Park Drive;
6. That Council direct staff to proceed with detailed design, tender and construction using the most popular colour selected by Public if Council approves the direction to proceed with staining the existing noise wall;

7. That a budget amendment be approved in the amount of \$1,600,000 to increase Capital Project # 083610-006-Design-Williams Parkway: McLaughlin Road and North Park Drive, with funding of \$1,600,000 to be provided from Roads and Engineering DC Reserves # 137;
8. That Council approve return of funds in the amount of \$1,600,000 from Utility Relocation project # 093625-004-Williams Parkway between McLaughlin Road and North Park Drive, to applicable DC reserves, as there is no widening planned on Williams Parkway.

Overview:

- **On November 25, 2020 Council approved not to widen from four lanes to six lanes, Williams Parkway between McLaughlin Road and East of North Park and directed staff to carry out the following:**
 - **Resurface the existing 4 lanes of Williams Parkway;**
 - **Review Opportunity for multi-use path, enhanced streetscaping on boulevard and additional greening/landscaping;**
 - **Review inclusion of noise wall beyond those in place and that were associated with original road widening plan where desired by the residents;**
- **On March 24, 2021 Council approved the following recommendation from Brampton Safety Advisory Committee and directed staff to carry out:**
 - **Review and optimize existing traffic signal timings and improve signal progression on Williams Parkway;**
 - **At all intersections, explore exclusive right and left turn lanes, advanced green phases and advanced pedestrian signal intervals;**
- **Staff are reviewing options for the noise wall on Williams Parkway beyond the limit of West of Harridine Road and East of North Park Drive and will report back at a later stage with more information;**
- **Staff are seeking Council approval to lower the posted speed on Williams Parkway between McLaughlin Road and Dixie Road from 60 km/hr to 50km/hr, and that Traffic By-law 93-93, as amended, be further amended to reduce the speed limit once construction is complete;**
- **Prior to restarting the detailed design, Staff are seeking Council approval on the following scope which complies to applicable Provincial and Municipal Standards, Complete Streets Context, Vision Zero, Brampton 2040 Vision, Active Transportation Master Plan, million Tree Planting program and past Council directives:**

- **Replace outer curbs to narrow lanes;**
- **Relocate streetlights to boulevard;**
- **Multi-use path on both sides;**
- **Separate lighting for Multi-use path;**
- **Cross-ride at all Intersections;**
- **Mid-block AT/Pedestrian signals;**
- **Operational Improvements at all Signalized Intersections;**
- **Adaptive traffic signal control hardware & software at all Williams Parkway Signalized Intersections;**
- **Accessibility of Ontarians Disability Act, 2005 (AODA) requirements at all Intersections;**
- **Upgrade Railway Signals with cross arm and Pedestrian Safety barrier for Multi-use Path (MUP);**
- **New traffic signals at Elderwood Place and Harridine Road;**
- **Landscape on Boulevard;**
- **Landscape on Center median;**
- **Enhanced Streetscaping;**
- **Replacement and upgrade of existing infrastructure;**
- **Staff are seeking Council approval for budget amendment be approved in the amount of \$1,600,000 to increase Capital Project #083610-006-Design-Williams Parkway: McLaughlin Road and North Park Drive, with funding of \$1,600,000 to be provided from Roads and Engineering DC Reserves # 137;**
- **Staff are seeking Council approval to return funds in the amount of \$1,600,000 from Utility Relocation project # 093625-004-Williams Parkway between McLaughlin Road and North Park Drive, to applicable DC reserves, as there is no widening planned on Williams Parkway;**
- **During the detailed design of the noise wall, Staff were asked to improve the aesthetics of the noise wall with architectural design as there was not much opportunity to enhance the corridor due to constrained right of way with the six lanes design proposed initially. The architectural design and colour of noise wall was completed by Victor Ford and Associates, an external Consultant in consultation with City staff from various departments;**
- **On March 7, 2018 Council approved to begin procurement for construction of the noise wall between East of North Park Drive and West of Harridine Road. The report included as an attachment the Architectural design and colour of the noise wall. The construction of Noise wall was substantially completed in summer 2020;**

- **During the construction of the noise wall, there were concerns regarding the colour of the noise wall. Staff reviewed various colour options with the external consultant, Victor Ford and Associates to assess staining the noise wall in co-ordination with the manufacturer;**
- **Staff is seeking Council approval whether to proceed with staining the existing noise wall or not;**
- **Staff is seeking Council direction to conduct online survey in order to obtain public feedback on the preferred colour if Council approves the direction to proceed with staining the existing noise wall;**
- **Staff is seeking Council direction to proceed with design, tender and construction using the most popular colour selected by Public if Council approves the direction to proceed with staining the existing noise wall;**

Background:

The detailed design for noise wall was started in 2012 in coordination with the design of the six lane widening on Williams Parkway. During the detailed design, Staff were asked to review opportunities for improving the aesthetics of the Williams Parkway corridor, with architectural design on the noise wall as there was a constrained width of right of way and limited space for enhanced landscaping and streetscaping works. The architectural design of the noise wall including the colour was completed by Victor Ford and Associates, external consultant in consultation with City Staff from various departments and the manufacturer including mock-up review and approval;

On March 7, 2018, Council approved the begin procurement staff report for the tendering and construction of the noise wall along Williams Parkway between east of North Park Drive and west of Harridine Road which included an attachment with drawings of the architectural design and colour of noise wall.

Council approved not to widen Williams Parkway between McLaughlin Road and east of North Park Drive, based on the Staff report presented on November 18, 2020 Committee of Council meeting, which was approved at the November 25, 2020 Council meeting.

In addition, Council received the recommendation from Brampton Safety Advisory Committee at the March 10, 2021 Committee of Council, which was approved at the March 24, 2021 Council meeting. Staff were directed to review options to optimize traffic signal timings and to improve traffic signal progression along Williams Parkway, explore exclusive right and left turn lanes, advanced green phases and advanced pedestrian signal intervals.

Current Situation:

During construction of noise wall, some residents had expressed concerns on the colour and/or appearance of the noise wall. Between June 16, 2020 and August 15, 2020, an online survey was issued to solicit public comments on the four lane road cross-section options presented at the Council Workshop for Williams Parkway which was held on June 15, 2020. The survey solicited over 1300 responses and out of which approximately 100 responses received from Public were related to the concerns on the colour and/or appearance of the noise wall.

Staff reviewed various colour options through Victor Ford and Associates, external Consultant to stain the noise wall in co-ordination with City Staff and the manufacturer. The options for the colour were developed so as to compliment the concept design prepared for Williams Parkway improvements with complete streets context supporting active transportation infrastructure and enhanced landscape and or streetscape. The options for colour of noise wall are included in the attached appendix 'B' for additional reference.

The total estimated cost to stain the noise wall with one coat application is \$300,000 and the noise wall is recommended to be stained with one coat every 10 years part of the maintenance, subject to field inspection.

For Williams Parkway, Staff have developed a concept design for maximizing People moving capacity and Public realm design which has been prepared in consultation with internal stakeholders as well as the Credit Valley Conservation, Toronto Region Conservation Authority, Ministry of Environment and Conservation Parks, Orangeville Brampton Railway, Ontario Ministry of Transportation, Region of Peel, and utility companies. (See appendix 'A' for more information on the feasibility assessment study – maximize People moving capacity and Public realm design)

The concept design for Williams Parkway was prepared to comply with applicable Provincial and Municipal Standards, Complete Streets, Vision Zero, Brampton 2040 Vision, Active Transportation Master Plan, million Tree Planting program and Council resolutions.

The objectives of this design is 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 design changes should also encourage 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 also take into considerations network optimization, operational improvements and upgrades.

The following are the detailed scope of concept design which were completed via a feasibility assessment study for maximizing People moving capacity and Public

realm design and to comply with Vision Zero, there are a number of improvements that are recommended to reduce speed on the corridor to improve safety:

Lower posted speed from 60km/hr to 50 km/hr:

Recommend lowering the posted speed from 60km/hr to 50km/hr from McLaughlin Road to Dixie Road to support the Vision Zero. The existing posted speed limit between Highway 410 and Dixie Road is 50 km/hr, which also includes a flashing 40km/hr zone in the vicinity of North Park Secondary School which is active during school peak hours.

Narrow outer curbs for narrow lanes:

To encourage drivers to reduce speed on their corridor, it is recommended that the overall pavement width and lane widths be reduced, by removing and replacing the outer curbs. As a result, there will be reduction in the lane width. Although there will be some additional cost in replacing the outer curbs which are in fair condition, the reduced asphalt surface will provide maintenance cost savings and reduction in greenhouse gas emissions. The following are the reduction of lanes proposed from the existing four lanes:

- Narrow Curb through lanes from 3.75m to 3.5m;
- Narrow passing through lanes from 3.75m to 3.3m;
- Narrow turning lanes at Intersections from 3.75m to 3.3m;

The reduced pavement surface will also provide more green space in the boulevard.

Relocate streetlights to boulevard:

To create the perception of a smaller road cross-section and to encourage drivers to reduce their speed, it is recommended to relocate the existing street lights from the center median to the boulevard on both sides of the road, closer to the curb with shorter height and closer spacing. This design feature will assist in creating the perception that drivers are travelling at a higher rate of speed, therefore encouraging drivers to align their driving behavior to the posted speed limit. The new street lights would have a breakaway base to mitigate clear zone requirement as per applicable standard for road side safety.

Multi-use path on both sides:

To improve the use of Williams Parkway by all modes of transportation, it is recommended that the existing sidewalk be replaced by a three (3) meter wide multi-use path (MUP) on both sides of the road. The MUP would be constructed away from the road and closer to property line where space permits to improve the aesthetics and safety for pedestrian and cyclists. The design of MUP has taken into consideration the

complete streets concept and would be integrated with the trees as a canopy and adequate lighting.

Separate lighting for Multi-use path:

To improve safety for cyclists and pedestrians, separate lighting is recommended for the MUP on Williams Parkway as the road lighting may not provide adequate lighting for pedestrian and cyclists as it is close to the curb and the proposed tree would be a possible obstruction. In addition, the poles for the MUP lighting will be lower and would not create light trespass to private backyards.

Cross-rides at all Intersections:

To improve safety and also improve the road crossing for cyclists, cross-ride including signals and pavement markings are recommended at all intersections.

All traffic signal upgrades would comply with Accessibility of Ontarians and Disability Act, 2005 requirements at Intersections and also the design include a separate cross walk and signals for cyclists as per the Ontario Traffic Manual Book 18 requirements. Additionally, the cross-rides will have their own push button activated bicycle signal phases which will allow staff to improve level of service and safety for cyclists.

Mid-Block AT/Pedestrian crossings:

To improve pedestrian connectivity, two mid-block pedestrian/AT crossings are recommended. One crossing would be located between Rutherford Road and Kennedy Road, near the pedestrian underpass at Weybridge Park. The other crossing would be located between Kennedy Road and Centre Street, near the pedestrian underpass at Claypine Park. Both the above mentioned crossings are proposed to provide pedestrian connectivity and slow down the traffic as these segments are longer between controlled intersections. The mid-block crossings are proposed to be constructed according to applicable standards.

Operational Improvements at all Intersections:

Staff have reviewed the recommendation from the Brampton Safety Advisory Committee to install additional and or improve existing exclusive turn lanes throughout the corridor. All the existing turning lanes at Intersections within the project limit are planned to be maintained. The addition of exclusive turn lanes may not be recommended as it would result in wider intersections which would increase the width of the pavement that pedestrians and cyclists need to cross. The improvements to existing and/or additional exclusive turning lanes would be reviewed part of the detailed design based on intersection capacity needs. In addition, signal timing for vehicles, pedestrian and cyclists at all existing traffic signals will be reviewed to provide further improvements for operational efficiency along the corridor.

Staff will continue to monitor Williams Parkway in future and will make changes to the intersection as required in order to optimize this corridor's operation including the need for advanced green phases and advanced pedestrian signal intervals subject to Council approval.

Adaptive Traffic signal software at all Williams Parkway Intersections:

Staff to look at option to implement a pilot adaptive traffic signal corridor. Adaptive traffic signal control software and hardware are planned to be installed at all signalized intersections under the jurisdiction of the City of Brampton, Region of Peel and MTO and develop a framework during detailed design.

Staff are in discussions with MTO and Region of Peel for approval to provide funding and acceptance to this pilot project. Adaptive traffic signal control can help mitigate traffic congestion, thereby allowing for the smooth flow of traffic through a series of traffic detectors along the corridor which allow the adaptive system through artificial intelligence to make signal timing changes in the real time and to improve the efficiency to motorists, pedestrians and cyclists. Adaptive traffic signal control can help improve level of service for all road users including pedestrians and cyclists by measuring and adapting to real-time traffic demand. Staff would continually monitor this corridor and make changes as required in order to achieve the metrics as defined in the pilot project framework.

Accessibility of Ontarians Disability Act (AODA) requirements at all Intersections:

To improve safety on the corridor, the project will be designed to meet all AODA requirements.

Upgrade Railway Signals with cross arm and Pedestrian Safety barrier for MUP:

It is recommended that the railway crossing signals be upgraded to current standards, which include adding a cross-arm to stop vehicles from crossing the tracks when a train is coming, upgrading the current plant to current standard for better communication and a MAZE pedestrian safety barrier for MUP for cyclists and pedestrians to dismount at all times. This design would provide additional safety for pedestrian, cyclists and vehicular traffic. Staff coordinated with Orangeville Brampton Railway (OBRY) and or Town of Orangeville on the concept design.

New traffic signals at Elderwood Place and Harridine Road:

To improve pedestrian and cyclist safety and access, it is recommended to upgrade the two existing uncontrolled intersections to a controlled signalized intersection at Elderwood Place and Harridine Road. The traffic signals would also include cross-ride traffic signals for cyclists and pedestrian.

Landscape on Boulevard:

It is recommended that boulevard trees be placed on either side of the MUP, with additional plants beyond the City's current tree planting practice on arterial roads. This will provide an enhanced urban tree canopy. In constrained locations due to narrow boulevard widths and utility conflicts, a single row of trees will be placed in the front of MUP providing users with a sense of delineation and separation from the vehicular traffic. Parklands adjacent to Williams Parkway and within the Credit Valley Conservation Fletchers creek will include additional plantings subject to Credit Valley Conservation Authority (CVC) approval. Doubled-staggered rows of trees are proposed to provide additional canopy cover while enhancing these natural green spaces.

Staff to look at options during detailed design to preserve the existing trees on boulevard wherever possible.

Opportunity for low impact development (LID) and other storm water quality improvements will be explored for additional plantings if feasible during detailed design part of LID feasibility study.

Landscape on Center median:

Staff to look at options during detailed design to preserve existing trees and propose new trees at strategic locations on center median by mitigation measures.

The mitigation measures on trees are required due to tree offset which are non-compliance to clear zone requirement from road safety perspective as per the applicable standard.

Other options being explored are irrigated planting beds with low maintenance on center median strategically located between intersections which will provide additional landscape enhancements for the corridor. The renderings shown on attached appendix – 'A' are for illustration purpose only.

Opportunity for low impact development (LID) and other storm water quality improvements will be explored during the detailed design as part of an LID feasibility study.

Planted medians would require yearly maintenance part of annual operating budget which would include but not limited to weeding, garbage picking, seasonal pruning, monitoring/replacing plant material and seasonal irrigation startup and closeout.

Enhanced Streetscaping:

Street furniture, bike racks and garbage bins are proposed at strategic locations especially on the boulevard where there are sufficient space, especially on the City Park frontage and Conservation lands subject to approval from Conservation Authority.

Topsoil depth and soil composition will be amended for all landscaping to ensure the greatest chance of survival. This will also apply to sod restoration works within the boulevard to facilitate construction of landscaping works and AT infrastructure.

In addition, Staff are looking at options for the following enhancement during detailed design:

- Coloured cross walks at the following major intersections: McLaughlin Road, Main Street, Kennedy Road and North Park Drive and two mid-block crossings near Weybridge Park and Claypine Park. The type of material for coloured crosswalk would be explored during detailed design;
- Coloured concrete at approximately 75m on the kill strip and center median at all major intersections: Highway 410 structure/ramps, McLaughlin Road, Main Street, Kennedy Road and North Park Drive;

Replacement and upgrade of existing Infrastructure:

Staff recommend replacement and upgrade of the existing traffic signals and street lights, which are due for replacement. This would provide an opportunity to replace the older street lights and traffic signals with more efficient LED fixtures, which would result in a cost saving on electricity and maintenance, as well as improve the operational efficiency and light levels for safety.

Furthermore, the proposed streetlight poles and traffic signal poles are proposed to be black powder coated to enhance the aesthetics along this Parkway corridor.

Schedule:

Subject to Council approval the following are the schedule for design, utility relocation, tender and construction to implement maximizing People moving capacity and Public realm design:

Description	Start Date	Finish Date
Detailed design & Approvals	Fall 2021	Spring 2023
Minor Utility relocation/adjustments	Summer 2022	Spring 2023
Tender	Spring 2023	Summer 2023
Construction	Summer 2023	Fall 2025

The tender and construction are planned to be a joint tender with the Region of Peel in summer 2023 as the Region planned to install local watermain on Williams Parkway with a small portion by open cut method and the majority of remaining portion by

trenchless method. This would minimize public disruption, avoid delays and cost savings. The Region's transmission watermain is planned to be constructed at a later stage once the local watermain installation and City's scope of works are completed in 2025. The design and approvals are not started by the Region and the method of installation is trenchless and won't impact the City's work that are planned to be installed. Staff would co-ordinate with the Region on the design in order that the enhanced landscape works would not conflict with future transmission main planned by Region of Peel.

Staff would investigate opportunity to plant new trees in advance of the project especially on Park frontage and CVC lands subject to Conservation Authority approval and at locations where there are no conflicts with the future works presented in this report.

Staff are coordinating works on Highway 410 structure with Ministry of Transportation of Ontario (MTO), and after completion of detailed design further discussion will have with MTO to determine which party will take the lead to implement the project within MTO jurisdiction.

The staining of existing noise wall is planned to be implemented in 2022 subject to Council approval.

Cost estimate:

The cost estimate for staining the existing noise wall is \$300,000.

For maximizing People moving capacity and Public realm design and construction, the scope and cost of the project has been increased to \$26.7 million (\$17 million tax funded and \$9.7 million DC) from the previous estimate of \$10 million (\$7.5 million tax funded and \$2.5 million DC) for the following scopes approved by Council on Williams Parkway: road resurfacing, active transportation and enhanced landscaping infrastructure because in order to implement the above, the additional scope are recommended to achieve maximizing people moving capacity and public realm design, lower speed on Williams Parkway for safety, comply with Vision Zero, operational improvements and bring aesthetic on the corridor which would ultimately benefit the pedestrian and cyclists utilizing the Corridor.

The following are the additional scope and estimated preliminary cost from **maximizing People moving capacity and Public realm design** (complete streets context), Road Safety, Vision Zero, operational improvements and aesthetics in addition to the implementation of active transportation and enhanced landscaping:

- **Curb works, minor storm works and Street light Improvements - \$5 million (tax funded):**

- Narrow outer curbs, tighter curb radius at Intersections and minor storm works to achieve narrow lanes;
- Remove, relocate and replace streetlights from center median to boulevard close to curb with closer spacing and shorter height in order to create the perception of a smaller road cross-section and to encourage drivers to reduce their speed;
- Upgrade existing streetlights to current standard;
- **Traffic signal Improvements and Structure Improvements for AT Infrastructure - \$2 million (tax funded) and \$7.2 million (DC funded):**
 - Mid-block new signals at Weybridge and Claypine Underpass;
 - Adaptive traffic signal control new software and hardware install to help reduce traffic congestion and to improve traffic signal progression on Williams Parkway
 - New Public service network (PSN) installation for reliable high speed traffic signal communication and adaptive traffic signal control;
 - New Cross ride signals for Cyclists at all Signalized Intersections;
 - New signals at Elderwood Place and Harridine Road Intersections;
 - Remove, relocate and replace existing traffic signal at all Intersections to meet operational, AODA and AT requirements;
 - Proposed separate Pedestrian lighting for Multi-use path;
 - Upgrade existing Orangeville Brampton Railway signal including cross arm and MAZE pedestrian safety barrier;
 - Widen existing sidewalk including additional pedestrian barriers and railing without widening all structures to have width of MUP;
 - Upgrade existing traffic signals to current standard;
- **Enhance Streetscape - \$1.5 million (tax funded):**
 - Centre Median re-construction;
 - Sod restoration at boulevard and center median;
 - Proposed coloured concrete on Kill strip and center median at Major Intersections (Highway 410, McLaughlin Road, Main Street, Kennedy Road and North Park Drive);
 - Proposed coloured crosswalk at Major Intersections (McLaughlin Road, Main Street, Kennedy Road and North Park Drive) and mid-block AT/Pedestrian crossing near Weybridge and Claypine Underpass;
- **Landscaping on Centre median - \$1.0 million (tax funded):**
 - Centre Median planting and new trees with mitigation measures for clear zone requirements at strategic locations between Intersections;
 - Irrigation for median plantings with back flow preventer and water meters will be required, as well as all water service connections;

Corporate Implications:

Financial Implications:

Subject to council approval, the recommendations in this report will require capital investment at various stages of project.

Budget Amendment:

A budget amendment will be required to increase Capital Project # 083610-006 – Project Design, in the amount of \$1,600,000, with funding to be transferred from Roads and Engineering DC Reserves # 137. There is currently sufficient funding available in DC Reserve # 137 to proceed with the budget amendment.

Staff would investigate opportunity to plant some new trees where there are sufficient space available and would not conflict with future proposed works presented in this report in advance of the project from the current approved funding.

Sufficient funding is available within the Public Works & Engineering approved Capital Budget for utility relocations on Williams Parkway. Excess funding in the amount of \$1,600,000 is recommended to be returned to applicable DC reserves as there is no widening planned on Williams Parkway.

Pre-construction Phase-Budget Year 2022:

Staff would identify the following in the 2022 Capital Budget for council's consideration and approval:

- Staining of existing noise wall on Williams Parkway between West of Harridine Road and East of North Park with preferred colour chosen by Public. The current preliminary estimate for staining of noise wall is \$300,000 and will be funded by tax;
- Investigate opportunity to plant some more new trees where there are sufficient space available and would not conflict with future proposed works presented in this report in advance of the project;

Construction Phase-Budget Year 2023:

Staff would identify the following in the 2023 Capital Budget for council's consideration and approval, once more detailed cost estimates are available:

The construction funding for AT infrastructure, landscape improvements and streetscape improvements to maximize People moving capacity and Public realm design will be requested through the 2023 budget process and is subject to Council approval. The total preliminary cost for the project is estimated to be \$26.7 million with DC portion of the cost estimated to be \$9.7 million and tax portion of the cost is

estimated to be \$17.0 million. Staff would be in discussion with MTO and Region of Peel on cost recovery for their scope of works part of the detailed design.

During detailed design, improvements and or additional exclusive turn lanes at intersections if required based on intersection capacity needs, subject to Council approval, additional funding which are likely to be considered as DC funding would be requested through 2023 budget process.

Additional plantings for Williams Parkway corridor between McLaughlin Road and Dixie Road through LID or other storm water improvements will be explored during detailed design part of the LID feasibility study and funding would be included in the capital budget through any one of the currently available non-tax funding sources such as reserves, or through external funding and grants.

The estimated preliminary costs and funding sources for breakdown of each scope are summarized below in the table and detailed in the attached Appendix 'A'.

	[\$ Million]				
Options	DC Funding	Tax	Total Cost	End Of Life Cycle (Years)	Maintenance Life Cycle/ Estimated Current Cost (Tax)
Existing 4 lane Road Resurfacing and minor Repairs	\$0.0	\$6.0	\$6.0	15	Full depth reconstruction end of life cycle/ \$15 million
Maximizing 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	\$0.0	\$1.0	\$1.0	30	Maintenance every year / \$50,000, future maintenance budget requests will be evaluated on an annual basis
Landscaping on Centre median	\$0.0	\$1.0	\$1.0	30	Maintenance every year / \$80,000
Enhanced Streetscaping	\$0.0	\$1.5	\$1.5	30	Full replacement end of life cycle / \$1.5 million
Curb works, minor storm works and Street light Improvements	\$0.0	\$5.0	\$5.0	30	Full replacement end of life cycle/ 5 million
Total	\$9.7	\$17.0	\$26.7		

Other Implications:

Any procurement activities required to proceed with the recommendations will be conducted and approved in accordance with the Purchasing By-law.

Term of Council Priorities:

The information outlined in this report, achieve the Term of Council Priority for a Healthy and Safe City by building well-planned infrastructure. The concept design align with direction in the Transportation and Connectivity and Health sections of Vision 2040.

Conclusion:

In response to direction from Council, not to widen Williams Parkway, Staff completed a concept design for the improvement to the four lane section of Williams Parkway between McLaughlin Road and Dixie Road. The concept design includes consideration of the design concepts in the context of maximizing People moving capacity and Public realm, current and past approved planning documents, Vision Zero and Council directives and priorities.

Staff are, through this report, seeking Council approval on the following:

- Endorse the scope for the concept design to maximize People moving capacity and Public realm design presented part of this report;
- Lower the posted speed on Williams Parkway between McLaughlin Road and Dixie Road from 60 km/hr to 50km/hr and that Traffic By-law 93-93, as amended, be further amended to reduce the speed limit once construction is complete;
- Budget amendment be approved in the amount of \$1,600,000 to increase Capital Project #083610-006-Design-Williams Parkway: McLaughlin Road and North Park Drive, with funding of \$1,600,000 to be provided from Roads and Engineering DC Reserves # 137;
- Return funds in the amount of \$1,600,000 from Utility Relocation project # 093625-004-Williams Parkway between McLaughlin Road and North Park Drive, to applicable DC reserves, as there is no widening planned on Williams Parkway;
- Whether to proceed with staining the existing noise wall or not;
- Conduct an online survey to obtain public feedback on the preferred colour if Council approves the direction to proceed with staining the existing noise wall on Williams Parkway between West of Harridine Road and East of North Park Drive;
- To proceed with detailed design, tender and construction using the most popular colour selected by Public if Council approves the direction to proceed with staining the existing noise wall;

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Attachments: Appendix 'A' – Feasibility Assessment Study – Maximize People moving capacity and Public realm design;

Appendix 'B' – Colour Options for staining existing Noise wall;