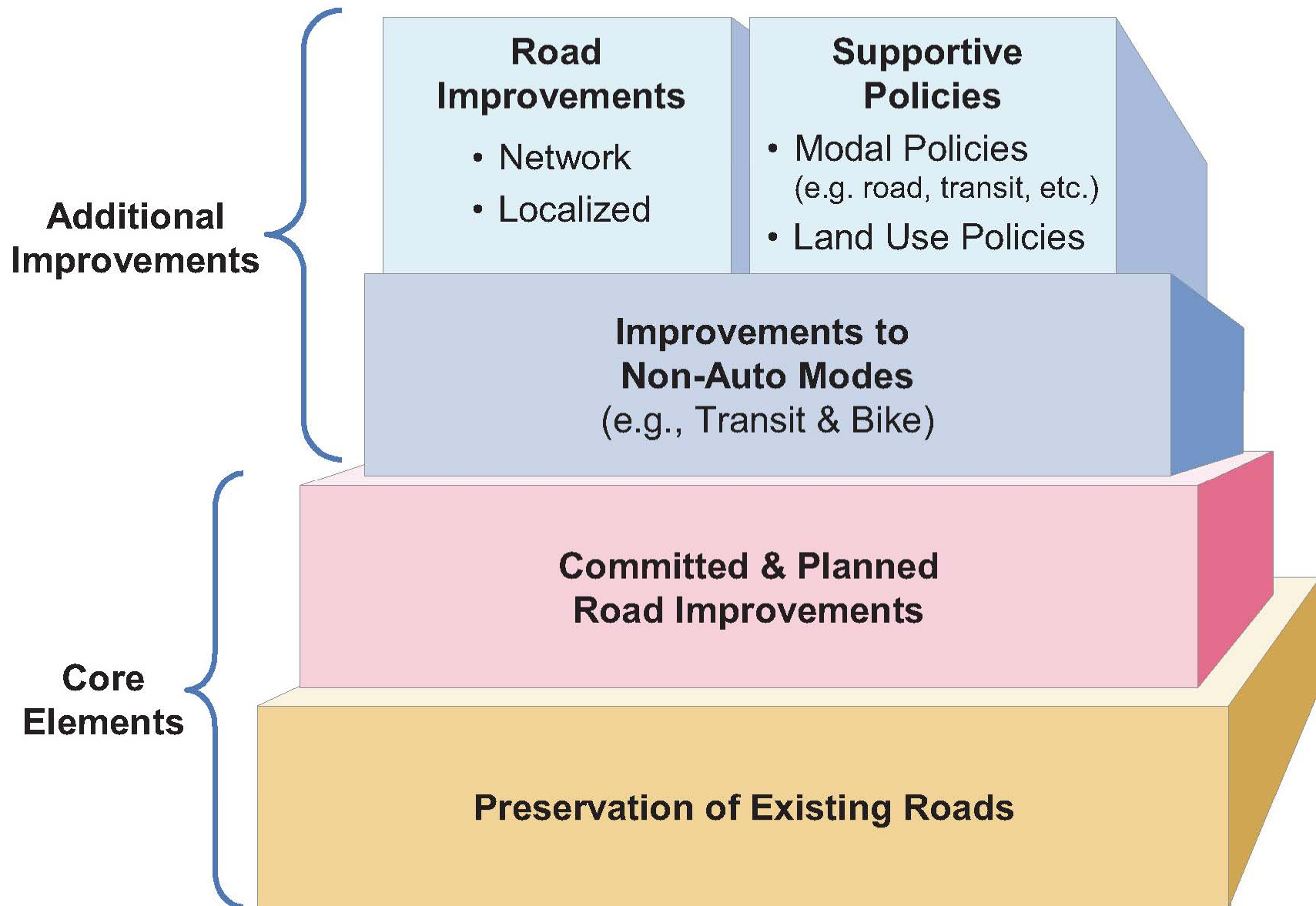




Road Project Prioritization Process

Prepared By: David Shelsted, MBA, P.Eng.
Director of Roads & Transportation Services

Building Blocks For A Comprehensive Transportation Plan





Transportation Master Plan

- Identify Road Network Improvements/Expansions
- Last completed in 2005
- Being updated as part of the Official Plan Review
- Follows the Class Environmental Assessment process
- Public Information Centre in January 2012



Steps to Determine Preferred Road Network

- Forecast population and employment for the ultimate horizon year (2031)
- Identify strategic alternative road networks for testing
 - Base Case (existing network + projects under construction + projects with funding in place)
 - Current approach (continuation of current practice – responding to growth)
 - Sustainability approach (leading growth)
- Each alternative contains a list of projects

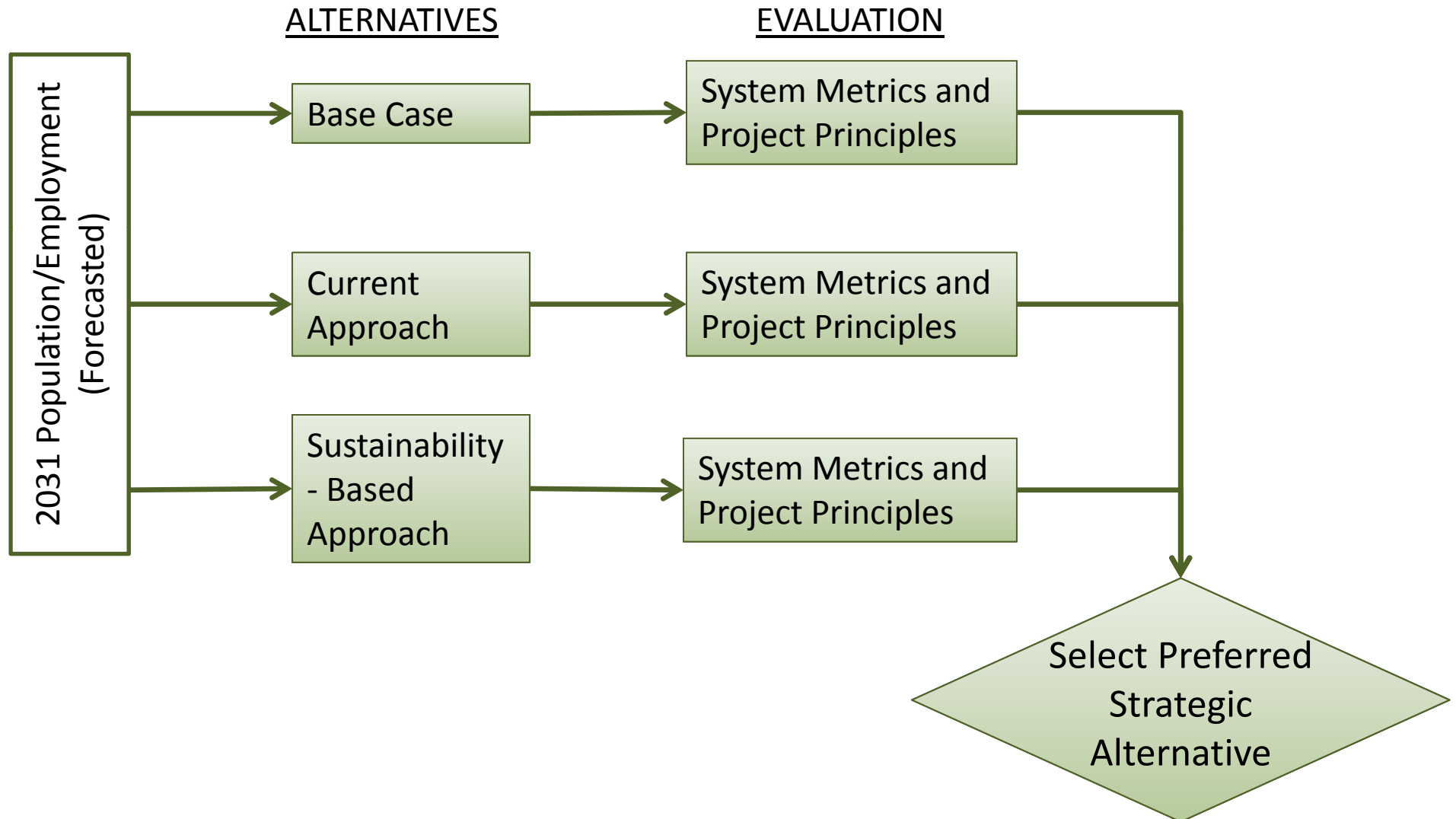


Steps to Determine Preferred Road Network

- Run each alternative in the transportation model
- Review system metrics computed by the model for each alternative
- Review each alternative in light of stated principles / goals (sustainability, economic development, livability)
- Select preferred road network alternative



Preferred Alternative Selection Process





Evaluation Using System Metrics

	Base Case	Current Approach	Sustainability – Based Approach
Volume to Capacity Ratios			
Vehicle Hours Traveled			
Vehicle Kilometres Traveled			
Emissions			



Evaluation Using Project Principles

Alternative	Principle	Objective	Evaluation
Base Case	<ul style="list-style-type: none">• Healthy Communities• Sustainability• Economic Vitality	<ul style="list-style-type: none">• Providing access and mobility for everyone• Protecting environment• Supporting economic development	<ul style="list-style-type: none">• % change in transit trips• Greenhouse gas and other emissions• % of lane-kms of congested roads
Current Approach			
Sustainability – Based Approach			

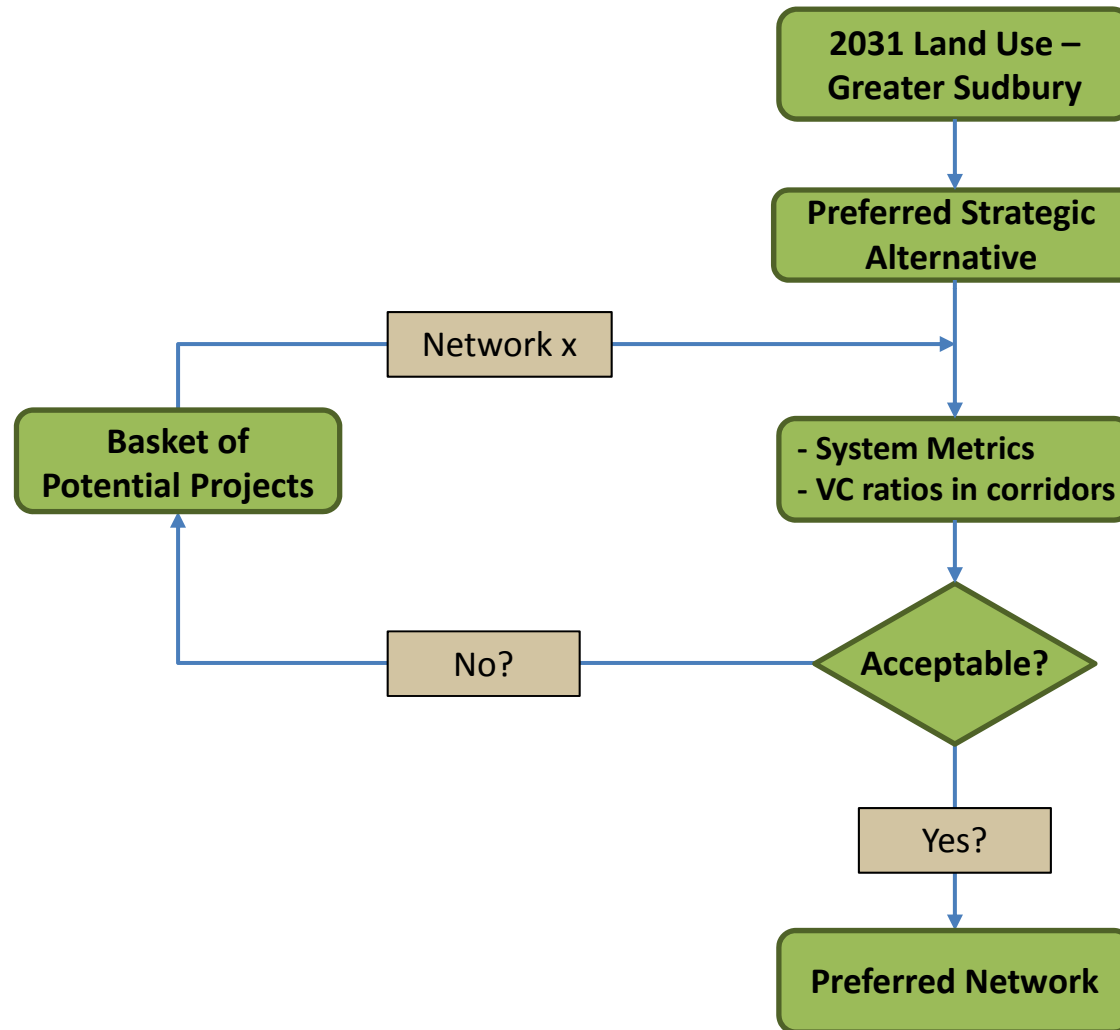


Preferred Network Refinement and Phasing

- Conduct iterative process to improve network performance
 - Analyze different combinations of transportation projects that are part of the preferred alternative
- Identify projects for the preferred network in ultimate horizon year
- Use population and employment forecasts for intermediate horizon years to test transportation improvements in the model to determine the phasing of projects (short, medium and long term)

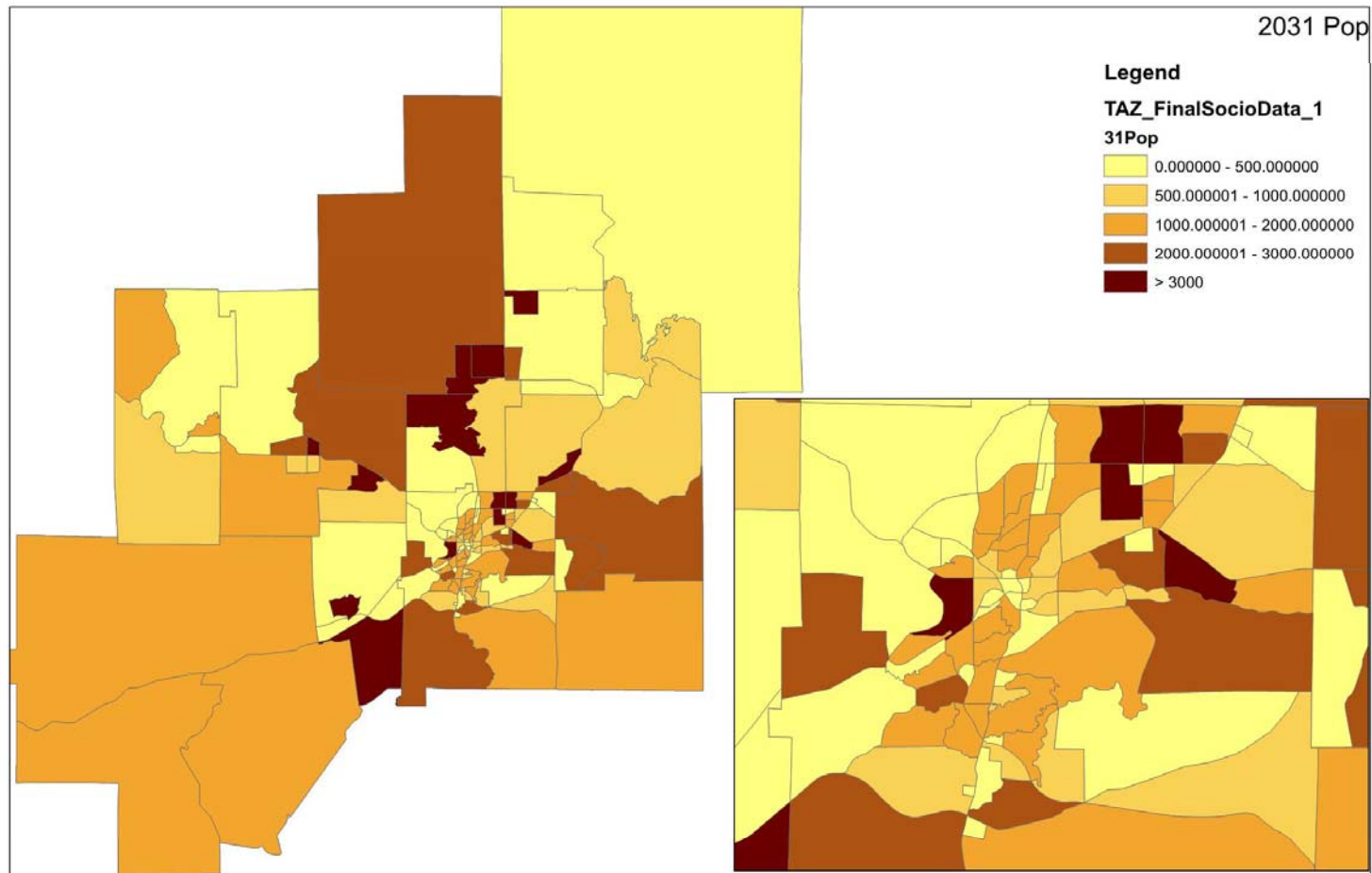


Preferred Network Refinement



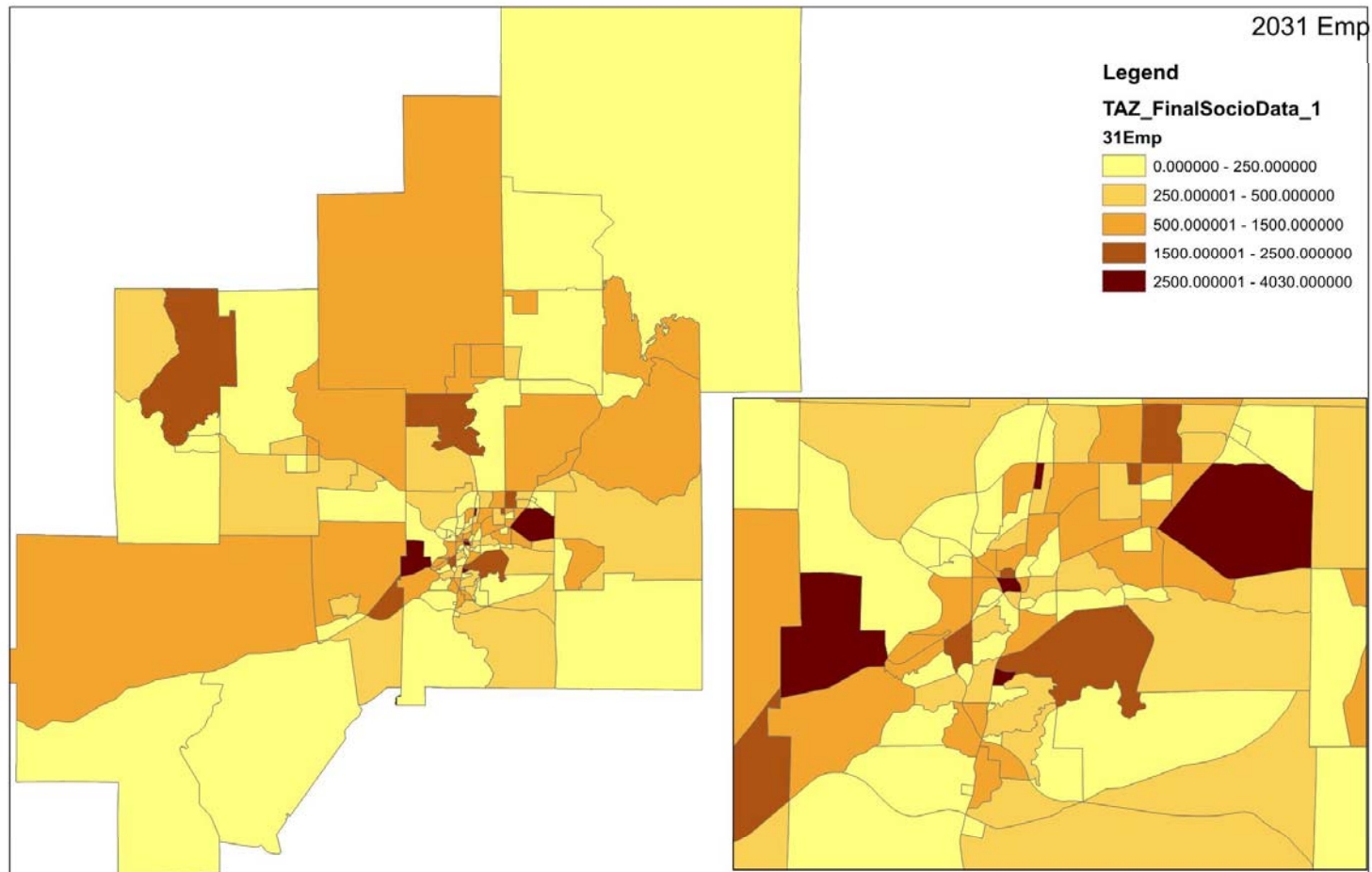


Projected Areas of Population Growth





Projected Areas of Job Growth



Roadway Improvement Priorities

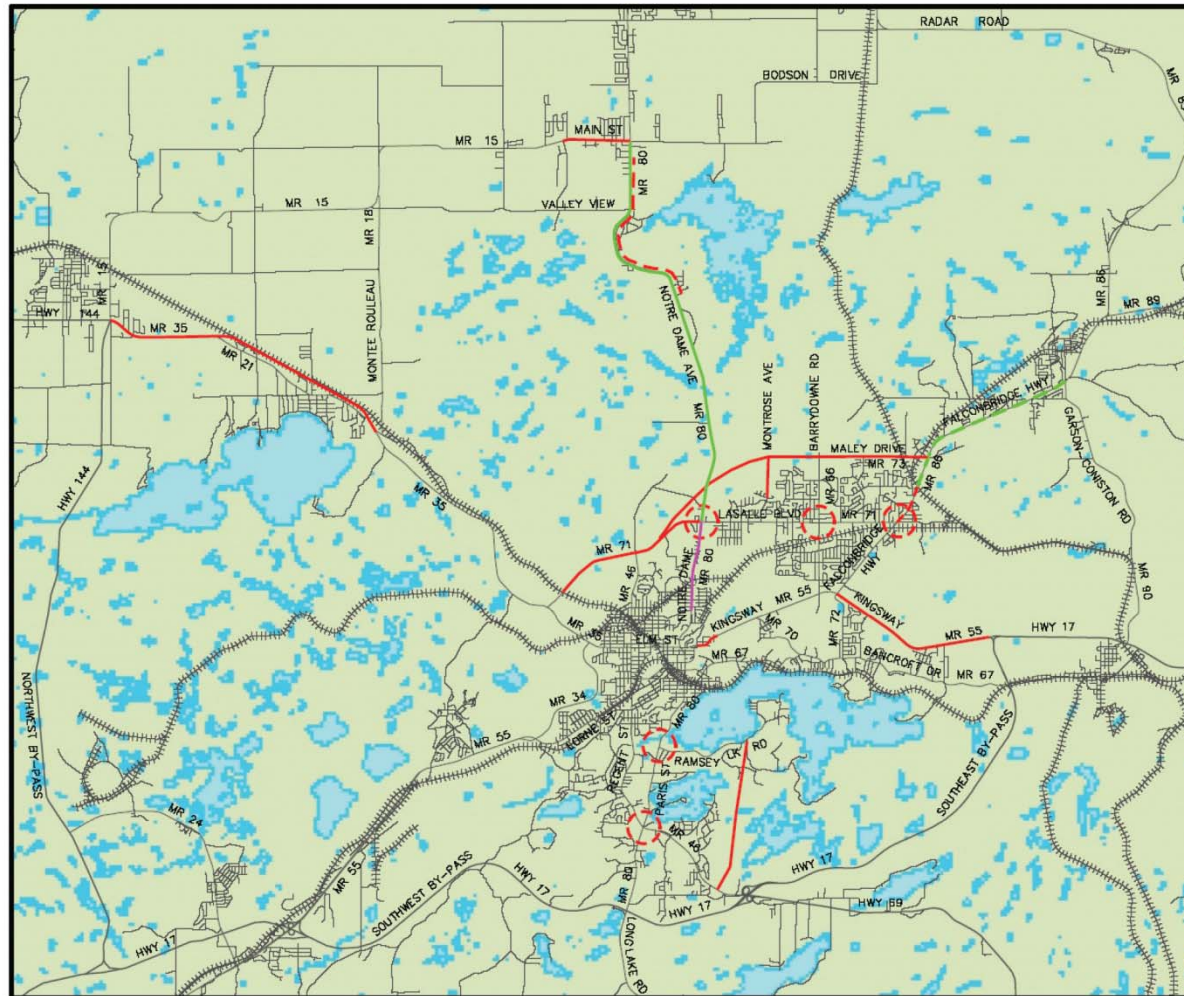


Figure 11.1.1





2005 TSR Priorities – Short Term

- Maley Drive Extension and Widening from MR 35 to Falconbridge
- New University Link from Regent to Ramsey Lake
- Widen MR 15 from MR 80 to Belisle
- Widen MR 35 from Azilda to Chelmsford
- Widen Kingsway from Falconbridge to Bypass
- Widen and Realign Kingsway in 'S' curves



2005 TSR Priorities – Short Term

- Four Corners Intersection Improvements
- LaSalle/Notre Dame Intersection Improvements
- LaSalle/Barry Downe Intersection Improvements
- LaSalle/Falconbridge Intersection Improvements
- Widen MR 80 from Donaldson to Valleyview



2005 TSR Priorities – Mid-Term

- Widen Notre Dame from Kathleen to LaSalle



2005 TSR Priorities – Long Term

- Widen MR 80 from LaSalle to MR 15
- Widen Falconbridge (turn lane) from LaSalle to Garson-Coniston



Roads Capital Budget Guidelines

Project Category	Guideline Percentage
Major Roads and Arterials	30
Minor Roads, Local Streets and Sidewalks	20
New Roads/Road Widenings	20
Bridge Rehabilitation	15
Storm Water Systems	5
Consulting Engineer Services, Design and Supervision	5
Traffic Signals; New and Upgrades	1
Miscellaneous (Street Lights, Crack Sealing, Contingencies, Etc.)	4



Transportation Master Plan

Next Steps

- Finalize preferred road network
- Public Information Centre Dec 2012/early 2013
- Presentation to Council
- Publish Notice of Completion
- Included in Official Plan Update



Summary

- Comprehensive Transportation Plan
- Based on estimates of Population and Job growth
- Prioritization process is proven
- Update on 2005 Road Priorities
- Currently funding major road network expansion projects with Infrastructure Programs from Senior Levels of Government



Questions?