

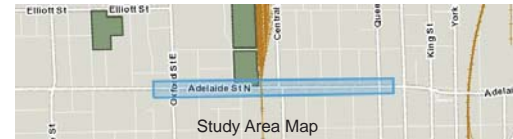


## Adelaide Street / Canadian Pacific Railway (CPR) Grade Separation EA



## Study Background / Context

- ✓ City's highest priority new rail-road grade separation candidate site as per the **2005 Rail Exposure Index Study** and **2013 Blockage Study**
- ✓ The **Smart Moves 2030 Transportation Master Plan and Development Charge Background Study (2014)** identifies needs for optimization and for the implementation of the grade separation in the 2031 planning horizon respectively.
- ✓ Subsequently, in 2017 Council approved moving project forward in a 3-5 timeframe.



## Problems and Opportunities

### Problems

- **Frequent train crossings** result in road being blocked significantly affecting vehicles, transit, cyclists and pedestrians
- Blockages result in significant delays and causes **cut-through traffic** onto local streets
- Implementation of rapid transit on Richmond Street is expected to cause future **increase in traffic** on Adelaide Street
- Excessive delays will **increase idling time** and emissions loadings
- Uninterrupted road corridor needed for **emergency planning** and response

### Opportunities

- **Separate rail traffic** from vehicles, cyclists and pedestrians on Adelaide Street, improving access and circulation
- Provide **improved rail safety**
- Develop an **innovative design** that prioritizes pedestrians, cyclist and improves the urban environment, while avoiding some of the common drawbacks to underpasses
- Preserve and **enhance the heritage character** of the neighbourhood and McMahan Park
- Create **additional public space** that complements the area surrounding the new bridge and creates a strong connection from one side to the other for pedestrians and cyclists
- Improve the surrounding streetscape and intersections to create a **safe, pedestrian-friendly and welcoming public space**

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## Preliminary Preferred Concept

An Underpass (road under rail) is preferred because:

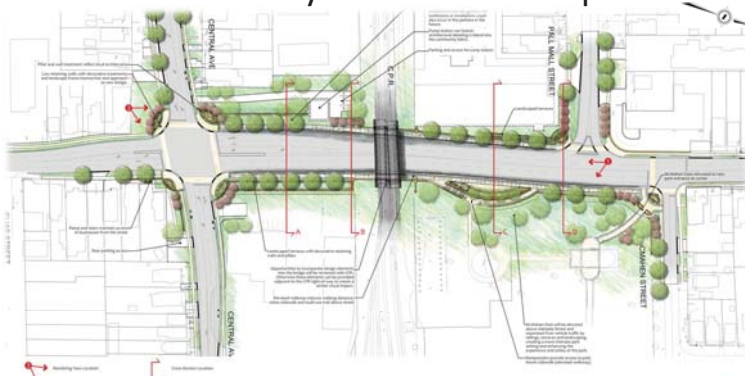
- ✓ Has fewer overall property impacts
- ✓ Relatively little visual intrusion to the surrounding community
- ✓ Decreased traffic noise from the depressed roadway
- ✓ Provides more opportunity for a context sensitive design to respect the existing character of the roadway and adjoining neighbourhoods
- ✓ Maintains intersections with Central Avenue, Elias Street, Pall Mall Street and McMahan Street
- ✓ Is more attractive to pedestrians and cyclists
- ✓ Preferred by community



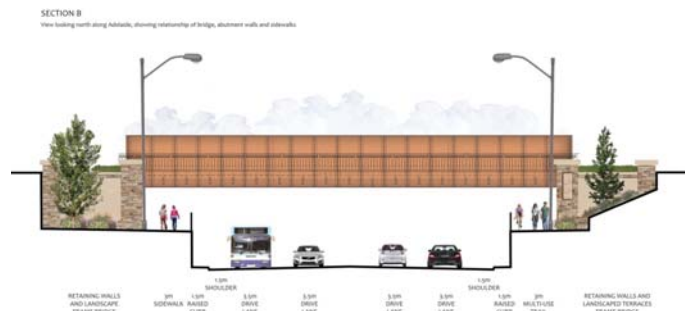
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## Preliminary Preferred Concept



## Adelaide St Cross-Section



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## Temporary Road Detour

### East Detour

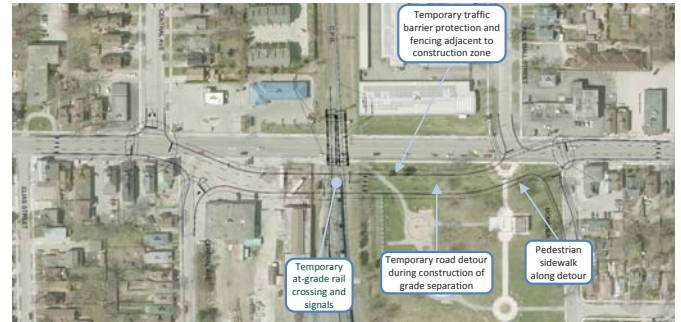
- ✓ Maintains north-south traffic for the duration of construction
- ✓ Avoids property impacts beyond those already required
- ✓ Utilizes the same footprint as the municipal service / utility corridor
- ✓ Maintains emergency service access



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## Proposed Detour



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## Project Timelines



**Municipal Class EA Process**

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## Questions?



<https://getinvolved.london.ca/adelaide-streetcpr-grade-separation>

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