

Transportation Advisory Committee

Report

6th Meeting of the Transportation Advisory Committee
July 24, 2018
Committee Room #4

Attendance PRESENT: A. Stratton (Acting Chair), G. Bikas, S. Brooks, D. Doroshenko, D. Foster, T. Khan, L. Norman, and J. Scarterfield and J. Bunn (Committee Secretary)

ABSENT: G. Debbert, A. Farahi, J. Madden and H. Moussa

ALSO PRESENT: D. Chang, M. Elmadhoon, D. Hall, P. Kavcic, J. Kostyniuk, T. Koza, T. Macbeth, D. MacRae and S. Shannon

The meeting was called to order at 12:15 PM.

1. **Call to Order**

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. **Scheduled Items**

2.1 Municipal Class Environmental Assessment - Clarke Road Widening from the Veterans Memorial Parkway Extension to Fanshawe Park Road East

That the attached presentation from I. Bartlett, Stantec Consulting Ltd., with respect to the Municipal Class Environmental Assessment related to the Clarke Road Widening from the Veterans Memorial Parkway Extension to Fanshawe Park Road East, BE REFERRED to the Review Sub-Committee, led by T. Khan and D. Foster, for review and a report back to the Transportation Advisory Committee at the next meeting.

2.2 London Transportation Alliance – Mobility Plan

That it BE NOTED that a verbal presentation from R. Moretti, London Transportation Alliance, with respect to the London Transportation Alliance's Mobility Plan, was received.

3. **Consent**

3.1 5th Report of the Transportation Advisory Committee

That it BE NOTED that the 5th Report of the Transportation Advisory Committee, from its meeting held on June 26, 2018, was received.

3.2 Municipal Council Resolution - Appointment of Danny Chang

That it BE NOTED that the Municipal Council resolution, from its meeting held on June 26, 2018, with respect to the appointment of Danny Chang to the Transportation Advisory Committee, was received.

3.3 Notice of Public Information Centre - Clarke Road Improvements - Veterans Memorial Parkway Extension to Fanshawe Park Road East - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre from P. Kavcic, City of London and I. Bartlett, Stantec Consulting Ltd., with respect to the Clarke Road Improvements from the Veterans Memorial Parkway Extension and Fanshawe Park Road East Municipal Class Environmental Assessment, was received.

3.4 Highbury Avenue/Hamilton Road Intersection Improvements - Environmental Assessment Study - Notice of Completion

That it BE NOTED that the Notice of Completion from B. Huston, Dillon Consulting Limited and M. Elmadhoon, City of London, with respect to the Highbury Avenue/Hamilton Road Intersection Improvements Environmental Assessment Study, was received.

4. Sub-Committees and Working Groups

4.1 2018 TAC Work Plan Working Group

That the Transportation Advisory Committee (TAC) Work Plan Working Group BE DIRECTED to submit the following items for the September 25, 2018 TAC Agenda:

- an integrated Work Plan document for the purpose of developing a detailed Work Plan for presentation to and approval of the TAC;
- a draft detailed Work Plan; and,
- a draft process for the addition of new items to the integrated Work Plan for review and adjustment by the TAC;

it being noted that the presentation from T. Khan and D. Foster, as appended to the Added Agenda, was received with respect to this matter.

5. Items for Discussion

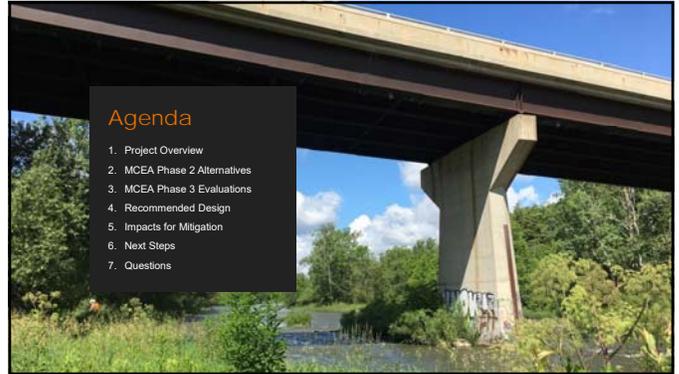
None.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting adjourned at 2:50 PM.



Project Overview - Study Area

The study area includes the Clarke Road corridor from its intersection with the future Veterans Memorial Parkway (VMP) extension (currently under detailed design) to its intersection with Fanshawe Park Road East.

Intersections within the study area include:

- Future VMP Extension;
- Killally Road; and
- Fanshawe Park Road East.

Structures within the study area include:

- J.W. Carson Bridge over the North Branch of the Thames River

Project Overview - Timelines

- June 2017 - Study Commencement and Notice
- September 2017 - Public Information Centre #1
- January 2018 - UTRCA Meeting
- May 2018 - MNR Meeting
- June 2018 - Public Information Centre #2 & Property Owner Meetings
- July-August 2018 - Public Input & City Committee Meetings
- September 2018 - Draft ESR to MOECP
- November 2018 - CWC and Council
- Winter 2018 - Filing of ESR with MOECP
- TBD - Construction

Phase 2 - Alternative Solutions

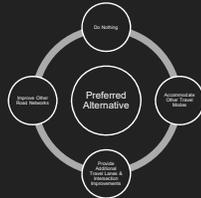
Alternative solutions identified for the study area include:

Alternative 1: Do Nothing - No proposed changes within the study area; provides a basis to compare other alternatives.

Alternative 2: Improve Other Roads in the Transportation Network - Introduce improvements to adjacent and/or parallel roadways to reduce travel demand on Clarke Road.

Alternative 3: Accommodate Other Travel Modes - Introduce improvements to accommodate transit services and encourage active transportation.

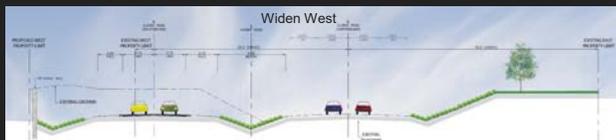
Alternative 4: Provide Additional Travel Lanes & Intersection Improvements - Introduce additional travel lanes along Clarke Road to increase vehicular capacity, and introduce improvements to intersections (i.e. roundabouts, traffic signals) within the study area to improve traffic movement and safety.



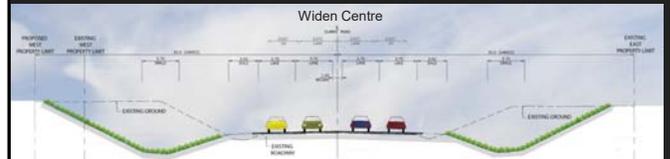
Phase 2 - Carry Forward to Phase 3

Alternative	Evaluation Summary	Recommendation
Alternative 1 - Do Nothing	Does not address problems and opportunities identified in the study area.	Not recommended for further consideration (for comparison purposes only).
Alternative 2 - Improve Other Roads in the Network	There are no feasible parallel routes that will address corridor deficiencies along Clarke Road, and does not address the City's transportation planning objectives.	Not recommended for further consideration.
Alternative 3 - Accommodate Other Traffic Modes	There are no existing transit or active transportation facilities. Although improvements will likely have negligible impacts on traffic, this alternative is aligned with the City's long term goals and objectives.	Not recommended for further consideration as part of the recommended alternative solution.
Alternative 4 - Provide Additional Travel Lanes & Intersection Improvements	A widened road cross section will provide an opportunity for improved travel time with additional lane capacity, space for on-road cycling facilities, and, safety. Intersection improvements are required to improve the level of service.	Carry forward for further consideration as part of the recommended alternative solution.

Phase 2 - Additional Lane Alternatives



Phase 2 - Additional Lane Alternatives



Phase 3 – Evaluation Considerations

- Clarke Road is designated as an Expressway
- Based on the Transportation Master Plan (TMP) and Development Charge Background Study, Clarke Road should be widened from 2 to 4 lanes in the short-term, with the provision for 6 lanes in the longer term
- Paved shoulders along Clarke Road with multi-use pathway (as per London ON Bikes)
- A major hydro corridor and underground utilities
- A Cultural Heritage resource (1511 Clarke Road "listed" Farmstead c. 1860s)
- Protection of key natural heritage features



Phase 3 – Evaluation Considerations - Continued

- Designated Natural Features Confirmed Species At Risk Habitat – birds, turtles and snakes
- Suitable Habitat for Species At Risk
- Confirmed Significant Wildlife Habitat
- Candidate Significant Wildlife Habitat
- Other features – unnamed watercourse



Phase 3 - Evaluation Criteria

- Socio-Economic Environment**
 - Existing/future land uses
 - Industrial uses
 - Residential uses
 - Agricultural uses
 - Recreational uses
- Natural Environment**
 - Vegetation
 - Wildlife and wildlife habitat (including species at risk)
 - Aquatic habitats and species (including species at risk)
- Cultural Heritage**
 - Cultural heritage resources
 - Archaeological resources
- Transportation**
 - Active Transportation
 - Vehicle speeds
 - Property accessibility
 - Fire and Emergency Medical Services
- Engineering Considerations**
 - Structural requirements (J.W. Carson Bridge/culverts)
 - Municipal services/utilities, including Hydro One corridor
 - Construction costs
 - Construction staging

Phase 3 - Evaluation of Alternatives

The Alternative Designs were evaluated by the Project Team using the presented evaluation criteria. A copy of the detailed evaluation will be included in the Environmental Study Report.

Factors/Criteria	Alt 1 – Widen East	Alt 2 – Widen West	Alt 3 – Widen Symmetrically
Transportation	Least Preferred	Least Preferred	Most Preferred
Natural Environment	Least Preferred	Most Preferred	Moderately Preferred
Socio-Economic	Moderately Preferred	Least Preferred	Moderately Preferred
Cultural Resources	Most Preferred	Least Preferred	Moderately Preferred
Engineering Considerations	Least Preferred	Most Preferred	Moderately Preferred
Overall Summary	Least Preferred	Moderately Preferred	Most Preferred

Phase 3 - Recommended Alternative

Widen Clarke Road from 2 to 4 lanes symmetrically, and accommodate the ultimate widening to 6 lanes.

- Reduces impacts to property and entrances and minimizes impacts to the cultural heritage resource;
- Reduces significant impacts to the utility corridor on the east side of Clarke Road;
- Reduces significant impacts to key natural heritage features;
- Suitable construction staging and meets geometric design requirements; and
- Ties into the Veteran's Memorial Parkway design.

Typical Cross Section of Four Lane Widening - Ultimate 100m Right of Way

Phase 3 - Evaluation of J.W. Carson Bridge Alternatives

<p>Rehabilitate and Widen Existing Structure</p>	<ul style="list-style-type: none"> Can maintain two lanes of traffic during construction Will require new piers and abutments in 40 years Not recommended by MNRF due to highest disruption to the natural environment Lowest construction cost (\$10.4M) 	<p>Least Preferred</p>
<p>Replace Existing Structure with a Clear Span Option</p>	<ul style="list-style-type: none"> Long term closure of Clarke Road required during construction (over 1 year) Avoids new pier in water Requires specialized construction techniques Requested by MNRF to minimize future disruptions to the natural environment Highest construction cost (\$21.0M) 	<p>Moderately Preferred</p>
<p>Replace Existing Structure with a Multi-Span Option</p>	<ul style="list-style-type: none"> Can maintain two lanes of traffic during construction New pier in water (potential to construct new pier within existing pier footprint) Requested by MNRF to minimize future disruptions to the natural environment Moderate construction cost (\$13.2M) 	<p>Most Preferred</p>

Key Features of the Recommended Design

The Recommended Alternative Design for Clarke Road includes the following features:

- 4 lane rural cross section with 3.75m lanes with a 1.0m centre median; 3.0m paved shoulders for cycling;
- A multi-use pathway along west side of Clarke Road will link the future Thames Valley Parkway to a controlled crossing of Clarke Road at the VMP/Clarke Road intersection. This pathway will also provide a linkage to Ted Early Park; and
- Maintains existing stop condition at the Kilally Road intersection and adds turning lanes at Fanshawe Park Road East.

The Recommended Alternative Bridge replacement option includes the following features:

- New 4 lane structure with substructure to accommodate 6 lanes; and
- 3.0m multi-use pathway on the west side.

Proposed Multi-Span Bridge Facing Post

Additional 3D Renderings

Overview of Study Area Facing North

Approaching Kilally Road Facing North

Potential Impacts and Proposed Mitigation

Strategies for mitigating proposed impacts were presented to the public and will be documented in the ESR. The potential impacts being mitigated include:

- Species at Risk
- Amphibian Breeding Habitat
- Valley seepage / hairy-fruited sedge
- Provincially Rare Plants
- Suitable Habitat for Species at Risk Bats
- Invasive Species
- Archaeological Resources
- Built Heritage Resources
- Property Impacts
- Noise
- Traffic

Next Steps



- Review, address and incorporate comments received on the recommended alternative design (August 10, 2018).
- Meet with stakeholders and agencies as required.
- Complete and finalize technical studies, including archaeological assessment, tree inventory, noise assessment
- Confirm the Preferred Alternative Design.
- Prepare an Environmental Study Report (ESR) to document the Class EA process.
- Present Draft ESR to the Ministry of Environment, Conservation and Parks (MOECP) and City Council.
- Finalize the ESR and make available for public review for a minimum of 30 days (Winter 2018).

Questions?

