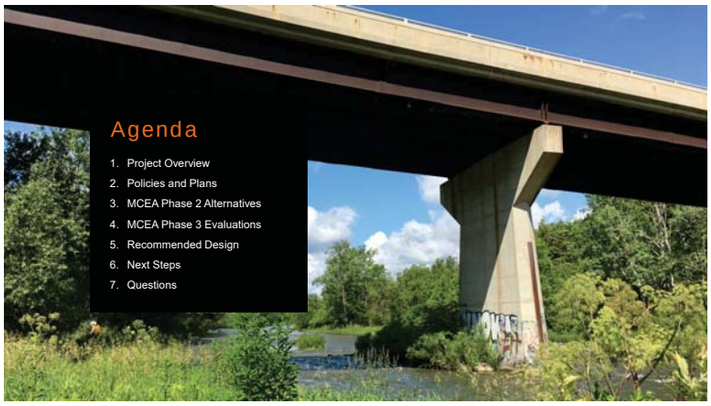
City of London
Clarke Road Improvements
Municipal Class EA

CAC Presentation
Sept. 19, 2018

Stantec



Agenda

1. Project Overview
2. Policies and Plans
3. MCEA Phase 2 Alternatives
4. MCEA Phase 3 Evaluations
5. Recommended Design
6. Next Steps
7. Questions

Project Overview - Study Area

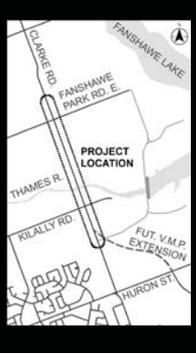
The study area includes the Clarke Road corridor from its intersection with the future Veterans Memorial Parkway (VMP) extension (currently under detailed design) to its intersection with Fanshawe Park Road East.

Intersections within the study area include:

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

Structures within the study area include:

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



Policies and Plans

The Official Plan (1989) designates Clarke Road as an “Arterial Road” and promotes active transportation through the implementation of long-term on- and off-road commuter and recreational bicycling networks.

Under The London Plan (2016), the active mobility network provides a foundation for the Recommended Alternative Design for Clarke Road.

Identified as an “Expressway”, Clarke Road must consider implementing cycling facilities.

Policies and Plans

Clarke Road improvements should support the goals set out in the London Parks and Recreation Strategic Master Plan (2009) to separate various types of active transportation.

The recommended design should align with the strategies set out in the Thames Valley Corridor Plan (2011) to provide connections throughout the City of London, by integrating multi-modal crossings, roadways and bridges into the design of transportation improvements.

Policies and Plans

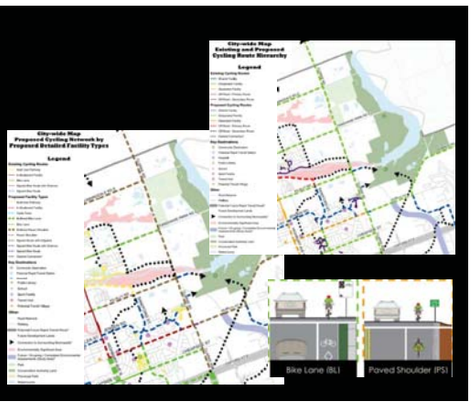
The 2030 Transportation Master Plan: SmartMoves (2013) highlighted Clarke Road as at/over capacity with severe congestions, indicating the need for improvements and alternative modes of transportation while aiming to achieve the following:

- Integration of cycling facilities during infrastructure improvement projects
- Implementation of on-street bike routes through the enhancement of bike lane networks to further encourage active transportation facilities
- Prioritize the use of on-street bike lanes rather than separated in-boulevard bike paths along arterial corridors.

Policies and Plans

The City of London Cycling Master Plan (2016) outlines Clarke Road's proposed cycling route as a:

- Designated facility: cyclists are provided their own space delineated by a painted line (i.e., bike lane within the road right-of-way or a paved shoulder)
- Proposed facility type: paved shoulders with a desired multi-use pathway connection crossing at the J.W. Carson Bridge over the Thames River



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.	**Carry forward 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 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 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 - Evaluation of J.W.Carson Bridge Alternatives

Rehabilitate and Widen Existing Structure

- 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)

Least Preferred

Replace Existing Structure with a Clear Span Option

- 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)

Moderately Preferred

Replace Existing Structure with a Multi-Span Option

- 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)

Most Preferred

Phase 3 - Recommended Widening Alternative

Widen Clarke Road from 2 to 4 lanes symmetrically, and accommodate the ultimate widening to 6 lanes with a multi-use pathway on the west side of Clarke Road and paved shoulders for cycling.

- 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

Key Features of the Recommended Design

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

- 4 lane rural cross section with 3.75 m lanes with a 1.0 m centre median; 3.0 m 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
- 3.0 m multi-use pathway on the west side and paved shoulders.

Proposed Multi-Span Bridge Facing East

Additional 3D Renderings

Overview of Study Area Facing North

Approaching Kilally Road Facing North

Next Steps

- Review, address and incorporate comments received on the recommended alternative design
- 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 (MECP) and City Council
- Finalize the ESR and make available for public review for a minimum of 30 days (early 2019)

Questions?