

WELCOME

to the

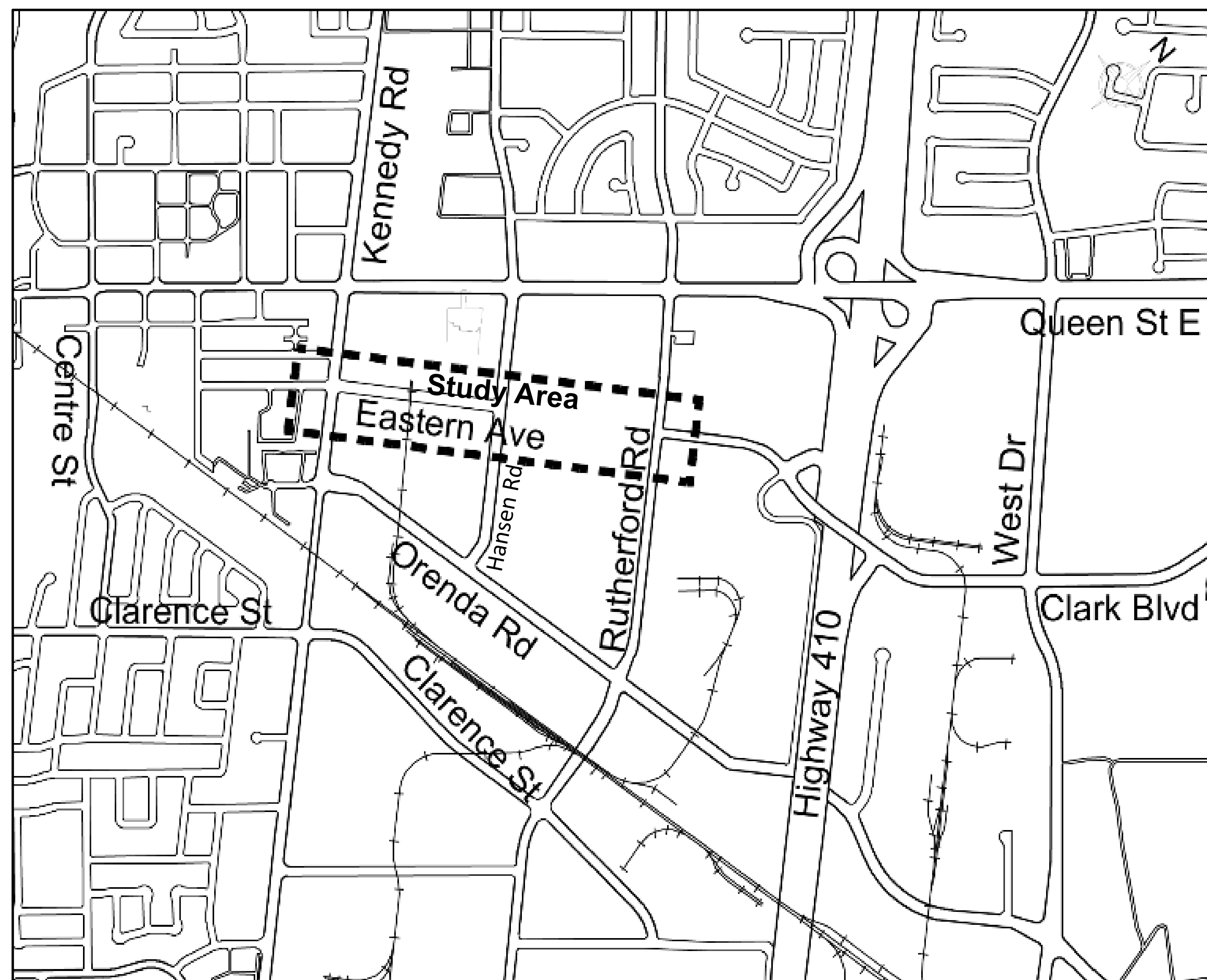
**Clark Boulevard / Eastern Avenue
Improvements from
Rutherford Road to Kennedy Road
Online Public Information Centre#1**

Project Introduction

Study Area and Study Objectives

The City of Brampton is undertaking a Municipal Class Environmental Assessment (MCEA) study for improvements along Eastern Avenue and Extension of Clark Boulevard.

Study Area



The study corridor is comprised of two sections:

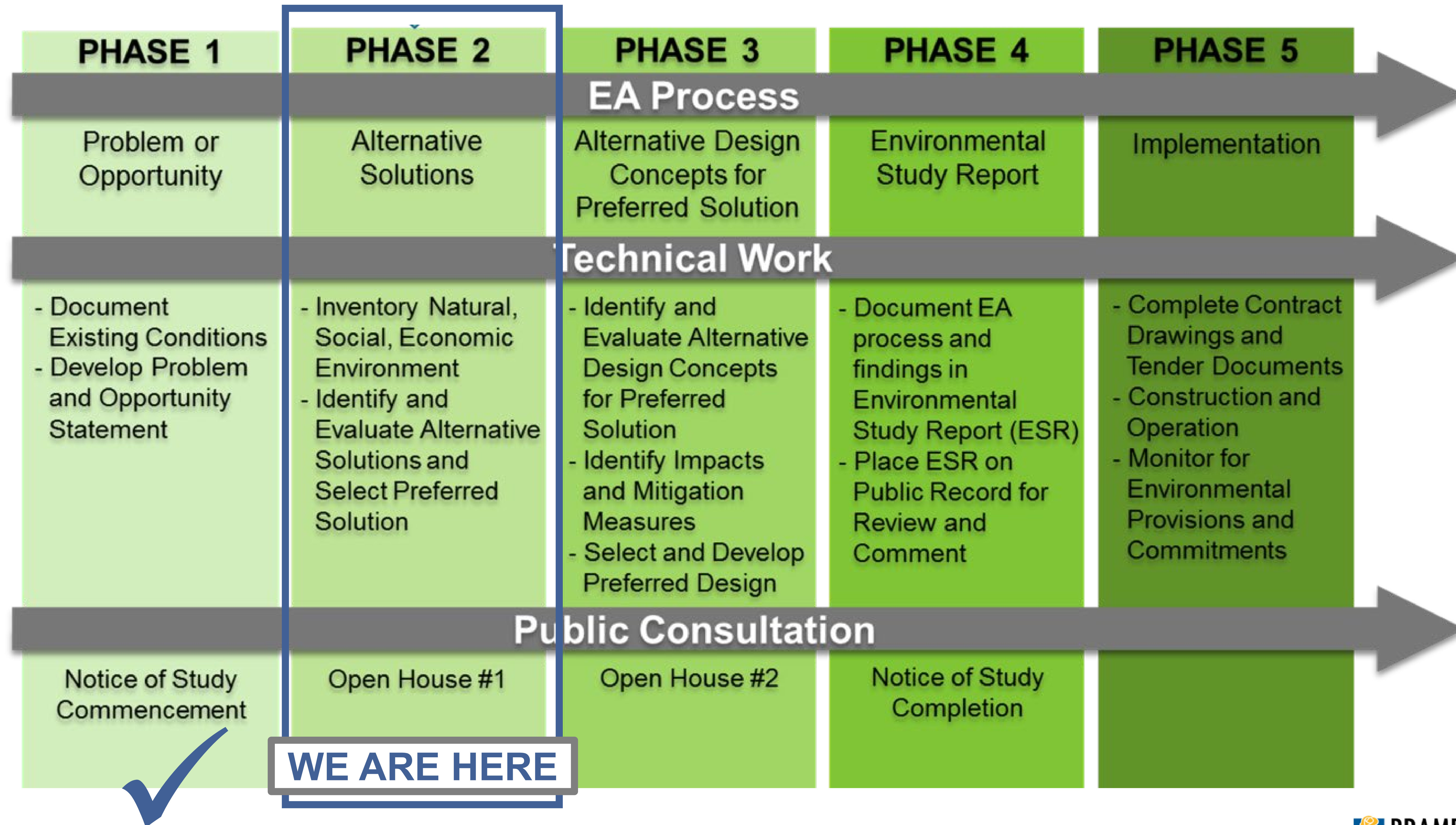
- Existing Eastern Avenue from Kennedy Road to Hansen Road
- Clark Boulevard-Eastern Avenue Extension from Hansen Road to Rutherford Road

Study Objectives

Accommodate current and future transportation needs for all travel modes, including pedestrians, cyclists, transit users and motorists.

Study Process

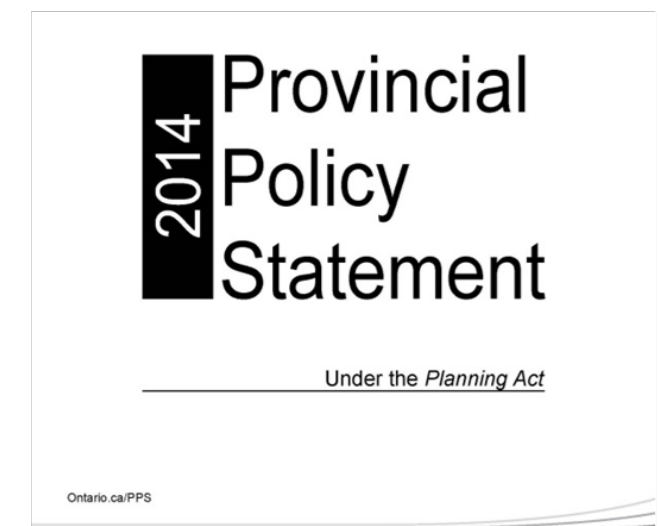
An Environmental Assessment (EA) is a planning process for municipal infrastructure, legislated by the Ontario Environmental Assessment Act. This EA Study is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended in 2007, 2011, and 2015).



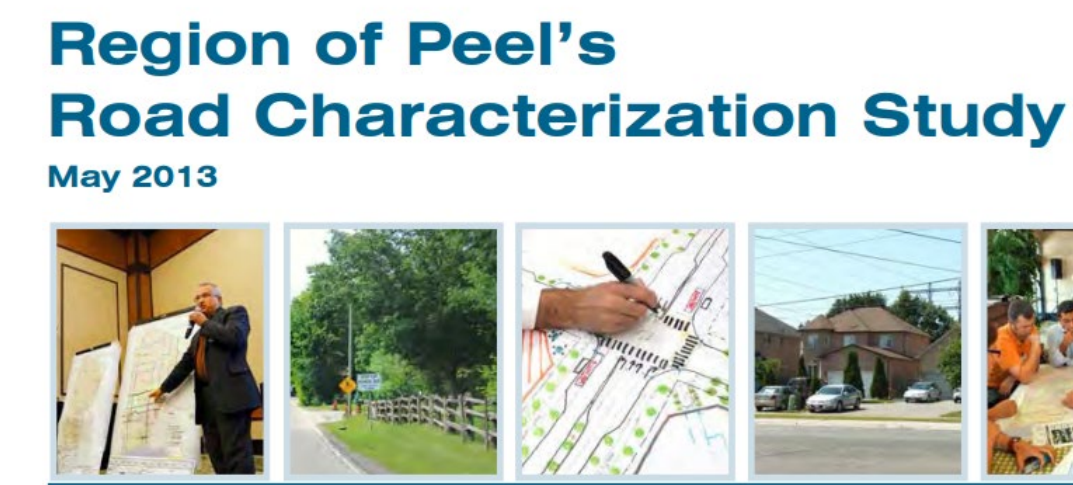
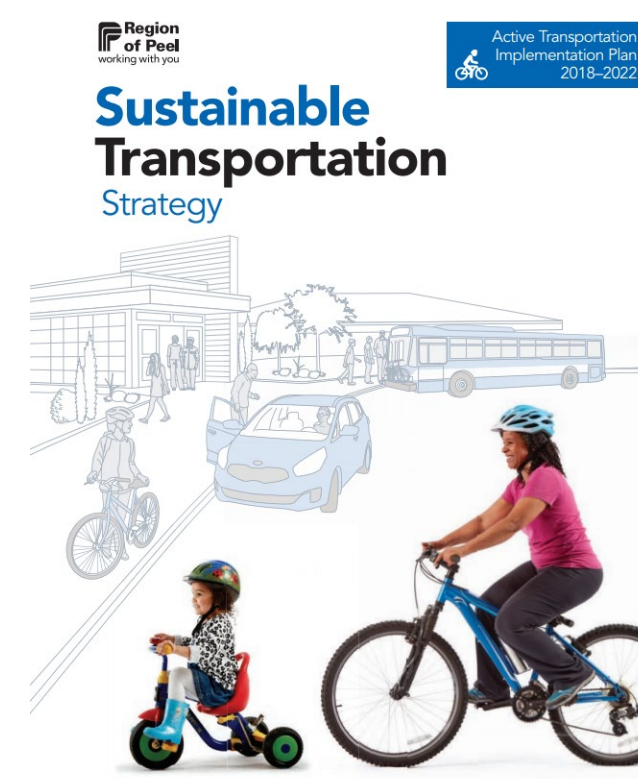
Planning and Policy Context

Key planning documents informed the Clark Boulevard / Eastern Avenue EA study.

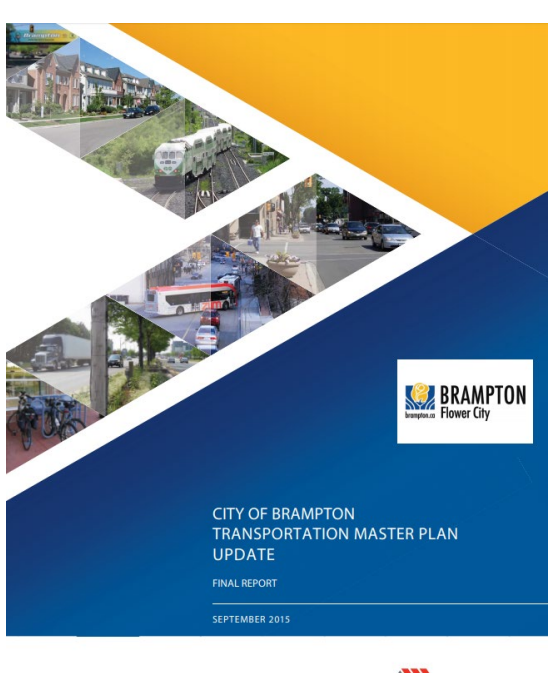
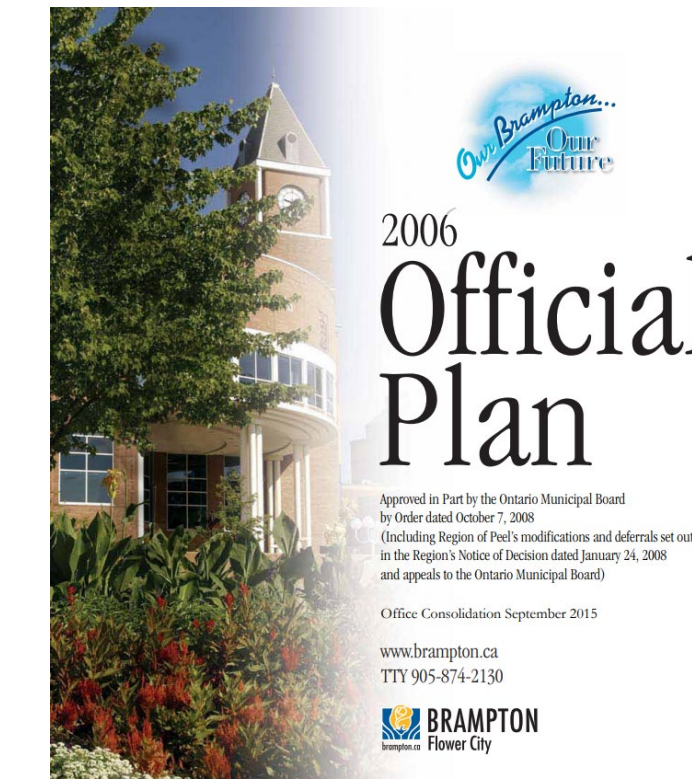
Provincial Plans



Regional Plans



Municipal Plans



Recommendations from Key Municipal Plans

The Clark Blvd / Eastern Ave study is located within the Provincial designated Queen Street East Urban Growth Centre "UGC", a focal area for investment, employment and residential growth. Brampton UGC is required to intensify to reach residential and jobs target by 2031. Brampton Council endorsed "Preliminary Queen Street East Precinct Plan" in 2020 as framework to advance public and private investments in the area

2015 Transportation Master Plan

- Extend Clark Boulevard from Rutherford Road to Hansen Road
- Widen Eastern Avenue from Rutherford Road to Kennedy Road to 4-lanes

Brampton Vision 2040

- High density mixed-uses with commercial at-grade
- Multi-modal transportation networks, green spaces, and a focus on active living

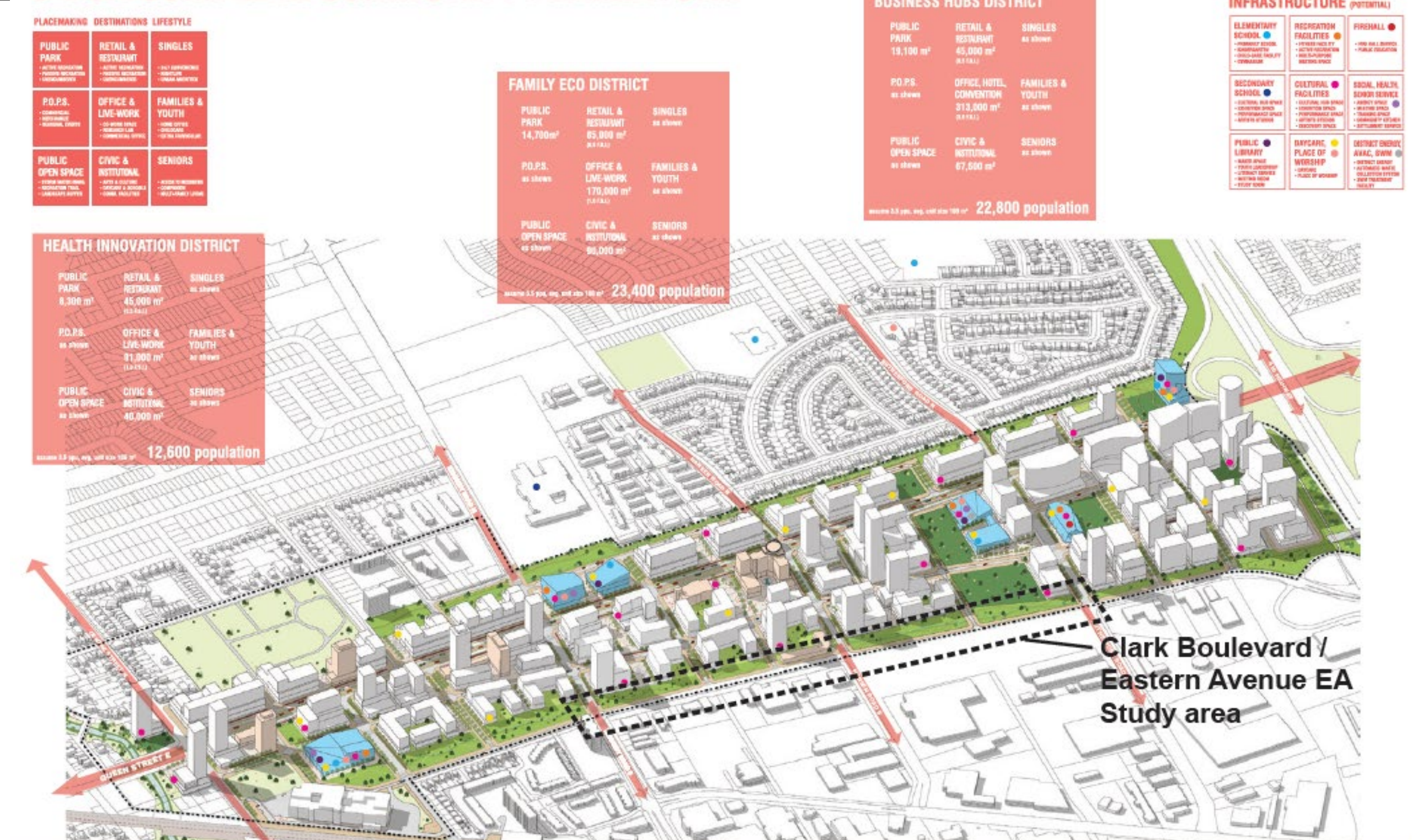
Preliminary Queen Street East Precinct Plan

- A 60,000 resident and 83,000 job, vibrant, urban, and mixed-use community
- Enhance pedestrian and cyclist movement, and embrace human-scaled streets
- Wide pedestrian sidewalks and connections that integrate with urban greenway

Council Priorities

- Create Complete Communities
- Streets for People and Vision Zero in transportation planning and design operations
- Equalize all forms of transportation and prioritize active transportation

9-BOX COMPLETE COMMUNITY FRAMEWORK

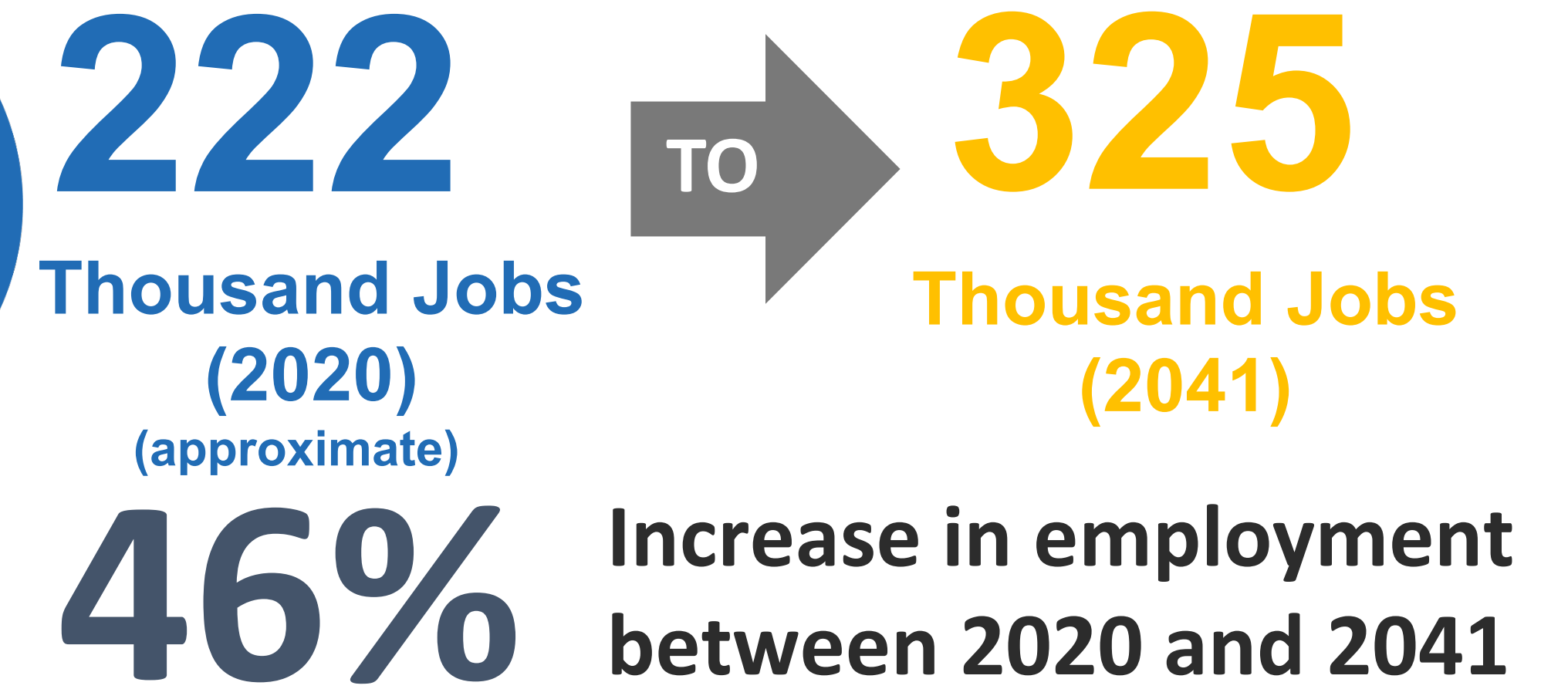
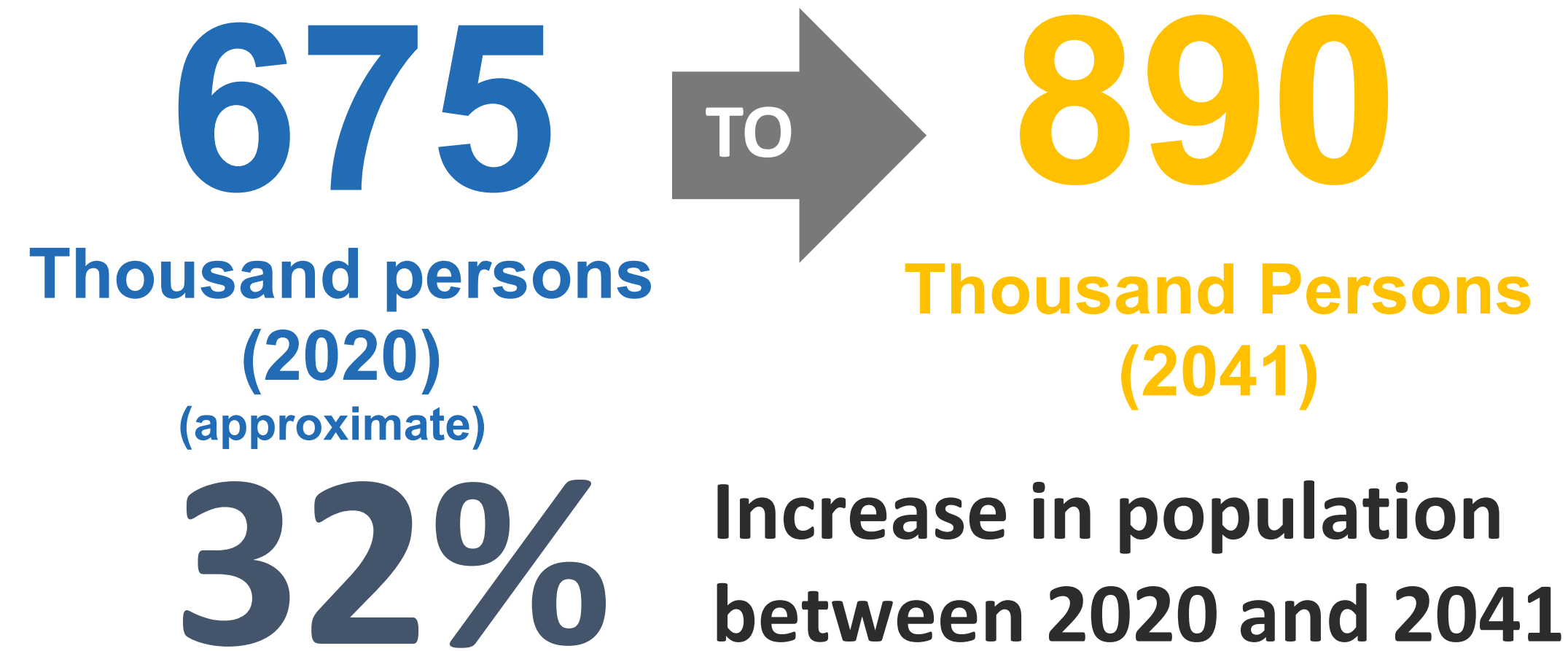


City Council Endorsed Preliminary Queen Street East Precinct Plan
Endorsed by City Council on Jan 13, 2020

Existing and Future Conditions

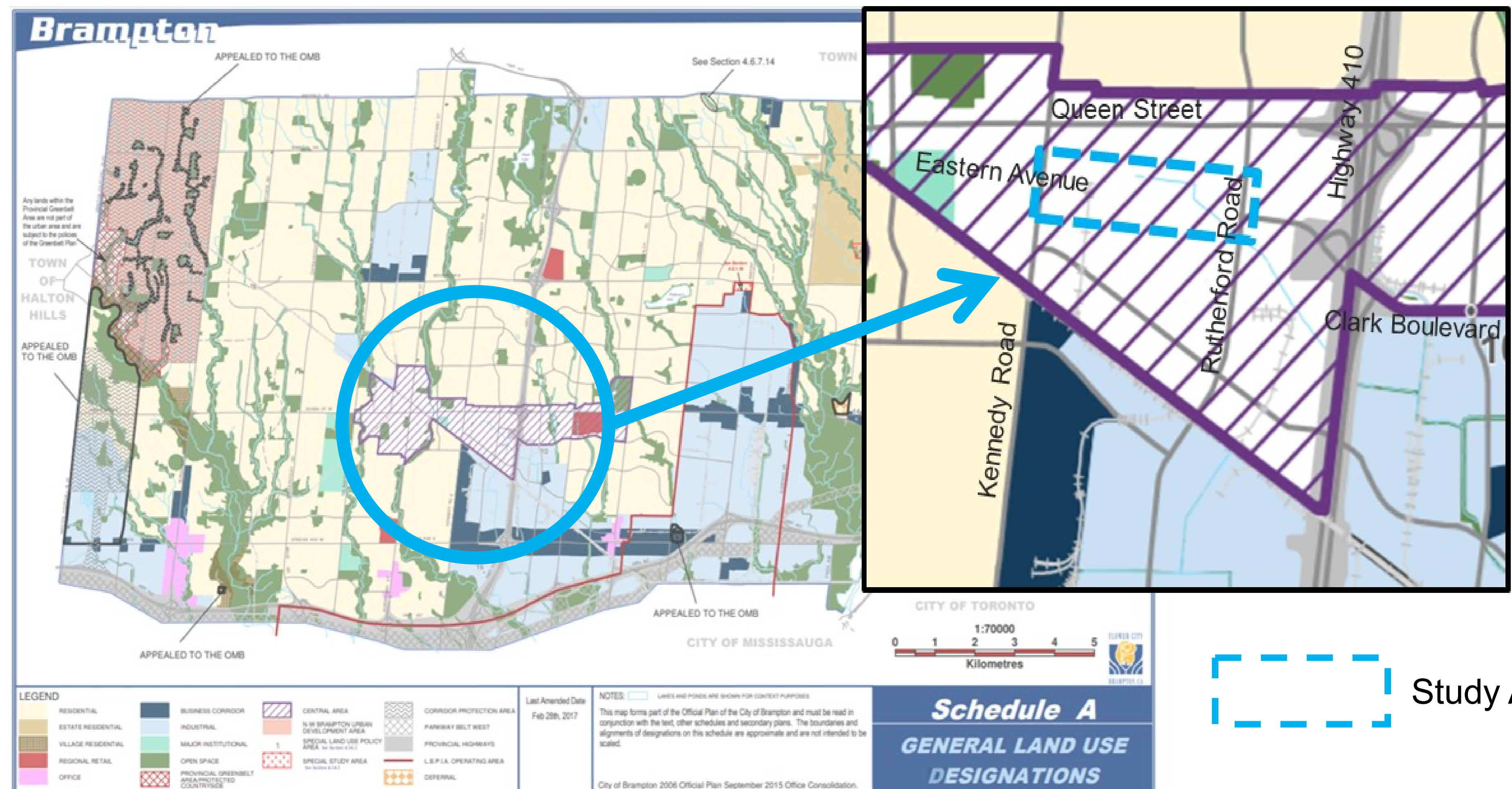
The Brampton of Today and Tomorrow

The City of Brampton is growing. Infrastructure improvements are needed to support this growth.



The Clark Boulevard / Eastern Avenue study area currently consists of **mixed land use and industrial land use.**

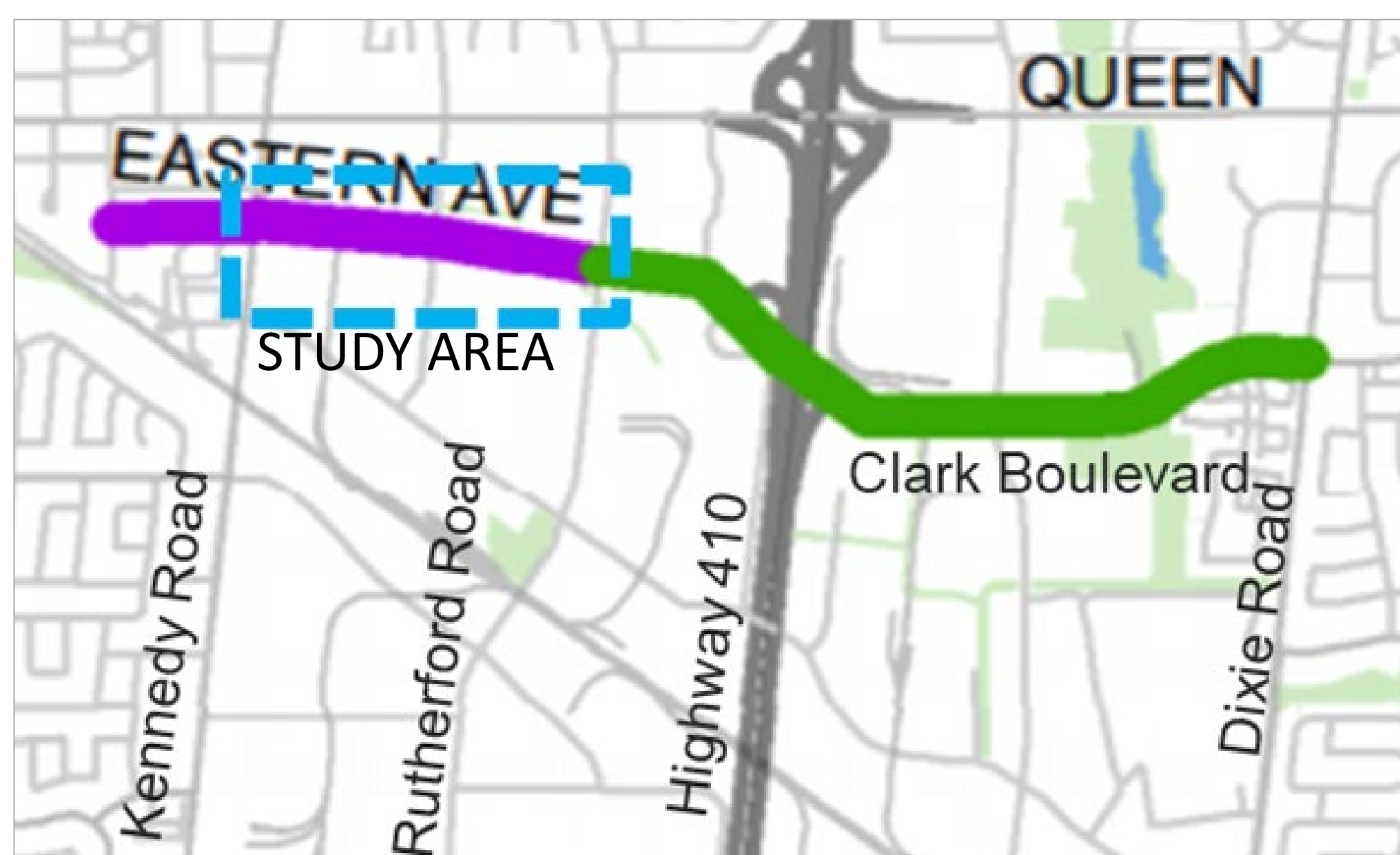
The future land use designation for the study area is **“Central Area.”** The study area also falls within the boundaries of a **Special Policy Area** where it will become a **transition area** between industrial land use and mixed land use.



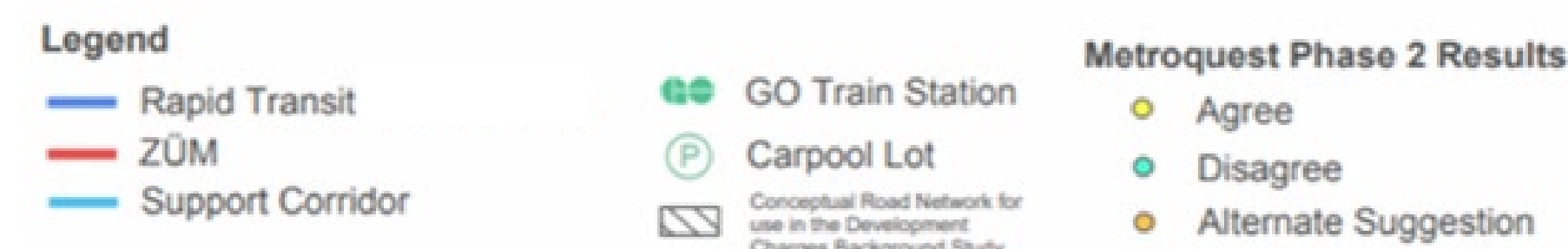
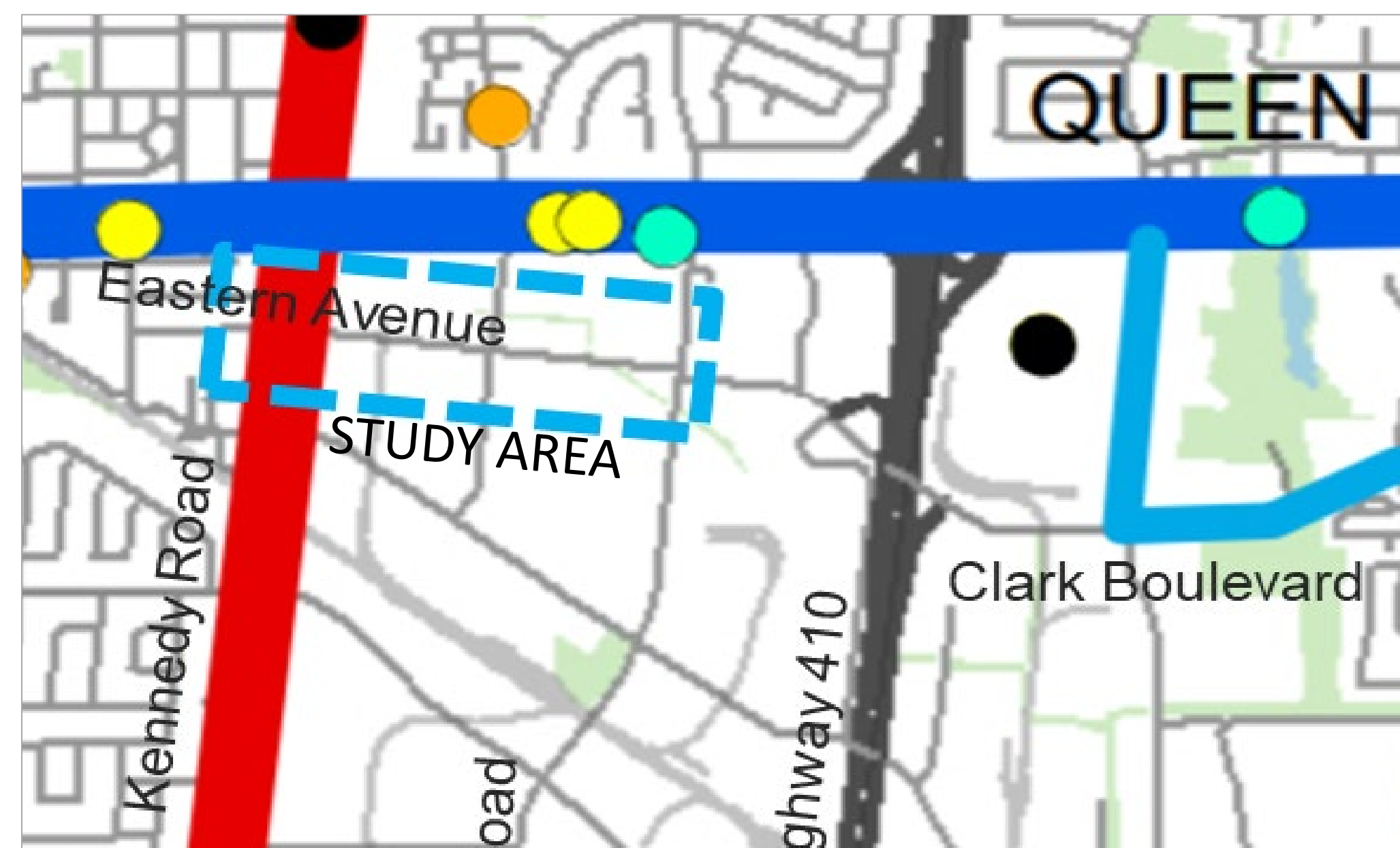
TMP Future Network

The City's Transportation Master Plan (TMP) and Active Transportation Master Plan (ATMP) identified improvements along Eastern Avenue / Clark Boulevard to support the future road, transit and active transportation networks.

2041 TMP Road Network



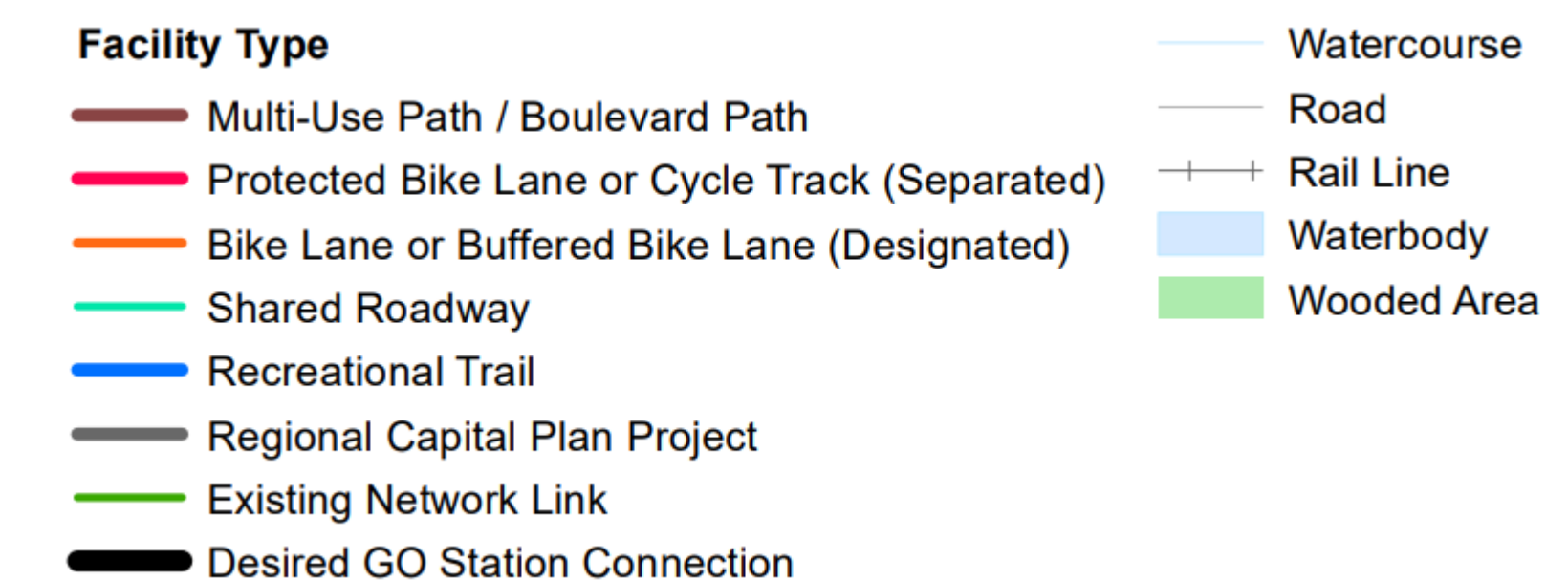
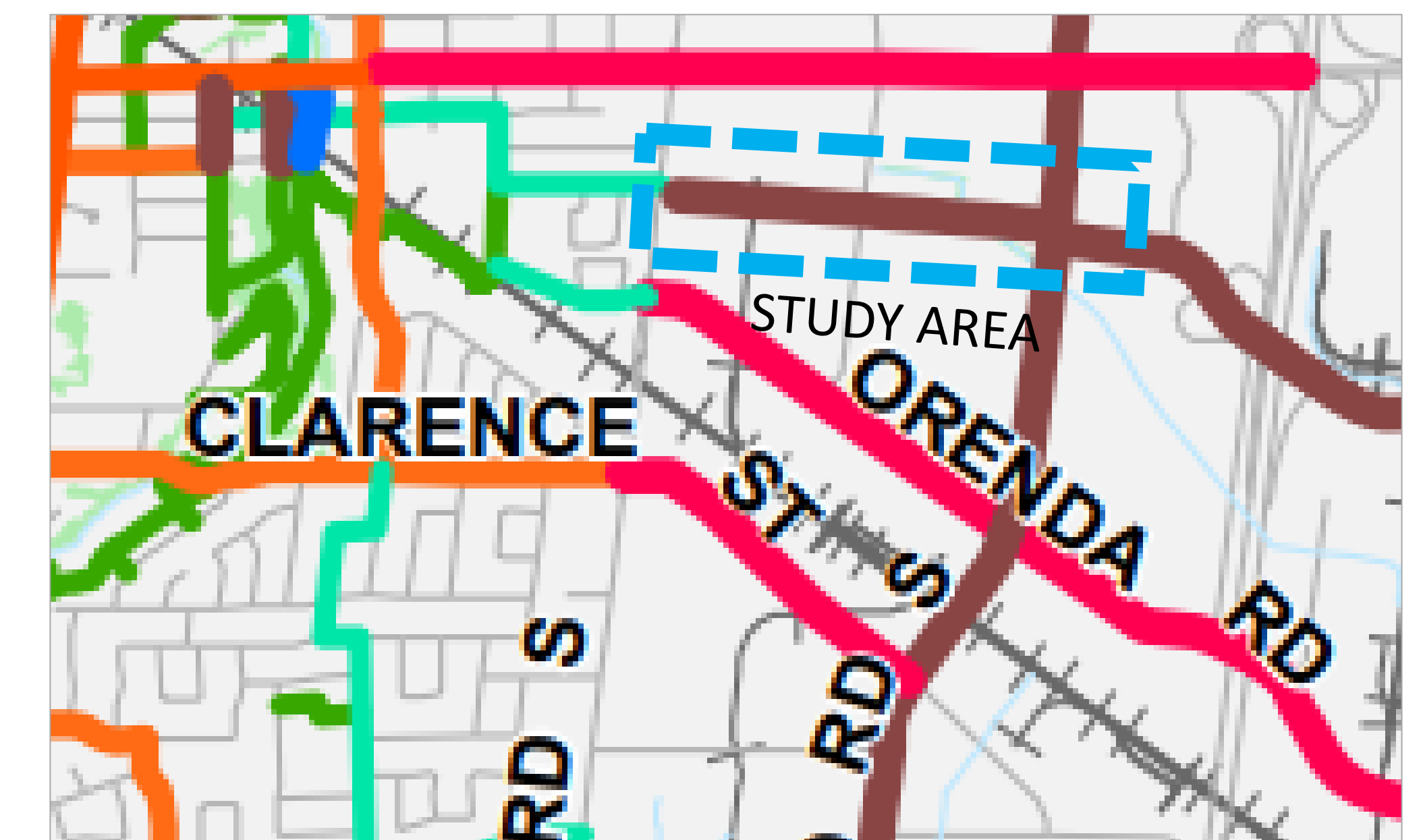
2041 TMP Transit Network



- ✓ **Road extension** of Eastern Avenue from Hansen Road to Rutherford Road
- ✓ **Widen to four lanes** of Eastern Avenue / Clark Boulevard between Kennedy Road and Rutherford Road

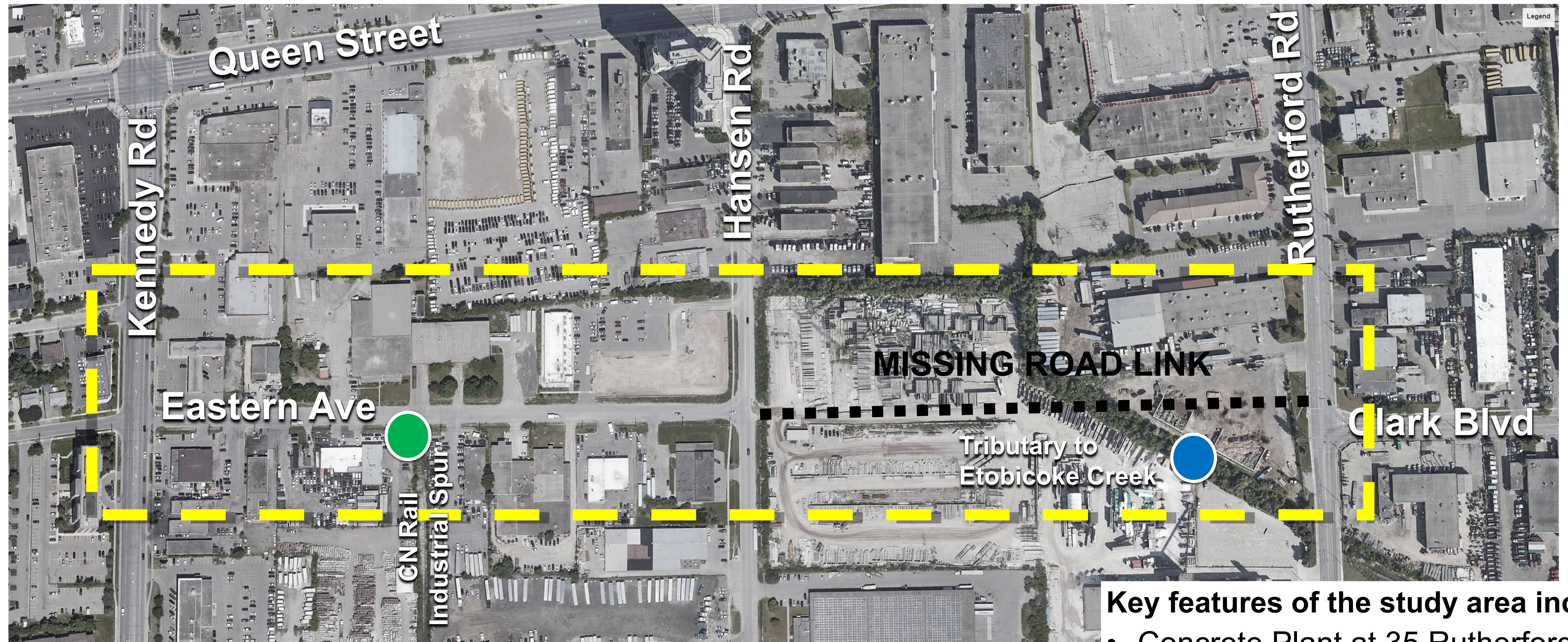
- ✓ **No identified future transit service** along the Eastern Ave / Clark Boulevard study area
- ✓ **Rapid transit** along Queen Street to the north
- ✓ **ZUM corridor** along Kennedy Road to the west
- ✓ **The missing link is an opportunity** to extend transit service in the study corridor, to be considered in the future TMP update

TMP Future AT Network



- ✓ **Future active transportation facilities (multi-use path / boulevard path)** for pedestrians and cyclists along Eastern Avenue / Clark Boulevard

Constraint Map




Key features of the study area include:

- Concrete Plant at 35 Rutherford Rd S
- CN Rail Industrial Spur At-Grade Crossing
- Discontinuous Sidewalk
- No dedicated Cycling Facilities
- Tributary to Etobicoke Creek
- Missing road connection east of Hansen Road to Rutherford Rd S



(Source: Google Streetview)

 CN Rail Industrial Spur Crossing



 Tributary to Etobicoke Creek

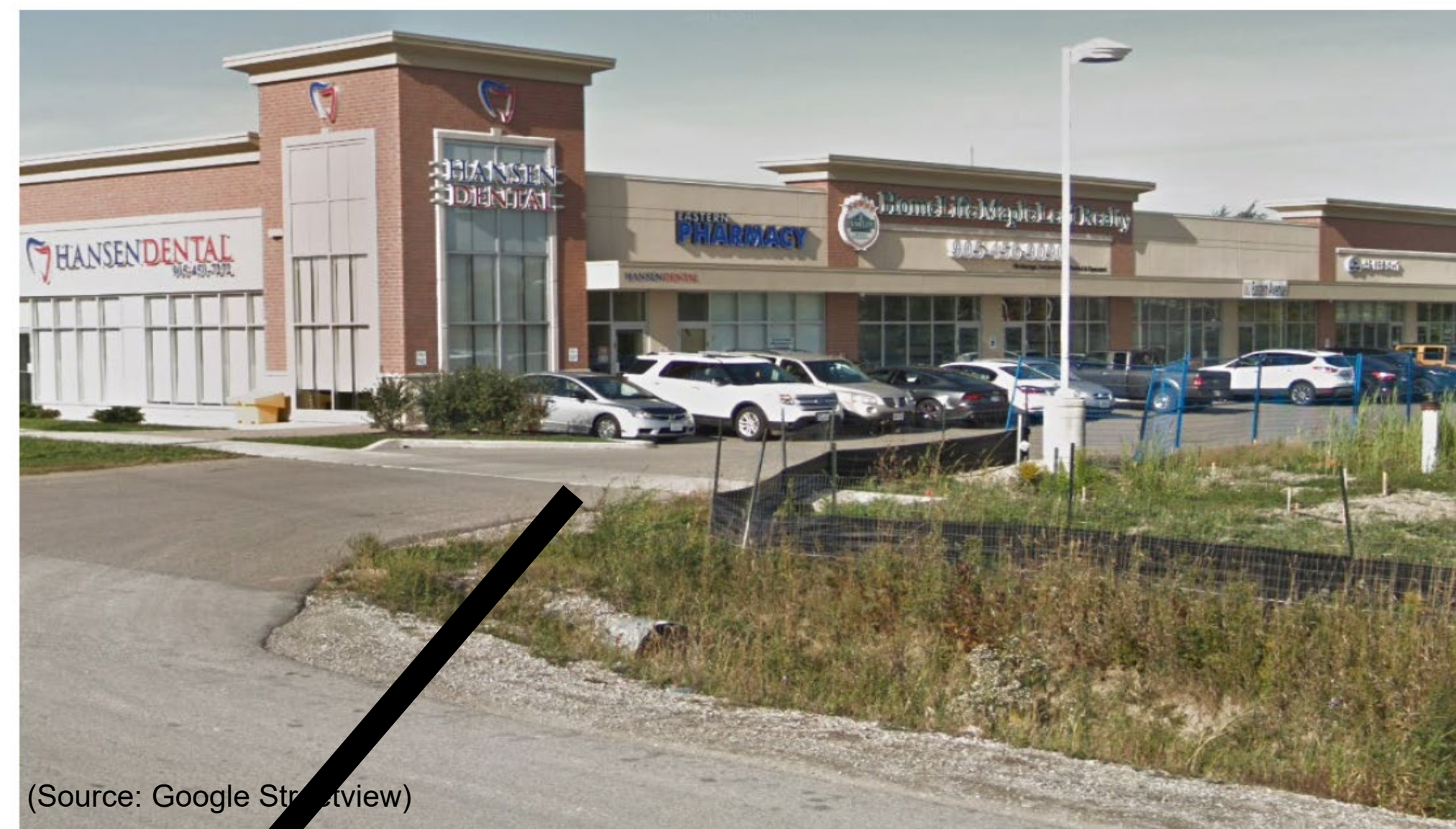
Existing Walking and Cycling Conditions

There are opportunities to improve the existing walking and cycling conditions of the study area. Here are some examples:

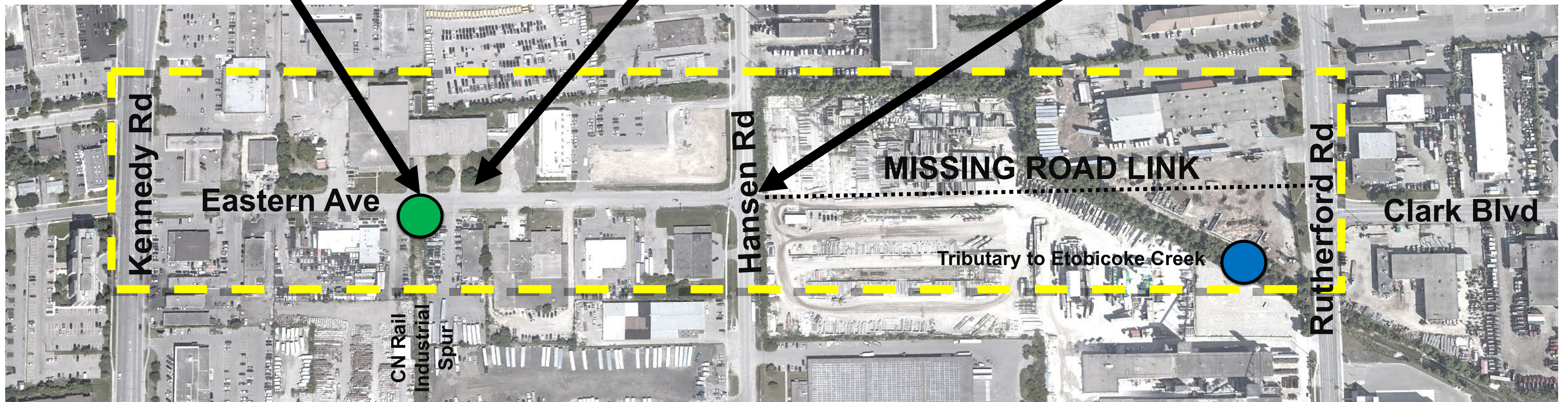
Existing Uncontrolled Rail Crossing on Eastern Ave.
Open Ditches



Discontinued Sidewalk at 80 Eastern Ave.
No cycling facilities.



Missing pavement markings at the Eastern Ave /
Hansen Rd intersection

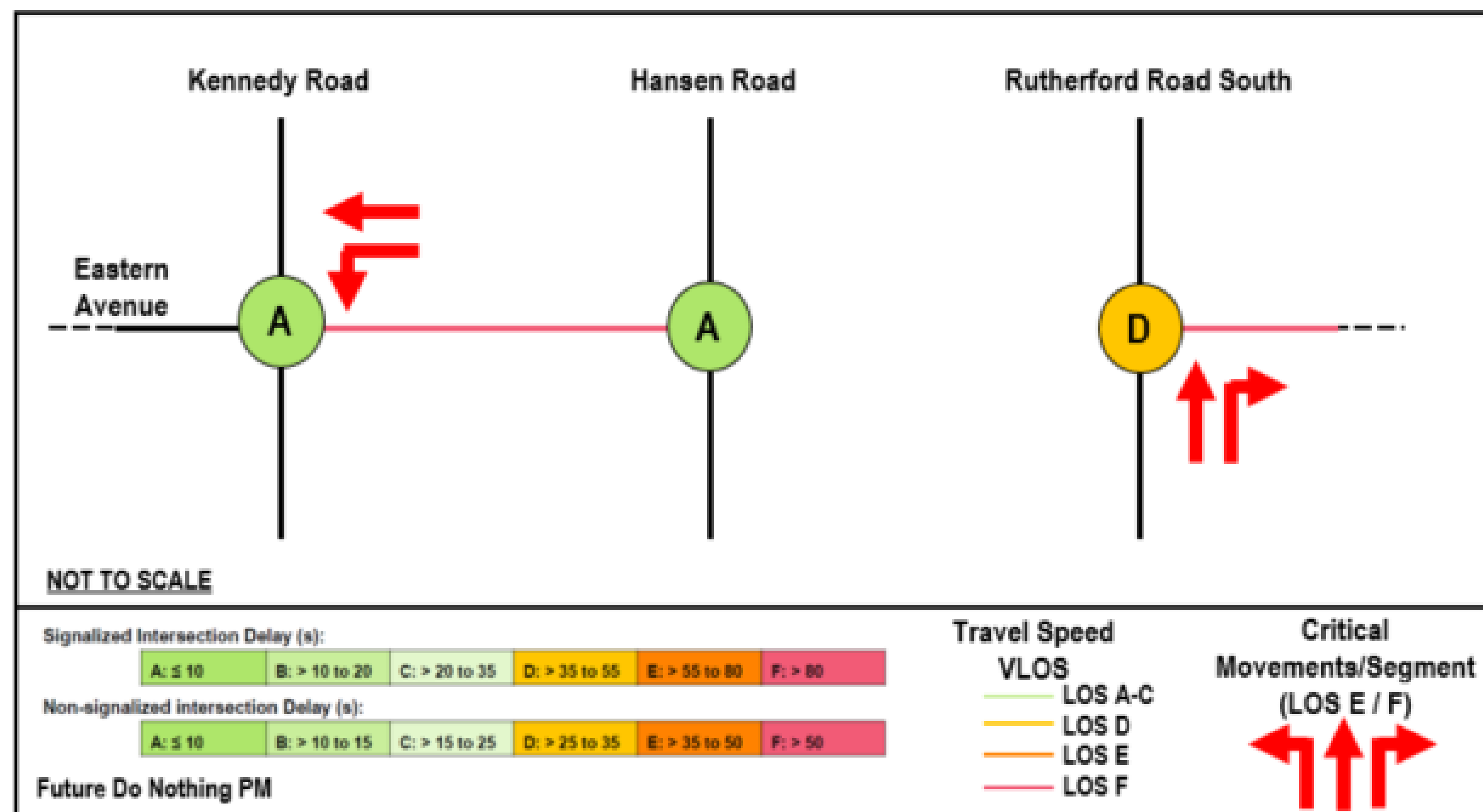


Existing and Future Vehicular Conditions

Today Eastern Avenue between Kennedy Road and Hansen Road **operates well**. However there is a **missing road connection** along Eastern Avenue / Clark Boulevard between Hansen Road and Rutherford Road.

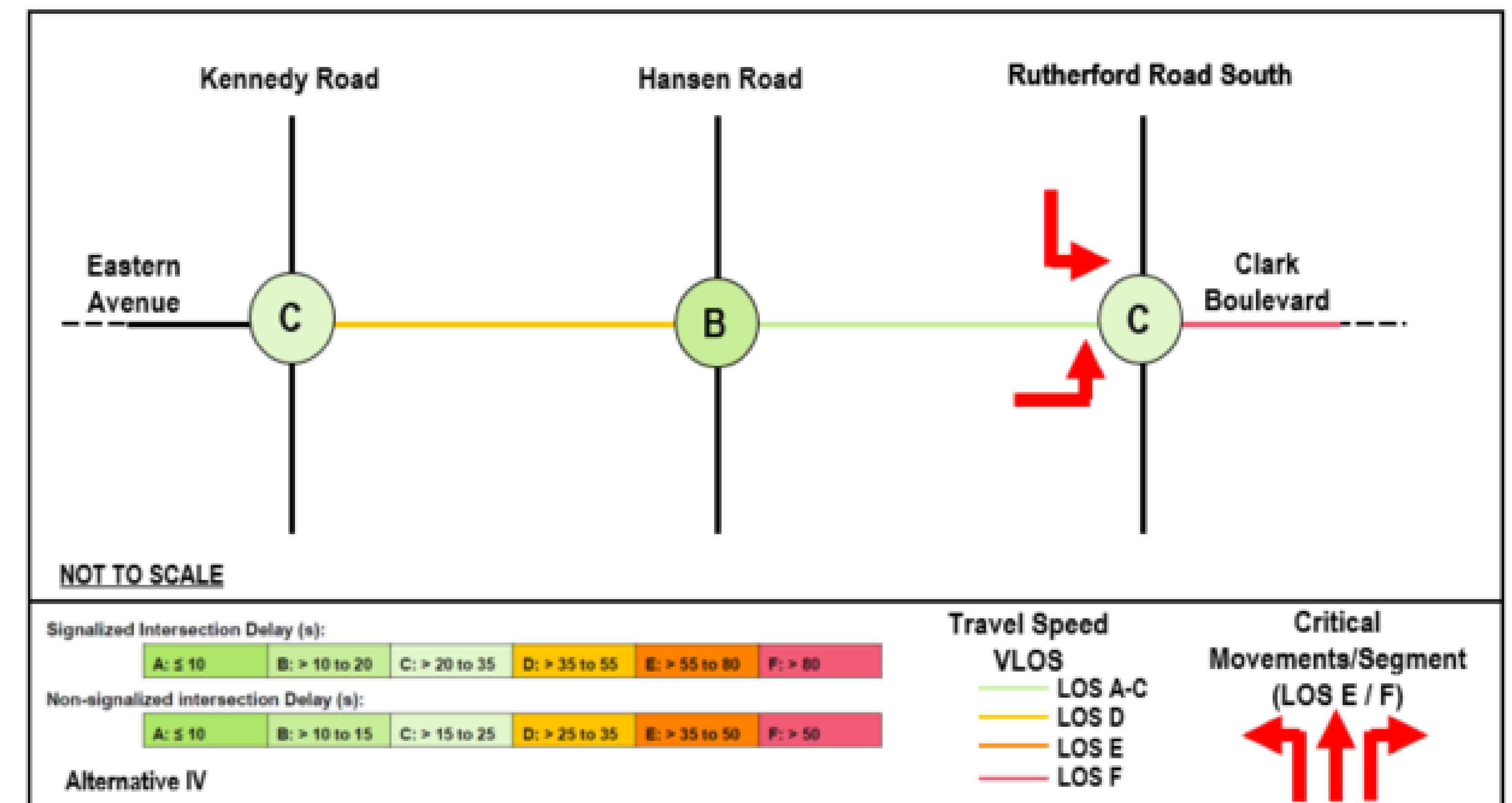
By 2041, without improvements the existing 2 lane Eastern Avenue will be congested.

There is a **need to widen** Eastern Avenue from Kennedy Road to Hansen Road to 4 lanes, **and extend** Clark Boulevard from Hansen Road to Rutherford Road to four lanes.



2041 Future Do Nothing

The existing 2 lanes along Eastern Avenue will be congested without improvements.



2041 Future With Improvements

Widening Eastern Avenue to 4 lanes and extending Clark Boulevard from Hansen Road to Rutherford Road to 4 Lanes results in a minor impact to Kennedy Road at Eastern Avenue intersection due to the extension, but will still operate well.

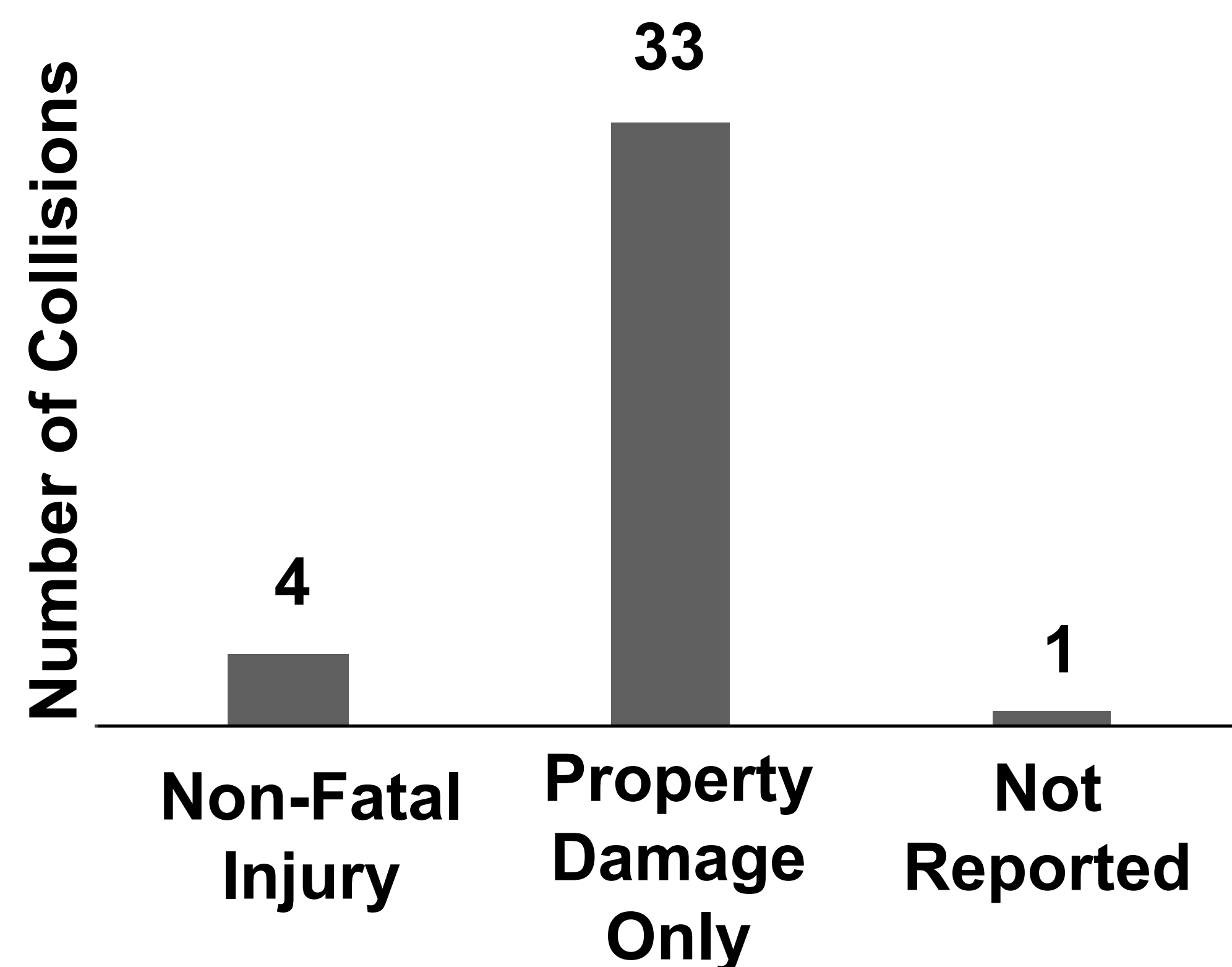
Safety Considerations

Traffic Safety (2014 to 2018)

Of the three intersections in the study area, the top collision prone intersection is:

1 Clark Boulevard and Rutherford Road

The most common impact type in the study area was **angle collision** followed by **rear-end collision**.



CN Rail Industrial Spur Crossing

The CN Rail Industrial Spur crosses Eastern Avenue east of Kennedy Road as an at-grade rail crossing.

The crossing is currently unprotected (without warning systems such as gates or signals).

There are opportunities to improve the visibility of this crossing and review measures to improve the safety for all road users (pedestrians, cyclists, vehicles).



Looking East along Eastern Avenue at CN Rail Industrial Spur Crossing

(Google Earth, March 2020)



Looking North from Eastern Avenue along the CN Rail Industrial Spur Crossing

(Google Earth, March 2020)

Additional Safety Factors to Consider

- Missing pavement markings along Eastern Ave
- Open ditches along the study corridor
- Lack of signage

Problem and Opportunity Statement

Problems and Opportunities

There is a need for improvements along the Eastern Ave / Clark Blvd EA study corridor:

Problems

Missing link along Eastern Ave / Clark Blvd between Hansen Rd and Rutherford Rd.
Lack of connectivity in the study area to the broader network

Existing road network cannot accommodate future traffic volumes

Lack of continuous pedestrian and cycling facilities

Safety and operational concerns at various locations, including the unprotected (without warning system) at-grade crossing of the CN Rail Industrial Spur Line

Opportunities

Improve network connectivity for all travel modes along the Eastern Avenue / Clark Boulevard corridor

Improve Eastern Avenue / Clark Boulevard capacity to accommodate traffic demand and maximize person-carrying capacity

Improve travel choices through continuous and dedicated pedestrian and cyclist facilities to encourage other modes of transportation and reduce single occupancy vehicle use

Improve safety, performance and operational efficiency for all modes along the study corridor

Alternative Solutions

Alternative Solutions

Alternative Solutions to address the needs for improvements to the Clark Boulevard / Eastern Avenue study corridor are:



Source: Google Earth

1. “Do Nothing”

A continuation of existing conditions with no changes to the existing corridor but all planned improvements to the City transportation network.



2. Limit Development

Limit development in the area to try and minimize study area growth and potentially reduce the need for infrastructure improvements.



3. Travel Demand (TDM) Management

Apply strategies and policies (such as carpool initiatives) to reduce or redistribute the amount of travel demand in the surrounding road network.



Source: City's TMP

4. Improve Other Roadways

Improve other roads such as Queen Street per the TMP recommendations but do not make any improvements to Clark Boulevard / Eastern Avenue.

Alternative Solutions



Source: Google Earth

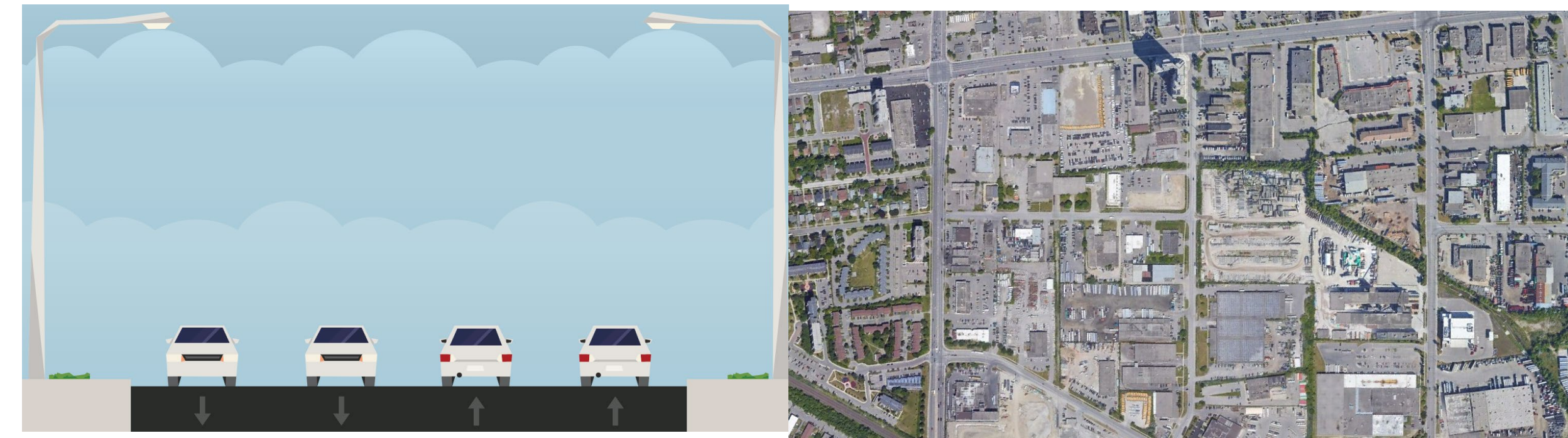
5. Localized Intersection and Operational Improvements

Change traffic signals timings and phasing, improve the geometry of the intersections, and provide new traffic signals (where warranted).



6. Active Transportation Improvements

Construct new facilities to promote walking and cycling in the study area.



7. Widen/ Construct to 4 Lanes, Extend Clark Boulevard and Build New Crossing of Etobicoke Creek Tributary

Widen existing Eastern Avenue to four lanes and extend Eastern Avenue to Clark Boulevard to provide an alternate road connection. This option provides a new crossing of the Etobicoke Creek Tributary.

Evaluation Criteria

To assess which Alternative Solution(s) best addresses the needs for the study area, the following evaluation criteria was identified:



Technical and Engineering

- Accommodate Future Travel Demands
- Provide Connectivity and Compatibility with Road Network
- Improve Public Transit Service
- Create a Pedestrian-Friendly Environment
- Create a Cyclist-Friendly Environment
- Improve Safety for All Travel Modes
- Improve Mode Choice
- Accommodate Emergency Services
- Potential to Impact Utilities in the Corridor



Natural Environment

- Minimize Impacts to Designated Natural Areas
- Minimize Impacts to Vegetation
- Minimize Impacts to Wildlife
- Minimize Impacts to Aquatic Habitat
- Minimize Impacts to Surface Water and Groundwater Management
- Minimize Impacts to Potentially Contaminated Lands
- Improve Air Quality
- Minimize Effects on Climate Change



Planning Objectives

- Consistent with Provincial Plans and Policies
- Consistent with Regional Plans and Policies
- Consistent with Municipal Plans and Policies



Social & Cultural Environment

- Minimize Access Impacts
- Minimize Traffic Noise
- Preserve Archaeological and Cultural Heritage Features
- Improve Visual Aesthetics
- Improve Community Character and Public Realm
- Minimize Disruption due to Construction



Economic Environment

- Improve Access to Businesses and Key Employment Areas
- Minimize Operating and Maintenance Costs
- Minimize Capital and Construction Costs, and Maximize Construction Value
- Minimize Property Requirements

Technical Studies

These technical studies are used to inform the evaluations and identify impacts of the proposed improvements. They are underway or will be completed as part of the EA study:



Evaluation and Preferred Solution

Each Alternative Solution was evaluated and a summary of the evaluation is provided:

Alternatives:	Evaluation Criteria	Technical and Engineering	Planning Objectives	Social and Cultural Environment	Economic Environment	Natural Environment	RECOMMENDATION
1. Do Nothing							<i>Not Recommended</i>
2. Limit Development							<i>Not Recommended</i>
3. Travel Demand Management							Recommended in combination ✓
4. Improve Other Roadways							<i>Not Recommended</i>
5. Localized Intersection & Operational Improvements							Recommended in combination ✓
6. Active Transportation Improvements							Recommended in combination ✓
7. Widen to 4 Lanes, Extend Clark Boulevard & Build New Crossing Of Etobicoke Creek Tributary							Recommended in combination ✓

Legend:

- Not Preferred**
(Does not meet objectives)
- Less Preferred**
(Partially meets objectives)
- Most Preferred**
(Meets objectives)

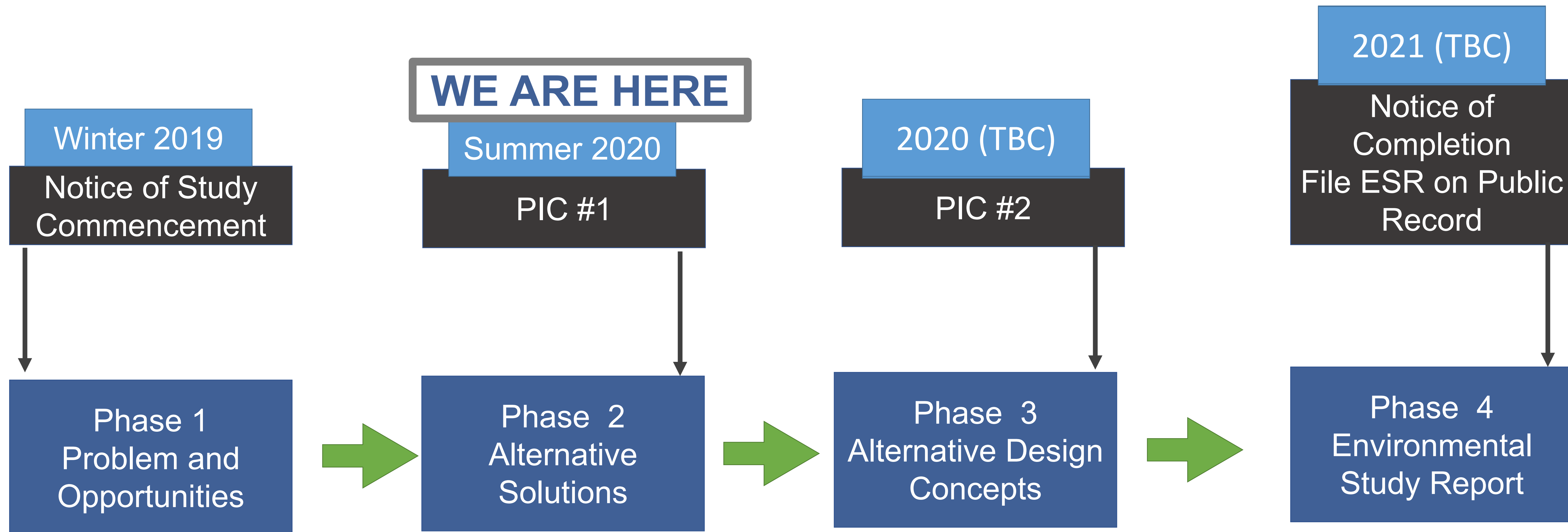
Based on the evaluation, the **Preferred Solution** is recommended as a combination of the following alternatives:

- 3. Travel Demand Management (TDM)
- 5. Localized Intersection and Operational Improvements
- 6. Active Transportation Improvements
- 7. Widen / Construct to Four Lanes, Extend Clark Boulevard and Build a New Crossing of Etobicoke Creek Tributary

Project Schedule and Next Steps

NEXT STEPS

Project Schedule and Next Steps



Next Steps



Review feedback from the public



Refine and Confirm the Preferred Solution



Develop and Evaluate Alternative Design Concepts, and Identify Preferred Design



Present the Preferred Design at Public Information Centre #2

Next Steps

GENERAL:



Vehicular Lane



Curb & Gutter



Ditch



Street Trees /
Landscaping

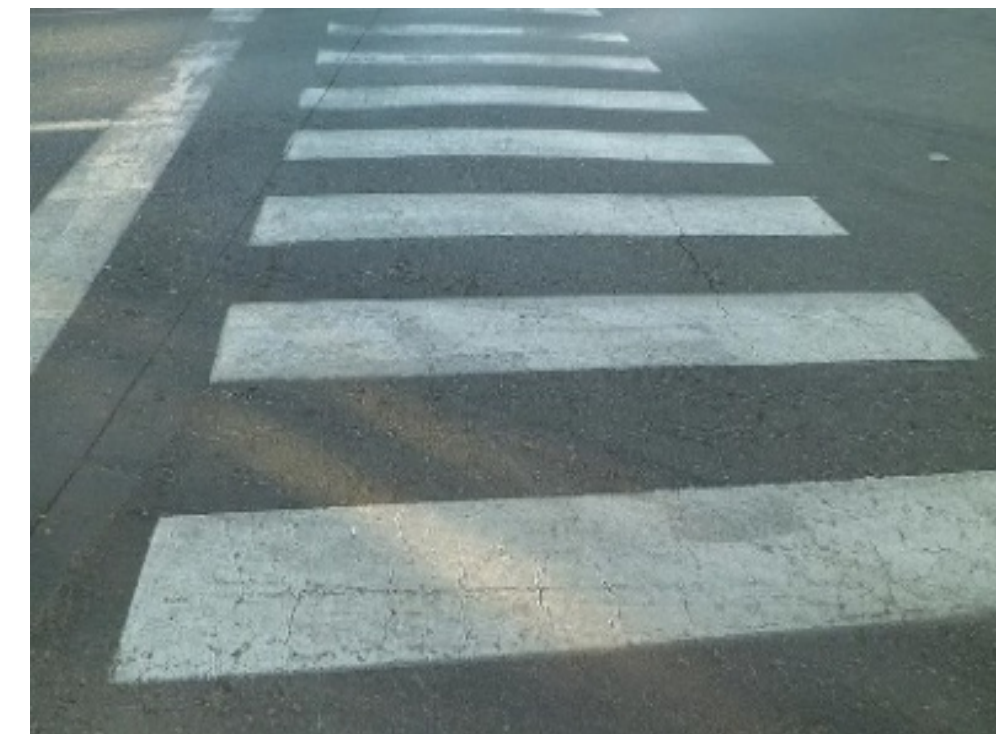


Utilities /
Street Lights

INTERSECTIONS:



Crossride at
intersection
Dedicated crossing for cyclists
at intersections



Crosswalk at
Intersection
Dedicated crossing for
pedestrians at intersections



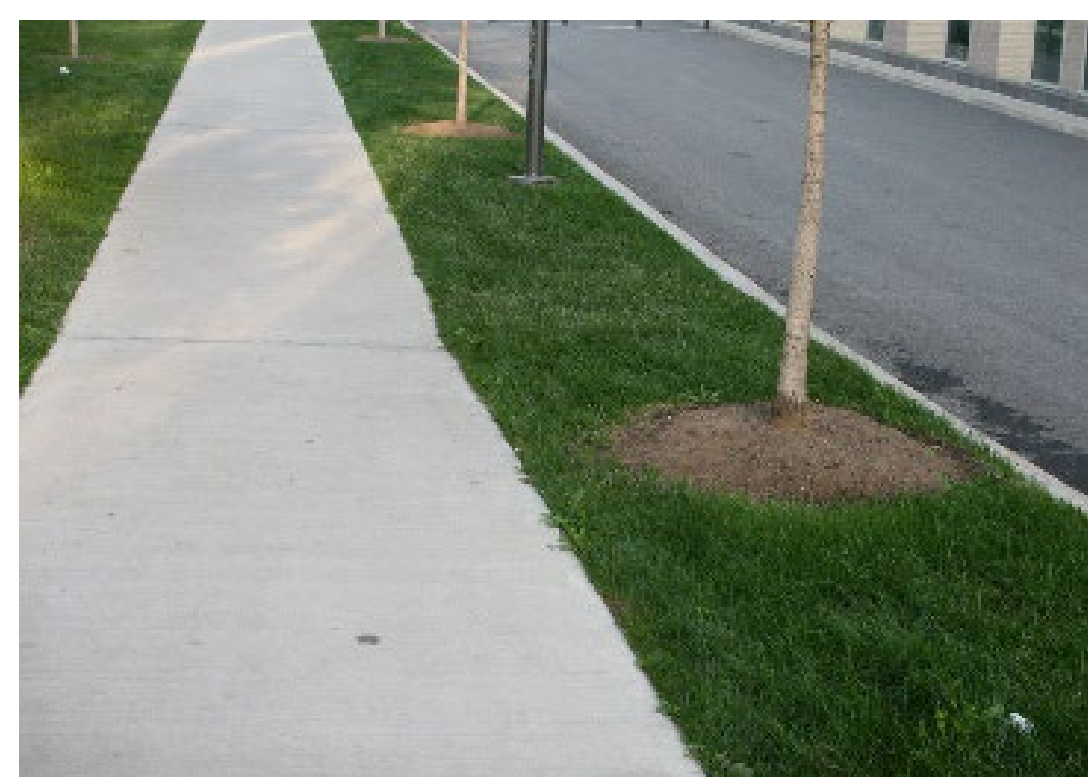
Transit
Improvements /
Amenities



New Traffic Signals
(where warranted)

In the next stage of the study we will review **HOW** to design Clark Boulevard / Eastern Avenue. Here are some features we can consider.

ACTIVE TRANSPORTATION (PEDESTRIANS AND CYCLISTS):



Sidewalk
For pedestrians only, separated
from cyclists



Multi-Use Path
Pedestrian and cyclists share
space in boulevard



Boulevard Cycle Track
Cyclists in boulevard separated from
pedestrians and traffic



On-street bike lanes
Cyclists travel on-street adjacent to
traffic lanes

NEXT STEPS

Contact Us

Your input is very valuable to us!



Please complete the **online comment form** or **contact us by email or phone** to share your thoughts by **October 9th, 2020**

For more information visit us at:



www.brampton.ca/ClarkBlvdExt

To join the Study Mailing List or to share your thoughts or opinions about the corridor, contact us at:



Soheil.Nejatian@brampton.ca

Phone: (905)874-5909

Tara.Erwin@hdrinc.com

Phone: (289) 695-4653

Community Outreach



Direct Mail Notices



City of Brampton Website



Stakeholder
Group Meetings



Newspaper Notices



Agency Meetings



Public Information Centre



City of Brampton Social
Media