

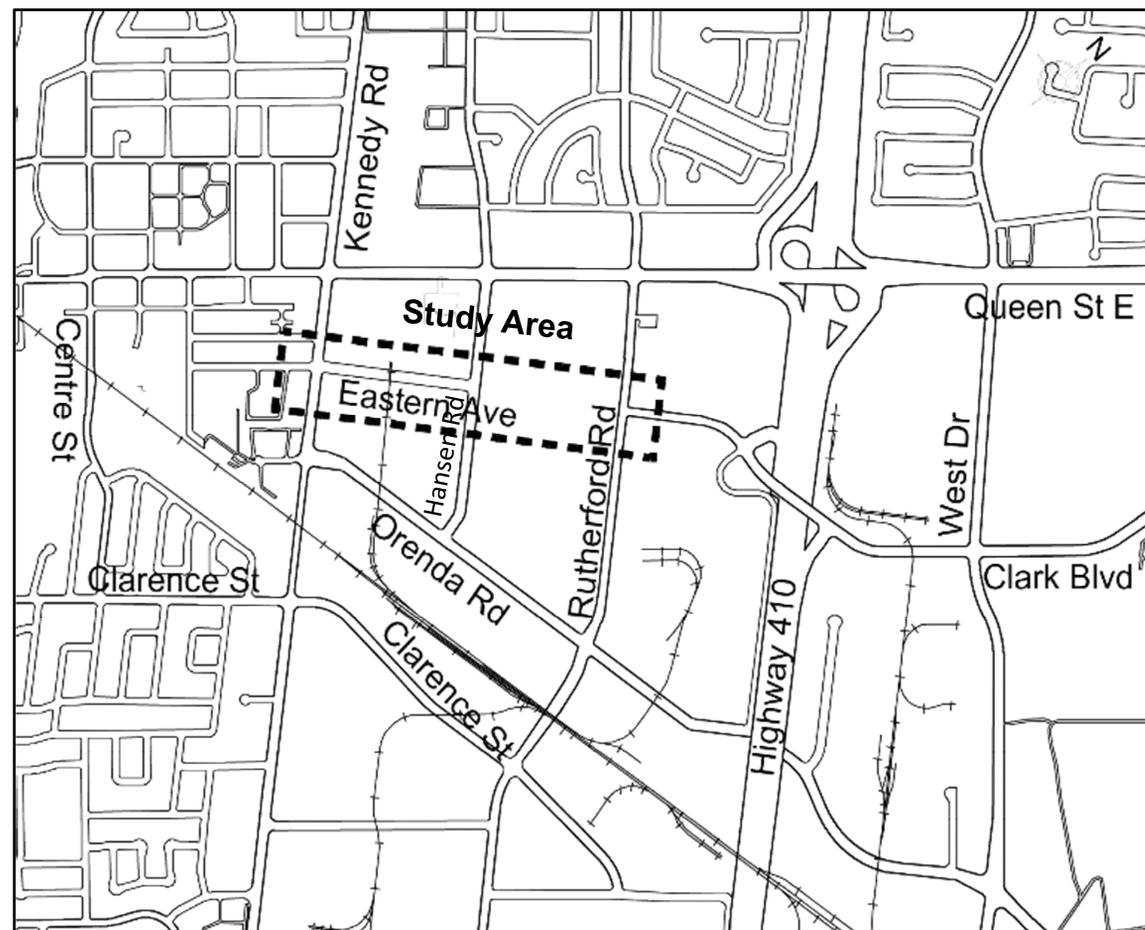
**Clark Boulevard / Eastern Avenue  
Improvements from  
Rutherford Road to Kennedy Road  
Online Public Information Centre #2**

# 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

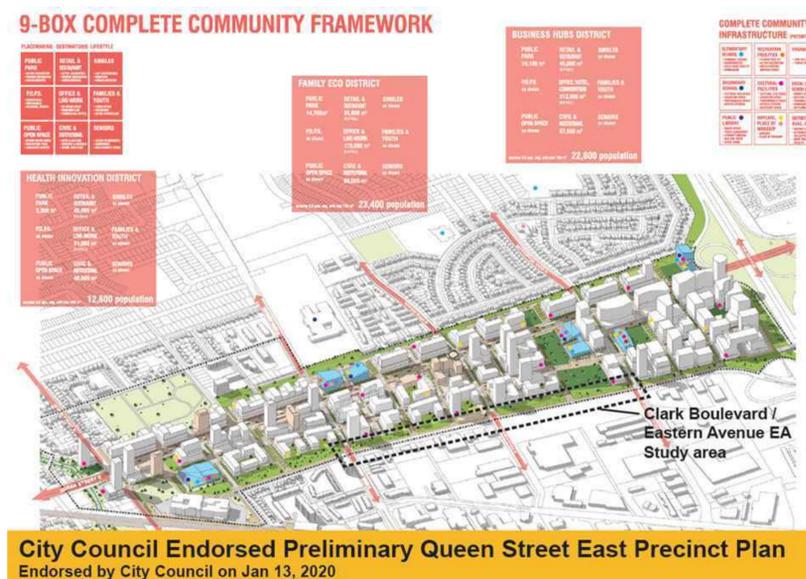


The study corridor is comprised of two sections:

- 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.

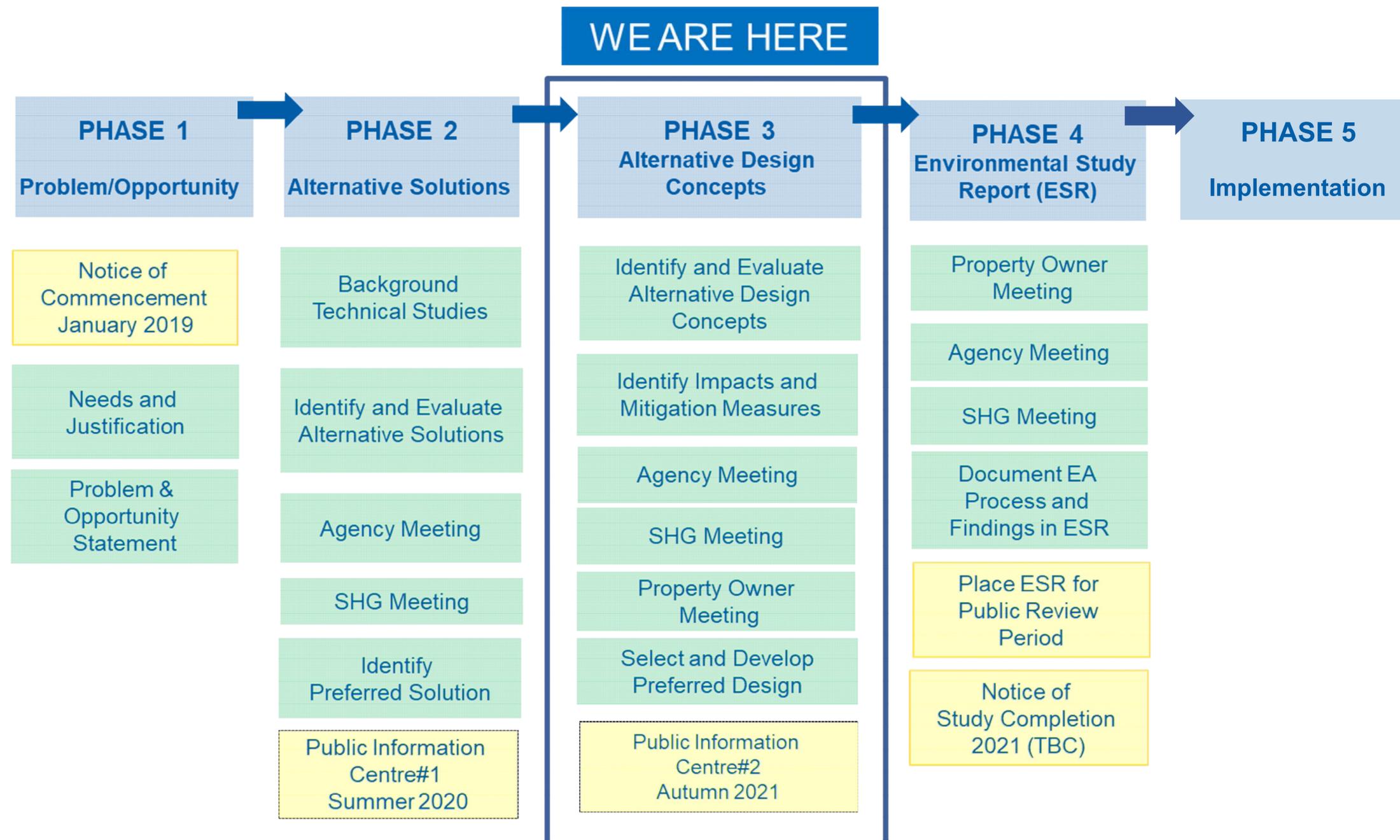


The northern boulevard will be part of the City Endorsed Queen Street East Precinct Plan

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

# 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).



# Summary of PIC 1

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

## Opportunities

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

Existing road network cannot accommodate future traffic volumes

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

Lack of continuous pedestrian and cycling facilities

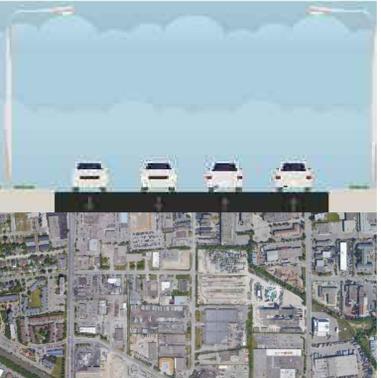
Improve travel choices through continuous and dedicated pedestrian and cyclist facilities to encourage other modes of transportation and reduce single occupancy vehicle use

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

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

# Summary of PIC 1

Following the first Public Information Centre, the **Preferred Solution for Eastern Avenue and Clark Boulevard from Kennedy Road to Rutherford Road** is confirmed as a combination of the following alternatives:

- ✓  Travel Demand Management (TDM)
- ✓  Localized Intersection and Operational Improvements
- ✓  Active Transportation Improvements
- ✓  Widen/ Construct to 4 Lanes, Extend Clark Boulevard and Build New Crossing of Etobicoke Creek Tributary



# What We Have Heard

## Community Outreach



Direct Mail Notices



Stakeholder Group Meetings



City of Brampton Website  
([www.brampton.ca/ClarkBlvdExt](http://www.brampton.ca/ClarkBlvdExt))



Newspaper Notices



Agency Meetings



Public Information Centre



Social Media Posts

## Key Feedback

Support for separated cycling and pedestrian facilities

Support for extension of Clark Boulevard

Concern for property requirements

Concerns that road widening will increase congestion

Suggestions for adjacent green space to active transportation facilities

Concerns regarding existing flooding along study corridor

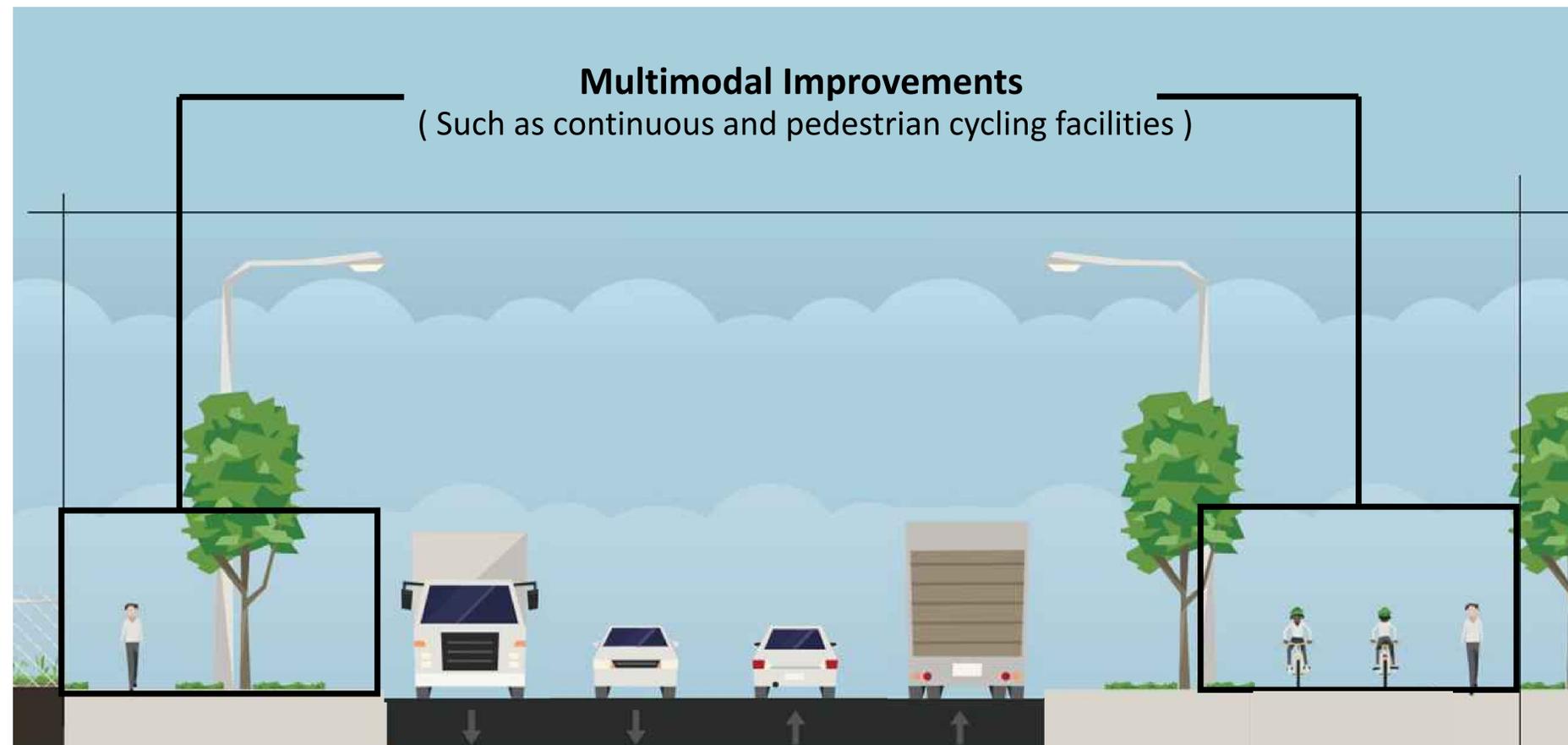
These feedbacks are included in preliminary design

# Alternative Design Concepts

# Alternative Designs Concepts

To address the preferred solution and need for improvements for Eastern Avenue / Clark Boulevard corridor, alternative design concepts were developed and evaluated including alternatives for:

1. Active transportation facilities (for pedestrians and cyclists)
2. Road widening
3. Road alignment of Clark Boulevard Extension



In addition, different placements of elements within the 30m official plan right-of-way for Eastern Avenue / Clark Boulevard were reviewed to assess the trade-offs of different allocations of space for street trees, active transportation facilities, vehicle lanes, light / hydro poles, and curb and gutter for the corridor.

# Evaluation Criteria

To assess which Alternative Design(s) best addressed 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 Access to 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

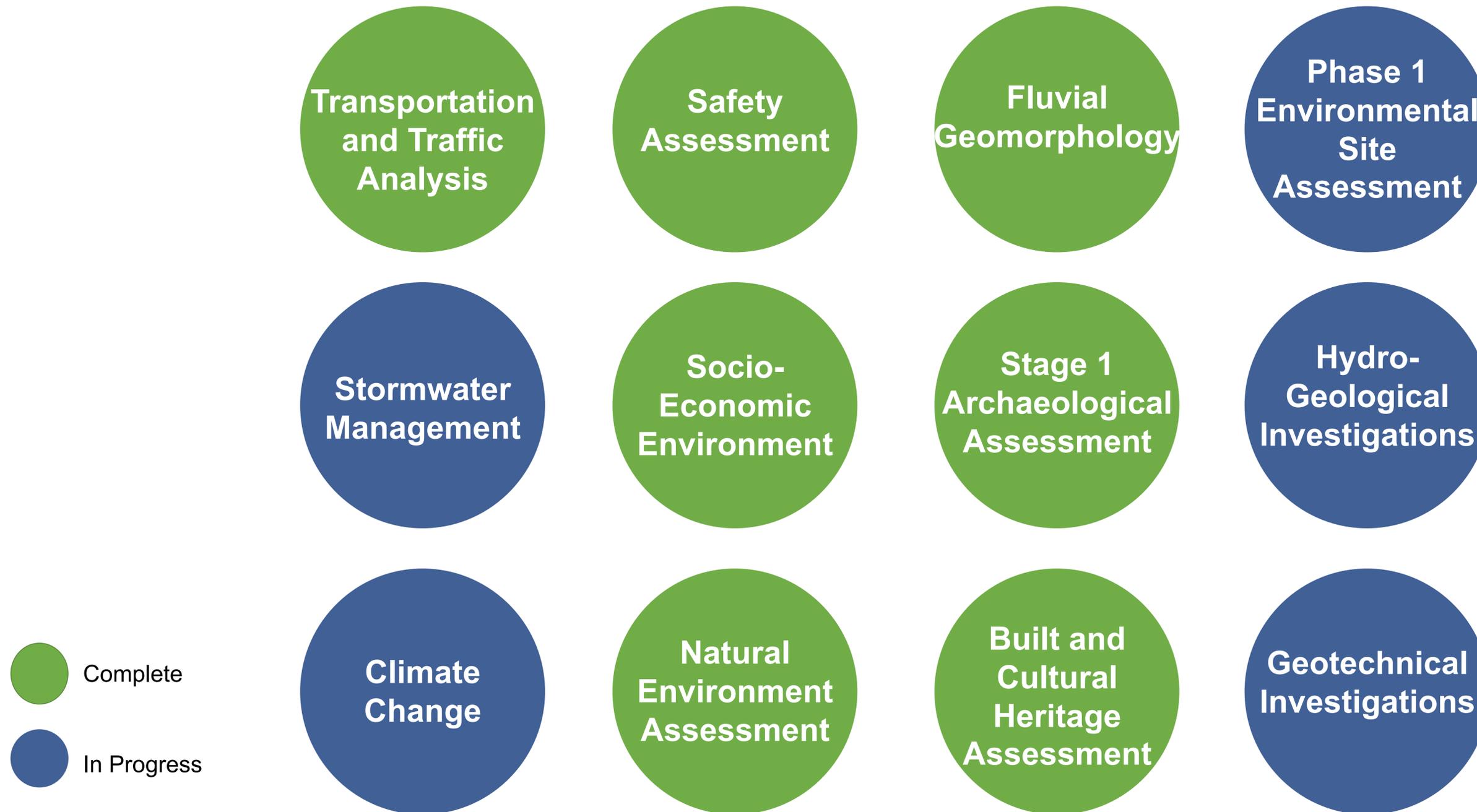


## Economic Environment

- 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:



# Alternative Designs – Active Transportation

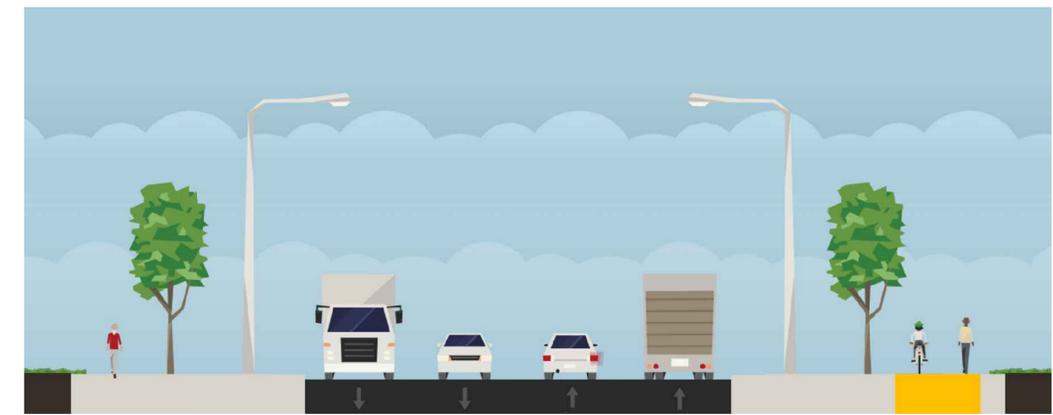
Six alternatives were developed using different combinations of active transportation facilities to understand how best to accommodate cyclists and pedestrians in the corridor. Of the six, four were carried forward for an in-depth evaluation using the evaluation criteria.



**Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides**



**Alternative 2: Multi-use paths on both sides**



**Alternative 3: Sidewalk on south side and multi-use path on north side**



**Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side**



**Alternative 5: Sidewalk and boulevard one-directional cycle track on south side, multi-use path on north side**



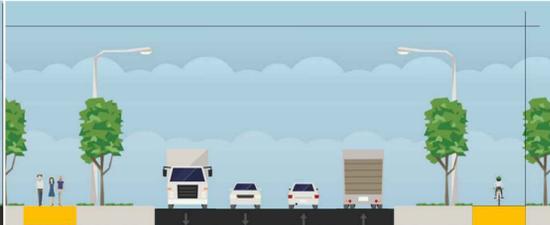
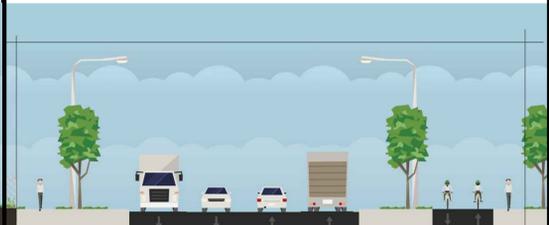
**Alternative 6: On-Road Bike Lanes and Sidewalks**

**CARRIED FORWARD**

**NOT CARRIED FORWARD**

Alternatives do not meet City's Planning Objectives in the Active Transportation Master Plan (2019) and proposed future Greenway on the north boulevard of the study corridor

# Evaluation of Alternative Designs – Active Transportation

				
Criteria	<b>Alternative 1: Boulevard One-Directional Cycle tracks and sidewalks on both sides</b>	<b>Alternative 2: Multi-use paths on both sides</b>	<b>Alternative 3: Sidewalk on south side and multi-use path on north side</b>	<b>Alternative 4: Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side</b>
Technical and Engineering	Preferred	Less Preferred	Least Preferred	Preferred
Planning Objectives	Least Preferred	Less Preferred	Less Preferred	Preferred
Social and Cultural Environment	Less Preferred	Less Preferred	Preferred	Preferred
Economic Environment	Less Preferred	Preferred	Preferred	Less Preferred
Natural Environment	Less Preferred	Preferred	Preferred	Less Preferred
<b>Overall Evaluation</b>	<b>Not Recommended</b>	<b>Not Recommended</b>	<b>Not Recommended</b>	<b>Recommended</b>

**Alternative 4 is recommended because it:**

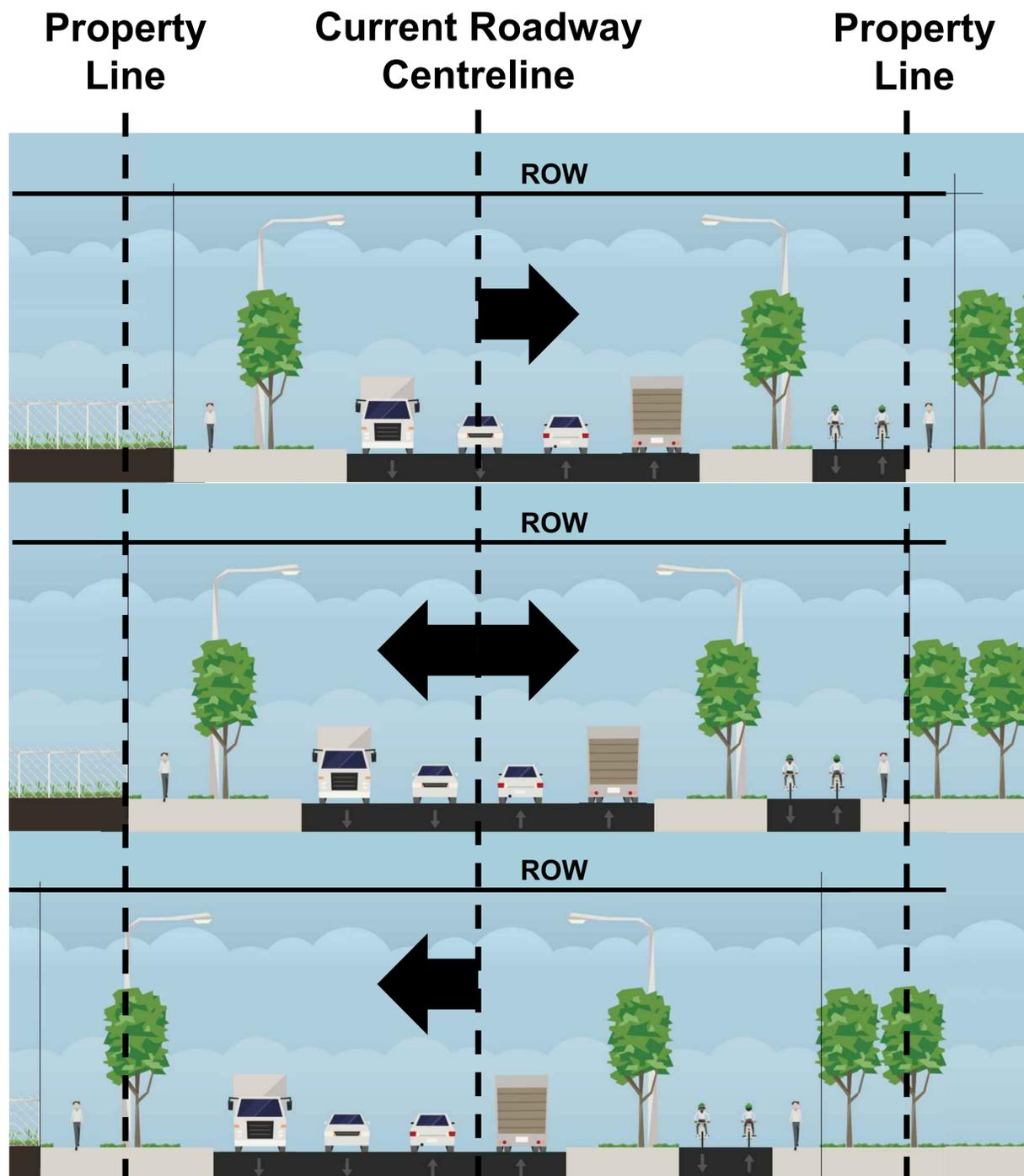
- Provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists.
- Cyclists are provided with separated space from pedestrians and dedicated space for each direction.
- Limits additional conflict points for cyclists at driveways to the north boulevard only.
- Accommodates planning objectives, including Active Transportation Master Plan (2019) and proposed future greenway
- The detailed evaluation matrix for Active Transportation alternatives can be found on the City of Brampton’s project website.

**Legend**

<b>Least Preferred</b> (Does not meet objectives)	<b>Less Preferred</b> (Partially meets objectives)	<b>Preferred</b> (Meets objectives)
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# Alternative Designs – Road Widening

To widen the existing Eastern Avenue (Kennedy Road to Hansen Road) from two to four lanes as recommended in the preferred solution, the following alternatives were considered:



## Alternative 1: Widening to the North

Additional lanes and associated impacts occur on the north side of Eastern Avenue

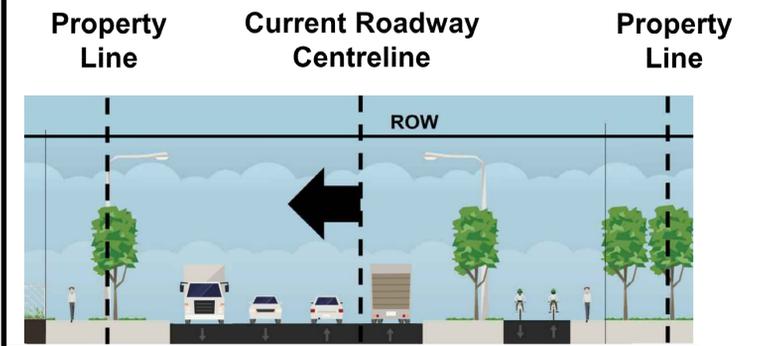
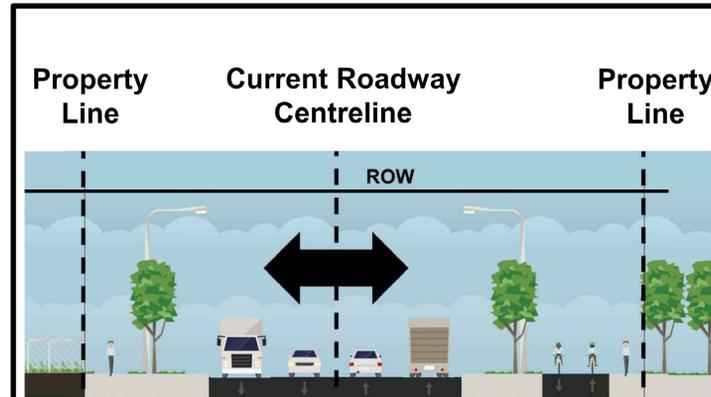
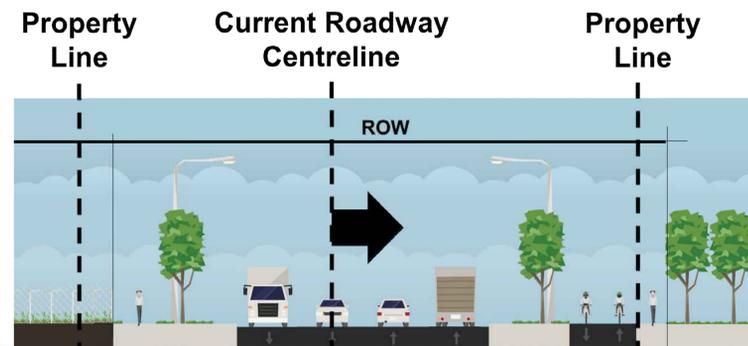
## Alternative 2: Widening About the Centreline

Additional lanes and associated impacts are balanced on both sides of Eastern Avenue

## Alternative 3: Widening to the South

Additional lanes and associated impacts occur on the south side of Eastern Avenue

# Alternative Designs – Road Widening



Criteria	Alternative 1. Widen to the North of the Road	Alternative 2. Widen about the Centreline of the Road	Alternative 3: Widen to the South of the Road
Technical and Engineering	Preferred	Preferred	Preferred
Planning Objectives	Preferred	Preferred	Preferred
Social and Cultural Environment	Less Preferred	Preferred	Less Preferred
Economic Environment	Least Preferred	Preferred	Least Preferred
Natural Environment	Preferred	Preferred	Preferred
Overall Evaluation	Not Recommended	Recommended	Not Recommended

**Alternative 2 is recommended** as this option balances and minimizes impacts to businesses and accesses, minimizes anticipated property requirements, and has lower capital and construction costs.

The detailed evaluation matrix for Road Widening alternatives can be found on the City of Brampton’s project website.

## Legend

<b>Least Preferred</b> (Does not meet objectives)	<b>Less Preferred</b> (Partially meets objectives)	<b>Preferred</b> (Meets objectives)
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# Alternative Designs – Alignment of Clark Blvd Extension

To extend Clark Boulevard to four lanes and accommodate active transportation facilities, from Rutherford Road to Hansen Road, three road alignments were considered:

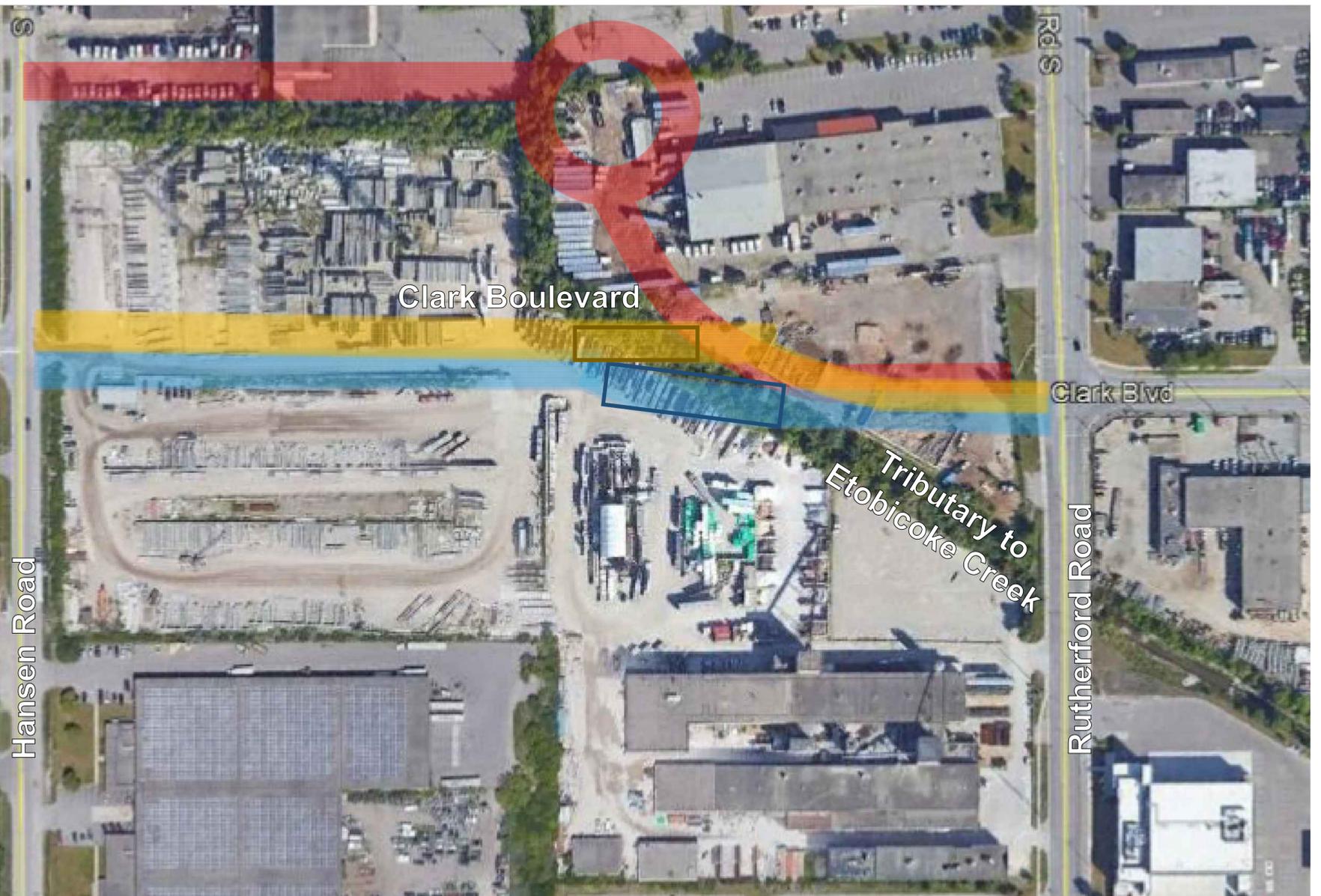
**Alternative 1 (Blue):** Direct road alignment between Hansen Road and Rutherford Road, curved at Etobicoke Creek Tributary (Watercourse)

 Conceptual Crossing Structure

**Alternative 2 (Yellow):** Direct road alignment between Hansen Road and Rutherford Road, curved east of Etobicoke Creek Tributary (Watercourse)

 Conceptual Crossing Structure

**Alternative 3 (Red):** Jogged intersection at Hansen Road, alignment north of Tributary to Etobicoke Creek (Watercourse) and connect to Rutherford Road



Alignments shown on the aerial above are conceptual and subject to changes

# Alternative Designs – Alignment



Criteria	Alternative 1: Direct Road alignment curved at Tributary to Etobicoke Creek	Alternative 2: Direct Road alignment curved east of Tributary to Etobicoke Creek	Alternative 3: Jogged intersection at Hansen Road, alignment north of Tributary to Etobicoke Creek
Technical and Engineering	Preferred	Preferred	Least Preferred
Planning Objectives	Preferred	Preferred	Less Preferred
Natural Environment Evaluation Summary	Preferred	Preferred	Less Preferred
Social and Cultural Environment	Less Preferred	Less Preferred	Least Preferred
Economic Environment	Least Preferred	Less Preferred	Preferred
<b>Overall Evaluation</b>	<b>Not Recommended</b>	<b>Recommended</b>	<b>Not Recommended</b>

## Alternative 2 is recommended because it is:

- Provides good connectivity to existing businesses with direct connection at Hansen Road and shorter travel distance for all users (pedestrians, cyclists, transit and motorist) than Alternative 3
- Compatible with the future greenway and supports continuous, direct and dedicated facilities for pedestrians and cyclists
- Less costly than Alternative 1 as the new crossing over the Tributary to Etobicoke Creek is not anticipated to be curved
- The detailed evaluation matrix for Road Alignment alternatives can be found on the City of Brampton’s project website.

## Legend

<b>Least Preferred</b> (Does not meet objectives)	<b>Less Preferred</b> (Partially meets objectives)	<b>Preferred</b> (Meets objectives)
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# Recommendations

## Active Transportation

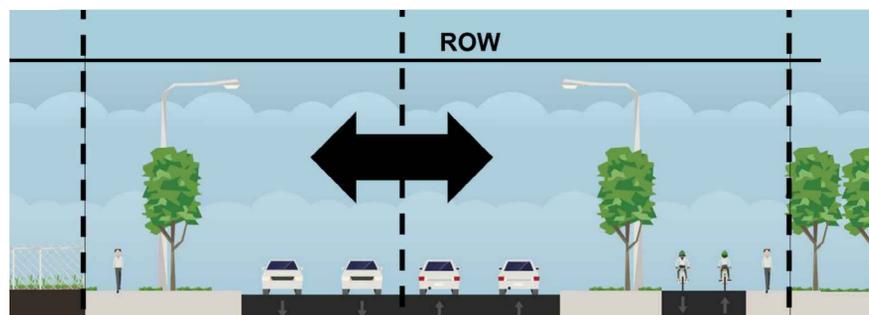


### Alternative 4 - Sidewalk on south side, and dual boulevard cycle tracks and sidewalk on north side is recommended because it:

- Provides the greatest separation of pedestrians and cyclists minimizing conflicts between both users and bi-directional cyclists.
- Cyclists are provided with separated space from pedestrians and dedicated space for each direction.
- Limits additional conflict points for cyclists at driveways to the north boulevard only.
- Accommodates planning objectives, including Active Transportation Master Plan (2019) and proposed future greenway

## Widening

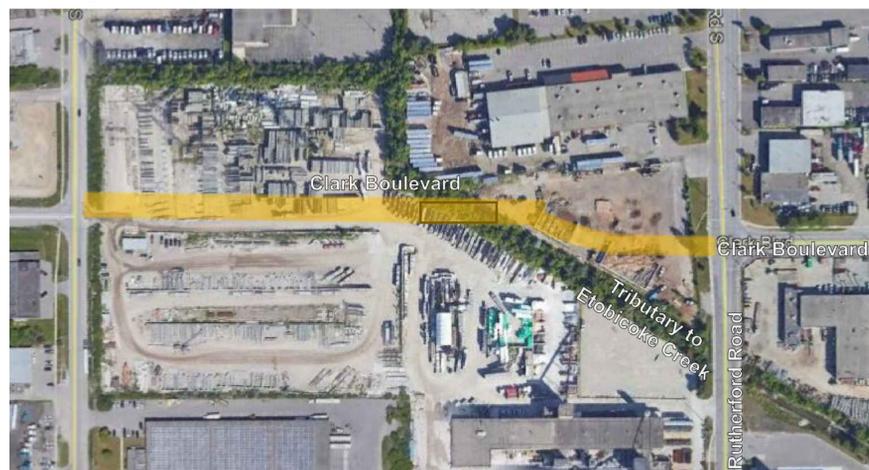
Property Line      Current Roadway Centreline      Property Line



### Alternative 2- Widening About the Centreline is recommended because:

- This option balances and minimizes impacts to businesses and accesses, minimizes anticipated property requirements, and has lower capital and construction costs

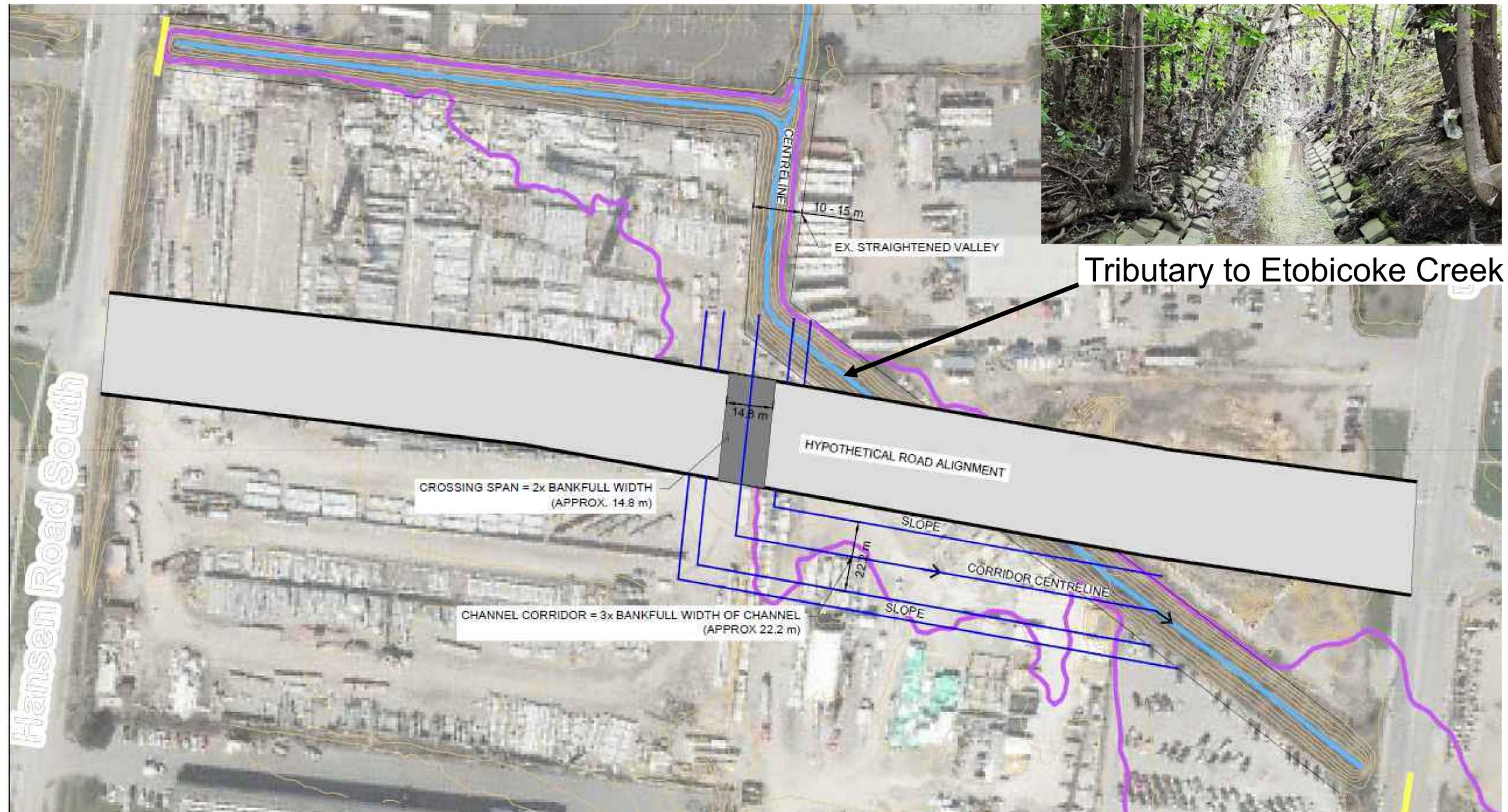
## Alignment of Clark Blvd Extension



### Alternative 2 - Direct road alignment between Hansen Road and Rutherford Road, curved east of Etobicoke Creek Tributary (Watercourse) is recommended because it :

- Provides good connectivity to existing businesses with direct connection at Hansen Road and shorter travel distance for all users (pedestrians, cyclists, transit and motorist) than Alternative 3
- Compatible with the future greenway and supports continuous, direct and dedicated facilities for pedestrians and cyclists
- Less costly than Alternative 1 as the new crossing over the Tributary to Etobicoke Creek is not anticipated to be curved

# Tributary to Etobicoke Creek



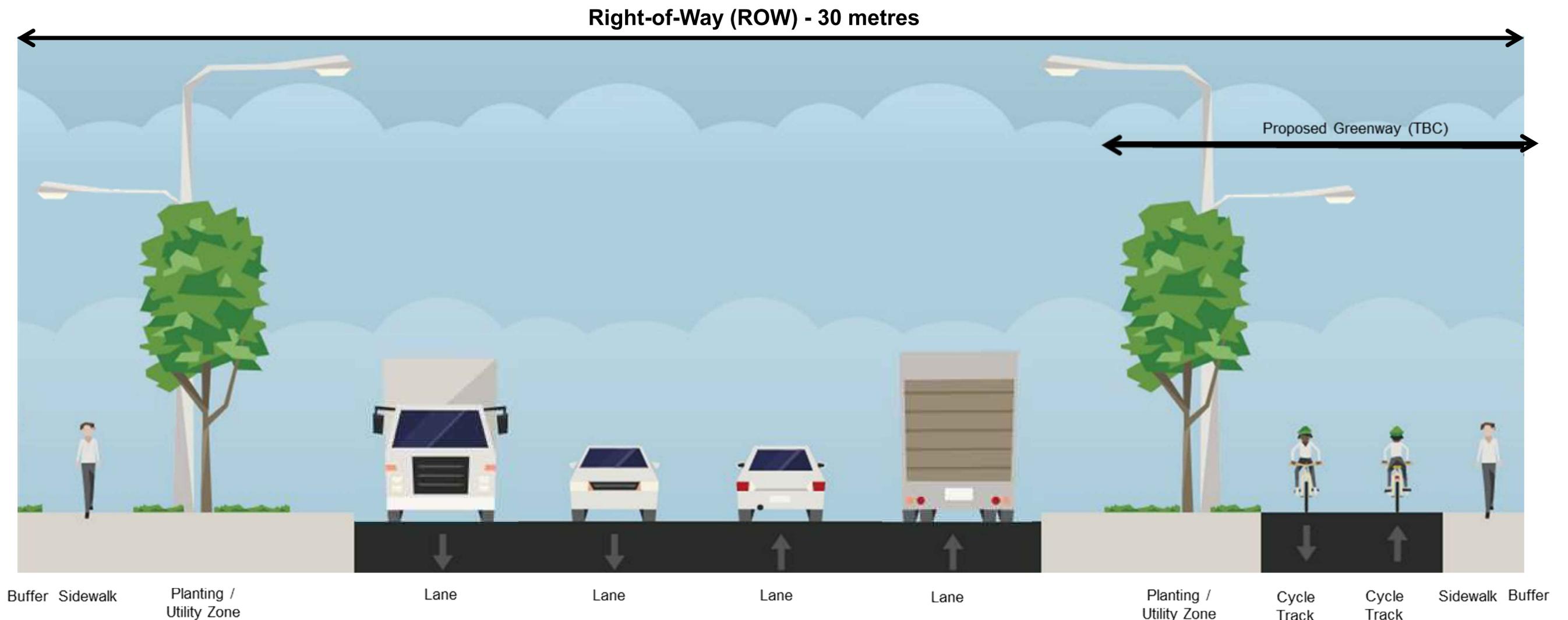
The recommended **Alternative 2 - Direct Road alignment curved east of Tributary to Etobicoke Creek**, confirms the need for a new crossing of the Tributary to Etobicoke Creek. Improvements at the watercourse are being developed in consultation with the Toronto and Region Conservation Authority (TRCA) to include:

- Channel re-alignment and naturalization
- New crossing structure over the Tributary to Etobicoke Creek

# Preliminary Preferred Design

The Preferred Design includes:

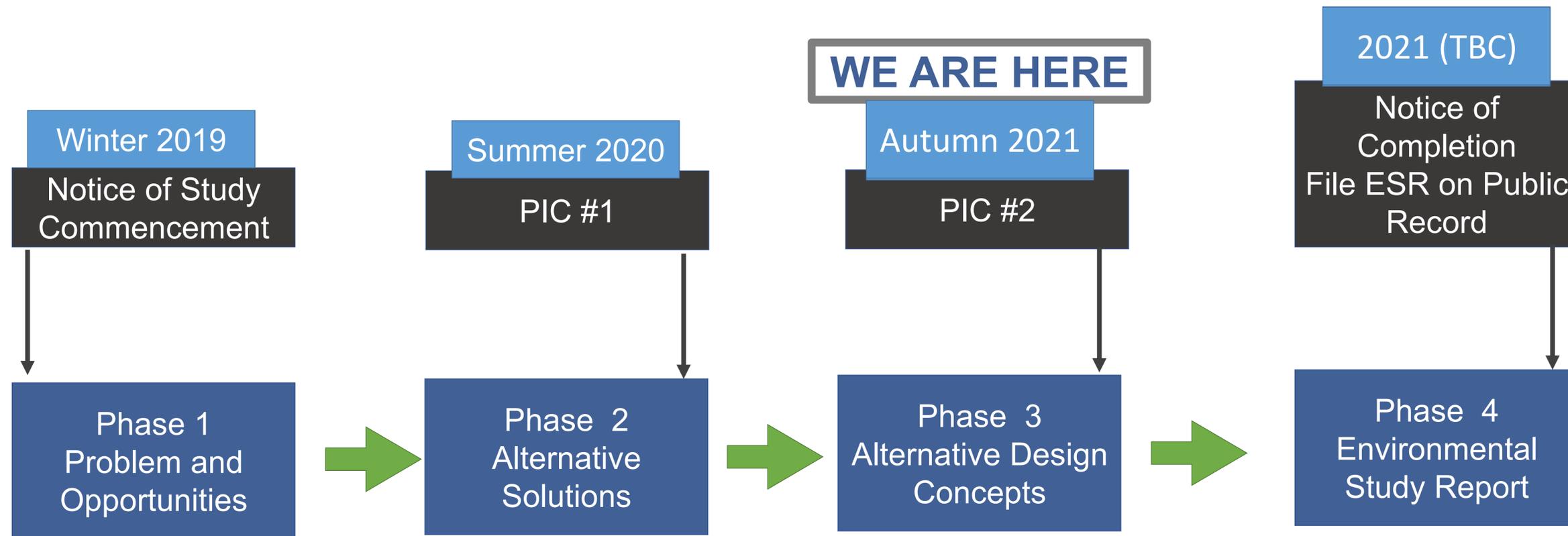
- Sidewalk on south side, with dual boulevard cycle tracks and sidewalk on north side
- Crosswalks or crossrides at intersections
- Widening the existing road from two lanes to four lanes, and road extension to four lanes
- New structure and channel realignment for the Tributary to Etobicoke Creek
- New traffic signals at Kennedy Road and Hansen Road
- Streetscaping and illumination
- Urbanization (curb and gutter)



Conceptual Image of Eastern Avenue / Clark Boulevard Cross-Section

# Project Schedule and Next Steps

# Project Schedule and Next Steps



## Next Steps



Update the Preliminary Preferred Design based on the feedback received from stakeholders and public



Prepare Environmental Study Report (ESR) and place on public record for review (2021)

## Traffic Reassessment of Clark Blvd (Rutherford Rd to East of Dixie Rd)

- An Environmental Assessment was completed for Clark Boulevard from Rutherford Road to East of Dixie Road in 2012. The recommended improvements to Clark Boulevard include a number of cross-sectional elements depending upon the specific location along Clark Boulevard. Common elements to all include:
  - 3.75 metre wide curb-lanes
  - 3.5 metre wide inside lanes
  - 3.0 metre multi-use trail on the north side of Clark Boulevard,
  - 1.5 metre sidewalk on the south side of Clark Boulevard
  - 4 metre centre turning lane at certain sections,
  - 3.5 metre right and left turn lanes at intersections
- The traffic re-assessment conducted in 2019 by the Clark Boulevard and Eastern Avenue Road Improvements from Kennedy Road to Rutherford Road Project Team found no strong justification to widen Clark Boulevard from Rutherford Road to Dixie Road based on the corridor level study.
- The widening of Clark Boulevard from Rutherford Road to East of Dixie Road will be revisited as part of City of Brampton's upcoming Transportation Master Plan update.

# 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 **November 5<sup>th</sup>, 2021**

For more information visit us at:



[www.brampton.ca/ClarkBlvdExt](http://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](mailto:Soheil.Nejatian@brampton.ca)

Phone: 905.874.5909

[Tara.Erwin@hdrinc.com](mailto:Tara.Erwin@hdrinc.com)

Phone: (289) 695-4653

## Community Outreach



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