

Rapid Transit in London: Clark's Bridge

Design overview and public engagement opportunities
October 5 – 20, 2023



Land Acknowledgement

We acknowledge that we are gathered today on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run) peoples. We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home.

We acknowledge all the treaties that are specific to this area: the Two Row Wampum Belt Treaty of the Haudenosaunee Confederacy/Silver Covenant Chain; the Beaver Hunting Grounds of the Haudenosaunee NANFAN Treaty of 1701; the McKee Treaty of 1790, the London Township Treaty of 1796, the Huron Tract Treaty of 1827, with the Anishinaabeg, and the Dish with One Spoon Covenant Wampum of the Anishnaabek and Haudenosaunee.

The three Indigenous Nations that are neighbours to London are the Chippewas of the Thames First Nation; Oneida Nation of the Thames; and the Munsee-Delaware Nation who all continue to live as sovereign Nations with individual and unique languages, cultures, and customs.

Presenter



Jennie Dann

Director, Construction &
Infrastructure Services
City of London

Rapid Transit in London

Rapid transit benefits



New transit-only lanes above ground to improve transit capacity and reliability



New street surfacing and streetscapes as well as other urban design improvements



Replacing aging infrastructure underground, to create improved transit capacity and reliability



Adding intelligent traffic signal systems for better traffic flow

Rapid Transit in London

1 The Downtown Loop (2021 – 2023)

2 East London Link (East Corridor) (2022 – 2026)

3 Wellington Gateway (2023 – 2026)

●●● Connecting our future



The Downtown Loop

The project is adding rapid transit elements and other transportation improvements to ease congestion and improve safety while repairing aging water infrastructure.



The Downtown Loop construction



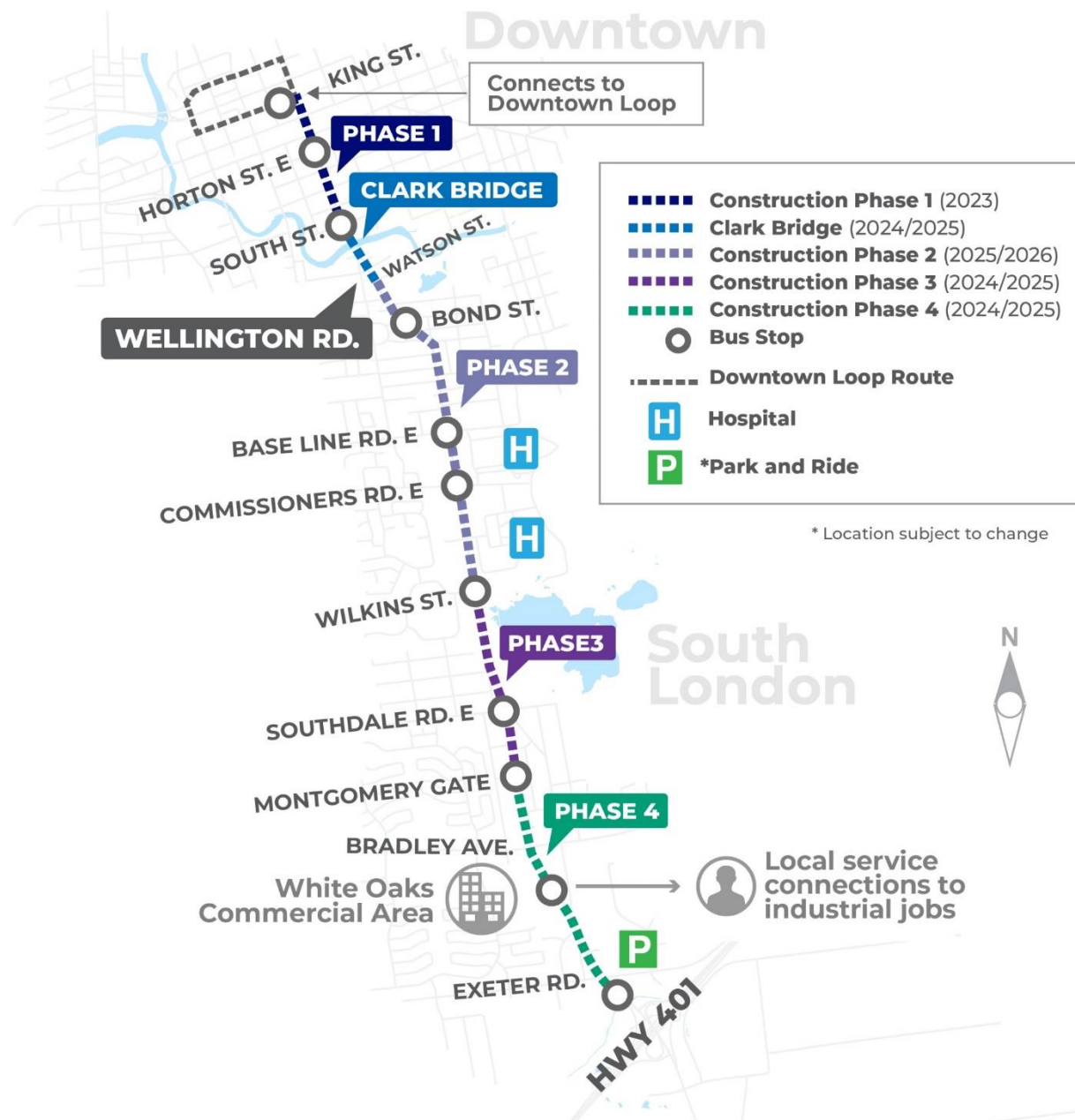
East London Link



The project will revitalize more than 6 km of road from Downtown to Fanshawe College.

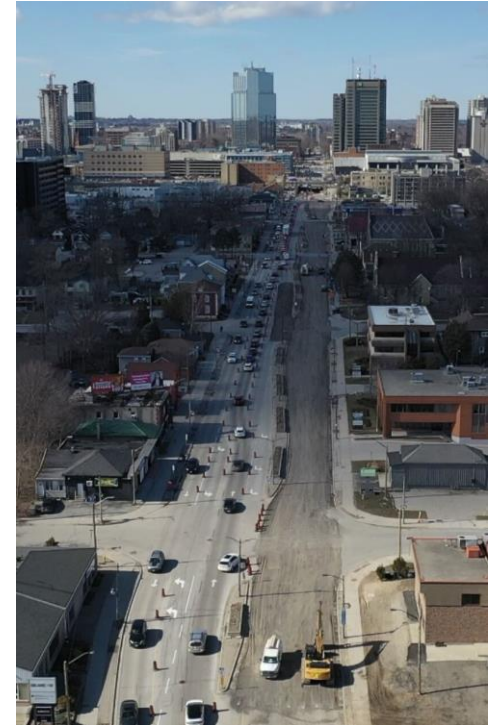
Wellington Gateway

The project will revitalize approximately 6 km of key arterial road between Downtown and Highway 401.



Wellington Gateway Phase 1 construction

Phase 1 construction is underway on Wellington Street from York Street to north of the Thames River.



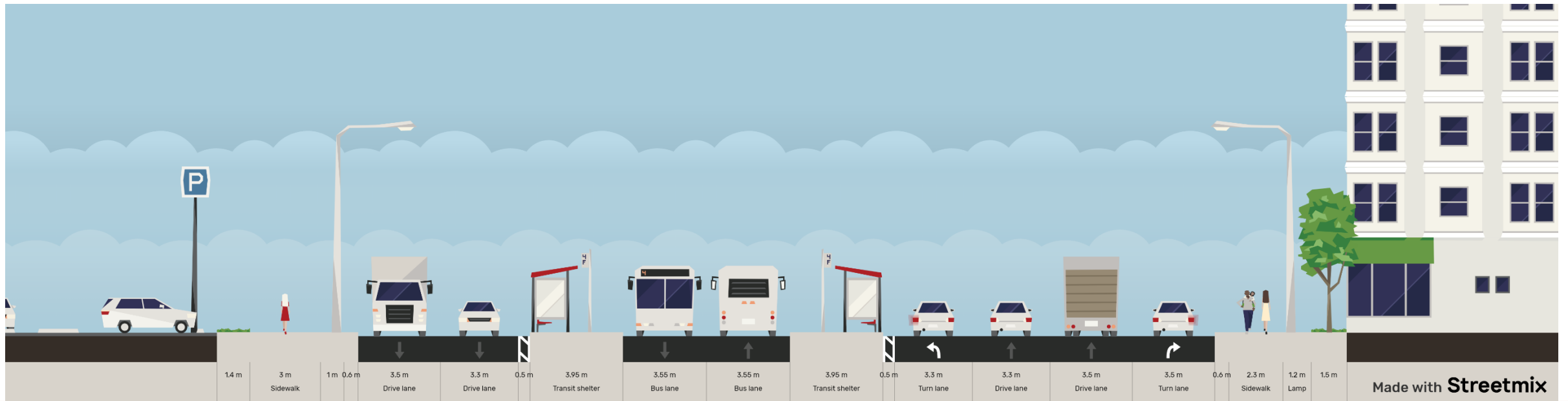
Design overview

Presenter



Ardian Spahiu, P.Eng
Transportation Design
City of London

Centre-running transit lanes

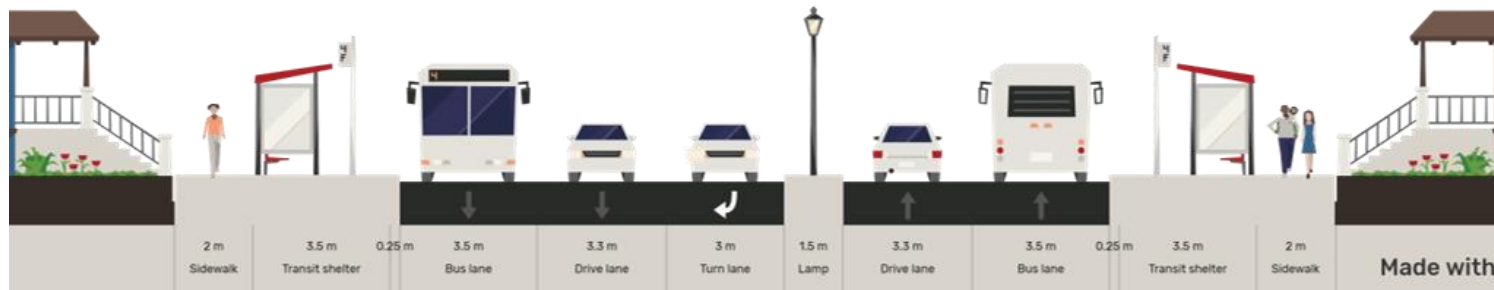


*Conceptual image

Features:

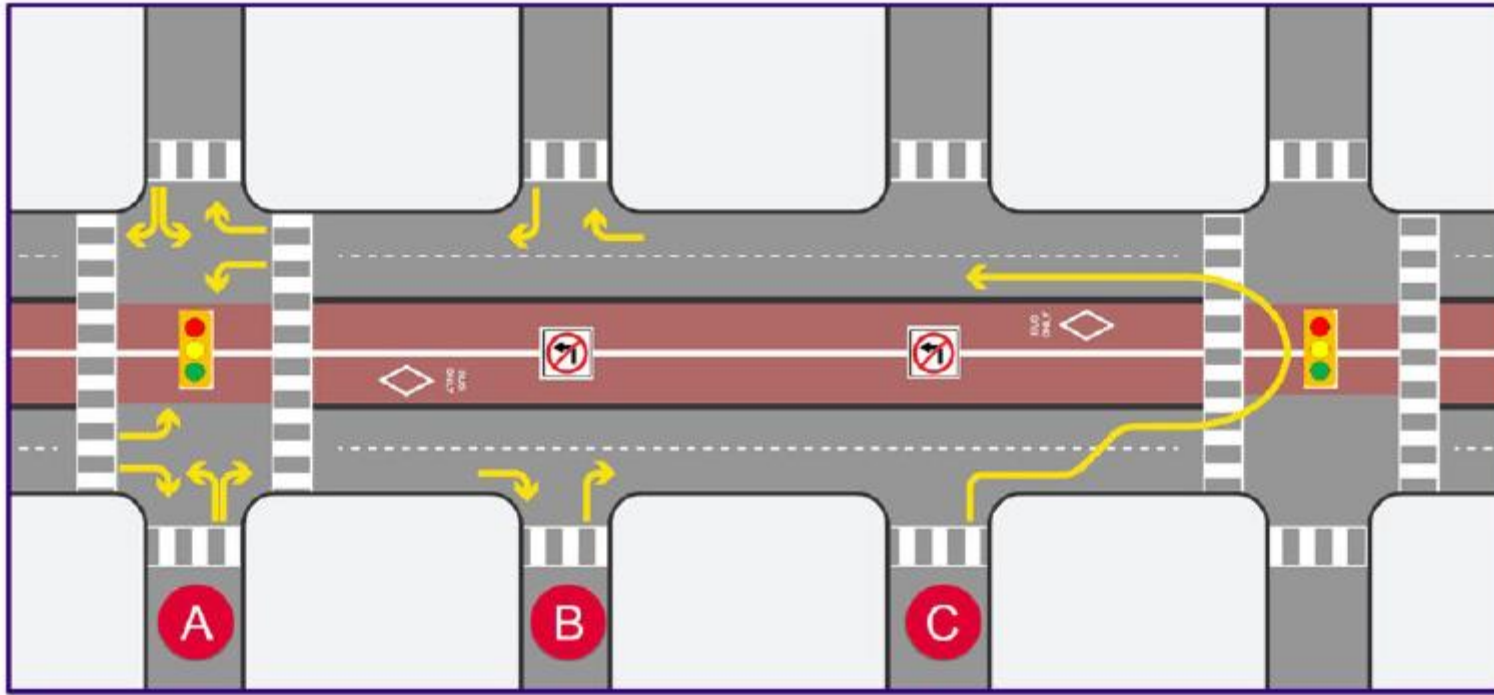
- Dedicated transit lanes in the centre of the road
- Centre median to restrict mid-block left turns
- Protected Left/U-turn lanes at signalized intersections

Curb-side transit lanes



Features:

- Dedicated transit lanes along the curb lane
- General traffic travels in the centre lanes
- Centre median to restrict mid-block left turns
- Protected Left/U-turn lanes at signalized intersections



Centre-median

Rapid transit corridors require a centre-median to:

- maintain safe, frequent, and reliable transit operations
- Keep general traffic flowing smoothly
- provide safe left turn and u-turn movements at signalized intersections

A

At signalized intersections, traffic will be able to cross the BRT lanes and make right or left turns.

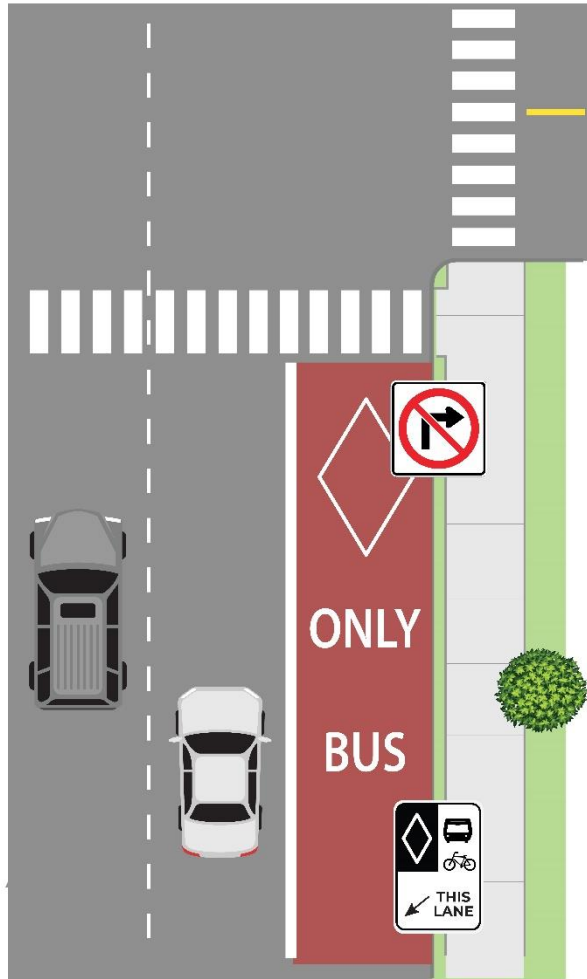
B

At unsignalized minor streets and driveways, traffic will only be able to make a right-turn in or out. Traffic will not be able to cross the BRT lanes.

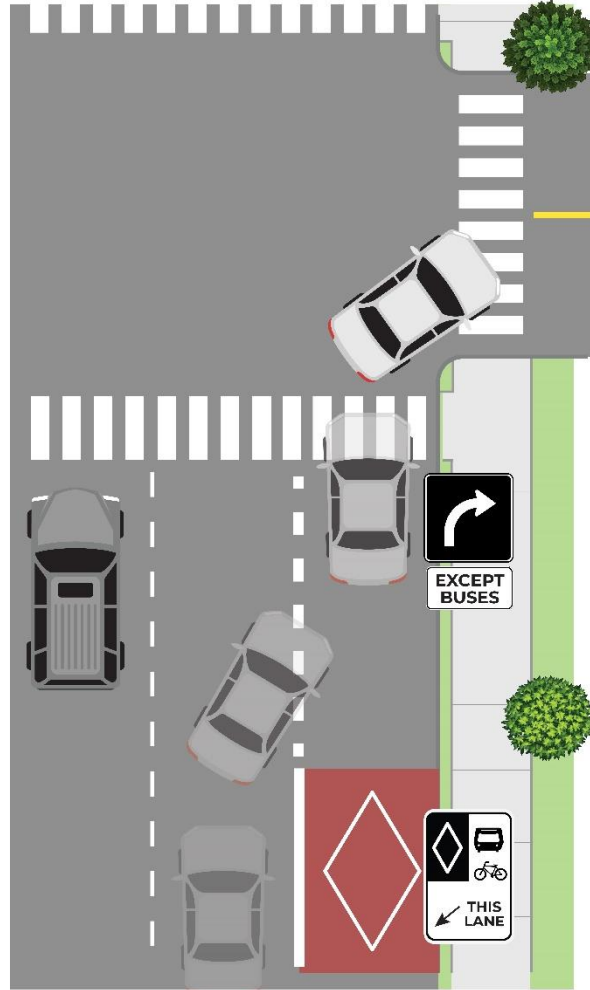
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Traffic that today turns left out of an unsignalized minor street or driveway will instead turn right and U-turn at the next signalized intersection. U-turs will use dedicated left-turn lanes and a protected signal.

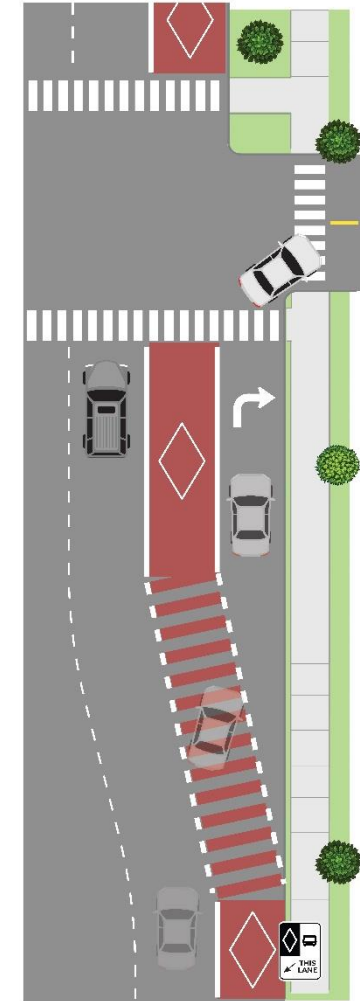
Bus lane pavement markings and signage



No right turns (solid white line)



Cars share a right turn lane with transit (entering at hatched line)

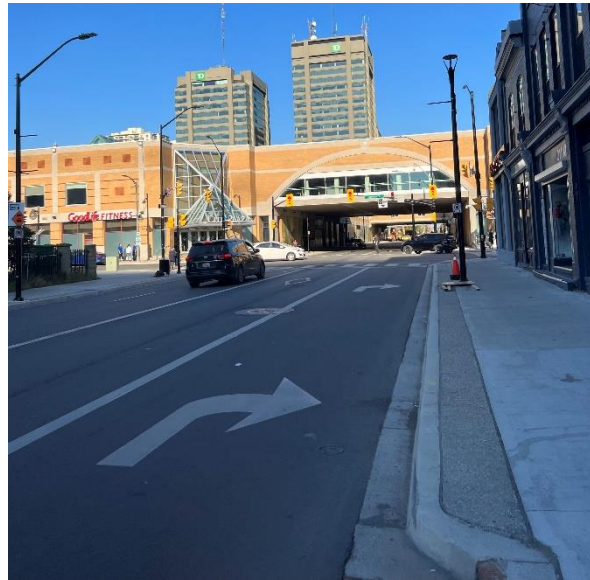


Cars cross the transit lane to get to their own right turn lane (entering at hatched line)

Making right turns



King Street & Talbot Street
No right turns permitted



King Street & Clarence Street
Shared right turn lane



King Street & Maitland Street
Shared right turn lane

Presenter



John Haasen
Senior Vice President,
AECOM



Nicolas Allen
Project Manager
AECOM



Chris Romasz
Landscape
Architecture
AECOM

Conceptual rendering of Clark's Bridge

The project is aiming to widen Clark's Bridge, which crosses the Thames River between Grand Avenue and South Street, to accommodate two traffic lanes, two new transit-only lanes, and a multi-use path for cyclists and pedestrians.



Wellington Road/Street & Clark's Bridge Design: Overview



Watson Street to Grand Avenue

Legend



Existing Tree



New Street Light



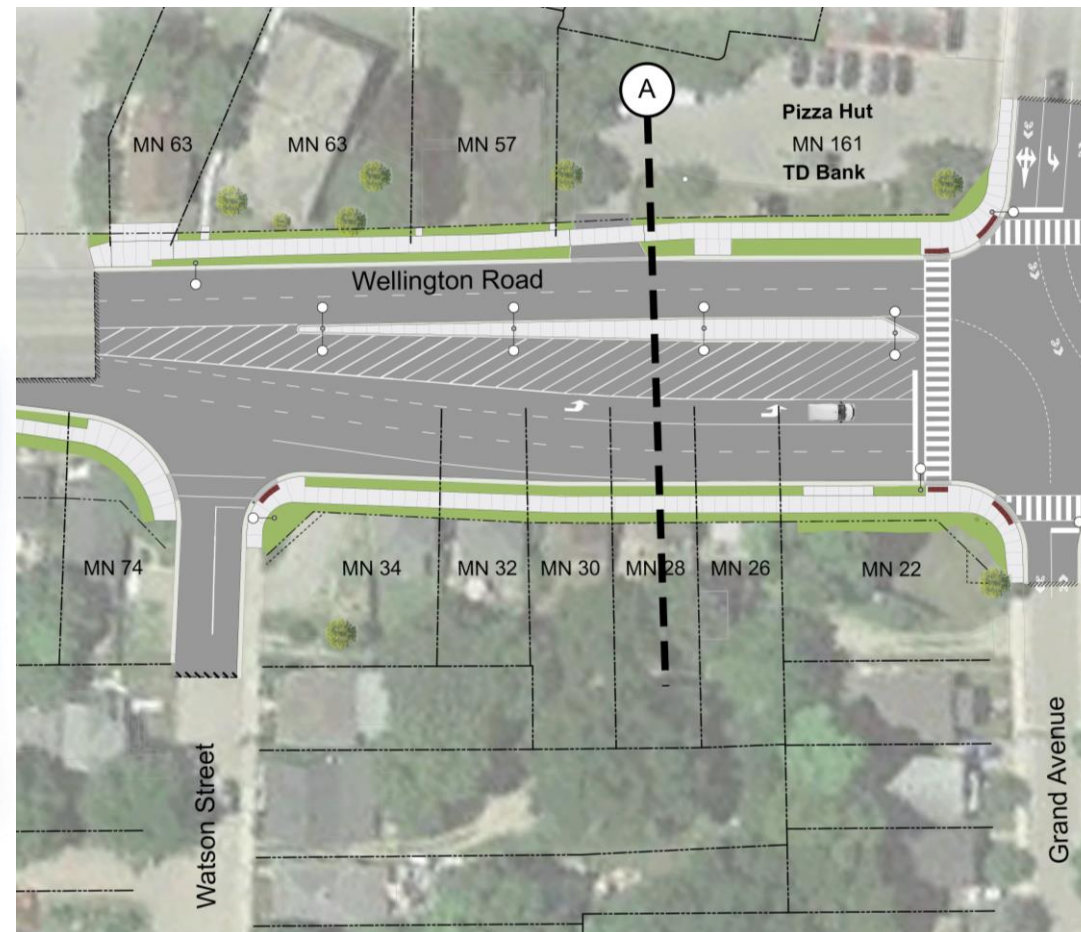
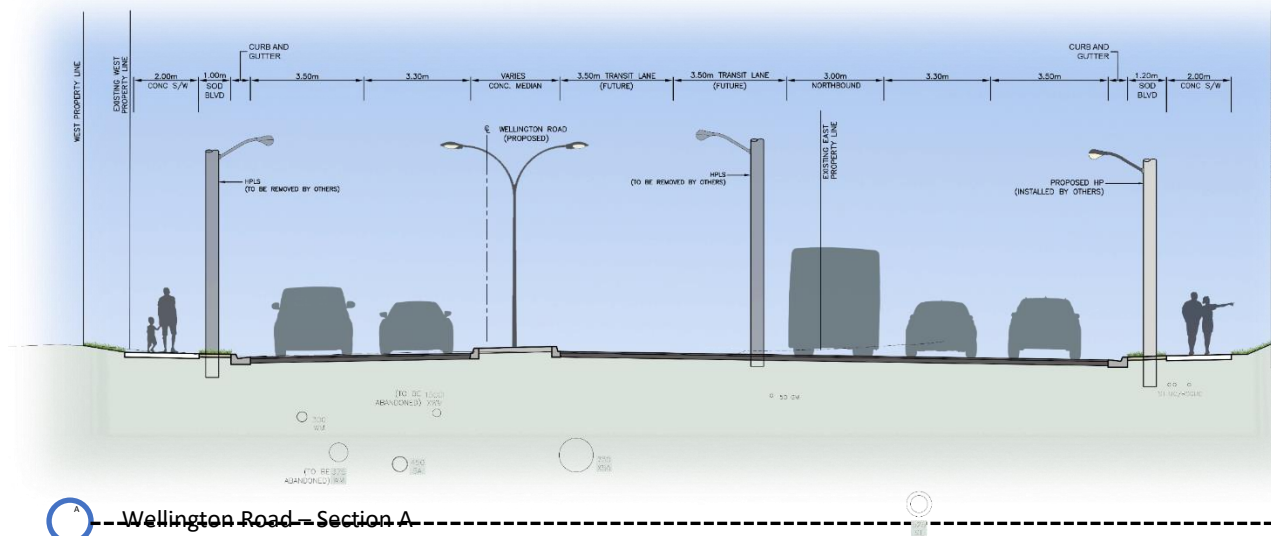
Detectable Warning
Plates at Pedestrian
Crosswalks



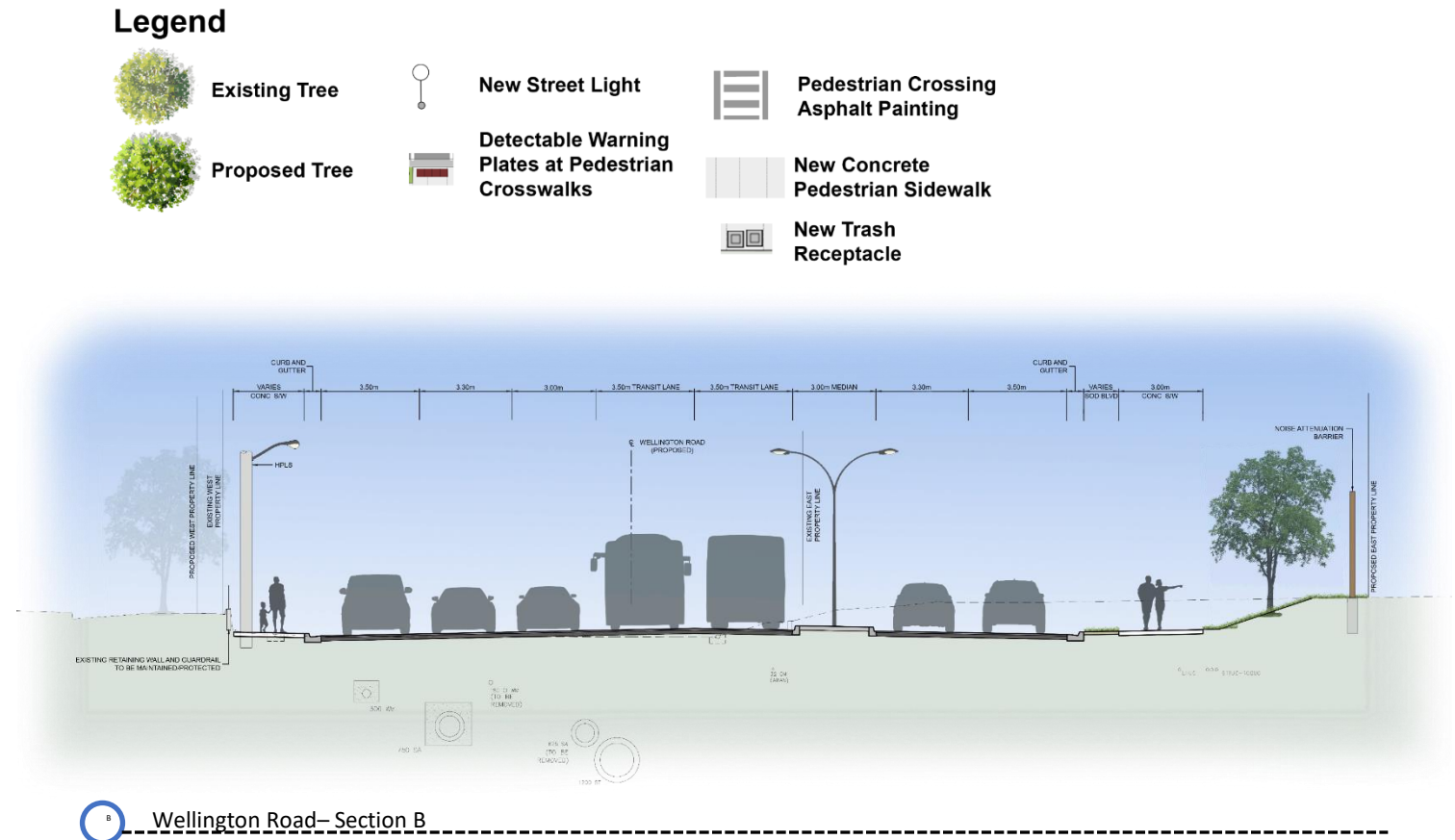
Pedestrian Crossing
Asphalt Painting



New Concrete
Pedestrian Sidewalk



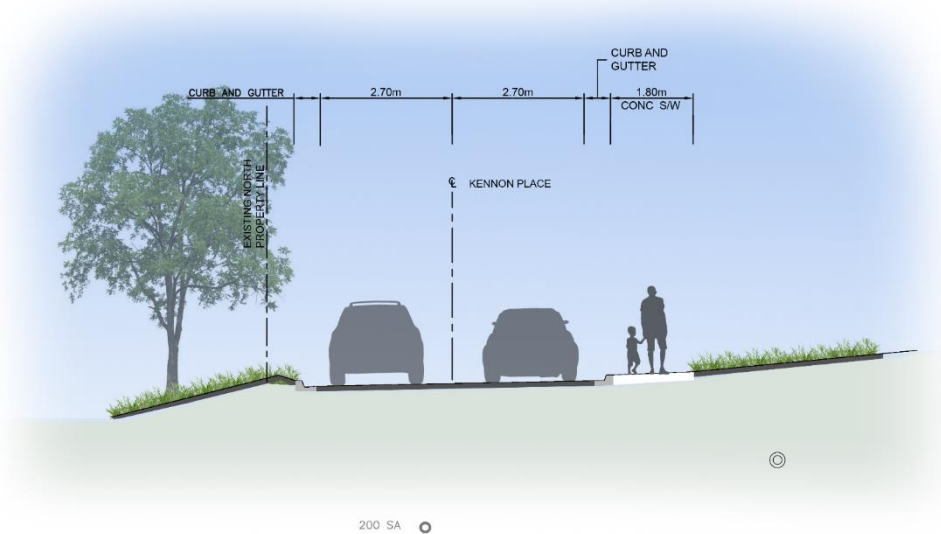
●●● Connecting our future



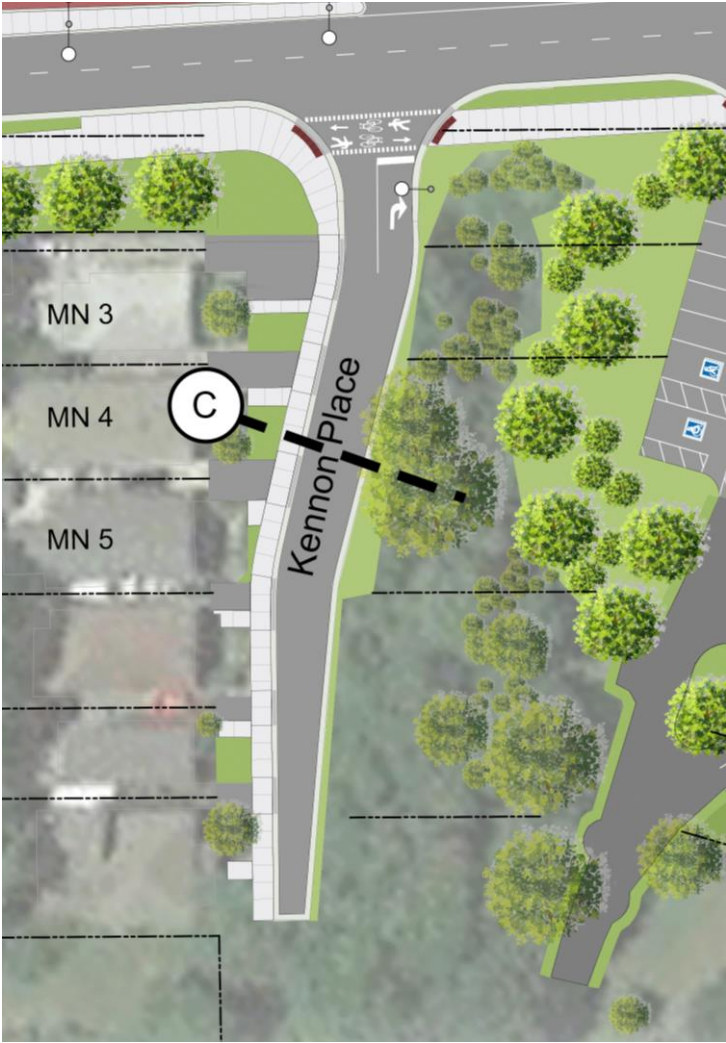
Kennon Place

Legend

-  Existing Tree
-  Proposed Shrubs
-  Detectable Warning Plates at Pedestrian Crosswalks
-  Proposed Tree
-  New Street Light
-  New Concrete Pedestrian Sidewalk



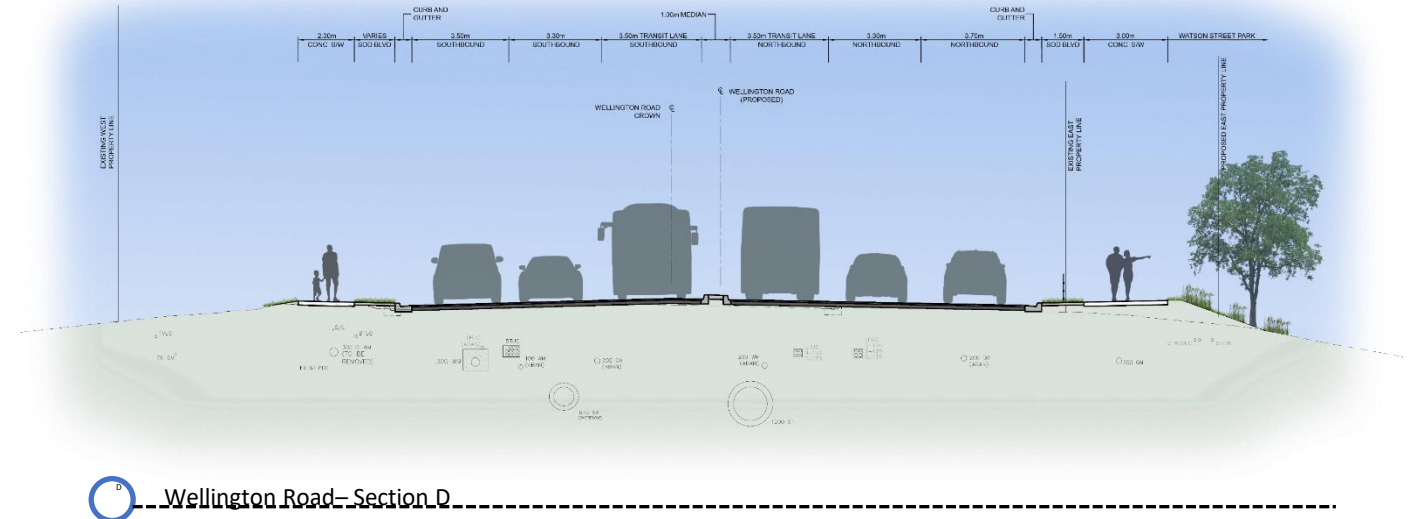
 Kennon Place – Section C



●●● Connecting our future



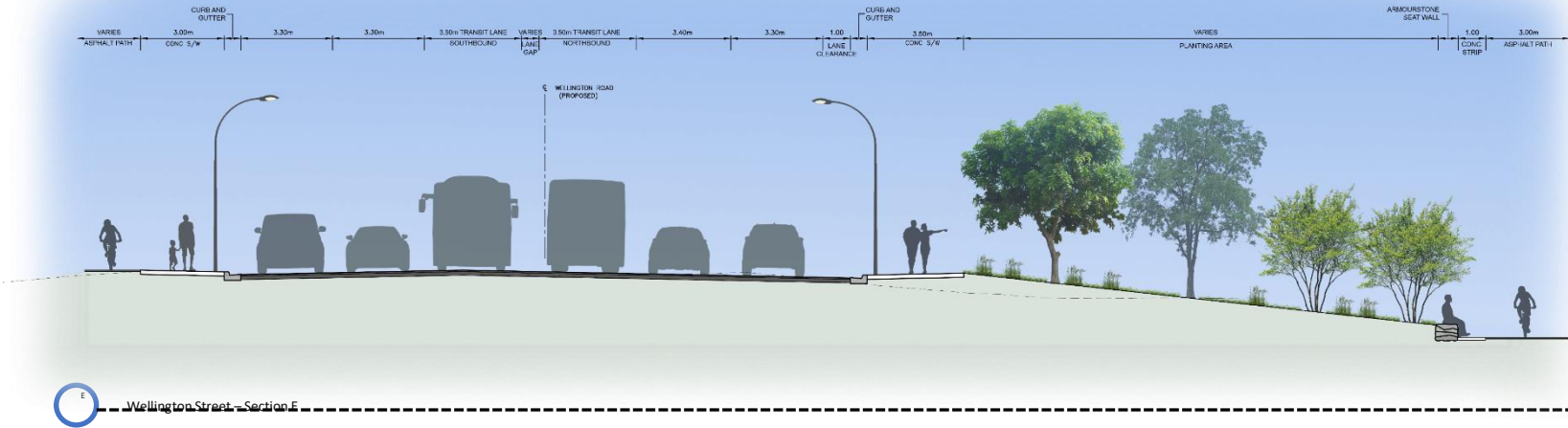
	Existing Tree		New Street Light		Detectable Warning Plates at Pedestrian Crosswalks
	Proposed Tree		Planter with Perennials and Grasses		New Concrete Pedestrian Sidewalk
	Proposed Shrubs		New Bench on Concrete Pad		New Pedestrian Asphalt Paving



Clark's Bridge to North of the Thames River



Legend



Streetscape: Guiding Principles



Balanced multi-modal transportation



Environmental resiliency

Lively sense of place



Safety for all users

Protecting the environment



- Shoreline and in-water habitat will be developed in partnership with the Upper Thames River Conservation Authority (UTRCA), Fisheries and Oceans Canada (DFO), and the Ministry of Environment, Conservation, and Parks (MECP)

What to expect during construction and next steps

Planning for construction



Anticipated traffic impacts

- It is anticipated that Wellington Street/Road will remain open with reduced lanes (one way in each direction) during construction.
- Access to Watson Park off Wellington Road may be tentatively closed while the road widening and underground infrastructure construction takes place.
- Pedestrian and bike access will be maintained, including connections to the Thames Valley Parkway – Cyclists may be required to dismount and walk
 - Sidewalk access will be always maintained on at least one side of the road

Mitigating construction impacts

Building on feedback about construction over the past few years, the City will continue to emphasize communication and coordination to minimize potential impact to residents and businesses during construction.



Resources will be provided to businesses to help navigate construction



Wayfinding signs to help communicate construction plans, detours and timelines

Next steps

- Detailed design is being finalized over next couple months
- The Clark's Bridge project will be tendered this fall
- Advance work is planned for winter 2024, including tree removals, utility relocation and placing protective elements below the bridge deck
 - A notice will be sent to residents, businesses and property owners ahead of this work
- Construction is anticipated to begin in spring 2024 until approximately fall 2025.

How to stay informed

Stay connected

- Sign up for **email notifications** at: getinvolved.london.ca/wellingtongateway
- **Transit Tuesday:** Connect with the project team by dropping by the City of London Major Projects Office
 - Tuesday, October 10, 2 – 4 p.m.
 - Tuesday, October 17, 10 a.m. – 1 p.m.
 - Location: City of London Major Projects Office, Citi Plaza, 2nd Floor, 251 Dundas Street (above the Central Library)
- **Contact the project team** at wellingtongateway@london.ca or 519-930-3518



Thank you