Agenda Including Addeds
Integrated Transportation Community Advisory Committee

The 12th Meeting of the Integrated Transportation Community Advisory Committee

November 15, 2023, 3:00 PM

Committee Room #5

The City of London is situated 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).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Métis and Inuit today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact advisorycommittee@london.ca.

Pages

1. Call to Order

1.1 Disclosures of Pecuniary Interest

2. Scheduled Items

2.1 3:00 PM P. Yanchuk and E.Guil, City of London and K. Jim, D. Hiett and K. Barcley, CIMA+ - Oxford Street West Municipal Class Environmental Assessment 2

3. Consent

3.1 11th Report of the Integrated Transportation Community Advisory Committee 23

4. Sub-Committees and Working Groups

4.1 ITCAC Sub-Committee on Vision Zero Report 25

4.2 (ADDED) Mobility Master Plan Sub-Committee Update – Verbal Report

5. Items for Discussion

5.1 ITCAC December Meeting Date

6. Adjournment

London
CANADA

Oxford Street West
Municipal Class Environmental Assessment

Integrated Transportation Community Advisory Committee

Meeting - November 15, 2023

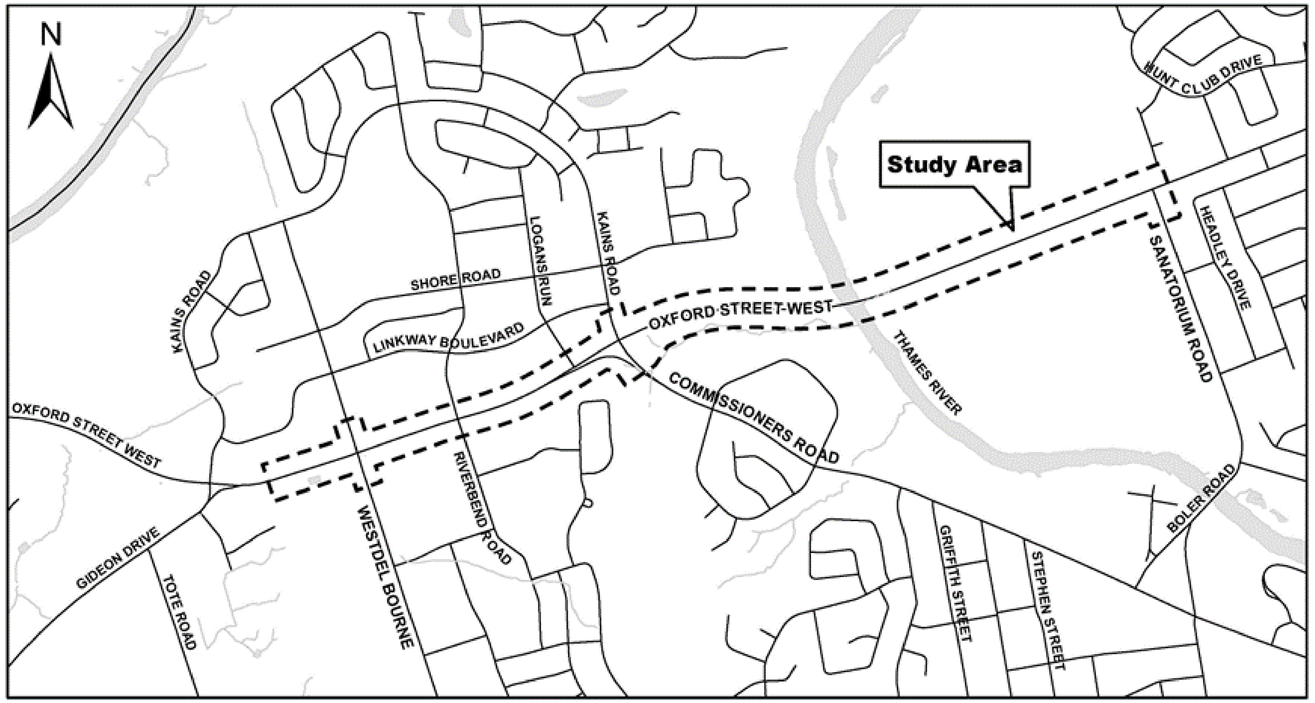
What is This Study About?

Study Objectives

The City of London (the City) is undertaking a Municipal Class Environmental Assessment (Class EA) to identify improvements to Oxford Street West to accommodate future growth over the next 25 years.

Improvements being explored as part of this study include:

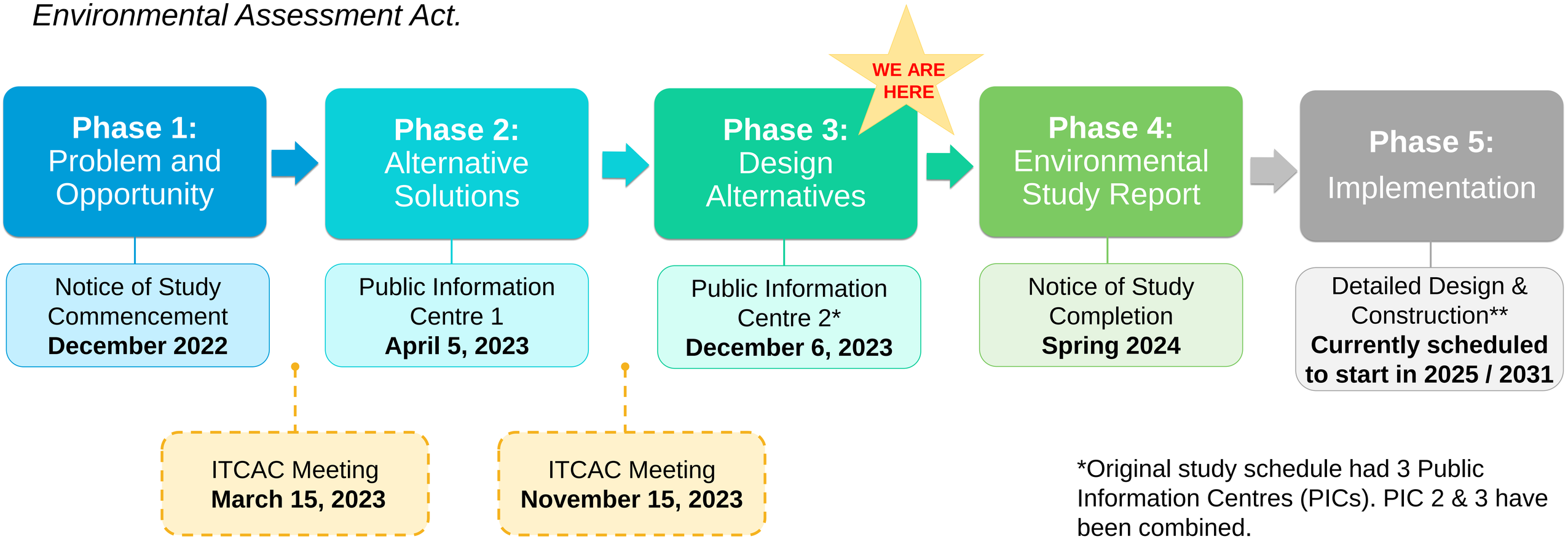
- Roadway capacity needs
- Intersection operations
- Pedestrian and cyclist facilities and accessibility needs
- Roadway drainage and stormwater management
- Planning for rehabilitation / replacement of existing sewers and watermains



The study area is Oxford Street West from Westdel Bourne to Sanatorium Road

Class EA Process & Study Schedule

This study is being carried out in accordance with Schedule C of the *Municipal Class Environmental Assessment (MCEA)*, (October 2000, as amended 2023), which is an approved process under the *Ontario Environmental Assessment Act.*



*Original study schedule had 3 Public Information Centres (PICs). PIC 2 & 3 have been combined.
**Timing to be reviewed as part of the EA. Subject to Council approval and funding.

Where We Are in the Design Process

Following the selection of the Preferred Solutions, the design process consists of a number of decision points for different components of the roadway. As the design progresses and our knowledge of conditions and constraints evolve, there may be design iterations and refinements.

Presented at PIC #1

Identify Design Considerations and Constraints

Based on existing and future conditions

Corridor Cross-Section and Bridge Alternatives

Arrangement of roadway elements including travel lanes, cycling and pedestrian facilities

Intersection Alternatives and Evaluation

A multi-factor assessment and evaluation of intersection design options

Road Cross-Sections Evaluation

A multi-factor assessment and evaluation of the cross-section (road and bridge) alternatives

Preliminary Design

A combination of all design components in developing a preliminary plan for Oxford Street West proposed improvements

PIC #2

Design Considerations and Constraints

Socio-Economic Environment:

- Avoid or minimize impacts to private property
- Create an efficient cycling and pedestrian environment including at intersections
- Improve mobility for users of all ages and abilities

Cultural and Natural Environment:

- Conserve significant built heritage resources, cultural heritage landscapes, and archaeological resources
- Protect burial locations
- Avoid or minimize works in the Thames River valley and other natural areas
- City's Climate Emergency Action Plan

Design and Maintenance:

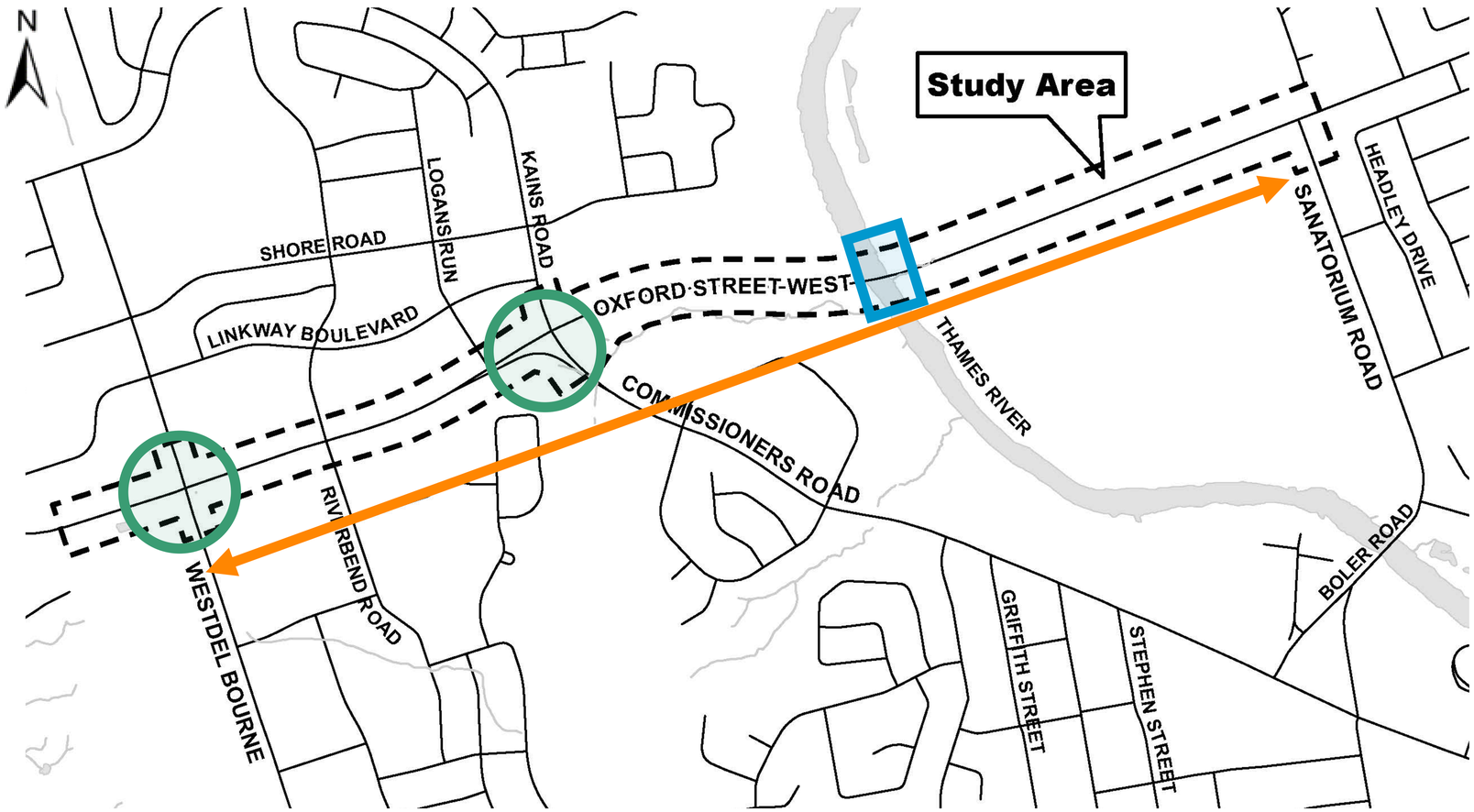
- Follow best practices and meet current standards (design, accessibility, safety, etc.)
- Future maintenance and costs of all components including cycling facilities, sidewalks, and streetscape
- Stormwater management and integration with development

Access Management

- Review access to Enviro Depot
- Integrate with future development

Roadway Components

There are several components that form the overall design for Oxford Street West. Design alternatives have been developed for each component. The design alternatives were assessed considering a wide range of factors under transportation planning, technical, and environmental (socio-economic, cultural, natural).



Road Cross-Section Design Alternatives
Widening & Active Transportation

Intersection Design Alternatives
Westdel Bourne
Kains/Commissioners Road

Thames River Bridge Design Alternatives

Factors for Assessment and Evaluation

The following criteria were used to assess the design alternatives for active transportation, intersections (Westdel Bourne and Kains/Commissioners Road), and the Thames River Bridge.

Socio-Economic Environment

- Property
- Access
- Community Effects
- Land Use
- City Policies and Priorities
- Noise
- Community Feedback

Cultural Environment

- Archaeology
- Cultural Heritage Resources
- Indigenous Community Rights

Natural Environment

- Climate Change
- Fish and Fish Habitat
- Wildlife Habitat and Linkages
- Designated Natural Features
- Vegetation
- Surface Water and Groundwater

Transportation & Technical

- Active Transportation
- Accessibility
- Design
- Utilities
- Maintenance
- Constructability
- Cost

Road Cross-Section

Design Considerations

In developing cross-section design alternatives, the following key constraints and feedback were considered:

- Steep grades translate to speed differential between cyclists and pedestrians in some areas
- Physically separated and continuous facilities are preferred to separate pedestrians and cyclists from vehicular traffic
- Expect a wide range of cyclists with varying skill level, experience, and purpose (commuting, recreation, sport, etc.) due to:
  - Surrounding land uses and facilities (schools, library, long-term care)
  - Connection to the Thames Valley Parkway and other trails
  - Function of Oxford Street West as a key east-west connection from west London to downtown
- Oxford Street West is classified as an *Urban Thoroughfare* in the London Complete Streets Design Manual (2018). *Urban Thoroughfares* are anticipated to accommodate moderate volumes of cycling traffic
- Ontario Traffic Manual (OTM) Book 18: Cycling Facilities guidance for urban roadways

Road Cross Section

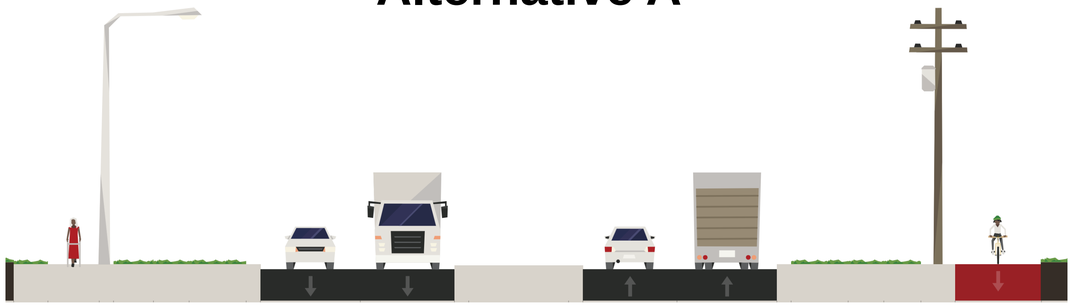
Design Alternatives

Road Cross Section (applies to all alternatives):

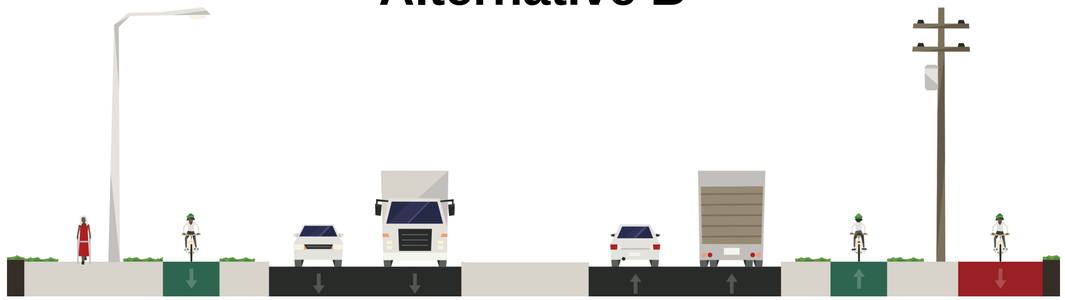
- Widening to 4-lanes (2-lanes in each direction)
- Active transportation facilities for pedestrians and cyclists
- Urban cross-section with curb and gutter
- Improvements within existing 36 m right-of-way

Design Alternative	Features
Alternative A Multi-use Path (MUP) and Sidewalk	• Multi-use path (MUP) or sidewalk on either side of the road • Pedestrians use MUP or sidewalk • Cyclists use MUP
Alternative B Cycle Track with MUP or Sidewalk	• MUP or sidewalk on either side of the road • In-boulevard cycle track on both sides of the road • Pedestrians use MUP or sidewalk • Cyclists may use MUP or cycle track
Alternative C Sidewalk and Cycle Track	• Existing MUP replaced with sidewalk • Sidewalk and in-boulevard cycle tracks on both sides of the road • Cyclists use in-boulevard cycle track

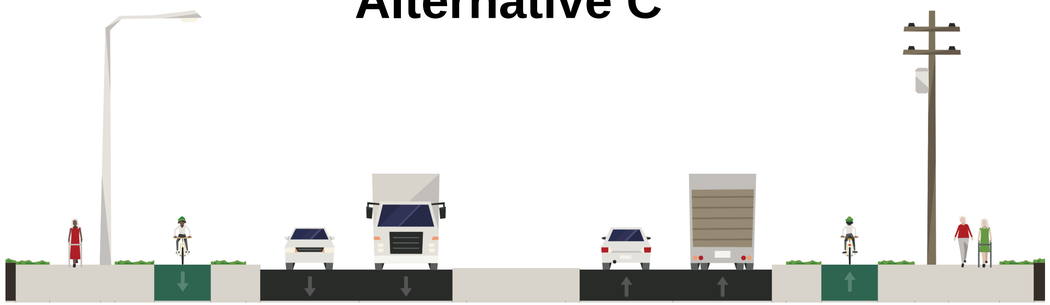
Alternative A



Alternative B



Alternative C



Road Cross Section

Evaluation Summary

A detailed assessment and evaluation of the cross-section design alternatives was completed to identify the preferred cross-section alternative. The table below provides a summary of the evaluation.

Evaluation Criteria	**Alternative A** Multi-use Path (MUP) and Sidewalk	**Alternative B** Cycle Track with MUP or Sidewalk	**Alternative C** Sidewalk and Cycle Track
Socio-Economic Environment	Neutral	Preferred	Neutral
Cultural Environment	Neutral	Neutral	Neutral
Natural Environment	Neutral	Neutral	Neutral
Transportation	Neutral	Preferred	Not Preferred
Technical	Preferred	Neutral	Neutral
Overall Recommendation	Do Not Carry Forward	Carry Forward	Do Not Carry Forward

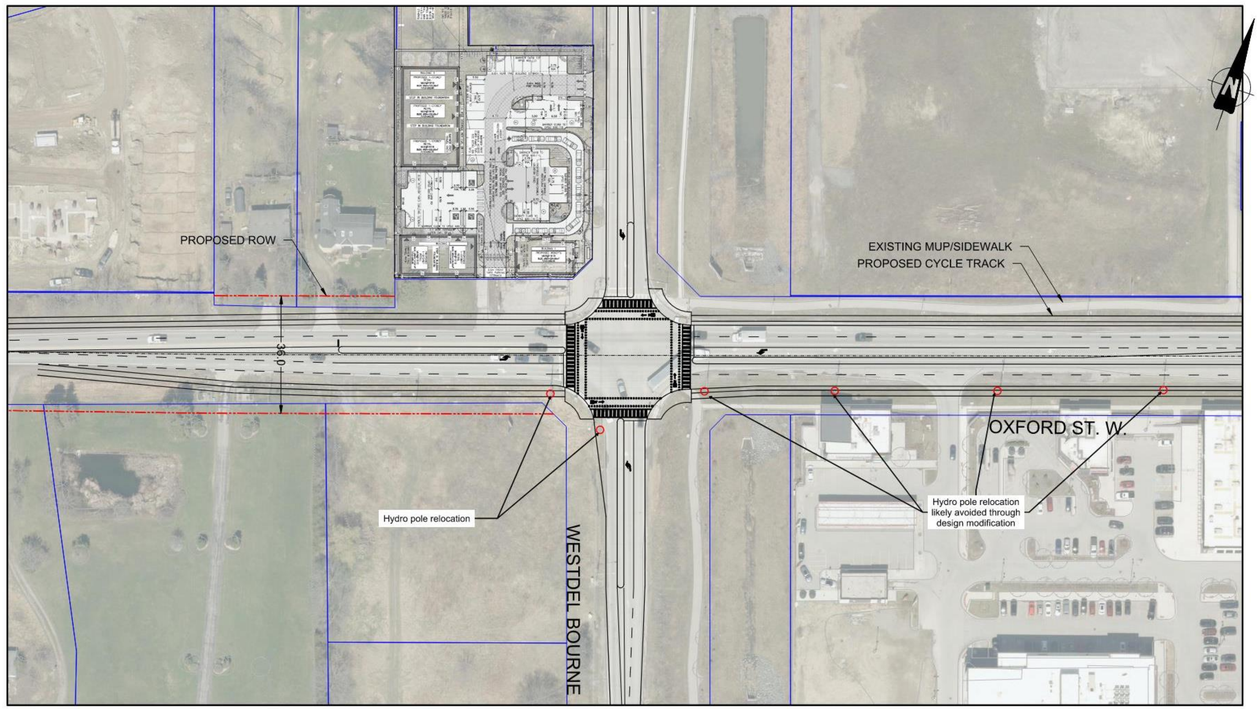
Alternative B is preferred because:

- The corridor attracts and provides for a wide range of active transportation users (e.g., recreation cyclists, utilitarian cyclists, and pedestrians).
- This alternative provides separate facilities for pedestrians, cyclists, and other active modes reducing risk of collision between users.
- This alternative makes use of the existing MUP and sidewalk in corridor, which will save time and money during construction.
- All alternative provide pedestrian and cycling facilities that are separated from vehicles.

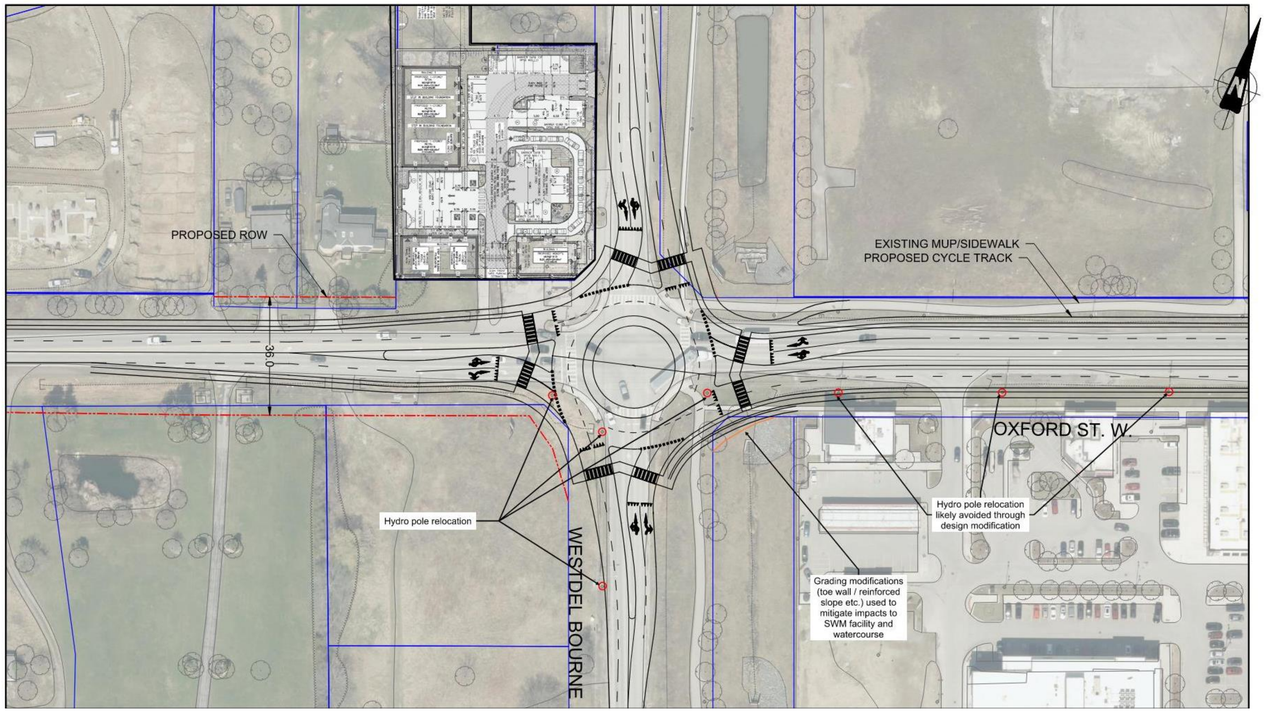
Westdel Bourne Intersection

Design Alternatives

Signalized Intersection



Roundabout (2-lane)



Westdel Bourne Intersection

Evaluation Summary

A detailed assessment and evaluation of the Westdel Bourne intersection design alternatives was completed to identify the preferred intersection configuration. The table below provides a summary of the evaluation.

Evaluation Criteria	Signalized Intersection	Roundabout (2-lane)
Socio-Economic Environment	Preferred	Not Preferred
Cultural Environment	Preferred	Not Preferred
Natural Environment	Neutral	Neutral
Transportation	Neutral	Neutral
Technical	Preferred	Not Preferred
Overall Recommendation	Carry Forward	Do Not Carry Forward

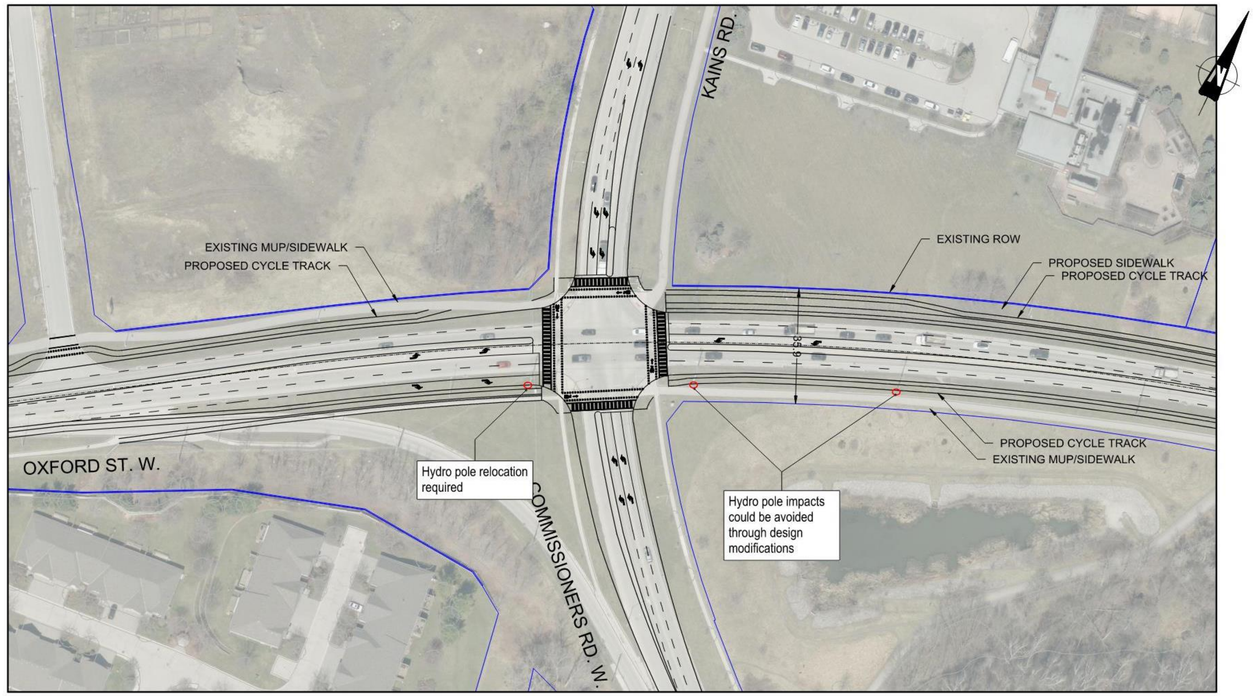
Signalized intersection is preferred because:

- The signalized intersection has a smaller footprint compared with the roundabout and therefore impacts less property and areas with archaeological potential.
- Traffic signal enhancements may be implemented at the signalized intersection to improve pedestrian visibility and accessibility, comfort, and reinforce pedestrian rights-of-way while crossing the street (e.g., audible pedestrian signals & leading pedestrian intervals).
- The signalized intersection is simpler and less expensive to construct and has fewer utility impacts compared with the roundabout.
- Both alternatives provide sufficient capacity to accommodate future traffic demand.

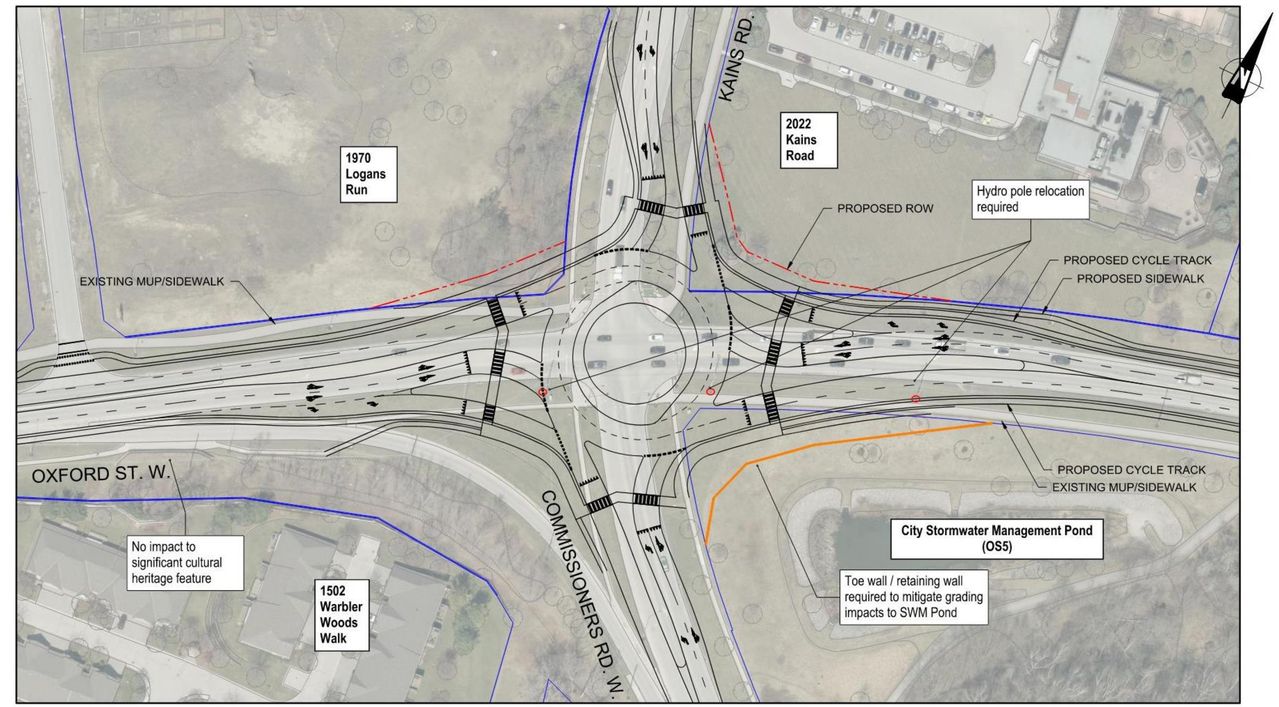
Kains/Commissioners Road Intersection

Design Alternatives

Signalized Intersection



Roundabout (2-lane)



Kains/Commissioners Road Intersection

Evaluation Summary

A detailed assessment and evaluation of the Kains/Commissioners Road intersection design alternatives was completed to identify the preferred intersection configuration. The table below provides a summary of the evaluation.

Evaluation Criteria	Signalized Intersection	Roundabout (2-lane)
Socio-Economic Environment	Preferred	Not Preferred
Cultural Environment	Neutral	Neutral
Natural Environment	Neutral	Neutral
Transportation	Preferred	Not Preferred
Technical	Preferred	Not Preferred
Overall Recommendation	Carry Forward	Do Not Carry Forward

Signalized intersection is preferred because:

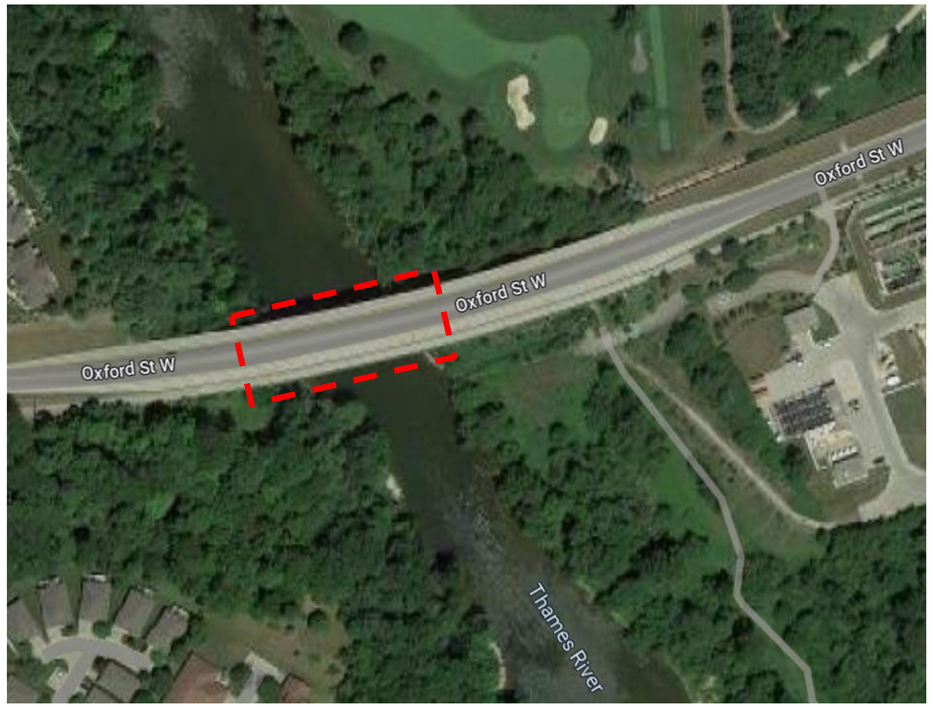
- The intersection attracts a wide range of users due to nearby land uses (long-term care, residential, schools, recreation). A compact intersection is desirable for user safety, comfort, and accessibility.
- The signalized intersection has a smaller footprint and more compact design compared with the roundabout.
- Traffic signal enhancements may be implemented at the signalized intersection to improve pedestrian visibility and accessibility, comfort, and reinforce pedestrian rights-of-way while crossing the street (e.g., audible pedestrian signals & leading pedestrian intervals).
- The signalized intersection operates with a better level of service compared with the 2-lane* roundabout.

*Note: A 3-lane roundabout is not feasible at this location.

Thames River Bridge

Existing Conditions

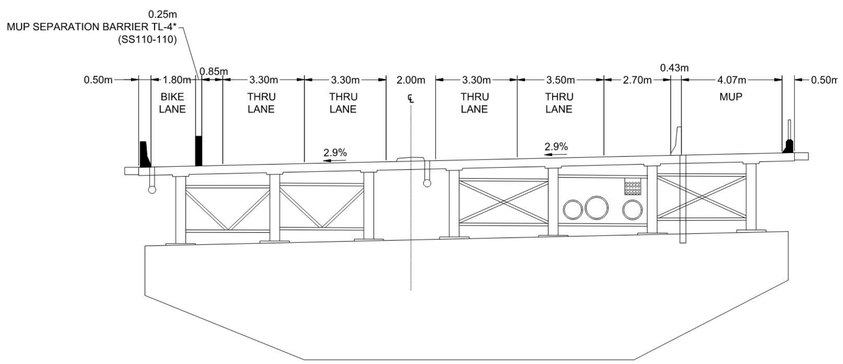
- The bridge currently accommodates 2-lanes of traffic (1-lane in each direction), on-road bike lanes and a multi-use path (MUP).
- The existing bridge is wide enough to accommodate 4-lanes of traffic (2-lanes in each direction) and the existing MUP.
- Modifications to the bridge are being considered to enhance active transportation on the bridge.
- At PIC #1, four modification options were presented:
    1. Minor Improvements to Existing Structure– Carried Forward
    2. Retrofit – Carried Forward
    3. Cantilever – Carried Forward
    4. Widening – Screened Out
- Widening the bridge structure was screened out due to impacts to the river valley and cost.



Thames River Bridge

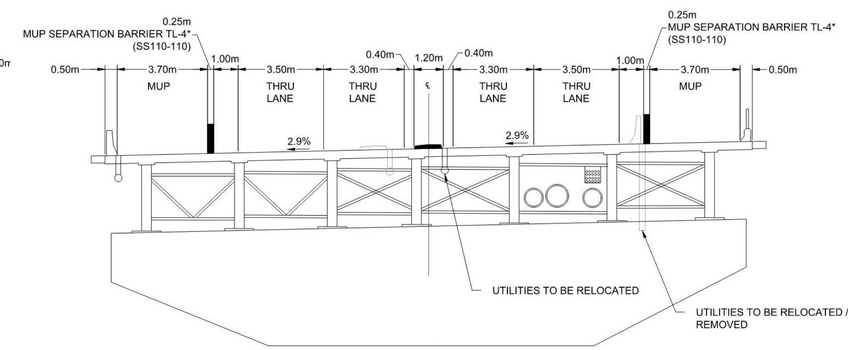
Design Alternatives

Minor Improvements to Existing Structure



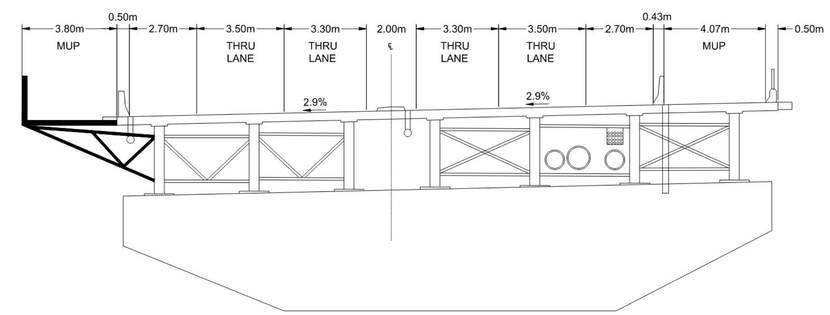
- 4-lanes provided on existing structure by repainting the lanes
- New barrier on westbound structure to create a dedicated cycling facility
- Existing MUP on south side of bridge is retained
- No structural widening

Retrofit



- 4-lanes and MUPs provided by shifting the median and constructing and/or relocating barrier walls
- No structural widening

Cantilever



- 4-lanes provided on existing structure by repainting the lanes
- Cantilever constructed on westbound structure to create an MUP
- Existing MUP on south side of bridge is retained
- No structural widening

Thames River Bridge

Evaluation Summary

A detailed assessment and evaluation of the Thames River Bridge design alternatives was completed to identify the preferred alternative. The table below provides a summary of the evaluation.

Evaluation Criteria	Minor Improvements to Existing Structure	Retrofit	Cantilever
Socio-Economic Environment	Neutral	Preferred	Preferred
Cultural Environment	Neutral	Neutral	Neutral
Natural Environment	Preferred	Not Preferred	Not Preferred
Transportation	Not Preferred	Neutral	Preferred
Technical	Preferred	Not Preferred	Neutral
Overall Recommendation	Carry Forward as Interim Solution	Do Not Carry Forward	Carry Forward

Cantilever is preferred because:

- It best accomplishes the study objective to provide dedicated active transportation facilities on both sides of the structure to create a continuous network on Oxford Street West.
- It provides the most desirable road cross section (greater than minimum shoulder widths on the bridge) compared with the other alternatives.
- Some vegetation clearing is required during construction.
- It is less expensive to construct compared with the retrofit.

Thames River Bridge

Interim Solution – Minor Improvements to Existing Structure

Today, pedestrians and cyclist use the multi-use path on the south side of the bridge. At this time, there is limited need for a pedestrian facility on the north side of the bridge.

The cost to construct a cantilever on the existing bridge is approximately $5 to $7 million. Considering the structure is in good condition and is not in need of immediate repair, minor improvements to the existing structure are recommended in the short term to provide a dedicated facility on the north side for cyclists.

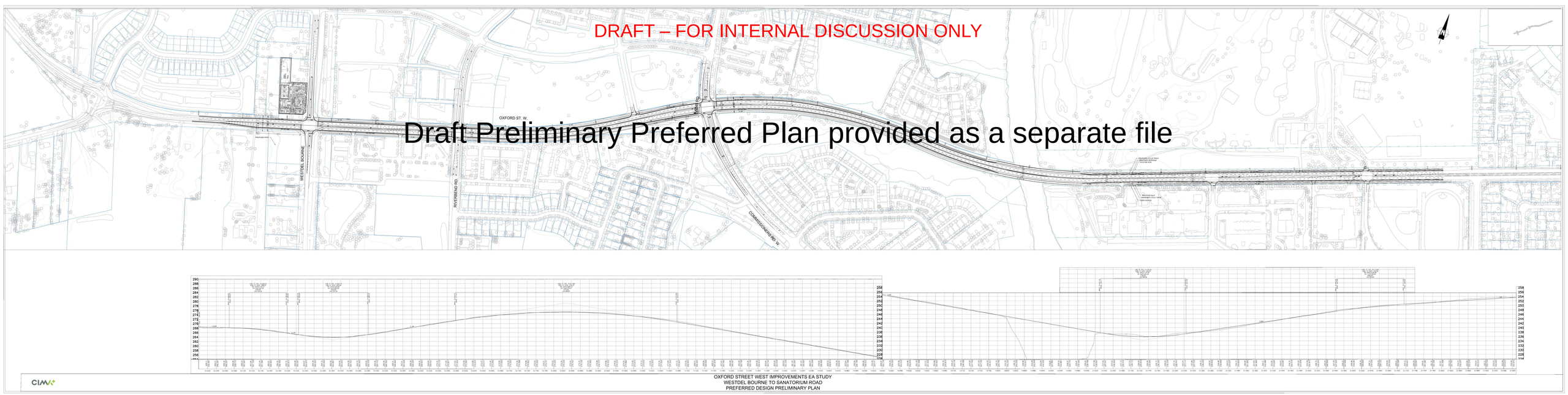
The minor improvement include repainting the lanes on the bridge to provide 2-lanes in each direction and construction of a barrier on the north side of the bridge to create a westbound barrier separated bike lane.

When will the cantilever be constructed?

When there is pedestrian demand on the north side of Oxford Street West between Kains Road and Sanatorium Road (e.g., land use change, key destinations).

Preliminary Preferred Plan

- The Preliminary Preferred Plan includes:
  - Construction of cycle tracks, sidewalks and multi-use paths throughout the corridor
  - Widening Oxford Street West to 4-lanes
  - Reconstruction of all intersections accommodate widening, turn lanes, active transportation facilities (multi-use path, cycle track, sidewalk)
  - Reconstruction of all accesses
  - Construction of cantilever structure on north side of Thames River Bridge to provide an MUP



Draft Preliminary Preferred Plan provided as a separate file

Next Steps

Next Steps…

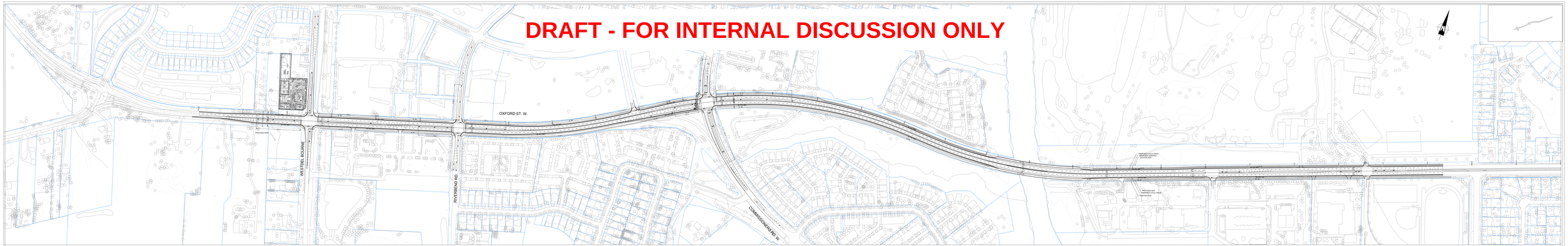
- Host Public Information Centre (PIC) #2 on December 6, 2023
- Review and consider feedback from agencies, Indigenous Communities and the public
- Refine Preliminary Design
- Complete final impact assessment
- Prepare the Environmental Study Report (ESR) to document the study findings
- Present study to Council
- Pending Council endorsement, issue Notice of Study Completion to initiate 30-day review period for ESR

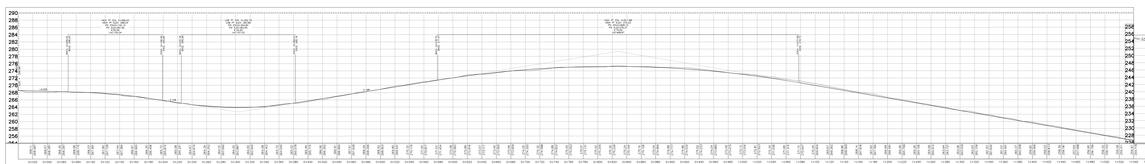
How to Stay In Touch

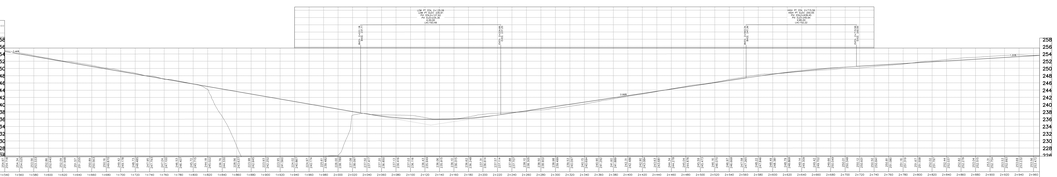
Contact City Project Manager, Erik Guil
Reach out by email at eguil@london.ca

Review Study Materials at
https://getinvolved.london.ca/oxfordwest

DRAFT - FOR INTERNAL DISCUSSION ONLY







CIMA+

OXFORD STREET WEST IMPROVEMENTS EA STUDY
WESTDEL BOURNE TO SANATORIUM ROAD
PREFERRED DESIGN PRELIMINARY PLAN

Integrated Transportation Community Advisory Committee Report

The 11th Meeting of the Integrated Transportation Community Advisory Committee
October 18, 2023

Attendance

T. Khan (Chair), R. Buchal, E. Eady, A. Husain, A. Issa, T. Kerr, S. Leitch, V. Lubrano, D. Luthra, M. Malekzadeh, A. Pfeffer, E. Poirier, J. Vareka and J. Bunn (Acting Committee Clerk)

ABSENT: D. Foster and A. Santiago

ALSO PRESENT: Councillor S. Trosow; G. Dales, A. Denomme, S. Funk, D. MacRae, J. Michaud, A. Miller, B. Somers and J. Stanford

The meeting was called to order at 3:00 PM; it being noted that R. Buchal, E. Eady, A. Husain, A. Issa, T. Kerr, S. Leitch, M. Malekzadeh, A. Pfeffer and J. Vareka were in remote attendance.

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 Dundas Street Streetscape Master Plan

That it BE NOTED that the presentation, dated October 18, 2023, from K. Preston, Dillon Consulting, as appended to the Agenda, with respect to the Dundas Street - Argyle Streetscape Master Plan, was received.

3. Consent

3.1 10th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 10th Report of the Integrated Transportation Community Advisory Committee, from its meeting held on September 20, 2023, was received.

3.2 Municipal Council Resolution – 9th Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the Municipal Council Resolution, from its meeting held on September 26, 2023, with respect to the 9th Report of the Integrated Transportation Community Advisory Committee, was received.

3.3 Notice of Revised Planning Application – Zoning By-law Amendment – 200 Albert Street

That it BE NOTED that the Notice of Revised Planning Application, dated September 13, 2023, from N. Pasato, Senior Planner, with respect to a Zoning By-law Amendment related to the property located at 200 Albert Street, was received.

3.4 Joining the Smart Commute Program

That it BE NOTED that the staff report, dated October 4, 2023, with respect to Joining the Smart Commute Program, was received.

4. Sub-Committees and Working Groups

4.1 (ADDED) Active Transportation Sub-Committee Presentation

That it BE NOTED that the Cycling Maps and Routes document, as appended to the Added Agenda, from the Active Transportation Sub-Committee, was received.

5. Items for Discussion

None.

6. Deferred Matters/Additional Business

6.1 (ADDED) Notice of Public Update Meeting Colonel Talbot Road 2-Lane Upgrade

That it BE NOTED that the Notice of Public Update Meeting, from D. Hall, Program Manager, Active Transportation, with respect to the Colonel Talbot Road 2-Lane Upgrade, was received.

6.2 (ADDED) Notice of Public Update Meeting for Boler Road Cycling Improvements

That it BE NOTED that the Notice of Public Update Meeting, from D. Hall, Program Manager, Active Transportation, with respect to Boler Road Cycling Improvements, was received.

7. Adjournment

The meeting adjourned at 4:52 PM.

Hi Jerri-Joanne!

As Chair of the ITCAC Sub-committee for Vision Zero, I would like to request an item for discussion as an added agenda item for the ITCAC Meeting on November 15, 2023.

The item for discussion is the result of the ITCAC Sub-committee meeting which was done virtually yesterday, November 7, 2023. The subject of the meeting was a post-mortem on the English-Queens Avenue intersection which was the subject of lengthy discussions and complaints from the neighborhood concerned and the general public due to the above-normal incidence of accidents there especially after the intersection had undergone improvements recently.

It seems that one of the issues was the restricted field of view of drivers traveling north on English because of a house with a large bush on the southeast corner of the intersection partially blocking their view of incoming vehicles on Queens. Nevertheless, with the provision of lights at this intersection, the issue has become moot and academic. Hopefully, the issue of accidents at this intersection will become a thing of the past. Dan and Ralph both added that there is a process for the construction of an intersection which must follow provincial guidelines. Changes to a particular intersection will be a result of a reaction from the City due to public demands and safety concerns, they added.

The recommendations were for the City Staff to provide us guidelines on how a particular intersection could be improved or changed given that the City is planning improvements on 26 intersections for 2024, with the goal in mind of avoiding a repeat of the English-Queens issue. Another one was the possibility of Ms. Jennie Dann, Director for Infrastructure and Construction, shedding light on the process of improvements done on intersections, what these 26 intersections are in the works, and what improvements are going to be made on them, at either a regular ITCAC meeting or a SC meeting.

ITCAC Sub-committee on Vision Zero Resolution:

The ITCAC requests that the Council direct city staff to present the ITCAC Vision Zero SC with their 2024 intersection improvement plans and to arrange an orientation session on the design standards employed."

For your consideration.

Thank you.

Sincerely,

Antonio D. Santiago
Chair, ITCAC Sub-committee on Vision Zero (Road Safety)