

Oxford Street West Municipal Class Environmental Assessment



**Integrated Transportation Community Advisory Committee
Meeting - November 15, 2023**

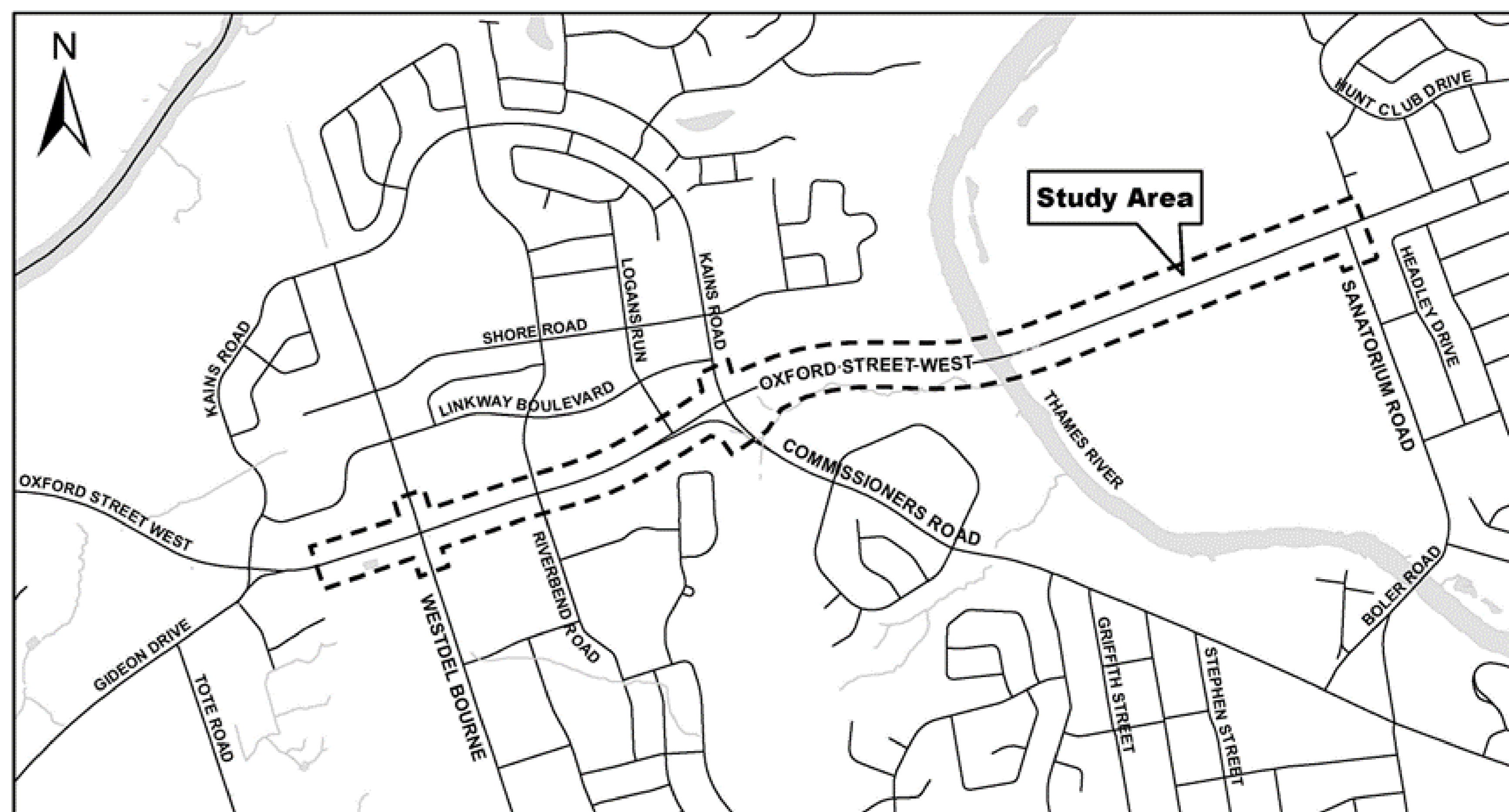
What is This Study About?

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

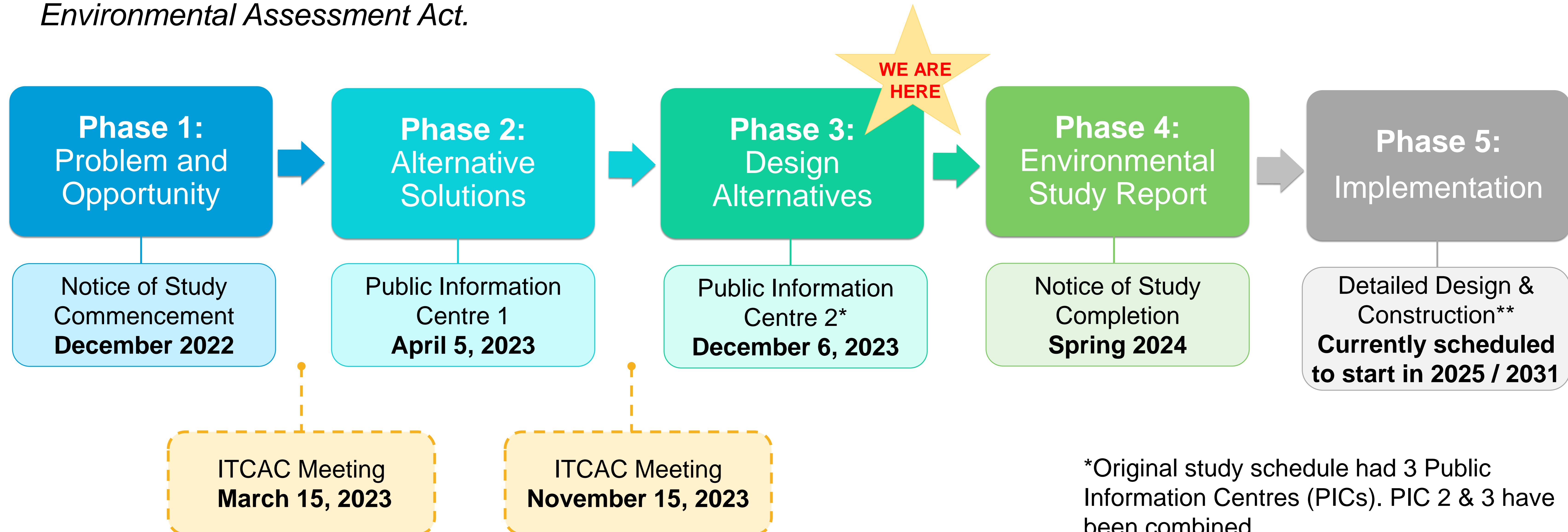


The study area is Oxford Street West from Westdel Bourne to Sanatorium Road



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.

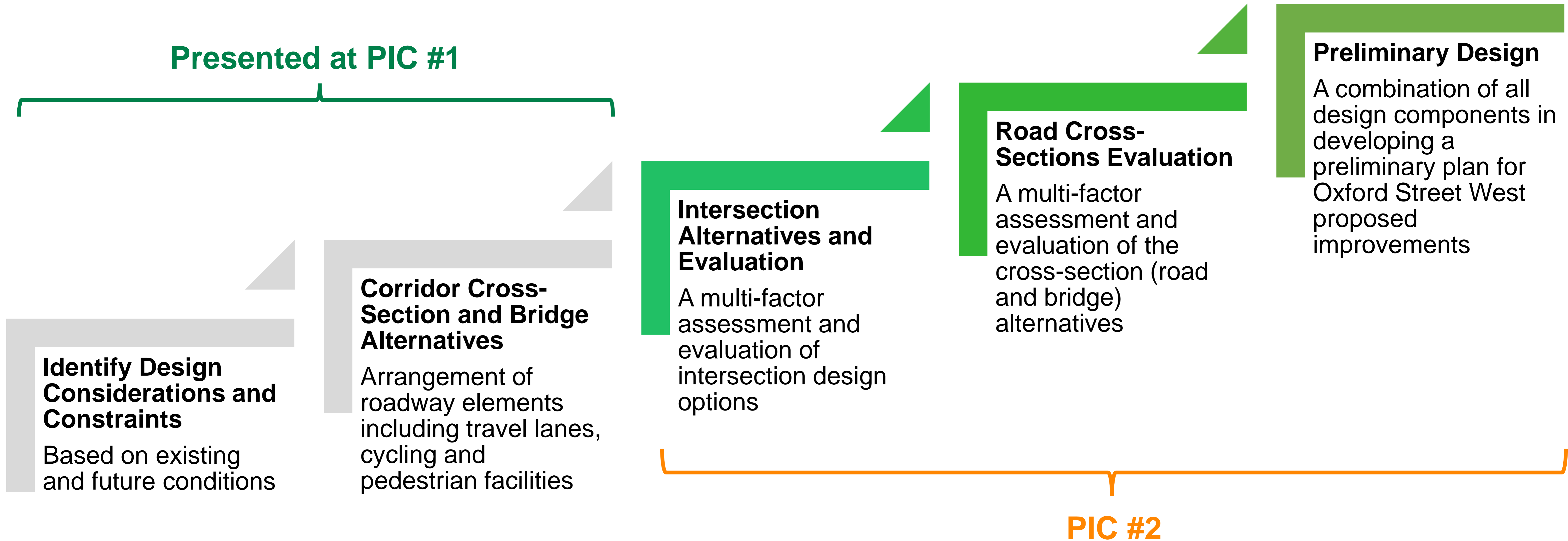
**Timing to be reviewed as part of the EA. Subject to Council approval and funding.



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





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:

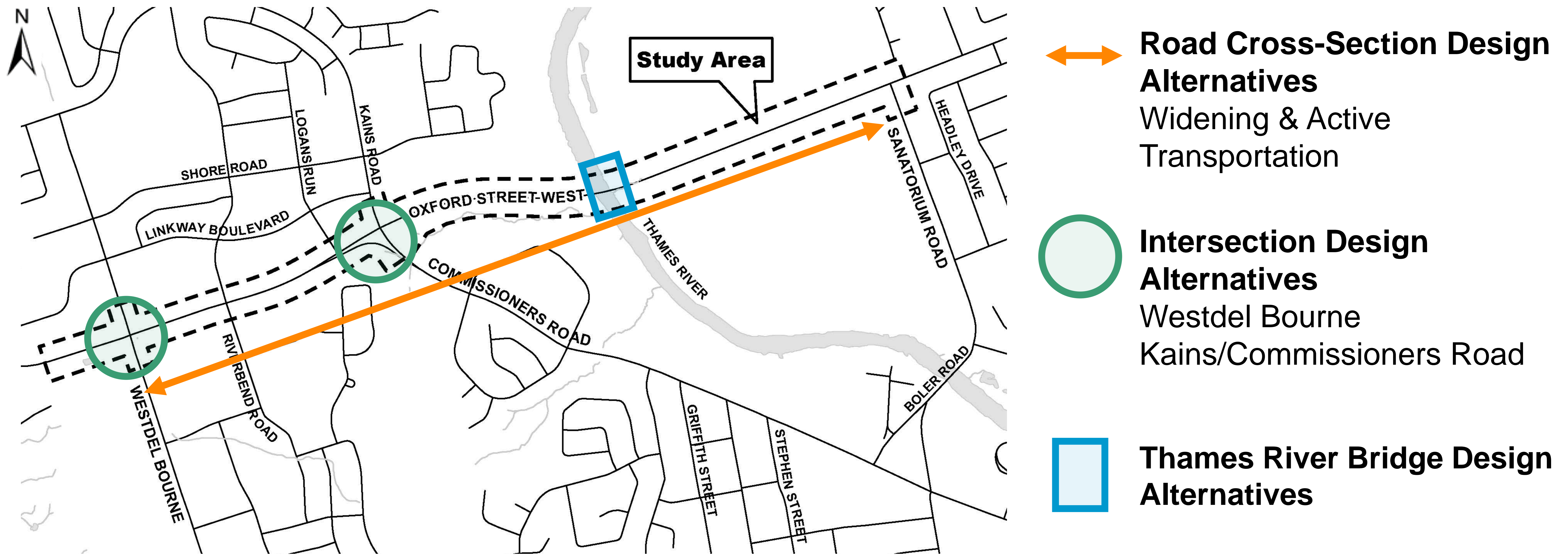
- Follow best practices and meet current standards (design, accessibility, safety, etc.)
- Future maintenance and costs of all components including cycling facilities, sidewalks, and streetscape
- Stormwater management and integration with development

Access Management

- Review access to Enviro Depot
- Integrate with future development

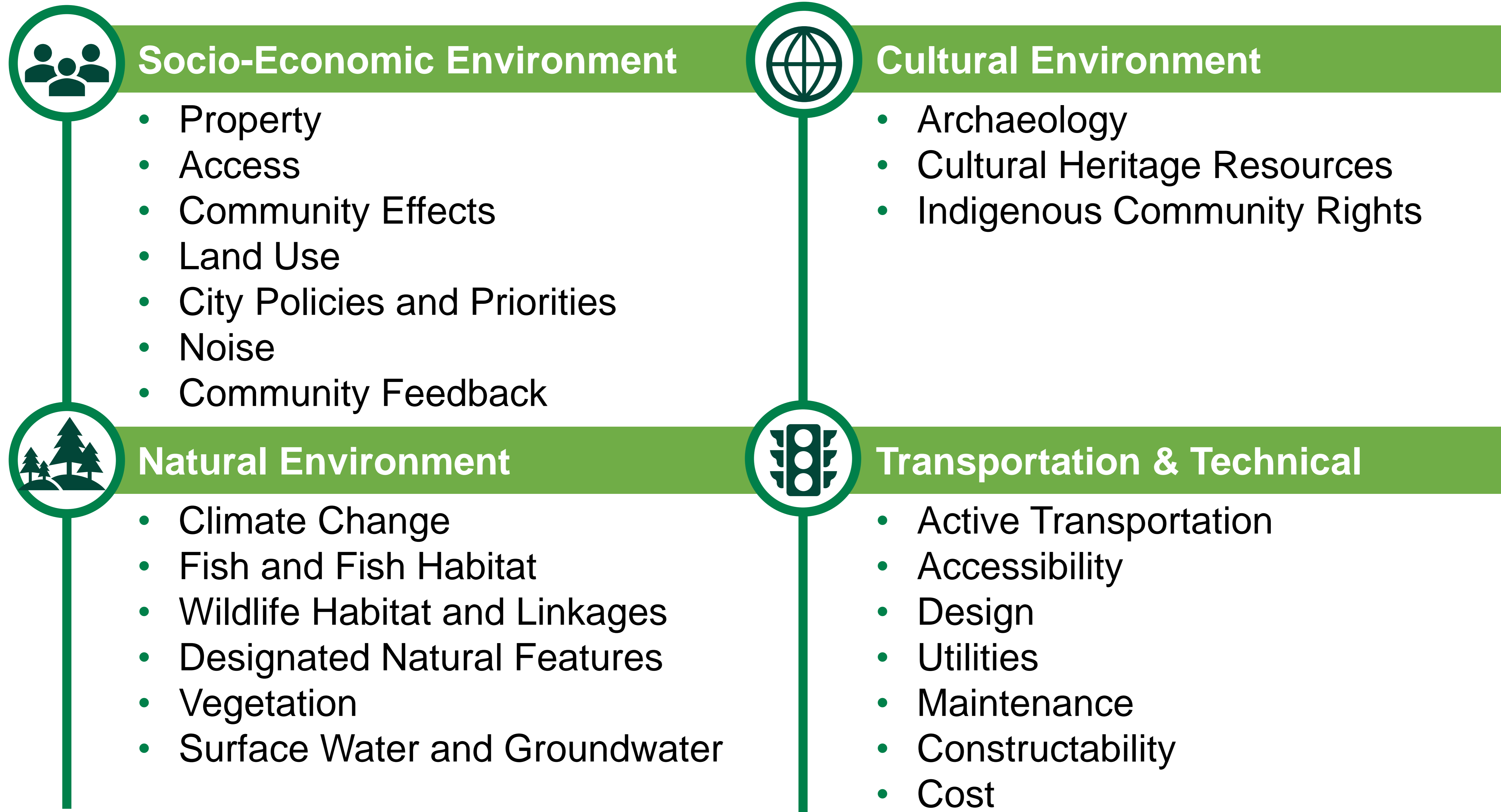
Roadway Components

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).



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.



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

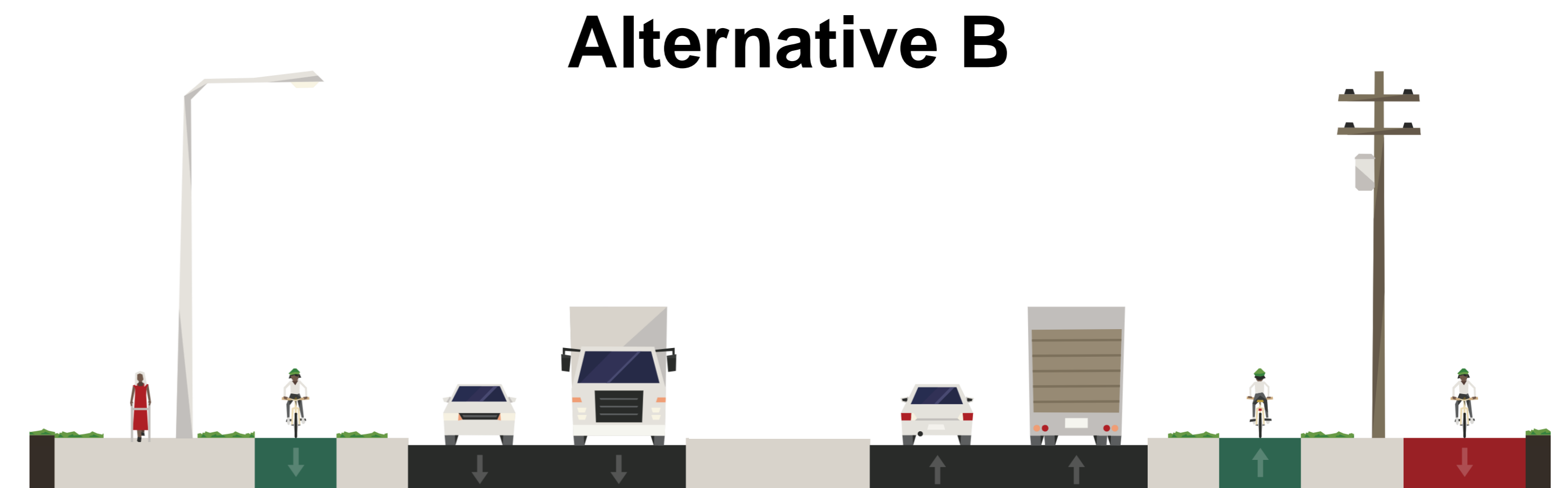
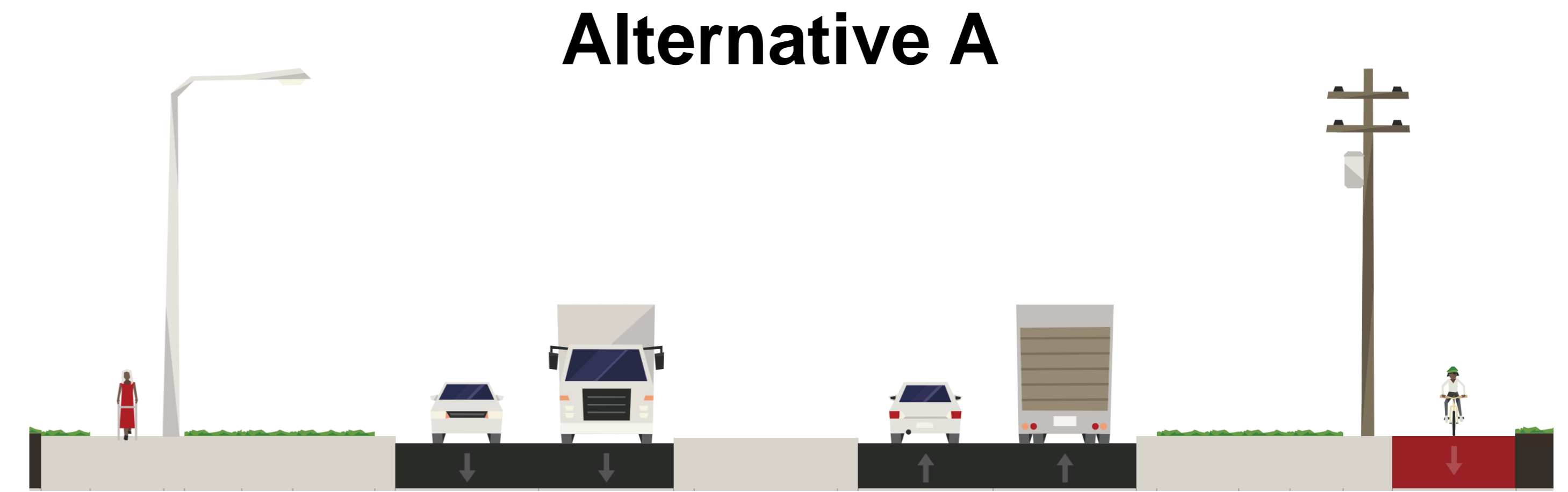
Road Cross Section

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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Existing MUP replaced with sidewalk • Sidewalk and in-boulevard cycle tracks on both sides of the road • Cyclists use in-boulevard cycle track





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

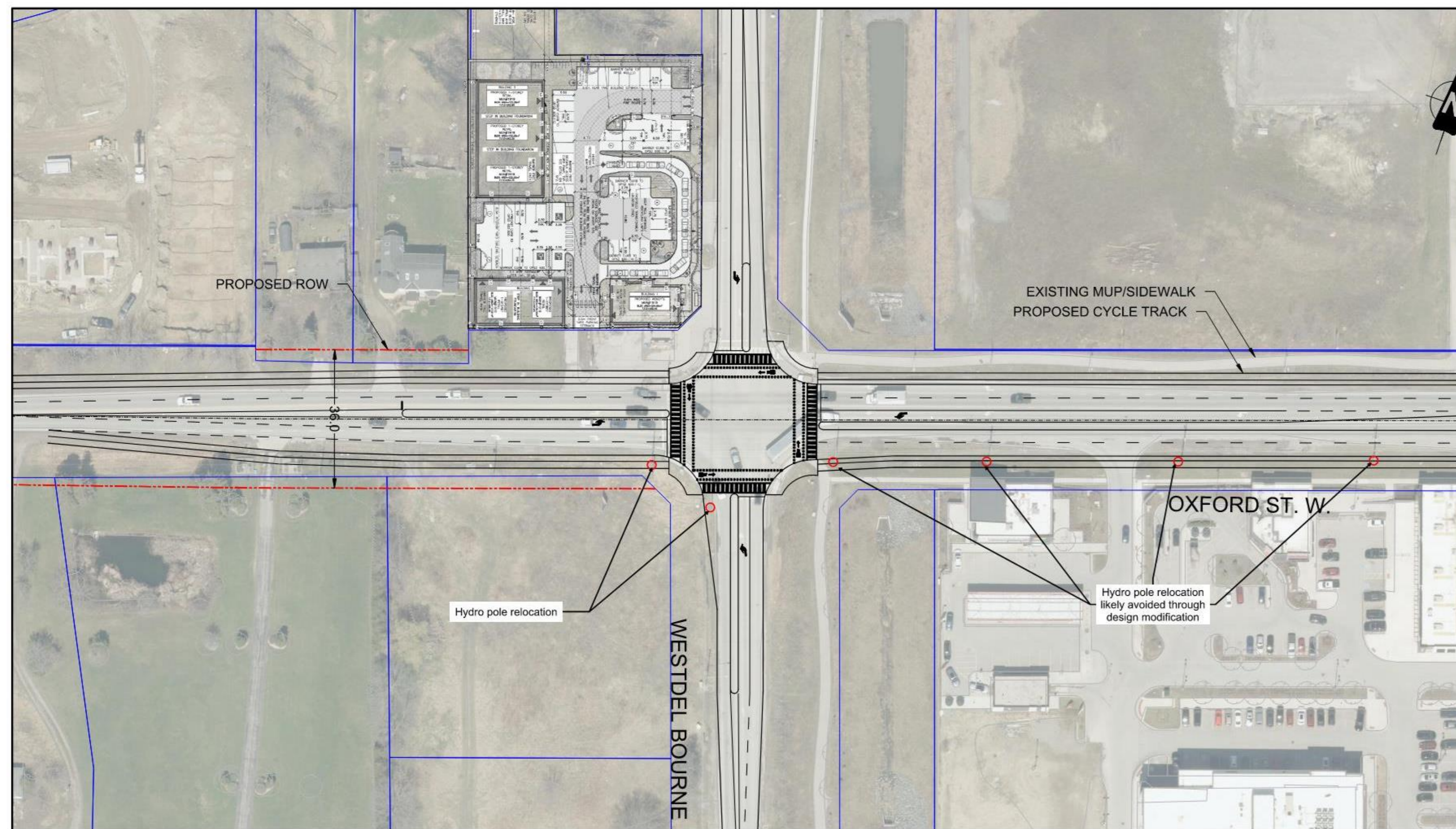
Alternative B is preferred because:

- 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.

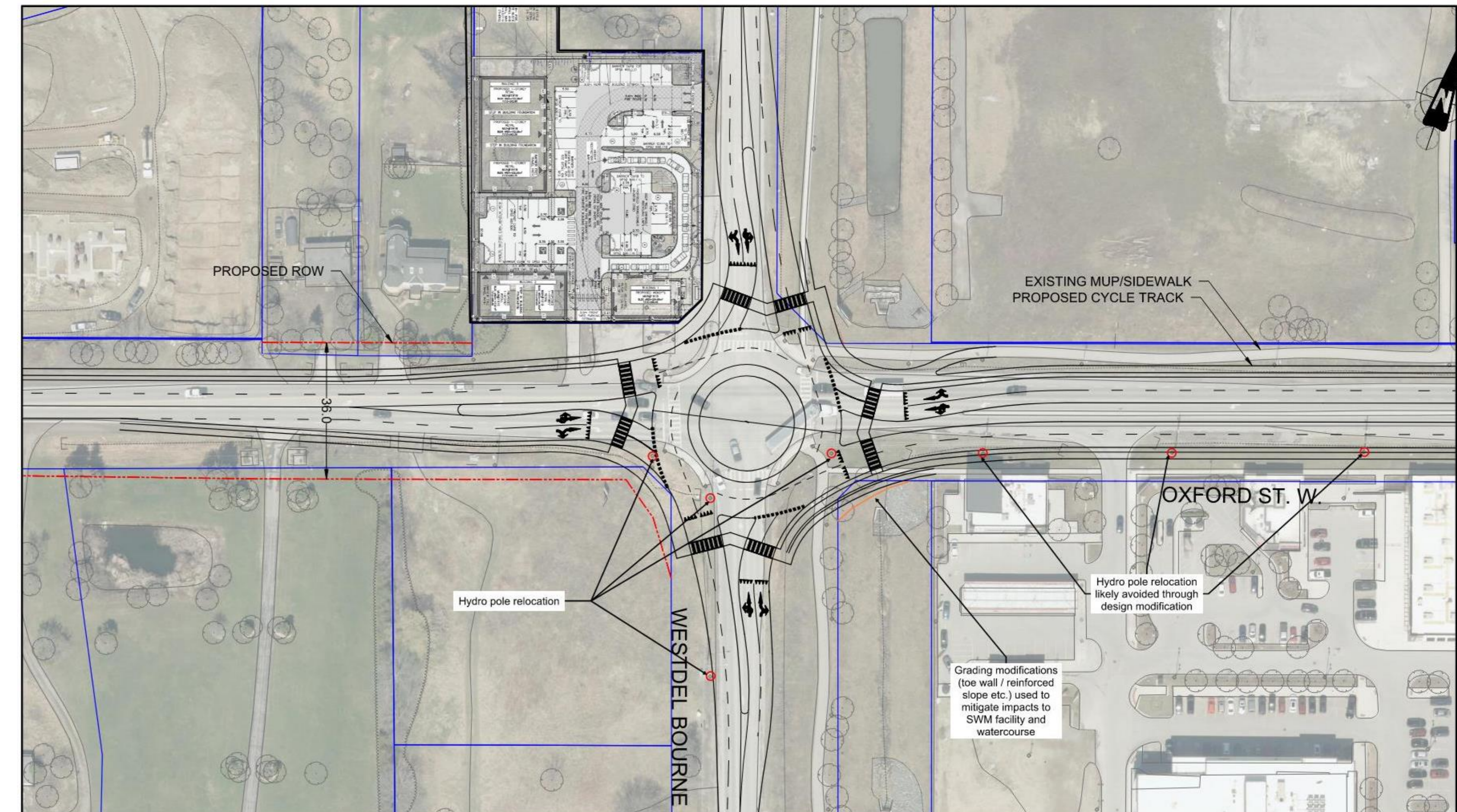
Westdel Bourne Intersection

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.

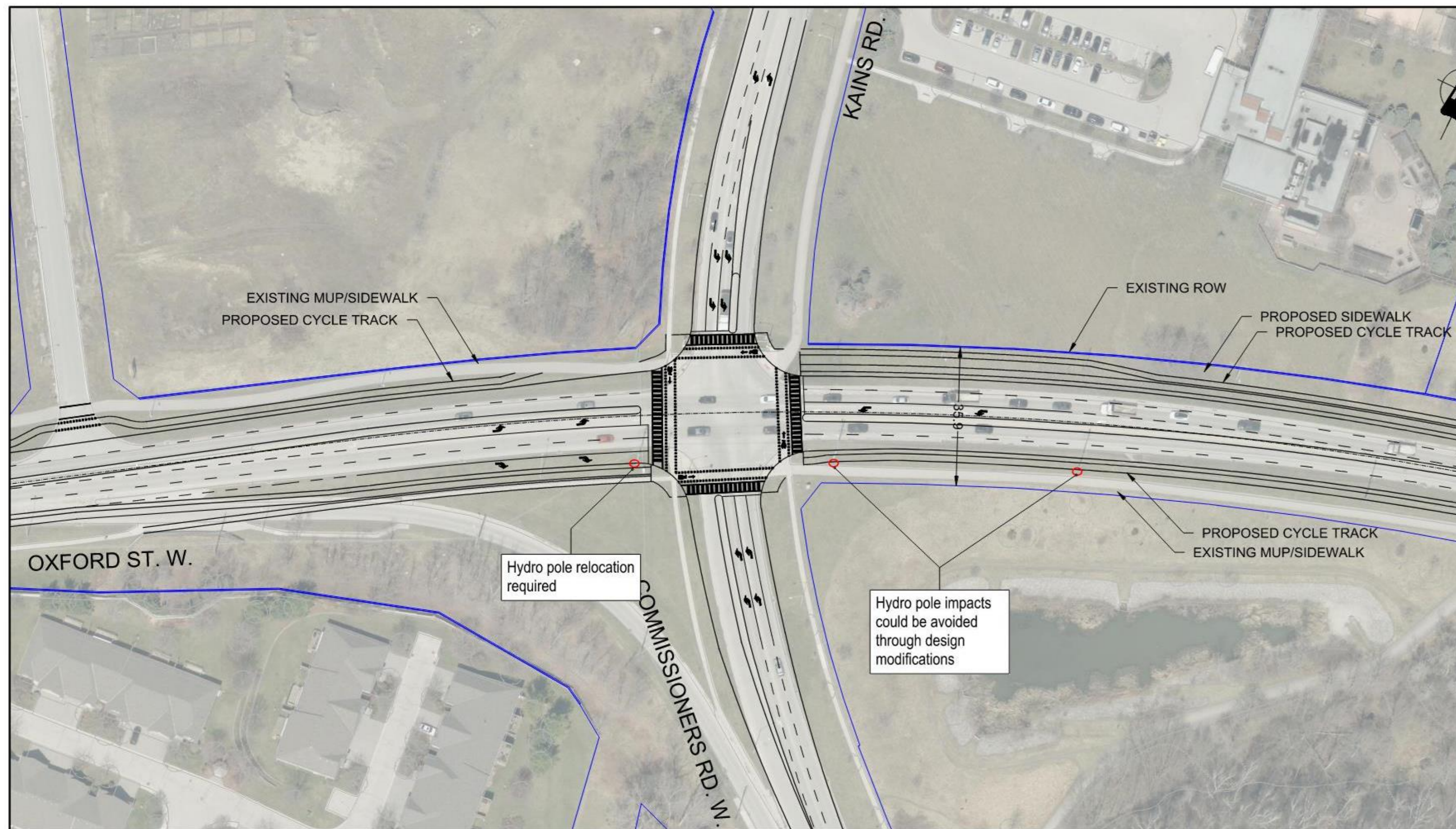
Evaluation Criteria	Signalized Intersection	Roundabout (2-lane)
Socio-Economic Environment	Preferred	Not Preferred
Cultural Environment	Preferred	Not Preferred
Natural Environment	Neutral	Neutral
Transportation	Neutral	Neutral
Technical	Preferred	Not Preferred
Overall Recommendation	Carry Forward	Do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

Signalized intersection is preferred because:

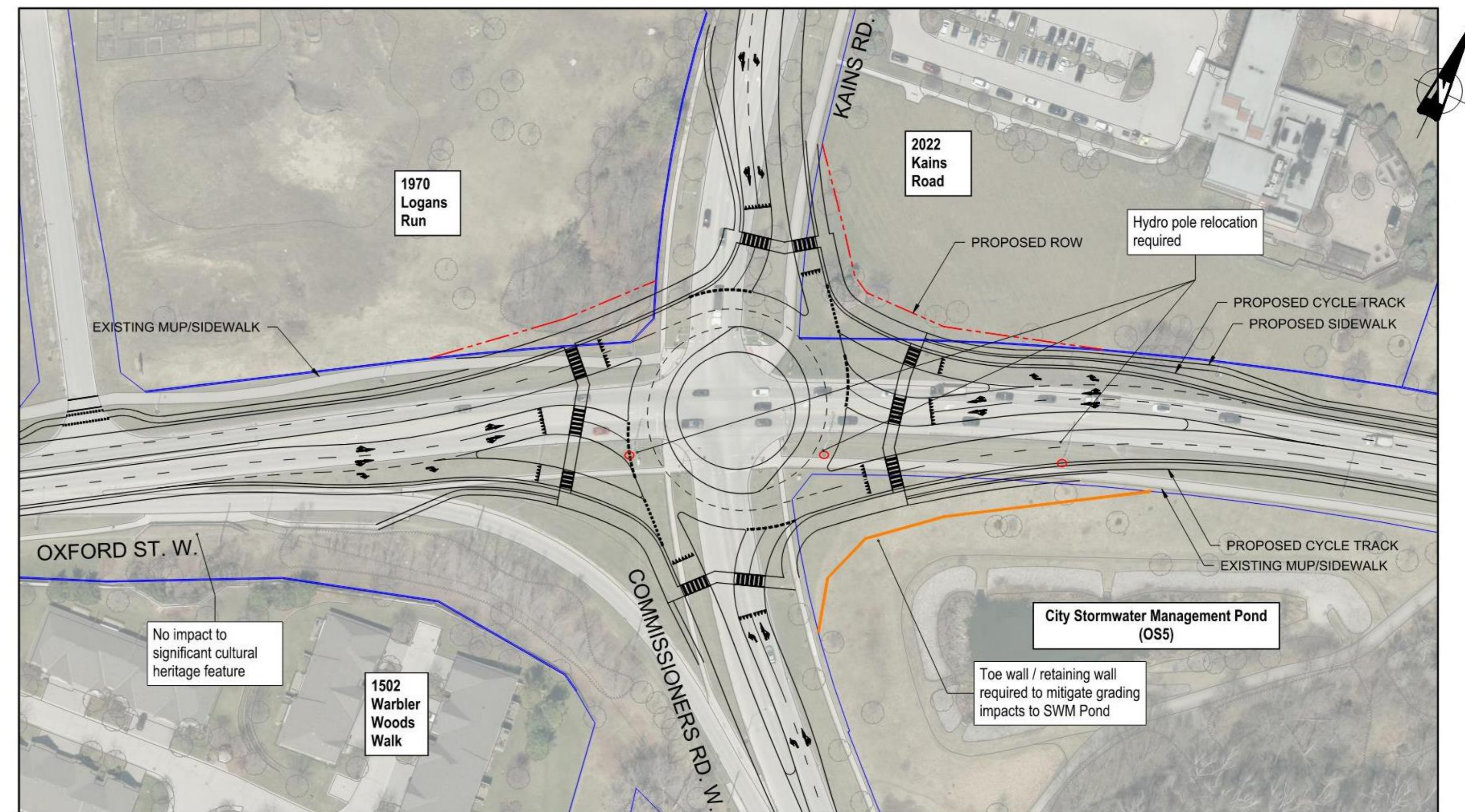
- The signalized intersection has a smaller footprint compared with the roundabout and therefore impacts less property and areas with archaeological potential.
- Traffic signal enhancements may be implemented at the signalized intersection to improve pedestrian visibility and accessibility, comfort, 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.

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.

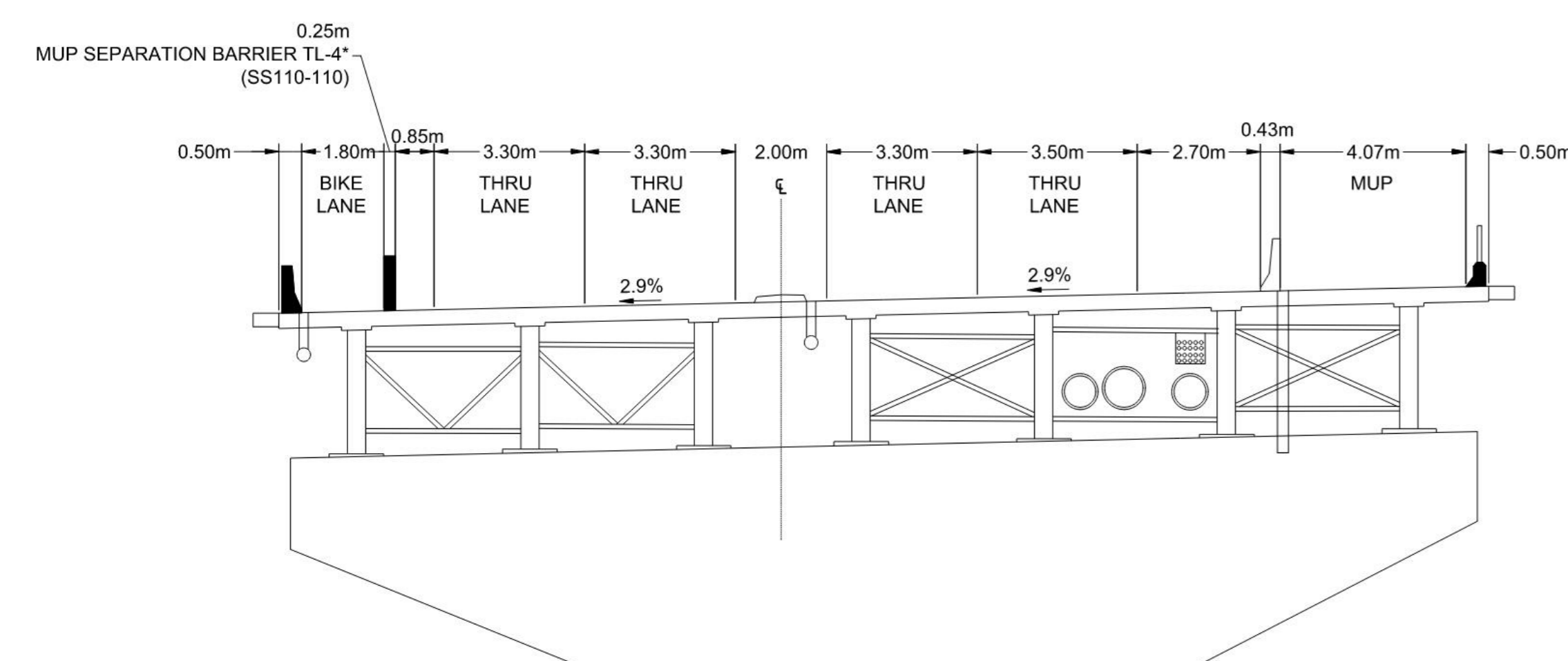
Existing Conditions

- 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.

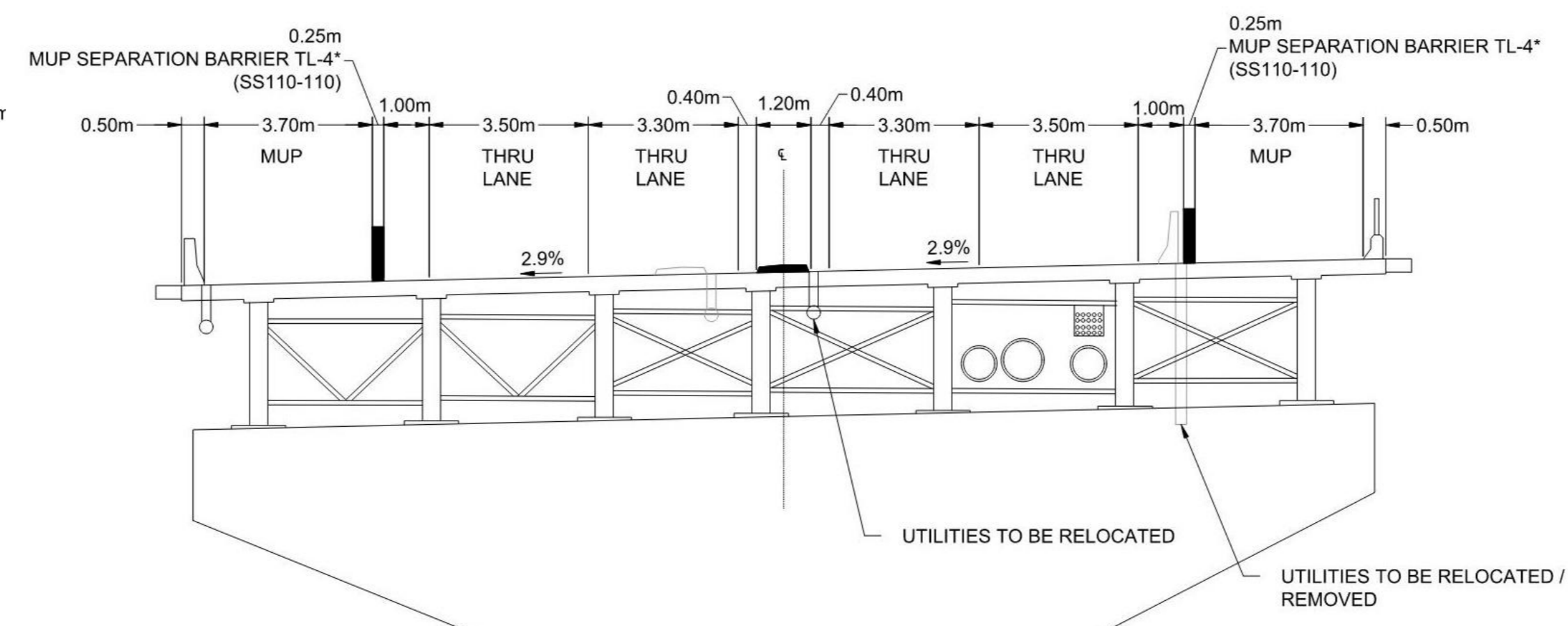


Design Alternatives

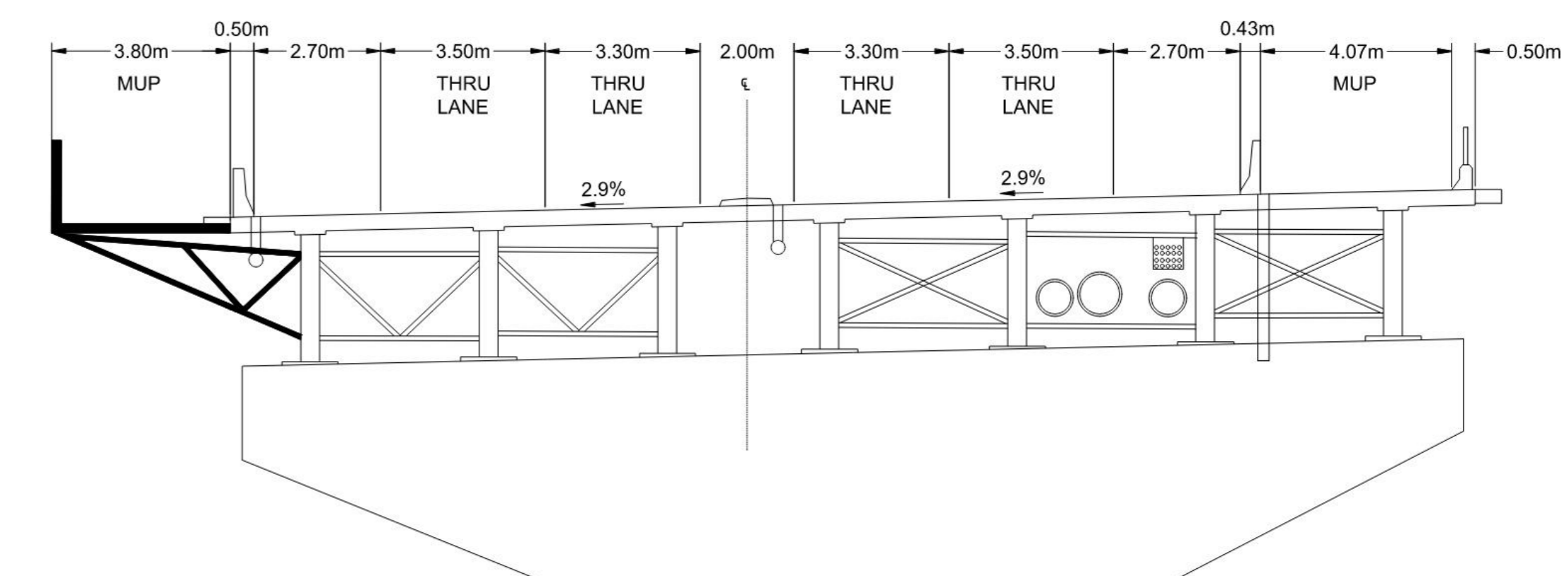
Minor Improvements to Existing Structure



Retrofit



Cantilever



- 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

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

- 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.

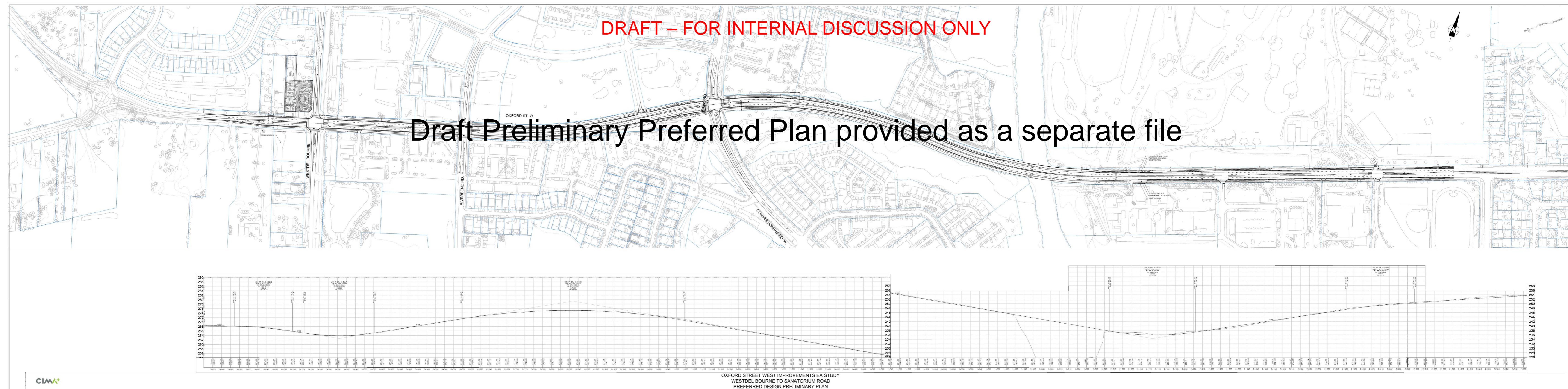
The minor improvement include repainting the lanes on the bridge to provide 2-lanes in each direction and construction of a barrier on the north side of the bridge to create a westbound barrier separated bike lane.

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



Next Steps...

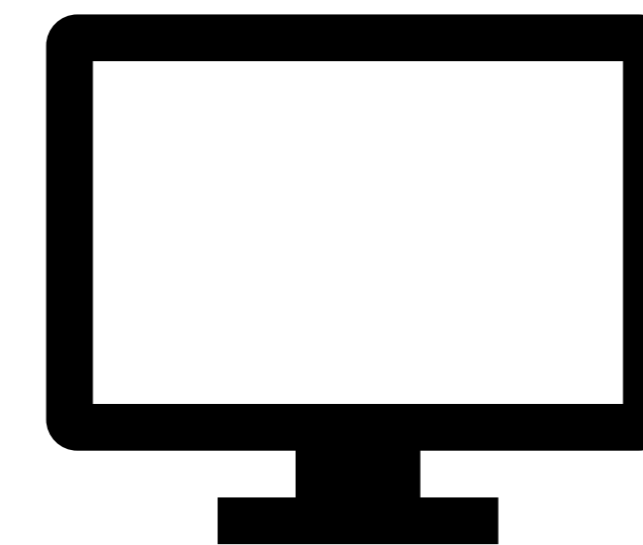
- Host Public Information Centre (PIC) #2 on December 6, 2023
- Review and consider feedback from agencies, Indigenous Communities and the public
- Refine Preliminary Design
- Complete final impact assessment
- Prepare the Environmental Study Report (ESR) to document the study findings
- Present study 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](https://getinvolved.london.ca/oxfordwest)