



May 26, 2015

Environmental and Ecological Planning Advisory Committee  
300 Dufferin Avenue, P.O. Box 5035  
London, ON  
N6A 4L9

Attention: Ms. Heather Lysynski  
Committee Secretary

**City of London**  
**Highbury Avenue/Hamilton Road Intersection Improvements**  
**Municipal Class Environmental Assessment**  
**Public Information Centre Displays**

Dear Ms. Lysynski:

Enclosed is a copy of the displays presented at the Public Information Centre (PIC) held for this project on May 14, 2015. If you have any comments, questions or concerns, please fill in the enclosed comment form and return it to Dillon by June 12, 2015.

Yours sincerely,

**DILLON CONSULTING LIMITED**

A handwritten signature in blue ink, appearing to read "Janet Smolders".

Janet Smolders, MCIP  
for Kevin Welker, P. Eng.  
Project Manager

BJF:jpa  
Encls.

Our file: 14-1203

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Dufferin Avenue  
London, Ontario  
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(519) 672-8209

**Dillon Consulting**  
**Limited**



**COMMENT FORM**  
**Highbury Avenue/Hamilton Road Intersection Improvements**  
**Environmental Assessment Study**  
**Public Information Centre #1 – May 14, 2015**



Name: \_\_\_\_\_

Agency : \_\_\_\_\_

Address: \_\_\_\_\_

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Email: \_\_\_\_\_

**Please provide your comments below:**

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Please deposit this form in the comment box or return by **May 31, 2015** to:

**Attn: Janet Smolders, MCIP RPP**  
Dillon Consulting Limited  
130 Dufferin Avenue, Suite 1400  
London, ON N6A 5R2  
Phone: 519.438.1288 Ext. 1268  
Fax: 519-672-8209  
Email: [highburyhamilton@dillon.ca](mailto:highburyhamilton@dillon.ca)

**Attn: Maged Elmadhoon, M.Eng., P.Eng.**  
Manager, Transportation Planning  
City of London  
300 Dufferin Ave, 8th floor, PO Box 5035  
London, ON N6A 4L9  
Phone: 519-661-2500 Ext. 4934  
Email: [melmadho@london.ca](mailto:melmadho@london.ca)

Personal information collected and recorded at the Public Information Centre or submitted in writing is collected under the authority of the Municipal Act, 2011 and will be used by members of Council and City of London staff in their review of this matter. With the exception of personal information, all comments will become part of the public record. Questions about this collection should be referred to Cathy Saunders, City Clerk, at 519-661-2500 ext. 4937.

# HIGHBURY AVENUE/HAMILTON ROAD INTERSECTION IMPROVEMENTS

Municipal Class Environmental Assessment

PUBLIC INFORMATION CENTRE 1  
MAY 14, 2015



Under the *Accessibility Standards for Customer Service Regulation (2008)*, the City of London (City) is committed to ensuring that public participation opportunities are accessible to all participants. This Public Information Centre (PIC) incorporates the following accessibility features:

- Accessible venue location for persons with disabilities, including wheelchair ramps, accessible washrooms, parking and elevators
- For persons requiring assistance, project team members will:
  - Explain presentation board content
  - Assist with the preparation and submission of comment forms
- Reading aids are available, including magnifying glasses.



*The City's Smart Moves Transportation Master Plan (TMP) is a long-term transportation strategy to guide transportation and land use decisions to 2030 and beyond. Building on the TMP, this study is assessing the need for traffic operations and safety improvements, access modifications and pedestrian and cyclist friendly design features at the Highbury Avenue and Hamilton Road Intersection.*

## Today's Outline

- ✓ CONFIRM the need for improvements to the intersection
- ✓ SUMMARIZE existing/future engineering and environmental conditions in the Study Area
- ✓ PRESENT alternative design solutions for the intersection improvements
- ✓ OBTAIN public/agency input and comments
- ✓ OUTLINE the next steps in the planning and design process.

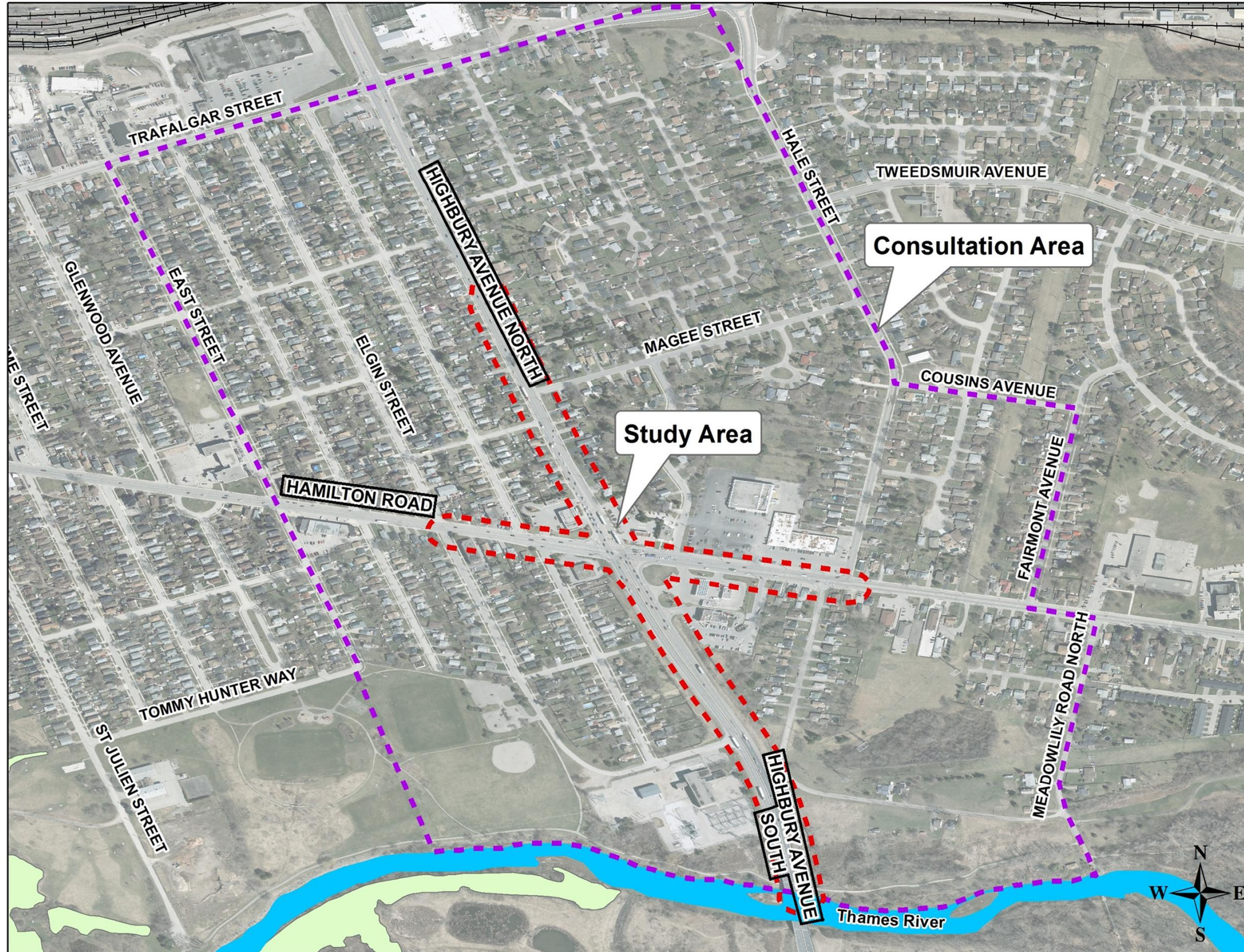
# PROBLEM/OPPORTUNITY STATEMENT

The intersection improvements will be planned and designed to minimize impacts on the surrounding residential neighbourhoods and existing and future commercial uses along Hamilton Road. Improvements at the Highbury Avenue/Hamilton Road intersection are required to address:

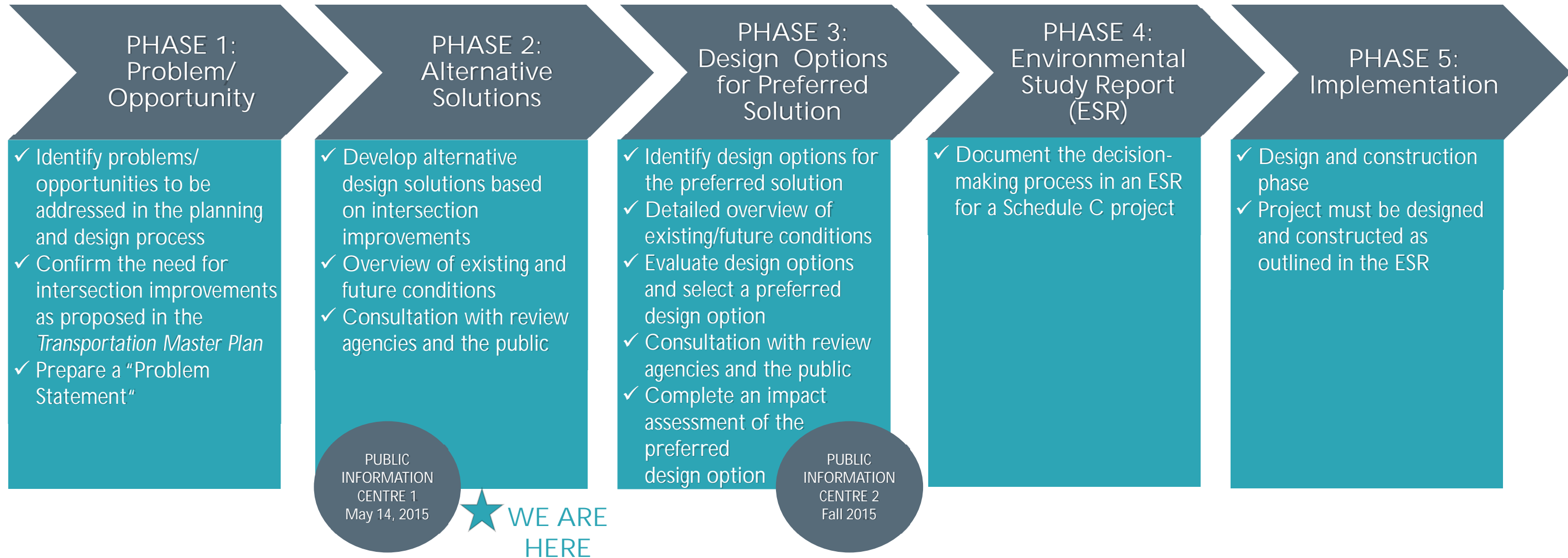
- Existing Traffic Volumes (2015)
  - Heavy northbound and southbound straight-through volumes, northbound and westbound left-turn volumes and eastbound right turn volumes during morning/afternoon rush hours
- Future Traffic Volumes (2025):
  - Up to 2.5 minutes of delay and 270 metres of vehicle back-ups during weekday morning rush hour
  - More than 3 minutes of delay and up to 390 metres of vehicle back-ups during weekday afternoon rush hour
- Intersection Safety (2010 to 2014):
  - 110 reported collisions at intersection (40% rear end collisions)
  - 24 reported collisions along Highbury Avenue, between Hamilton Road and Calvin Street (67% rear end collisions)
  - Ranks in the top 10\* most collision-prone intersections in London
- Pedestrians/Cyclists Needs

\*According to 2014 London Police reported collisions

# HIGHBURY AVENUE/HAMILTON ROAD STUDY AREA



# CLASS EA PROCESS



The Study is following the requirements of the *Municipal Class Environmental Assessment (EA)* (2011) for a Schedule 'C' (major) project.

The Class EA process ensures:

- ✓ All relevant social, environmental and engineering factors are considered in the planning and design process
- ✓ Public and agency input is integrated into the EA process.

The Highbury Avenue/Hamilton Road project will follow all five phases of the Class EA process:






- Phases 1 and 2, as covered by the 2030 *Transportation Master Plan*, will be reviewed and updated. A preferred solution will be chosen at the end of Phase 2 following PIC #1
- Phase 3 will evaluate design options for implementing the preferred solution. A preferred design will be chosen at the end of Phase 3
- In Phase 4, the ESR will be placed on the "public record" for a 30-day public and agency review period.



# SOCIO-ECONOMIC ENVIRONMENT



## Legend

-  Community Commercial Node
-  Existing On-Road Bike Lane
-  Potential On-road Bike Lane
-  Multi-Use Pathway
-  Bus Stops

# EXISTING TRAFFIC CONDITIONS 2015



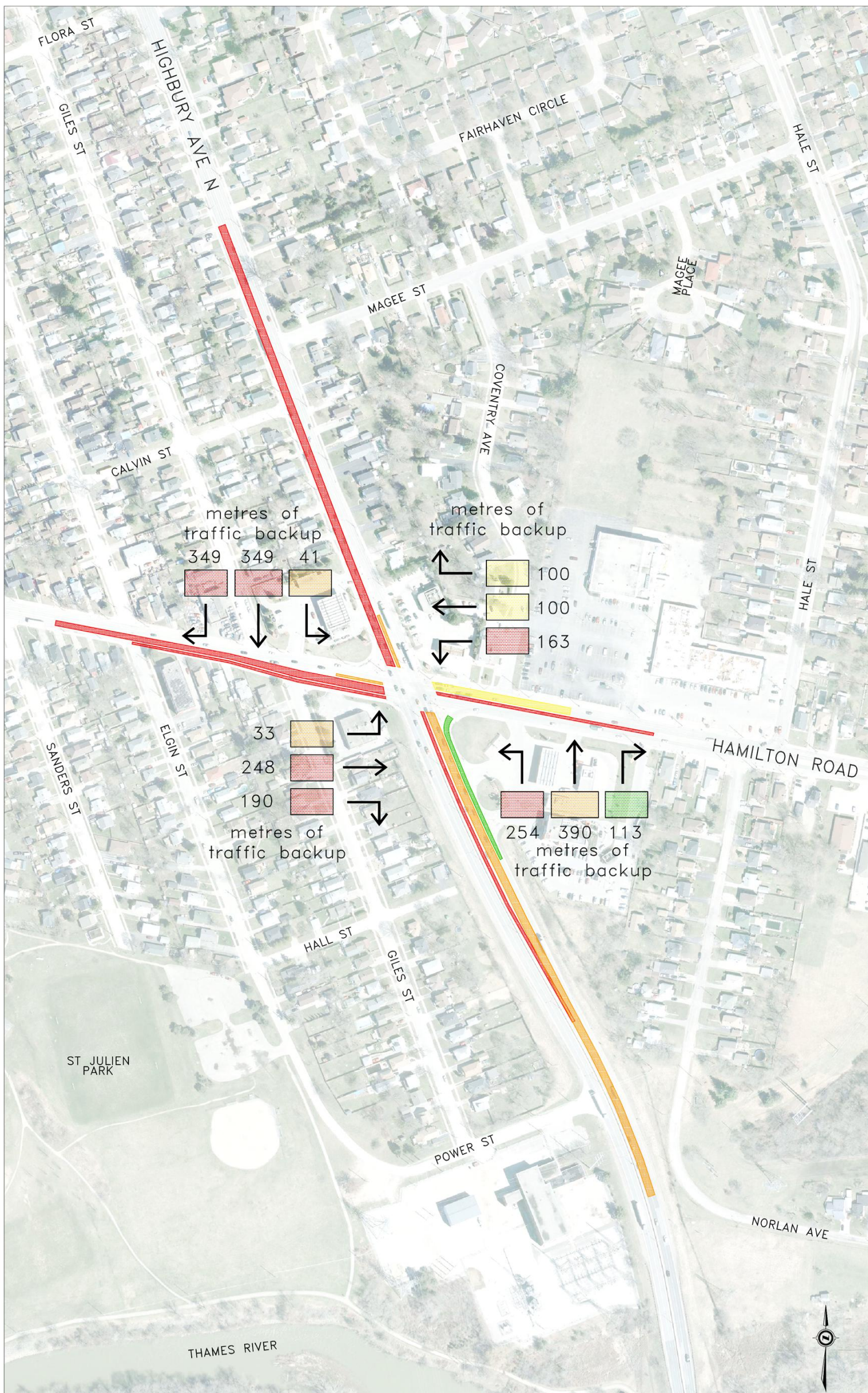
## Legend

- █ Traffic Backup (metres) - LOS A/B/C\*
- █ Traffic Backup (metres) - LOS D\*
- █ Traffic Backup (metres) - LOS E\*
- █ Traffic Backup (metres) - LOS F\*

## \*Level-of-Service (LOS)

- A Unrestricted Capacity - Free flowing traffic
- B Affected Capacity - Traffic volume is stable
- C Disturbed Capacity - Traffic volume is steady
- D Restricted Capacity - Traffic volume makes road difficult to navigate
- E Reaching Capacity - Traffic volume makes road more difficult to navigate
- F Over Capacity - Road cannot handle volume of traffic

# PROJECTED TRAFFIC CONDITIONS 2025 - NO IMPROVEMENTS



## Legend

- █ Traffic Backup (metres) - LOS A/B/C\*
- █ Traffic Backup (metres) - LOS D\*
- █ Traffic Backup (metres) - LOS E\*
- █ Traffic Backup (metres) - LOS F\*

## \*Level-of-Service (LOS)

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## What is Access Management?

Access Management is a tool for coordinating land use planning and transportation planning/design. The objectives of access management are to reduce collisions, alleviate traffic congestion, reduce energy consumption, preserve the long term integrity of traffic movements and promote an aesthetically pleasing corridor.

Proper access control maintains a high level of service for straight-through traffic and provides reasonable access to abutting properties. The principles of good access management are:

- Good traffic flow is essential for successful development
- Good access management is essential to support traffic flow that may be associated with achieving development objectives
- Good access management ensures that municipal road corridors can meet current/projected transportation needs.

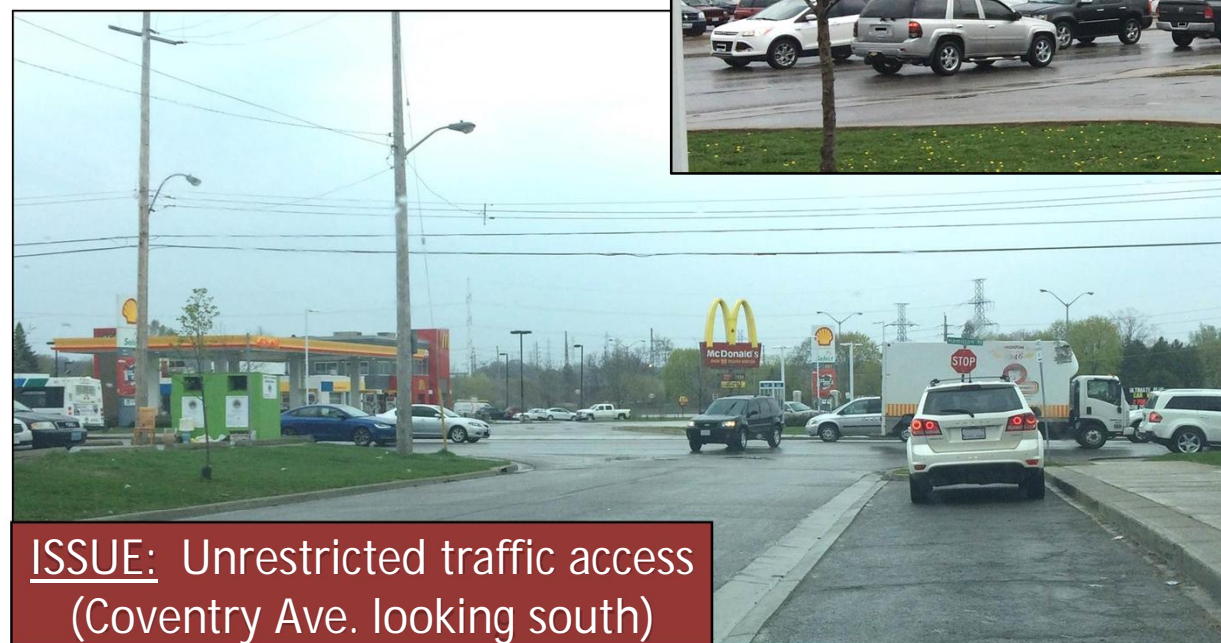
Without good access management, the function and character of corridors can deteriorate rapidly. Failure to manage access can cause:

- Increase in vehicular collisions
- Reduction in roadway efficiency
- Increase in commute times, fuel consumption and vehicular emissions since numerous access points and traffic signals intensify road network congestion.

# ACCESS MANAGEMENT

Managing access alleviates traffic congestion and back-ups and improves safety. Access management changes being considered at the intersection are:

- Right-in /Right-out access – use medians to physically restrict left-turns causing conflicts with other traffic movements
- Entrance closures – eliminate entrances in close proximity to the intersection subject to availability of other entrances
- Bus bays – provide street-side bus stops offset from traffic lanes
- Bicycle lanes – provide separation between vehicular traffic and slower moving cyclists.



## *Residents:*

Almost 140 members of the public replied to the Notice of Study Commencement with 45 submitting comments:

### General Concerns

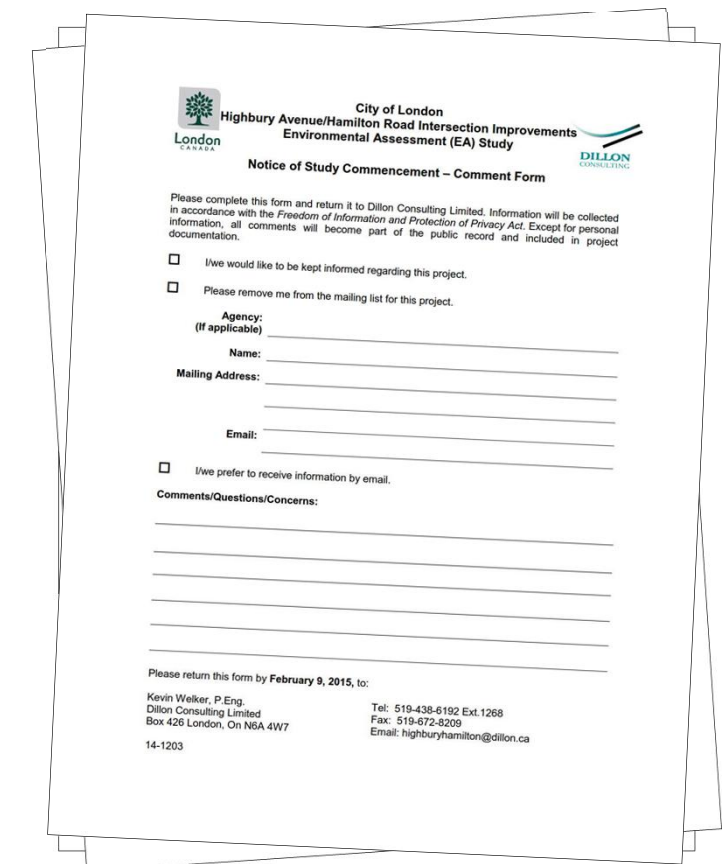
- Timing and length of construction
- Property and access impacts
- Pedestrian and cyclist safety, especially for children
- High traffic volumes and speed of traffic on local streets
- Sidewalks, stop signs and traffic calming measures should be installed on local streets
- Very difficult to back out of driveways on Highbury Avenue during peak periods
- Too many collisions at intersection.

### Improvement Suggestions

- Inset bus bays
- Restricted access to Giles Street from Hamilton Road during peak periods and no parking on Giles Street from Calvin Street to Highbury Avenue
- Restrict turning movements to Coventry Avenue and plaza
- Designated turning lane for access to residences along Highbury Avenue
- Redirect truck traffic from Highbury Avenue to Veterans Memorial Parkway
- Designated turning lanes from Hamilton Road to Highbury Avenue.

## *Agencies:*

- London Transit Commission (LTC) will consolidate some bus stops and integrate bus bays into the design.



City of London  
Highbury Avenue/Hamilton Road Intersection Improvements  
Environmental Assessment (EA) Study  
DILLON CONSULTING

Notice of Study Commencement – Comment Form

Please complete this form and return it to Dillon Consulting Limited. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. Except for personal documentation, all comments will become part of the public record and included in project documentation.

I/we would like to be kept informed regarding this project.

Please remove me from the mailing list for this project.

Agency:  
(if applicable) \_\_\_\_\_

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_



I/we prefer to receive information by email.

Comments/Questions/Concerns:  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return this form by February 9, 2015, to:  
Kevin Welker, P.Eng.  
Dillon Consulting Limited  
Box 426 London, On N6A 4W7  
Tel: 519-438-6192 Ext. 1268  
Fax: 519-672-9209  
Email: highburhamilton@dillon.ca  
14-1203

# ALTERNATIVE DESIGN SOLUTIONS



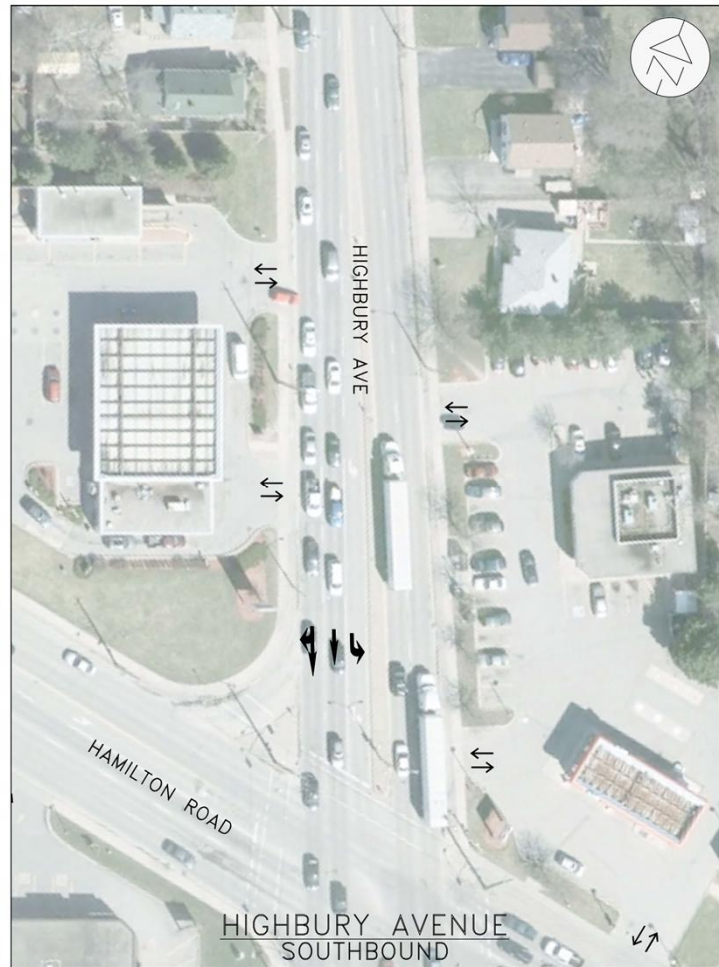
Traffic Movement	Issue	Alternative Design Solutions	Key Considerations
Highbury Avenue Northbound Left-turn  (LOS F)*	<ul style="list-style-type: none"> <li>Long traffic backup (254m) with insufficient lane length</li> <li>Long delay (&gt;180 sec/vehicle)</li> <li>Traffic volume exceeds capacity</li> </ul>	Increase green time for advance left	<ul style="list-style-type: none"> <li>Creates longer delays for other traffic</li> </ul>
		Provide dual left turn lanes	<ul style="list-style-type: none"> <li>Increases pavement width, affecting pedestrian crossing time for Hamilton Road</li> <li>Potential property impacts</li> <li>Affects painted stop line placement on west leg of intersection, reducing available left turn storage (eastbound straight-through lane)</li> <li>Requires a protected phase</li> <li>Protected phase improves safety of this traffic movement</li> <li>Requires a southbound dual or slotted left turn lane</li> <li>Potential for property and utility impacts north of intersection</li> </ul>
		Provide longer left turn lane	<ul style="list-style-type: none"> <li>Longer left only provides storage for vehicles in waiting to turn left, reducing interference in straight-through lane and improving safety</li> <li>Does not improve the delay</li> </ul>
		Reduce opposing traffic (provide more gaps)	<ul style="list-style-type: none"> <li>High volume of opposing traffic means that this will not improve</li> </ul>
Highbury Avenue Northbound Straight-through  (LOS E)*	<ul style="list-style-type: none"> <li>Long traffic backup (390m)</li> <li>Traffic volume exceeds capacity</li> </ul>	Increase green time	<ul style="list-style-type: none"> <li>Creates longer delays for other traffic movements</li> </ul>
		Increase capacity (number of straight-through lanes)	<ul style="list-style-type: none"> <li>Increases pavement width, affecting pedestrian crossing time for Hamilton Road</li> <li>High potential for property impacts</li> <li>Downstream merge creates a bottleneck</li> </ul>
		Provide a continuous two-way left turn lane from Calvin Street to the end of Southbound Left Turn Lane	<ul style="list-style-type: none"> <li>Results in less downstream interference to straight-through traffic movements</li> <li>Provides safer turning traffic movements for access to residential entrances (reduces potential for rear-end collisions)</li> <li>Potential property impacts</li> </ul>
		Reduce downstream interference at commercial entrances (apply access management. See Board 10)	<ul style="list-style-type: none"> <li>Results in less disruption to straight-through traffic movements and potential for rear-end collisions</li> <li>Impacts access to commercial properties</li> </ul>

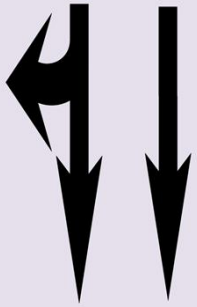

**\*Level of Service (LOS)**

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- F - Over Capacity (Road cannot handle traffic volume)

Note: Issues are based on 2025 projected traffic volumes (Weekday afternoon rush hour)

# ALTERNATIVE DESIGN SOLUTIONS



Traffic Movement	Issue	Alternative Design Solutions	Key Considerations
Highbury Avenue Southbound Straight-through/Right    (LOS F)*	<ul style="list-style-type: none"> <li>• Long traffic backup (349m)</li> <li>• Traffic volume exceeds capacity</li> </ul>	Increase green time	<ul style="list-style-type: none"> <li>• Creates longer delays for other traffic movements</li> </ul>
		Increase capacity (number of straight-through lanes)	<ul style="list-style-type: none"> <li>• Increases pavement width, affecting pedestrian clearance time for Hamilton Road</li> <li>• High potential for property impacts</li> <li>• Downstream merge creates conflict point</li> </ul>
		Reduce interference at Esso/Tim Horton's entrance (apply access management. See Board 10)	<ul style="list-style-type: none"> <li>• Results in less disruption to straight-through traffic movement and potential for rear-end collisions</li> <li>• Impacts access to commercial properties</li> </ul>
Highbury Avenue Southbound Left-turn    (LOS E)*	<ul style="list-style-type: none"> <li>• Moderate traffic backup (41m)</li> <li>• Moderate delay (57sec/veh)</li> </ul>	Provide a separate right turn lane	<ul style="list-style-type: none"> <li>• Results in less disruption to straight-through traffic movement and potential for rear-end collisions</li> <li>• Increases pavement width, affecting pedestrian clearance time for Hamilton Road</li> <li>• Potential property impacts</li> </ul>
		Provide longer left turn lane	<ul style="list-style-type: none"> <li>• Longer left provides storage for vehicles waiting to turn left, reducing interference in straight-through lane</li> <li>• Does not improve the delay</li> </ul>
		Provide dual left turn lanes	<ul style="list-style-type: none"> <li>• Increases pavement width, affecting pedestrian clearance time for Hamilton Road</li> <li>• Potential property impacts</li> <li>• Affects painted stop line placement on east leg of intersection, reducing available left turn storage (westbound left turn)</li> <li>• Requires a protected phase</li> <li>• Protected phase improves safety of this traffic movement</li> <li>• Requires a dual or slotted northbound left turn lane</li> </ul>

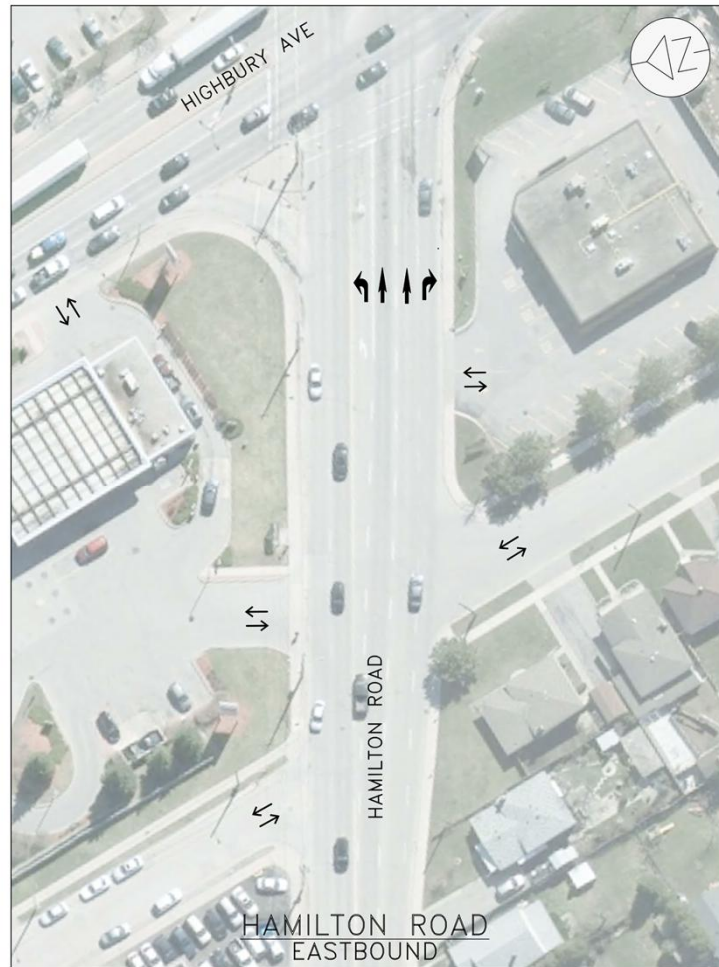
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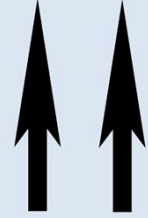


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- F - Over Capacity (Road cannot handle traffic volume)

Note: Issues are based on 2025 projected traffic volumes (Weekday afternoon rush hour)



# ALTERNATIVE DESIGN SOLUTIONS



Traffic Movement	Issue	Alternative Design Solutions	Key Considerations
Hamilton Road Eastbound Straight-through  (LOS F)*	<ul style="list-style-type: none"> <li>Long traffic backup (248m)</li> <li>Long delay (&gt;180sec/veh)</li> <li>Traffic volume exceeds capacity</li> </ul>	Increase green time	<ul style="list-style-type: none"> <li>Creates longer delays for other traffic movements</li> </ul>
		Increase capacity (number of straight-through lanes)	<ul style="list-style-type: none"> <li>Increases pavement width, affecting pedestrian clearance time</li> <li>High potential for property impacts</li> <li>Downstream merge creates bottleneck</li> </ul>
		Increase capacity beyond Hale Street to eliminate merge occurring between Highbury and Hale	<ul style="list-style-type: none"> <li>Planned widening</li> <li>Potential property impacts</li> <li>Reduces interference by vehicles turning into commercial entrances</li> </ul>
		Reduce interference at commercial entrances (apply access management. See Board 10)	<ul style="list-style-type: none"> <li>Results in less disruption to straight-through traffic movement and potential for rear-end collisions</li> <li>Impacts access to commercial properties</li> </ul>
		Increase left turn lane storage at Hale Street	<ul style="list-style-type: none"> <li>Provides more storage for high volume of left turns, reducing impact on the eastbound straight-through.</li> <li>Does not improve weave condition</li> </ul>
Eliminate eastbound left turn to Coventry Street	<ul style="list-style-type: none"> <li>Reduces downstream interference to eastbound straight-through traffic, particularly at a location that is very close to the Highbury intersection</li> </ul>		
Hamilton Road Eastbound Right-turn  (LOS F)*	<ul style="list-style-type: none"> <li>Long traffic backup (190m)</li> <li>Long delay (124sec/veh)</li> <li>Traffic volume exceeds capacity</li> </ul>	Increase green time	<ul style="list-style-type: none"> <li>Creates longer delays for other traffic movements</li> </ul>
		Increase storage length	<ul style="list-style-type: none"> <li>Longer right only provides storage for vehicles waiting to turn left, reducing interference on the straight-through lane.</li> <li>Does not improve the delay</li> </ul>
		Provide a channelized right turn lane	<ul style="list-style-type: none"> <li>Creates an essentially free-flow traffic movement, providing significant operational improvement</li> <li>Potential for property impact</li> </ul>
Hamilton Road Eastbound Left-turn  (LOS E)*	<ul style="list-style-type: none"> <li>Moderate delay (63sec/veh)</li> </ul>	Increase storage length	<ul style="list-style-type: none"> <li>Longer left provides storage for vehicles waiting to turn left, reducing interference in the straight-through lane</li> <li>Does not improve the delay</li> </ul>


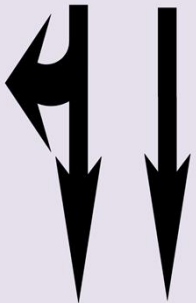
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- F - Over Capacity (Road cannot handle traffic volume)

Note: Issues are based on 2025 projected traffic volumes (Weekday afternoon rush hour)

# ALTERNATIVE DESIGN SOLUTIONS



Traffic Movement	Issue	Alternative Design Solutions	Key Considerations
Hamilton Road Westbound Left-turn   (LOS F)*	<ul style="list-style-type: none"> <li>• Long traffic backup (163m)</li> <li>• Long delay (&gt;180sec/veh)</li> <li>• Traffic volume exceeds capacity</li> </ul>	Increase green time for advanced left	<ul style="list-style-type: none"> <li>• Creates longer delays for other traffic movements</li> </ul>
		Provide dual left turn lanes	<ul style="list-style-type: none"> <li>• Increases pavement width, affecting pedestrian clearance time for Highbury Ave</li> <li>• Potential property impacts</li> <li>• Affects painted stop line placement on south leg of intersection, reducing available left turn storage (northbound left turn)</li> <li>• Requires a protected phase</li> <li>• Protected phase improves safety of this traffic movement</li> <li>• Requires a dual or slotted eastbound left turn lane</li> </ul>
		Increase storage length	<ul style="list-style-type: none"> <li>• Longer left only provides storage for vehicles waiting to turn left, reducing interference in straight-through lane and improving safety</li> <li>• Does not improve the delay</li> </ul>
Hamilton Road Westbound Straight-through/ Right   (LOS D)*	<ul style="list-style-type: none"> <li>• Moderate traffic backup (100m)</li> <li>• Moderate delay (42sec/veh)</li> </ul>	Reduce opposing traffic (provide more gaps)	<ul style="list-style-type: none"> <li>• High volume of opposing traffic means that this will not improve</li> </ul>
		Create bus bay downstream of Highbury to avoid interference to straight-through traffic movement	<ul style="list-style-type: none"> <li>• Reduces interference caused by buses parking for longer duration than a normal stop (driver transition and washroom breaks occur here)</li> </ul>
		Consolidate upstream bus stops to eliminate the stop immediately east of Highbury	<ul style="list-style-type: none"> <li>• Eliminates the stop immediately east of Highbury Ave, reducing the capacity of the right lane</li> </ul>
		Provide a separate right turn lane	<ul style="list-style-type: none"> <li>• Provides less disruption to straight-through traffic movement and potential for rear-end collisions</li> <li>• Increases pavement width, affecting pedestrian clearance time for Highbury Ave</li> <li>• Potential property impacts</li> </ul>

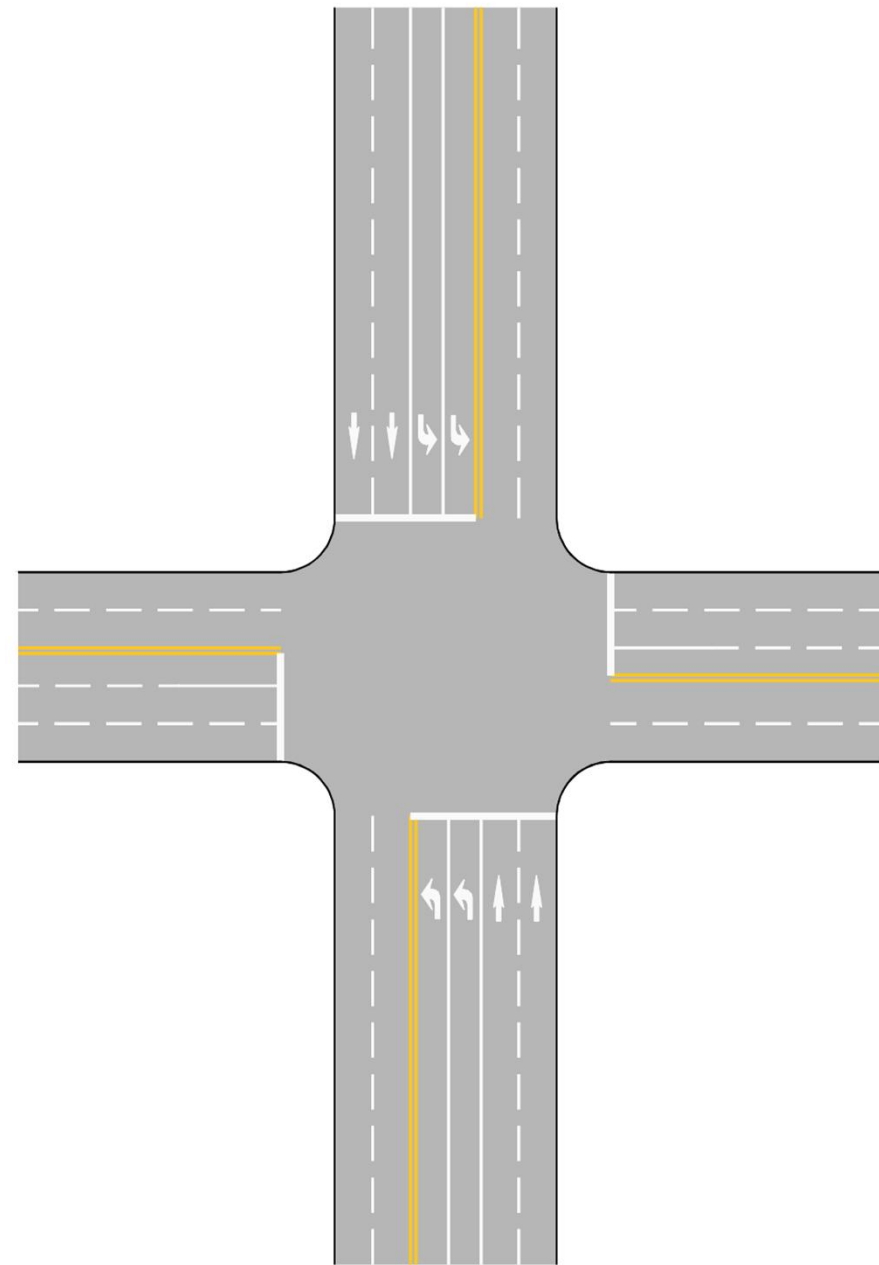
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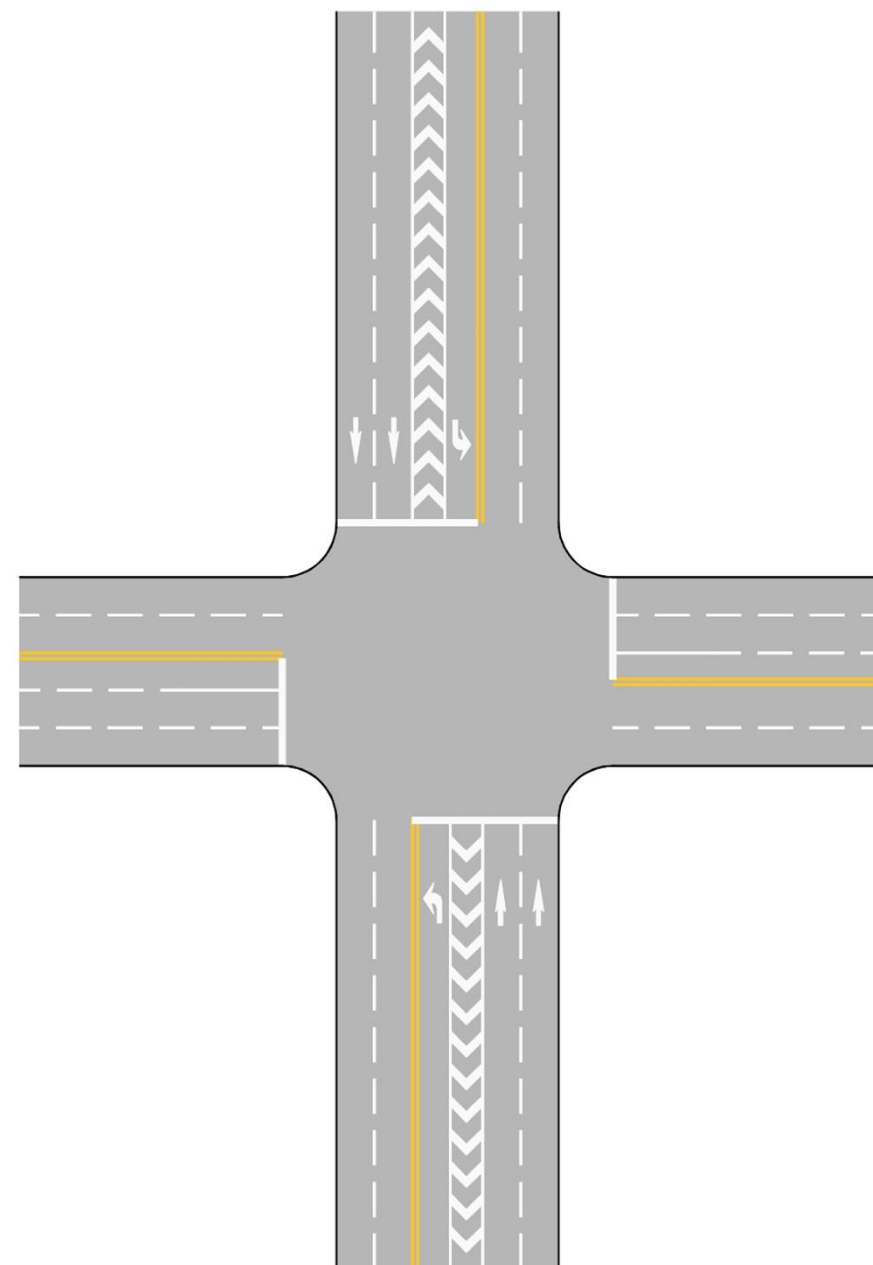
Note: Issues are based on 2025 projected traffic volumes (Weekday afternoon rush hour)

# EXAMPLES OF DESIGN SOLUTIONS

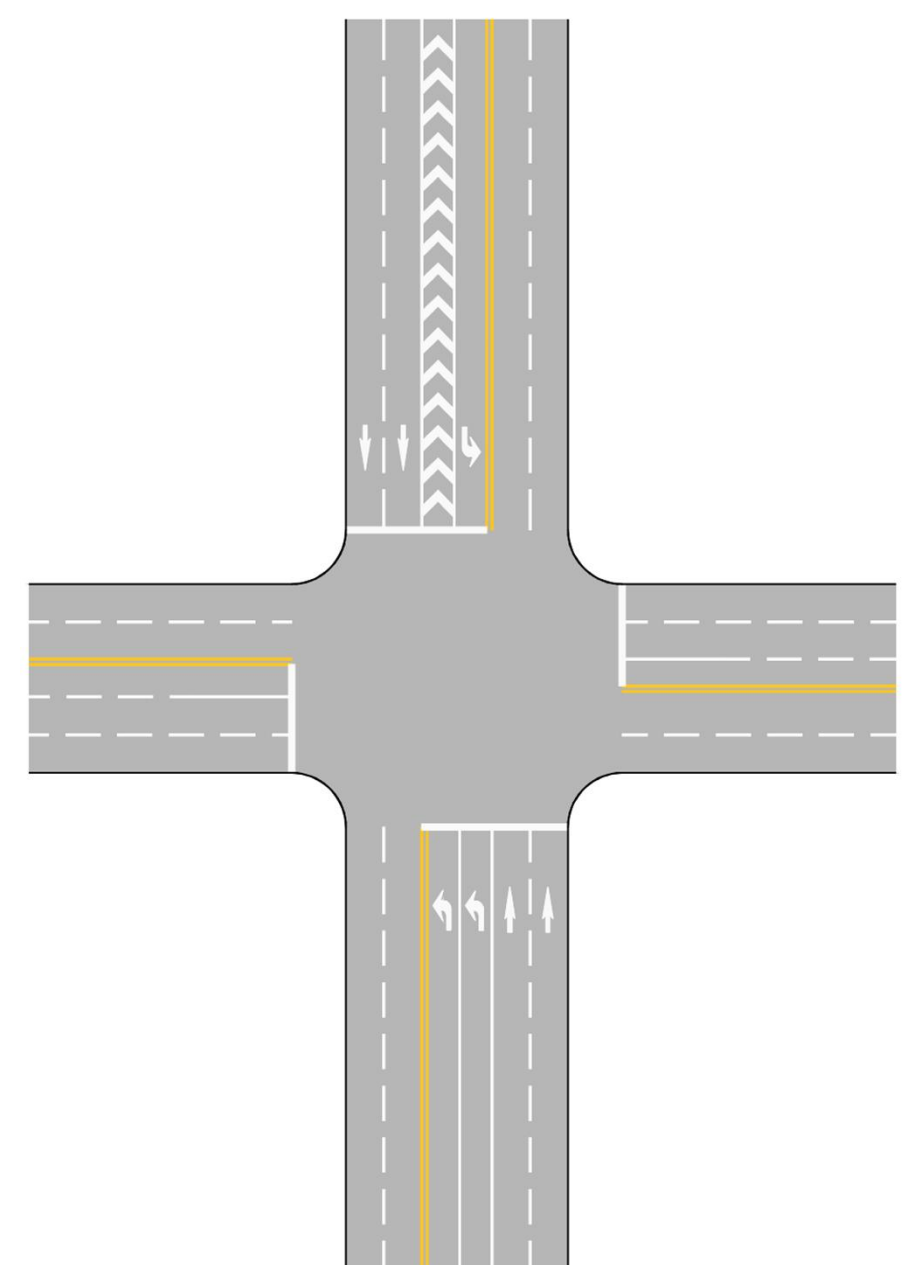
Dual Left-turn Lanes



Slotted Left-turn Lanes



Opposing Dual Left-turn Lanes  
and Slotted Left-turn Lane



# ACCESS MANAGEMENT

## Potential Access Modifications for Consideration



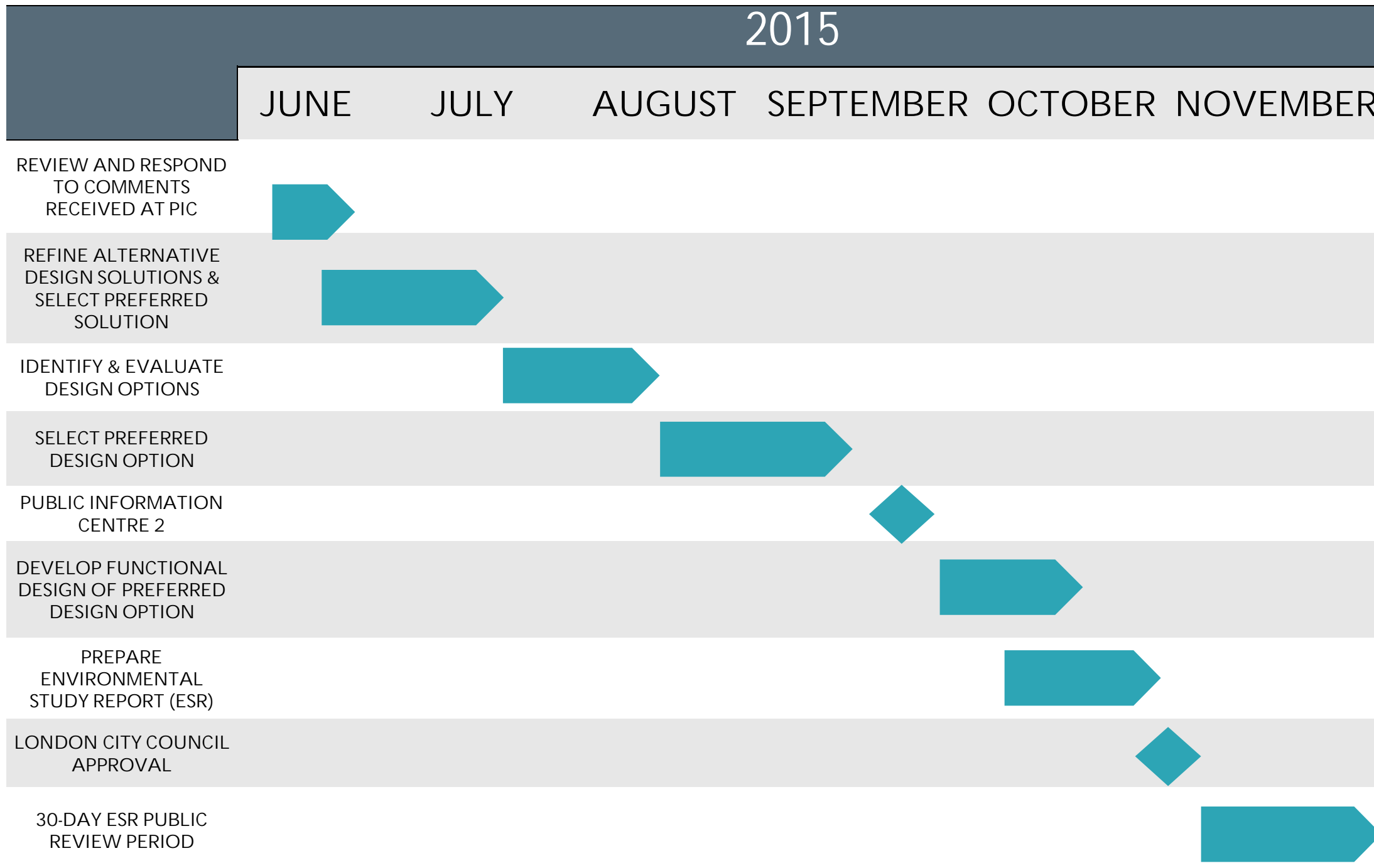
Refer to Board 19 for description of access changes

To reduce traffic congestion at the intersection and comply with the City's Access Management Guidelines, the following access changes are being *considered*:

- ① No eastbound left-turn to Coventry Avenue from Hamilton Road
- ② No westbound left-turn from Hamilton Road to gas station
- ③ Close eastbound Hamilton Road gas station access
- ④ Close southbound Highbury Avenue gas station access
- ⑤ No eastbound left-turn from Hamilton Road to Fairmont Shopping Plaza
- ⑥ No northbound left from Norlan Avenue to Hamilton Road
- ⑦ No westbound left from Hamilton Road to Norlan Avenue
- ⑧ No southbound left from Highbury Avenue to restaurant
- ⑨ No westbound left from Hamilton Road to restaurant
- ⑩ No eastbound left from Hamilton Road to gas station
- ⑪ No southbound left from Coventry Avenue to Hamilton Road
- ⑫ Close northbound Highbury Avenue gas station access (north of intersection)
- ⑬ Close northbound Highbury Avenue gas station access (south of intersection)

Refer to Board 18 for locations of access changes

# NEXT STEPS



**THANK YOU FOR ATTENDING**

Your input is important to the outcome of this project.

Please complete a comment form and return it by

**MAY 31, 2015**

Personal information collected and recorded at the Public Information Centre or submitted in writing on this subject is collected under the authority of the Municipal Act, 2011 and will be used by members of Council and City of London staff in their review of this matter. With the exception of personal information, all comments will become part of the public record. Questions about this collection should be referred to the City Clerk's office at 519-661-2500.