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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 8, 2016
FROM:	JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	HAMILTON ROAD AND Highbury Avenue INTERSECTION IMPROVEMENTS ENVIRONMENTAL ASSESSMENT UPDATE

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, this report providing an update on the Hamilton Road and Highbury Avenue Intersection Improvements Environmental Assessment **BE RECEIVED** for information in advance of the second public information centre.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Strategic Priorities and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and DC Background Study.
- Civic Works Committee – October 6, 2014 – Environmental Assessment Study Appointment of Consulting Engineer

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by implementing and enhancing safe mobility choices for cyclists, transit, automobile users and pedestrians. The environmental assessment will identify the solution to improve operations at this intersection.

BACKGROUND

Purpose

This report provides a general update on the current status of the subject Environmental Assessment (EA). A second Public Information Centre (PIC) is scheduled for:

**Time: March 9th, 2016
 4:30 pm to 7:00 pm**
**Location: BMO Centre
 295 Rectory Street**

More details of the project will be provided at the PIC. The PIC Notice is attached in Appendix A.

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Context

An EA was initiated to address the increased traffic volumes and congestion, and to improve road safety at the intersection of Highbury Avenue and Hamilton Road by introducing additional through and turning lanes, and improved pedestrian and cyclist friendly design features. The need and justification for the intersection improvement was identified as part of the 2030 Smart Moves Transportation Master Plan (TMP) and it was carried forward into the 2014 update of the City of London's Development Charges Background Study for construction in 2019 subject to approvals and funding.

Currently, the project team is completing Phase 3 of the Municipal Class Environment Assessment (MCEA) process. Phase 3 of the MCEA process involves the development and review of alternative design concepts. The main outcome in this phase of the study was developing road cross-section concepts for the recommended planning solution.

DISCUSSION

Project Description

The EA for improvements to the Highbury Avenue and Hamilton Road intersection satisfies the requirements of the Municipal Class EA (2000, as amended in 2007 and 2011) as a Schedule 'C' project. Improvements to the intersection are required to address existing and future traffic volumes, intersection safety, access management issues, and pedestrian and cyclist needs.

Planning and Analysis of Alternatives

Phase 1 of the Municipal Class EA process involved the problem and opportunity statement identification. It was determined that improvements are needed at this Intersection to address existing and future road/traffic operational deficiencies, future transit system efficiencies, road safety, and long-term vision of a street design that improves active transportation.

Phase 2 of the Municipal Class EA process involved identifying alternative solutions (planning alternatives) to the problem/opportunity. Also as part of Phase 2, options for improving access management at the intersection were identified and evaluated. Preferred access management concepts incorporated into all alternative solutions include the following:

- Restrict some access points to right-in/right-out access using medians to physically restrict left-turn movements
- Close entrances in proximity to the intersection (subject to the availability of other entrances)

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Four alternative solutions were developed and evaluated to address the problems and opportunities identified in Phase 1. In addition to the preferred access management changes, all alternatives include the following improvements:

- Raised median island on Hamilton Road between Highbury Avenue and Hale Street
- Additional southbound through lanes
- Eastbound and westbound bicycle lanes on Hamilton Road
- Eastbound left turn lane to No Frills/Fairmont Plaza
- Westbound left turn into McDonald's
- Two-way left turn lane between Magee Street and the end of the southbound median island, north of Hamilton Road
- Provide bus bays (subject to site restrictions) to minimize interference with traffic

The range of alternatives that could be developed to improve the intersection is constrained by the surrounding commercial and residential development and the financial and social cost implications of property acquisitions. The four alternatives include:

- **Alternative 1:** Addition of northbound and a southbound through lanes along Highbury Avenue
- **Alternative 2:** Addition of a southbound through lane along Highbury Avenue and addition of an eastbound channelized right turn lane with receiving lane on Highbury Avenue south of the intersection
- **Alternative 3:** Addition of northbound and southbound through lanes, eastbound channelized right turn lane with receiving lane on Highbury Avenue, northbound channelized right turn lane with receiving lane on Hamilton Road, and westbound dual left turn lanes.
- **Alternative 4:** Addition of northbound and southbound through lanes, westbound dual left turn (requires an eastbound slotted left) and northbound dual left turn lanes, and northbound channelized right turn lane.

Comparative Evaluation of Alternative Solutions

The evaluation criteria covered transportation planning and operations, road design, construction, land uses/socio-economic environment and relative costs, which reflected existing and future conditions potentially affected by the alternatives. For this project, the most important evaluation criteria are future traffic operations, especially future overall intersection delays, property impacts on residential and commercial properties, and infrastructure and property costs. In summary:

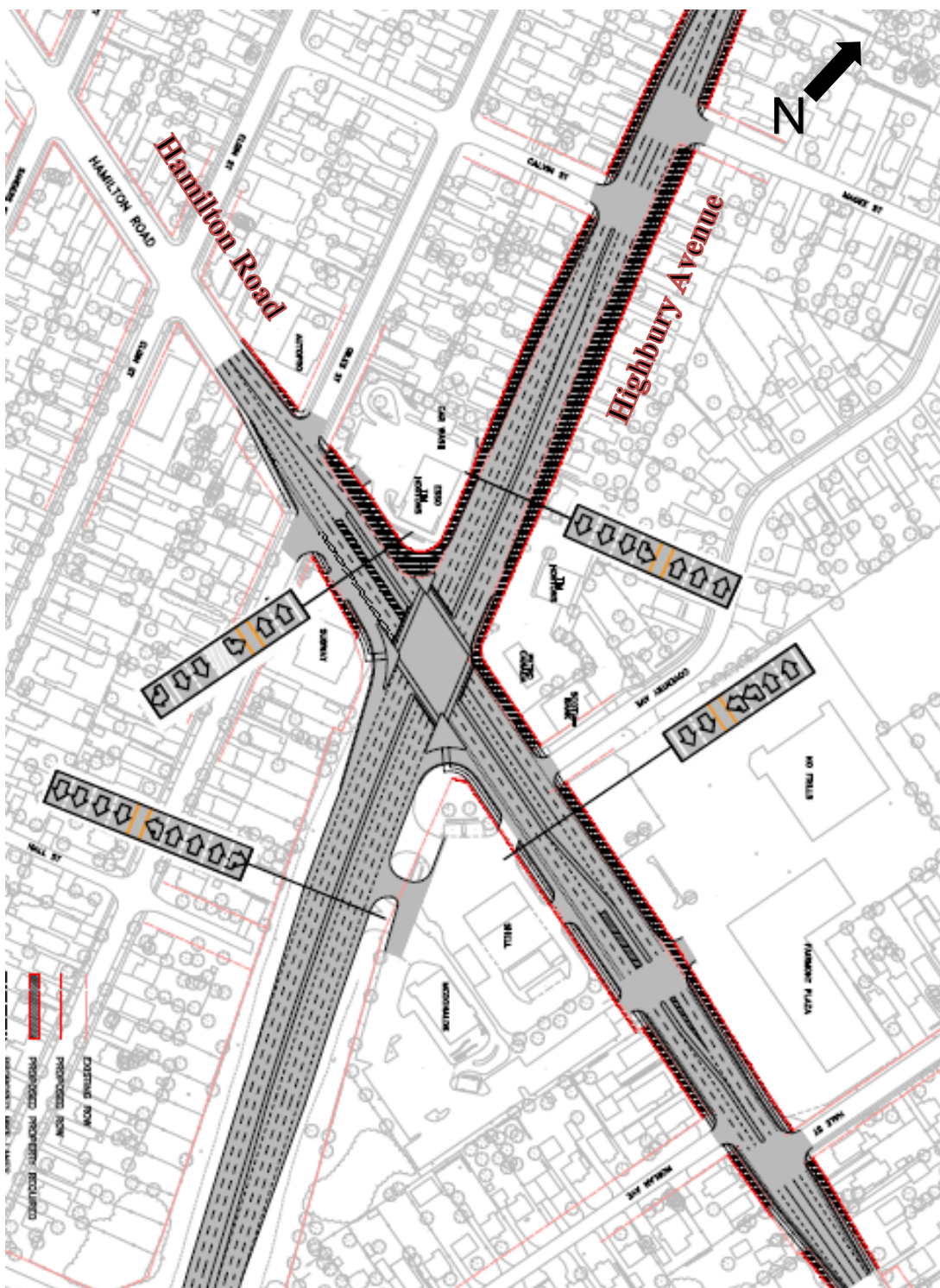
- Alternatives 1 and 2 do not provide an overall improvement to traffic operations
- Alternative 3 provides overall improvements to the intersection with some movements operating at capacity, however, traffic delays and traffic back-ups are significantly reduced for the existing critical movements compared to existing conditions without road improvements.
- Alternative 4 results in the best traffic operations, however it has more significant property impacts than Alternative 3

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- All four alternatives will result in property impacts. The extent of the impact is different for each alternative.
- Alternative 2 has low to moderate impacts on the Esso/Tim Horton's site while Alternatives 1 and 3 cause moderate impacts on the site. Alternative 4 has significant impacts on the site and likely requires total reconfiguration of the site or property acquisition.

Based on the comparative evaluation, Alternative 3 (additional northbound and southbound through lanes, eastbound and northbound channelized right turn lanes, and westbound dual left turn) was selected as the preferred alternative. The recommended design alternative concept is illustrated in Figure 1.

Figure 1:
Hamilton Road and Highbury Avenue Recommended Design Alternative



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A Notice of Study Commencement for the project was issued in January 2015. A project website page was also developed at the outset of this study. Responses from the residents were received that related to, property and access impacts, timing and duration of construction, pedestrian and cyclist safety, high traffic volumes. Residents also suggested several improvements, including indented bus bays, access and parking restrictions on side streets, improved access management to local streets and businesses, advanced green lights and turning lanes at the intersection.

PIC 1 was held on May 14, 2015, at the Fairmont United Church. The purpose of PIC 1 was to obtain public and agency input on existing engineering and environmental conditions, the problem/opportunity statement and potential alternatives for the intersection improvements.

Businesses affected by the access management changes were also contacted separately to discuss the proposed changes. Meetings have been conducted with representatives of the Esso, Petro-Canada, and Shell stations located at the corners of the intersection. To date, no other businesses have responded to similar requests for a meeting. A second PIC is scheduled on March 9th, 2016 at the BMO Centre - 295 Rectory Street, from 4:30 pm to 7:00 pm to present the four alternatives and the preferred design alternative # 3 for public and agency input.

Property Requirements

As noted above, all alternatives have impact on properties. Alternative 3 improves overall future intersection traffic operations while minimizing impacts on the surrounding residential and commercial properties. The preliminary property impacts are defined by the dark hatch on Figure 1 and will be shown in more detail at the public meeting. Staff will also be meeting individually with property owners who are potentially impacted most significantly. The final extent of potential land requirements and in few cases, potential residential buy-outs will be refined accordingly during the remainder of the EA.

CONCLUSION

Improvements to the intersection of Hamilton Road and Highbury Avenue are recommended in the Smart Moves Transportation Master Plan and the Development Charges Background Study.

This report provides an update on the current status of the EA required for the project that is currently underway. Alternative 3 (Additional northbound and southbound through lanes, eastbound and northbound channelized right turn lanes, and westbound dual left turn) was selected out of four alternatives as the preferred design option.

The second Public Information Centre is scheduled on March 9th, 2016 at the BMO Centre to be located at 295 Rectory Street, from 4:30 pm to 7:00 pm. More details from the EA will be provided at the PIC.

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Acknowledgements

This report was prepared with the assistance of Maged Elmadhoon, M.Eng., P.Eng., Traffic Planning Engineer and Max Kireev, C.E.T., Technologist II of the Transportation Planning & Design Division.

SUBMITTED BY:	REVIEWED & CONCURRED BY:
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Attachment: Appendix A – Notice of Public Information Centre 2

- c. Brian Huston, Dillon Consulting Limited, 130 Dufferin Avenue, London, ON, N6A 5R2

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Appendix A
Notice of Public Information Centre 2



**Highbury Avenue/Hamilton Road Intersection Improvements
Environmental Assessment Study**



Notice of Public Information Centre 2

The City of London retained Dillon Consulting Limited to complete a Schedule ‘C’ Municipal Class Environmental Assessment (EA) Study for improvements to the Highbury Avenue/Hamilton Road intersection. Building on the City’s *2030 Smart Moves Transportation Master Plan*, the EA Study assessed the need for additional through and turning lanes on Highbury Avenue, improvements to the median on Hamilton Road and pedestrian and cyclist friendly design features. Changes in access to Highbury Avenue and Hamilton Road were also assessed. A map of the Study Area is shown on the reverse.

Public Meeting: Public input, including comments, questions and concerns, are welcome throughout the study. A Public Information Centre will be held on **March 9, 2016**, to present the alternative designs developed for the intersection improvements, comparative evaluation of the alternatives and the preferred design option.

Public Information Centre 2	
Date:	Wednesday, March 9, 2016
Time:	4:30 pm – 7:00 pm
Location:	BMO Centre London 295 Rectory Street London, ON
Format:	Informal Drop-in Session

Information: For more information, to provide comments or to be added to the mailing list, please visit:
<http://www.london.ca/residents/Environment/EAs/Pages/Highbury-Avenue-and-Hamilton-Road-Intersection.asp> or contact:

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Information collected for the study will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. Except for personal information, including your name, address and property location, all comments received throughout the study will become part of the public record and included in project documentation.

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**Highbury Avenue/ Hamilton Road Intersection Improvements
Environmental Assessment Study**

