

Our Rapid Transit Initiative

Rapid Transit Implementation Working Group
September 14, 2017

BACKGROUND

- Council approved the Rapid Transit Master Plan and Updated Business Case on July 25, 2017.
- Approval of the RTMP confirmed the BRT Network and its corridors.
- The RTMP is wrapping up a 45-day Public Review Period.
- Feedback we've received will help to refine the conceptual level designs of the RTMP through the next phase of the study.
- Ontario's EA Process for infrastructure projects is structured into five technical phases.

Phase 1	Needs and Justification	} Completed with Approval of RTMP
Phase 2	Alternative Solutions	
Phase 3	Pre-planning for TPAP	} Current Project Assignment (TPAP)
Phase 4	TPAP & Environmental Project Report	
Phase 5	Implementation	* Detailed Design & Construction

TODAY'S PRESENTATION

Shift Rapid Transit Initiative: where we've been and where are we headed?

- TPAP – What to Expect

Review Project Planning Documents for next phase of study

These plans provide a roadmap for activities in preparation for and during the time-limited TPAP.

- Updated Project Management Plan
- Communications & Consultation Plan

The *Rapid Transit Corridors EA: Project Management Plan - Updated and Expanded Scope* combined with the *Shift Communications and Consultation Plan* outline the technical analysis and engagement deliverables required to complete the TPAP process.

TPAP: What to Expect



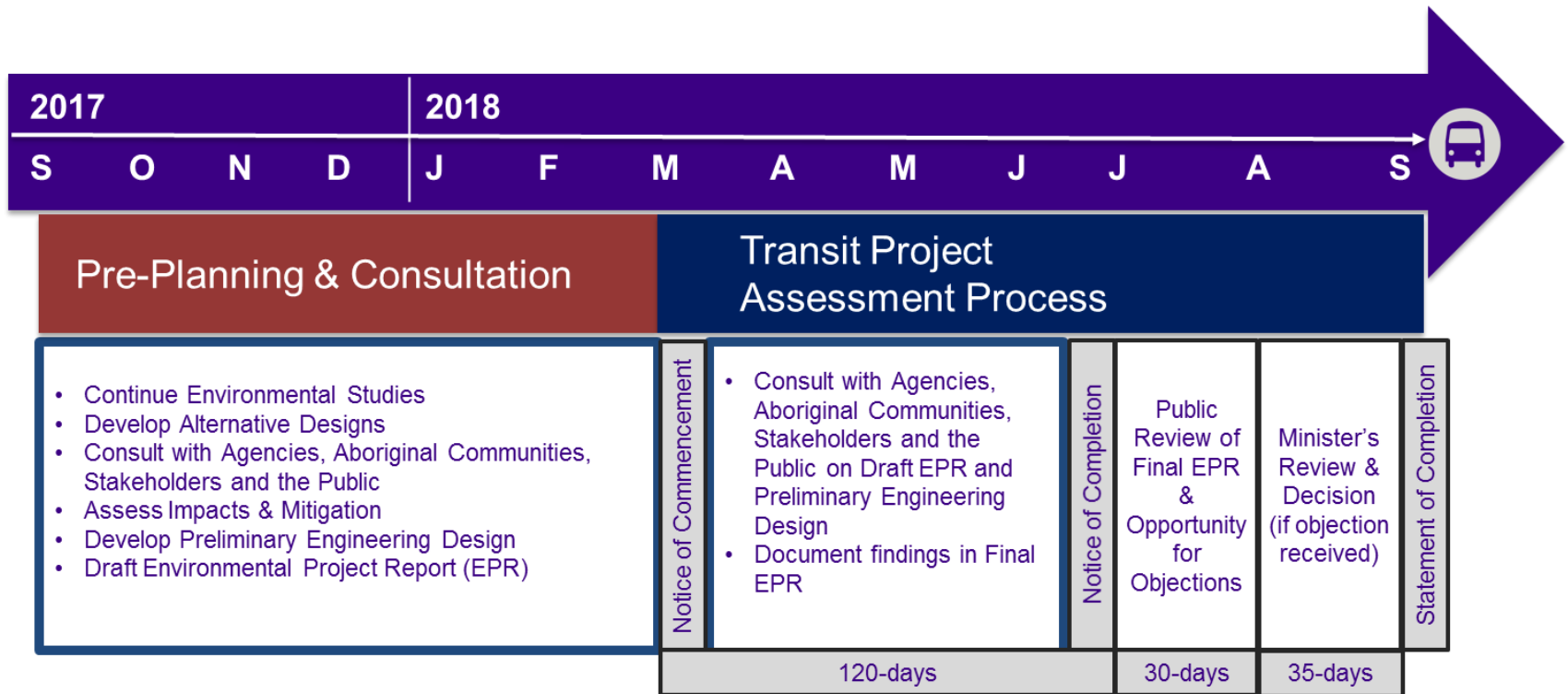
Transit Project Assessment Process (TPAP)

- TPAP is a proponent-driven, self-guided assessment process that includes a focused consultation and objection process.
- **Phase 3 TPAP Pre-planning Activities** will identify and evaluate design alternatives to develop preferred alternative.
- This phase includes:
 - conducting public and stakeholder consultation
 - identifying impacts and related mitigation measures
 - additional assessment of impacts to natural, cultural, archaeological and socio-economic environments.
 - updating and completing a range of technical analysis.
 - PIC #5 to obtain feedback from the public to aid in the evaluation of design alternatives
- The outcome of Phase 3 is a draft Environmental Project Report (EPR) with supporting technical appendices, preliminary engineering design, and a consultation summary.

Transit Project Assessment Process (TPAP)

- The TPAP is a time-limited process intended specifically for transit-related projects with the emphasis on matters of provincial importance and constitutionally protected Aboriginal treaty rights.
- **Phase 4 TPAP and Environmental Project Report (EPR)** provides a formal opportunity for stakeholders and the public to comment on the draft EPR
- This phase includes:
 - Notice of TPAP Commencement to trigger the 120-day TPAP period following review of the Draft EPR by the MOECC.
 - 120-day period formal public consultation including PIC #6.
 - Final EPR documenting consultation and findings of the 120-day period.
 - Notice of EPR Completion to trigger a 30-day formal review period during which objections may be submitted to the MOECC.
 - 35-day period for the Minister to give notice if objection received.
- The outcome of Phase 4 is a Final Environmental Project Report (EPR) and issuance of a Statement of Completion.

Transit Project Assessment Process (TPAP)



Adequately addressing **Matters of Provincial Importance** is key to the successful completion of a transit EA.

It is also important to consider **Matters of Public Interest** to foster community support and mitigate issues during detailed design and construction.

TPAP: Matters of Provincial Importance

Natural Heritage

- Park, conservation reserve or protected area
- Extirpated, endangered, threatened, or species of special concern and their habitat
- Wetland, woodland, habitat of wildlife or other natural heritage area
- Area of natural or scientific interest
- Stream, creek, river or lake containing fish and their habitats

Hydrogeology

- Area or region of surface water or groundwater or other important hydrological features
- Areas that may be impacted by a known or suspected on- or off-site source of contamination such as a spill, a gasoline outlet, an open or closed landfill site, etc.

Heritage & Archaeology

- Protected heritage property
- Built heritage landscapes
- Archaeological resources and areas of potential archaeological interest

Aboriginal Affairs

- Constitutionally protected Aboriginal or treaty rights and areas of concern

Updated Project Management Plan



Rapid Transit Corridors EA - Project Management Plan Updated & Expanded Scope

- The Rapid Transit Corridors EA - Project Management Plan has been updated based on the approved Rapid Transit Master Plan (RTMP).
- The updated Project Management Plan provides a guide to remaining deliverables included in TPAP.
- This forms the basis for the recommended amendment to consulting fees to complete the EA.
- The balance of the project scope has been influenced by the following factors:
 1. Additional effort necessary to complete Phases 1 and 2 (RTMP)
 2. Updated TPAP scope to address approved corridors
 3. New & expanded TPAP scope to respond to community interests

Updated Project Management Plan

1. Additional effort necessary to complete Phases 1 and 2 (RTMP)

Based on feedback received during the RTMP, it was necessary to take the review of various solutions through to a level of detail beyond that of a typical master plan.

- Multiple network alternatives were assessed using the Business Case framework.
- About 10km of additional conceptual design was development beyond the approved 24km network to support consideration of alternative routes.
- Numerous illustrative renderings were created.
- Several additional Community and Stakeholder meetings were held in Spring 2017.
- Examination of alternative routes triggered input from technical specialists related to natural & cultural heritage, land use, structural and geotechnical engineering and others.

While, this enhanced level of detail was needed to reach a decision on the BRT Network, it did use up budget allocated to complete the TPAP phases of the EA.

Updated Project Management Plan

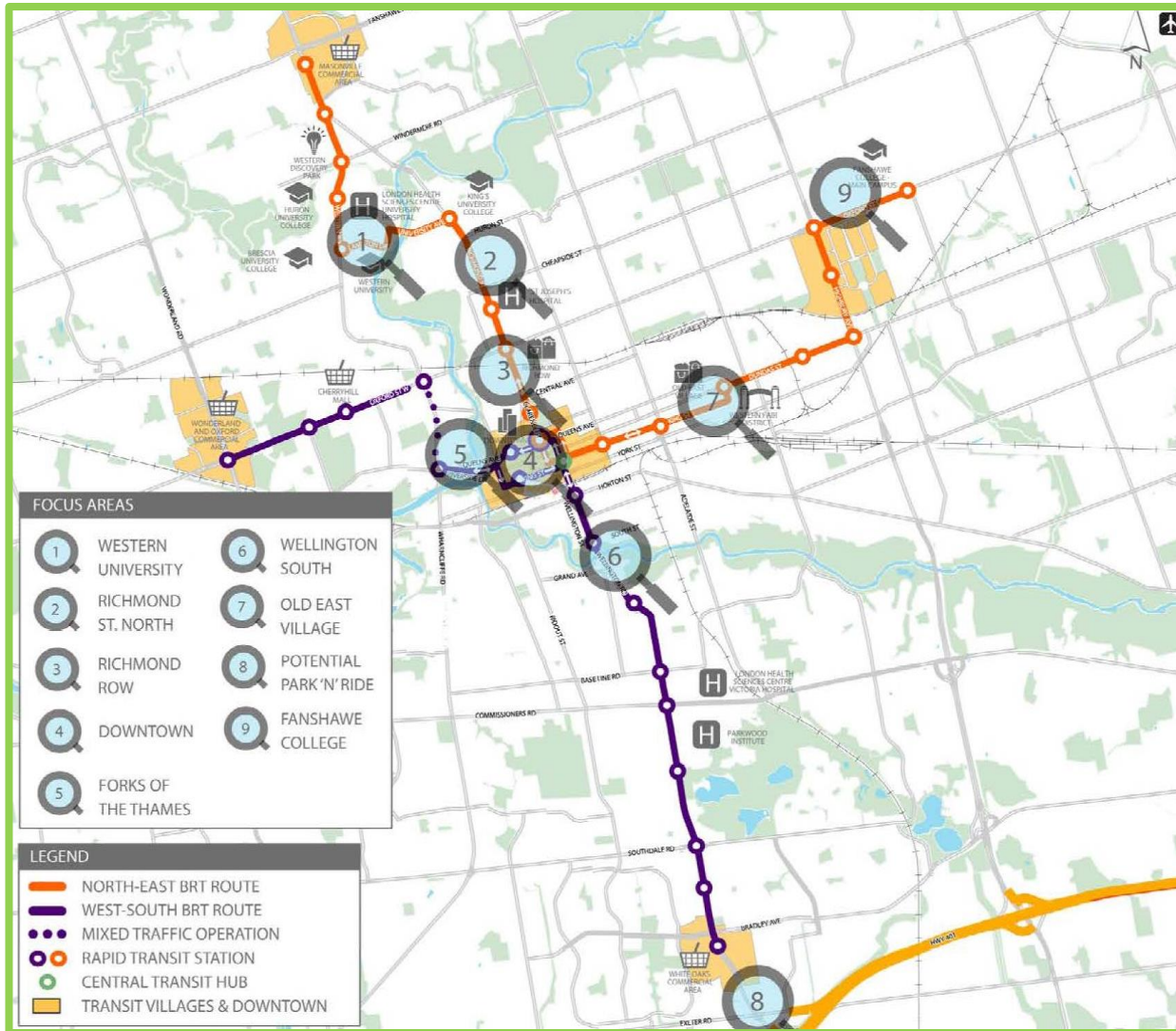
2. Updated TPAP scope to address approved corridors

The final approved BRT corridors include elements that trigger further analysis through TPAP that were not accounted for in the previous scope.

- 9 focus areas defined in the RTMP will be examined in greater detail.
- Additional effort is required for structural engineering, architecture, utilities and other technical aspects to develop and evaluate alternative designs.
- In some cases, multiple design options will be drafted to illustrate and evaluate a preferred design.
- The Cultural Heritage Screening Report corridor-level assessment scope increased with on the number of properties directly or indirectly impacted by the project.
- Air quality review is now included.
- Procurement analysis by Infrastructure Ontario is now included.

Review of the technical and consultation tasks necessary to complete TPAP based on the approved RTMP.

Evaluating Design Options



Added Technical Effort STRUCTURES:

- Queens Ave bridge
- Wellington Street bridge over the Thames
- Western Road over Medway Creek
- University Drive bridge
- Highbury Ave over the CP corridor
- Wellington Street underpass at CN Rail
- Western Road pedestrian tunnel
- Rail/Rivers/Roads/Tunnels
- Other existing retaining walls



Added Technical Effort

STATION ARCHITECTURE:

- Shelter and platform design and amenities: real-time information, wayfinding, fare payment
- Develop station design concept to meet City's design standards and design codes



Source: Raysonha – WardenVIVA6.jpg

Cultural Heritage

- The Cultural Heritage Screening Report (CHSR) scope has expanded to capture additional properties identified as being directly or indirectly impacted by the project and needing specific analysis regarding impacts and mitigation.



Natural Heritage

- Environmental Impact Study scope was defined with input from EEPAC in Spring 2017.
- Air Quality Impact Assessment
- Noise and Vibration Impact Assessment



Updated Project Management Plan

3. New & Expanded TPAP scope to respond to community interests

In response to the many concerns raised by Londoners, additional and expanded tasks have been included within the Project Management Plan.

Recommended enhancements to TPAP include:

- Expanded meetings and consultation;
- More detailed traffic modelling and ITS review;
- Stage 2 archeological assessment;
- Additional streetscape design;
- Local transit integration;
- Review of parking, access and curbside activities;
- Business impact assessment of Wellington Street;
- Safety audit, and
- Peer Review.

These enhancements to TPAP are important to addressing the community's interests and aspects of this work will be required to support detailed design once the project advances to implementation.

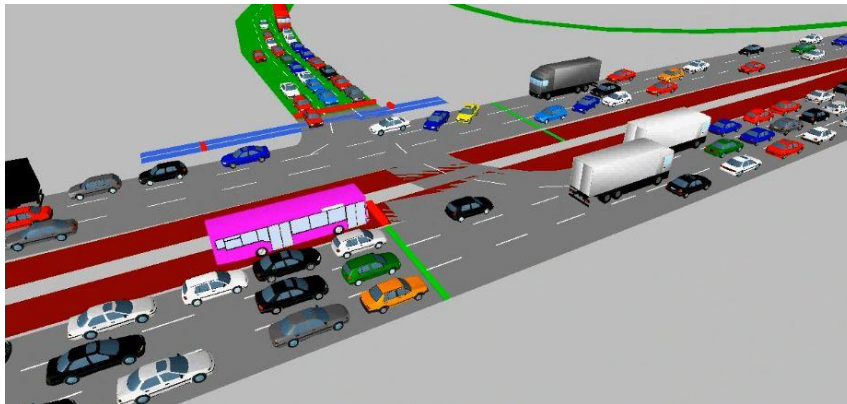
Expanded Consultation

- TPAP scope accounts for enhanced consultation with additional meetings with technical agencies; community stakeholders; municipal advisory committees; and the Rapid Transit Working Group.
- Four consensus building workshops are proposed with City staff on key project topics.
- A public design charrette proposed to involve the public select project elements such as station architecture, urban design and public art.
- The Communications Plan provides more detail on engagement strategies for TPAP.



Traffic and ITS

- Detailed analysis of all signalized intersections will be completed in Synchro.
- VISSIM modelling is proposed for the area of Richmond Street and its surrounding neighbourhoods to assist in quantifying potential diversion to local streets.
- Using the VISSIM software will also produce visualizations suitable for public presentation.
- Alternative design concepts include consideration of a preferred strategy for the implementation of Intelligent Transportation Systems (ITS).

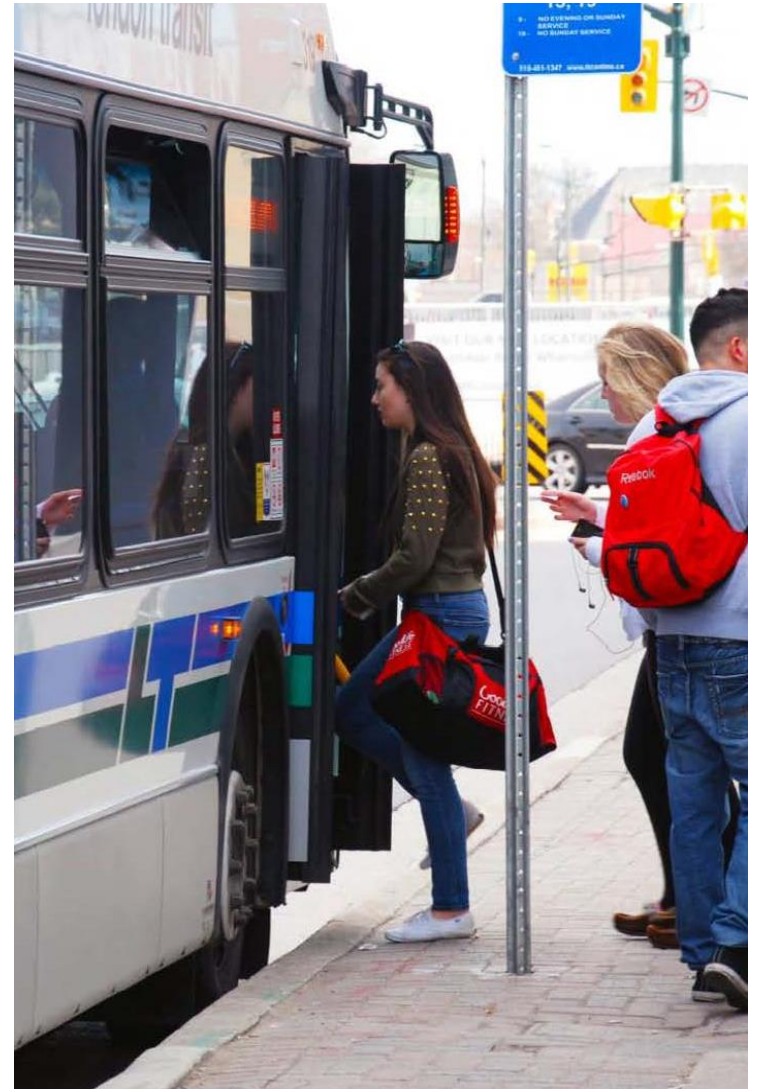


Local Transit Service Integration

Rapid Transit does not replace the current LTC bus system. Local transit service will work together with Rapid Transit.

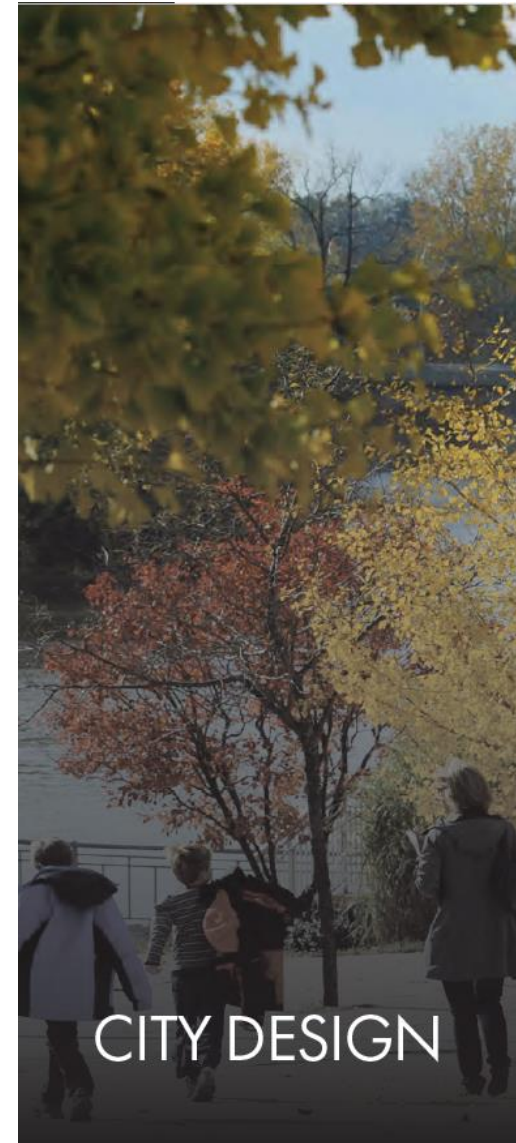
To address public concerns regarding the integration of local transit and rapid transit TPAP scope will:

- build on the previous Rapid Transit Integration Framework to revisit the recommended 2035 LTC network with BRT in place; and
- integrate infrastructure requirements along the BRT corridors to support local bus service, as appropriate.



Streetscape Design

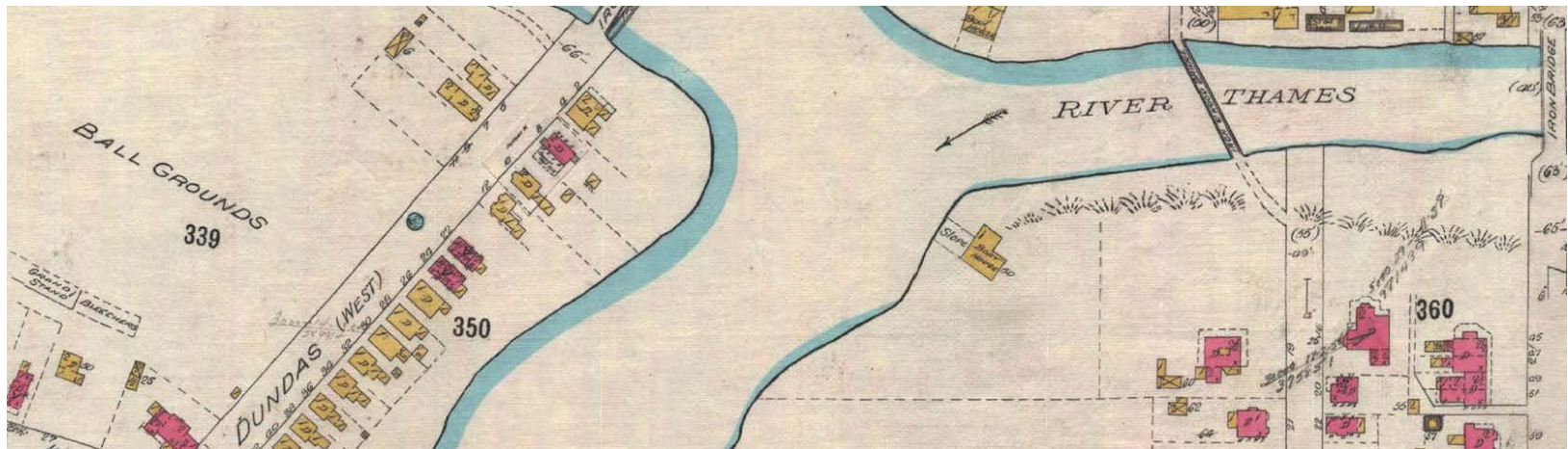
- Design concepts:
 - Transit Villages
 - Corridor streetscape
 - Downtown streetscape
 - Station landscaping
- Development of concept designs for lighting, benches, waste receptacles, kiosks, newspaper boxes and banners
- Identification of possible public art locations and installations



Archaeology

A Stage 1 Archaeological Assessment was completed as part of the RTMP submission.

- Based on the approved RT corridors, additional Stage 1 Archaeological Assessment will be required for the new corridor areas.
- A Stage 2 Archaeological Assessment is recommended for the selected areas identified in the original Stage 1 Assessment as part of an enhanced TPAP scope.



Other Recommended Studies

Independent Safety Audit

- An independent road safety audit of the preliminary engineering design is recommended to respond concerns heard through consultation.

Expert Peer Review

- Host a one-day event inviting professionals involved in similar BRT projects across Canada to London to view the work completed and gather suggestions and feedback.

Review of Parking, Access and Curbside Activities

- A review of on-street parking, access, and curbside activities will be conducted for the full 24-km network counting driveways, delivery locations and on-street parking spots, documenting City input on snow clearing, waste removal, and other City maintenance activities and reviewing utilities in the curb lane roadside.

Business Impact Assessment of Wellington Street;

- Conduct field review of the SoHo area to inventory and categorize businesses along Wellington Street from Horton Street to South Street (approx. 1km), similar to the review completed for the Downtown and Richmond Street in spring 2017.



Communications & Consultation Plan

Communications Plan

The *Shift Communications and Consultation Plan* was designed to guide transparent, inclusive, and proactive engagement and consultation with stakeholders across our community.

Through this plan, our goals are to:

- build trust and accountability for the Shift Rapid Transit process;
- give stakeholders an opportunity to provide insight to shape RT corridor design and implementation;
- gather insight that can help minimize and mitigate project impacts;
- improve understanding of project timeline: where we are in the process, and how far we have to go before implementation; and
- promote the project as encompassing the entire transit system, in which BRT and local service form an integrated network.

Communications Plan

The Consultation Plan follows the key principles of:

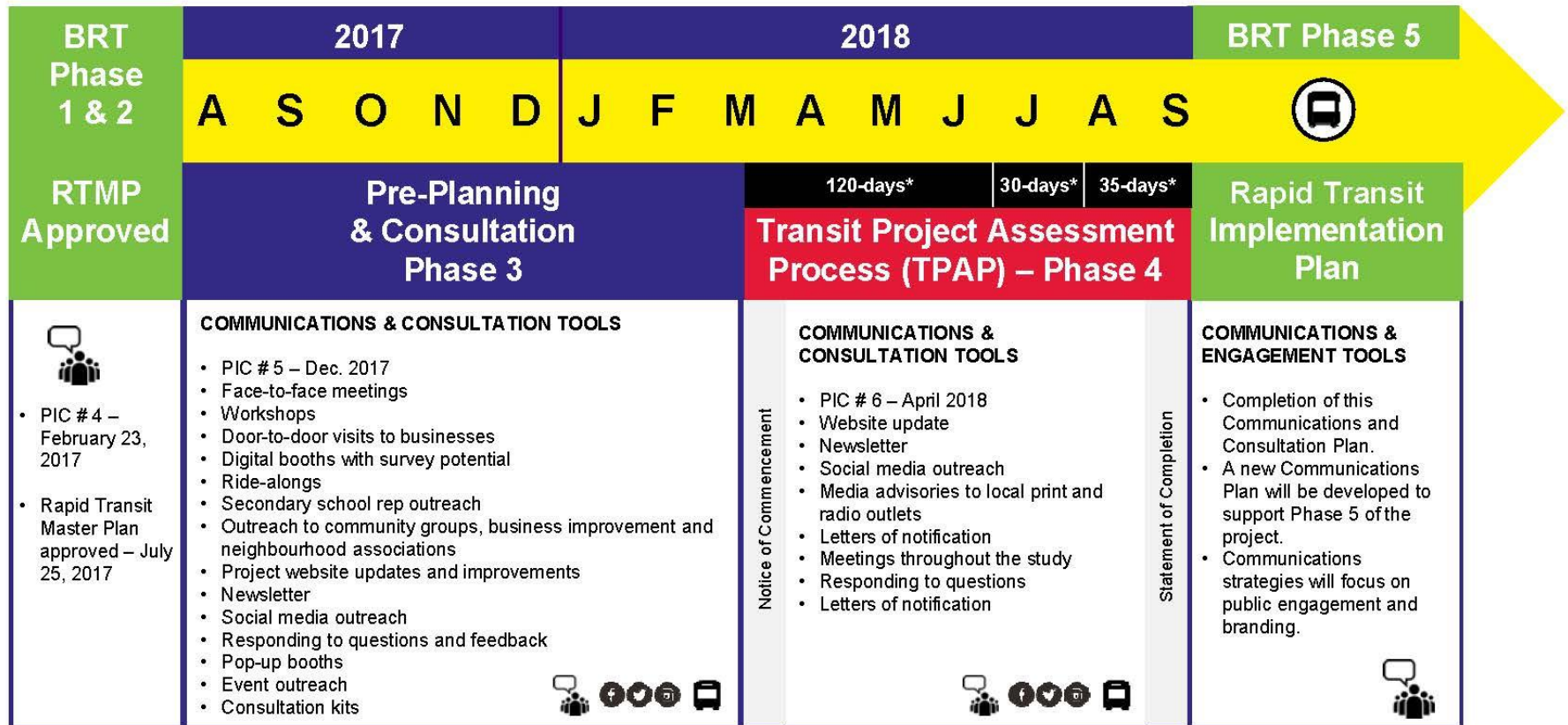
- 1** **TRANSPARENCY** by providing regular updates and project news through various platforms and tools.
- 2** **INCLUSIVITY** through communication strategies designed to reflect the needs of diverse interests, contexts and functions within the city.
- 3** **RESPONSIVENESS** with a commitment from the Shift Project Team to being responsive and accessible to all interested parties.
- 4** **CLARITY** through the use plain language where possible to promote understanding among stakeholders.
- 5** **RESPECT** by maintaining a positive tone that respects the diversity of opinions throughout our community and promotes productive participation.

Stakeholders

- **General Public** representing members of the community who are not part of a specific stakeholder group and include a diverse range of interests within the city.
- **Transit Riders** - London's current transit ridership is not as easily organized into a formal stakeholder group, so the project will look to a variety of consultation activities to reach this diverse segment of our community.
- **Aboriginal (First Nations) Communities** are an important stakeholder group for Shift consultation and the project considers constitutionally protected Aboriginal rights and the City's duty to Consult.
- **Community Stakeholder Group (CSG)** comprises representatives from major institutions and shopping malls within the project area.
- **Municipal Advisory Group (MAG)** comprises representatives from existing City Municipal Advisory Committees.
- **Technical Agencies Group (TAG)** comprises representatives from the many technical agencies and utilities involved in Shift.
- **Interest Groups** include local neighbourhood/tenant/student associations, non-profit community organizations, and business associations.

Consultation by Stage

Similar to the Project Management Plan, the Communications Plan covers Phases 3 and 4 of the EA process to the completion of TPAP



Phase 5 - Implementation

The Statement of TPAP Completion and the end of Phase 4 marks the completion of this Communications Plan.

A follow-up evaluation and report will be prepared for TPAP communication activities.

Phase 5 is not part of this assignment.

The final phase of the EA process, Implementation, includes development of contract drawings and tender documents, construction, operations and monitoring.

A new Communications Plan will be developed for Phase 5, which will include strategies for public engagement and stakeholder relations with a focus on providing frequent information and updates to the public throughout construction.

Summary

The following reports were developed based on the BRT Network approved in the Rapid Transit Master Plan:

*Rapid Transit Corridors EA Project Management Plan:
Updated and Expanded Scope
&
Shift Communications and Consultation Plan*

The recommended scope of work addresses both matters of provincial importance and due diligence for planning and design matters that address local public interests.