

Municipal Advisory Group Meeting #1
Tuesday October 3, 2017, 2:00
Central Library, Tonda Meeting Room

- Meeting was the commencement of the TPAP pre-consultation (Phase 3)
- Present were 3 consultants, 4 City of London staff, 1 LTC representative and 4 Advisory Committee Group members
- This group was one of several attempts to reach out to various community groups to gain feedback.
- Staff made a presentation which will be provided to TFAC
- We are now in the pre-consultation TPAP stage (Phase 3) which is set to end in December 2017. The end result of phase 3 is a DRAFT Environmental Project Report (EPR).
- The end of Phase 3 will trigger the 120 day review of the draft EPR by the MOECC. It is unclear as to what other agencies/individuals have in terms of review or appeal rights. According to staff, the “Matters of Importance” of Phase 3 are: Natural Heritage (trees and such), hydrogeology, heritage/archaeology and aboriginal affairs. I find it difficult to believe this is all the issues they feel are important at this stage.
- From there, the TPAP detailed design consultation process will commence and is expected to last approximately 6 months (Phase 4). The TPAP will result in preferred engineering designs for all sections of the RT corridors.
- Study works will help evaluate options and mitigation strategies for issues that are discovered. VISM (sp?) is a transportation modelling program which will be utilized to model the effects of proposed transit corridor designs on the larger macro-scale transportation system.
- UWO – according to staff, discussions with UWO regarding frequency through campus are going well, and they are working to resolve the previously noted maximum frequency of 8 busses per hour, and the 12 busses per hour required by BRT to function. Also, UWO is apparently contemplating heavily revising their internal transportation system, to the point that vehicular traffic may simply be removed from the RT corridor identified already.
- Confirmed there is no plans to put a physical barrier between exclusive transit lanes and other traffic (other than in area where you have a transit stop in the median lane configuration). They would be separated by rumble strips from other traffic to allow access by EMS vehicles. Also note that the city would have the ability to consider what

other forms of traffic could access the transit lanes (future autonomous vehicles for example, other LTC “standard” busses etc)

- North route to be constructed first starting in 2020 and take 3 – 4 years to complete. East leg next, same 3 – 4-year construction period. South section next followed by the west section, each taking 3 – 4 years to complete. All of the detailed designs would however be completed at least to the level of design required at end of TPAP stage.
- The decision whether to run transit lanes as median or curb side lanes has not yet been confirmed. Staff acknowledged that parts of the system already have to run in curb side lanes, and in some areas, mixed traffic. I believe this note is of some importance as it possibly creates an opportunity to save more of the trees planted in the medians already (such as on Wellington from Horton to South Street)
- Confirmed that a three season tree inventory study is in the works (started this spring), and each tree within the existing rights-of-ways of the RT corridors are being catalogued. I believe they are also looking at trees which may be on private property that may be close enough to the ROW limit that there may be some impacts. Also, some road widenings will have to happen, so other trees may be affected.
- I advised the consultants and city staff to assume that all trees in and immediately adjacent to the existing ROW's will be negatively impacted, and work forwards from that position. I made this recommendation because there is no infrastructure work ever performed that has had a positive impact on trees.
- I do have a concern that with the significant road widenings currently proposed along the likes of Richmond Street north of Oxford, we may see the demise of what many consider to be a great tree lined street, which really provides a nice gateway feel from the north to the downtown.
- Of course, we should expect some trees to come down to make way for the new bus system, however it should be expected that tree removals should only happen as absolutely necessary.

End 4:15