

8TH REPORT OF THE
TRANSPORTATION ADVISORY COMMITTEE

Meeting held on September 26, 2017, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: A. Stratton (Chair), G. Bikas, S. Brooks, A. Farahi, S. Greenly, J. Kostyniuk, J. Madden, L. Norman and A. Penney and J. Bunn (Secretary).

ABSENT: G. Debbert and H. Moussa.

ALSO PRESENT: J. Fullick, K. Grabowski, T. Macbeth, M. Morris and A. Spahiu.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that S. Brooks disclosed a pecuniary interest in clause 6 of this report, having to do with an update and request for support for the the Resilient Cities Conference being hosted by the Advisory Committee on the Environment (ACE), by indicating that she is a member of the ACE.

II. SCHEDULED ITEMS

2. Streetscape Master Plan for Hamilton Road from Horton Street to Highbury Avenue and Main Street in Lambeth from Campbell Street to Dingman Creek

That it BE NOTED that the attached presentations from J. Heyninck, IBI Group and K. Grabowski, Transportation Design Engineer with respect to the Streetscape Master Plans for Hamilton Road from Horton Street to Highbury Avenue and Main Street in Lambeth from Campbell Street to Dingman Creek, were received.

3. NEXT (a specific public transportation technology)

That the presentation from A. Farahi with respect to NEXT (a specific public transportation technology) BE REFERRED to the next meeting of the Transportation Advisory Committee.

III. CONSENT ITEMS

4. 7th Report of the Transportation Advisory Committee

That it BE NOTED that the 7th Report of the Transportation Advisory Committee, from its meeting held on June 27, 2017, was received.

5. Transport Canada - Grade Crossing Regulations and Railway Funding Applications

That it BE NOTED that the staff report dated September 26, 2017, from the Managing Director of Environmental and Engineering Services and City Engineer, with respect to Transport Canada Grade Crossings Regulations and Railway Funding Applications, was received.

6. Resilient Cities Conference - Advisory Committee on the Environment

That support in the amount of \$150.00 from the 2017 Transportation Advisory Committee budget for the Advisory Committee on the Environment (ACE) Resilient Cities Conference BE APPROVED; it being noted that the communication dated September 14, 2017 from S. Ratz, Chair of the ACE, was received.

7. Notice of Public Information Centre - Clarke Road Improvements - Veterans Memorial Parkway Extension to Fanshawe Park Road East - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre for the Clarke Road Improvements from the Veterans Memorial Parkway Extension to Fanshawe Park Road East - Municipal Class Environmental Assessment, from A. Spahiu, Transportation Design Engineer, City of London and I. Bartlett, Project Manager, Stantec Consulting Ltd., was received.

8. Notice of Study Completion - Rapid Transit Initiative Master Plan

That it BE NOTED that the Notice of Study Completion related to the Rapid Transit Initiative Master Plan, dated August 3, 2017, from J. Ramsay, Project Director, Rapid Transit, City of London and B. Hollingworth, Director, IBI Group, was received.

9. Richmond Street Municipal Underground Utilities Realignment - Environmental Assessment Study - Notice of Study Completion

That it BE NOTED that the Notice of Study Completion with respect to the Richmond Street Municipal Underground Utilities Realignment Environmental Assessment Study, dated August 3, 2017, from J. Ramsay, Project Director, Rapid Transit, City of London and J. Heyninck, Associate Director, IBI Group, was received.

10. Construction Notice - 2017 Wonderland Advanced Widening

That it BE NOTED that the Construction Notice for the 2017 Wonderland Advanced Widening, dated September 18, 2017, from M. Elmadhoon, Traffic and Transportation Engineer, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

None.

V. ITEMS FOR DISCUSSION

11. Request for Representative for the Municipal Advisory Group

That J. Ramsay, Project Manager, Rapid Transit, BE ADVISED that Amir Farahi will represent the Transportation Advisory Committee (TAC) on the Municipal Advisory Group related to Rapid Transit, subject to the meeting schedule and his availability; it being noted that Amanda Stratton will act as an alternate representative for the TAC on the Advisory Group.

12. Inquiry by the Chair of the Transportation Advisory Committee

That it BE NOTED that the communication submitted by A. Farahi, with respect to an inquiry by the Chair of the Transportation Advisory Committee (TAC), was received; it being noted that the TAC held a general discussion with respect to this matter.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

13. Not By Accident Conference

That it BE NOTED that the Transportation Advisory Committee (TAC) approved expenditures for registration fees for committee members for the Not By Accident Conference being held Tuesday, October 24, 2017, at the Best Western Lamplighter Inn; it being noted that the TAC has sufficient funds in its 2017 budget for these expenditures.

14. Next Meeting Date

That the date of the next Transportation Advisory Committee meeting BE SET for October 31, 2017.

VII. ADJOURNMENT

The meeting adjourned at 1:52 PM

NEXT MEETING DATE: October 31, 2017



Assignment 'A' Hamilton Road 'Main Street' Presentation to City of London Transportation Advisory Committee

September 26, 2017

Existing Condition – *Urban Grid*

1. Street pattern with angled lots



2. Dominant access to Hamilton Road is private driveway



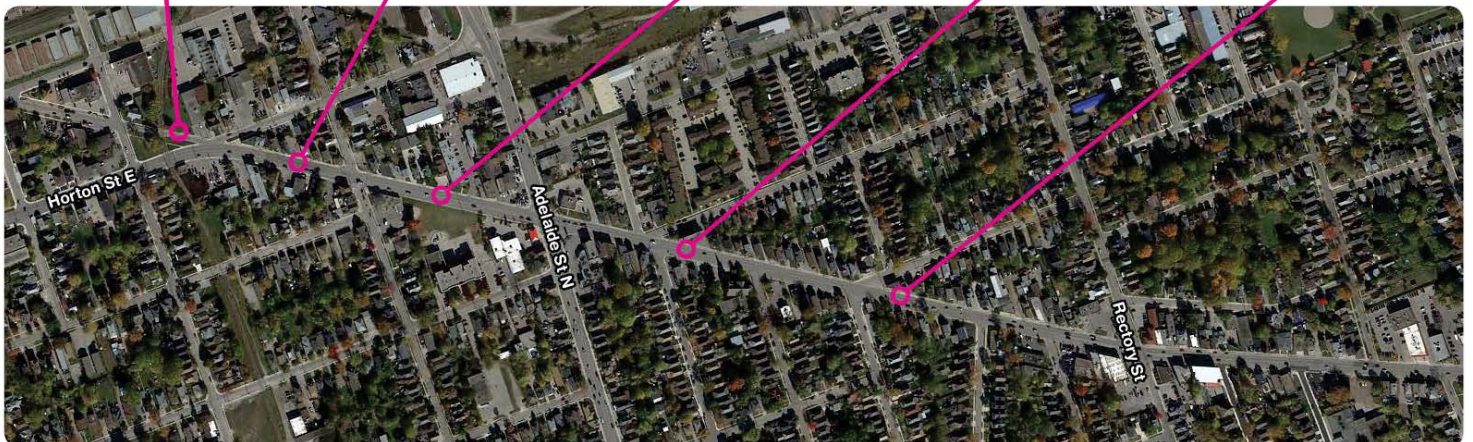
3. Lack of connection to active transport network



4. Long crosswalks from angled street patterns



5. Cross streets infrequently cross through



Existing Condition - Streetscape

6. Parking along lot frontage



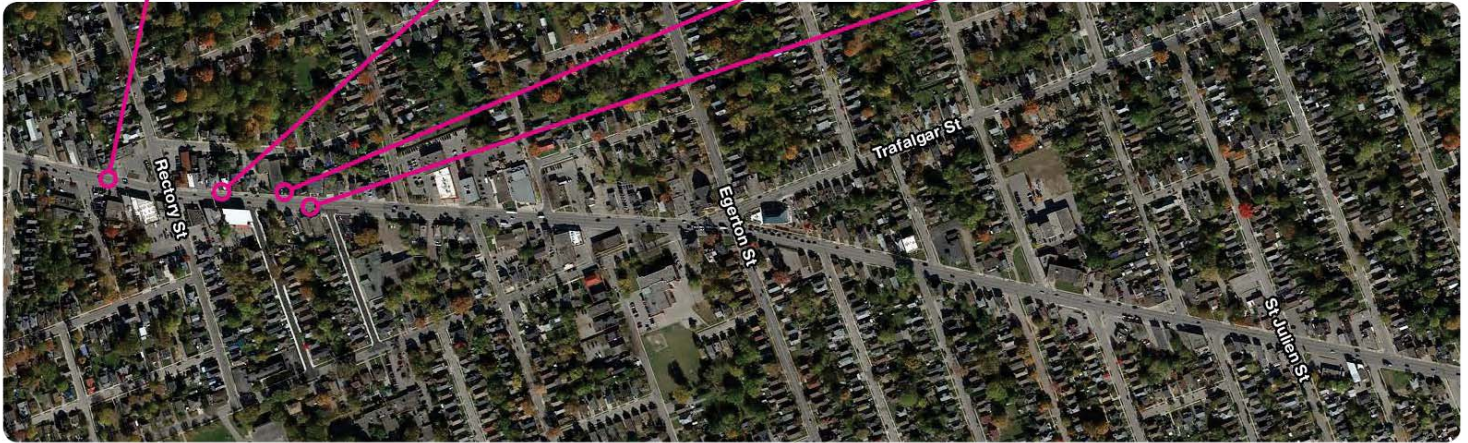
7. Lack of street furniture



8. Lack of street trees



9. Narrow sidewalks shared with hydro poles



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

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Existing Condition – Built Form

10. Surface parking along boulevard frontage



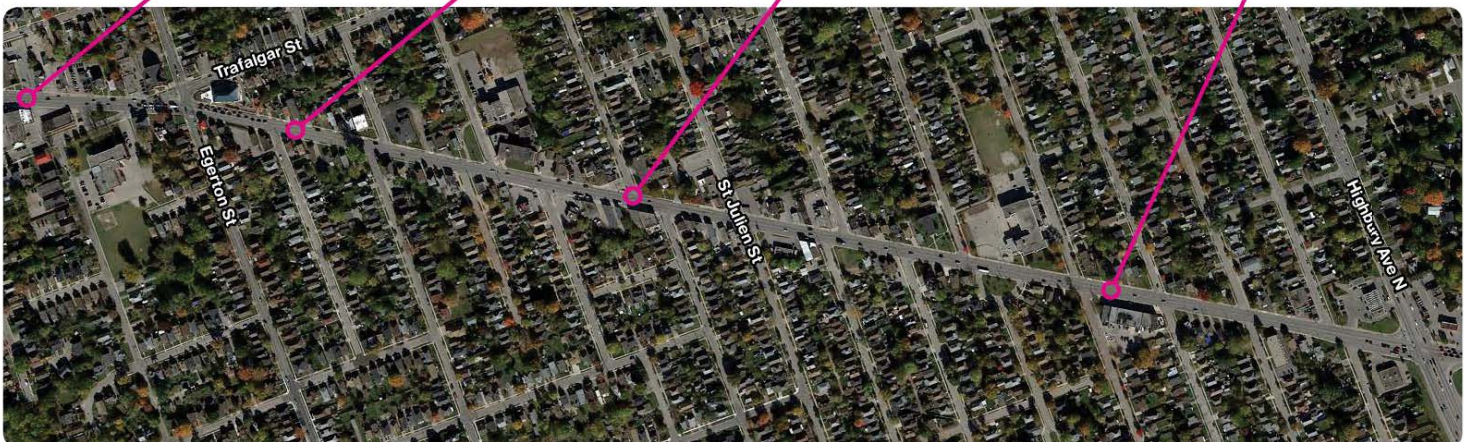
11. Built form of single detached residential



12. Large parking lots at intersections



13. Lack of continuous street wall (exception: East Street)



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

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Urban Design SWOT Analysis



Strengths

- Arterial connection to/from Downtown
- Independent business community
- Multicultural neighbourhoods
- City open to new ideas

Weaknesses

- Discontinuous street wall
- High traffic volumes
- Heavy truck traffic
- Tight ROW and narrow public realm
- Auto-dominated travel mode

Urban Design SWOT Analysis



Opportunities

- Reconfigure Ham+Eggs intersection
- Narrower traffic lanes
- Private tree planting incentive
- Shared street design at Sackville
- LID (rain gardens) at Pearl
- PED signalized crosswalk at Little Hill and Mamelon
- Tree planting, refined program at existing/potential park space – Horton, Adelaide, Trafalgar, Delaware, Pine Lawn Ave
- Linear flowering shrub borders north/south sides OR shade tree north side, shrub border south side – dependent on traffic alignments
- Potential for intensification north side, between Sackville and Egerton

Threats

- Prevailing crime and safety concerns
- Budgets and timelines
- Period of adjustment to new traffic regimen
- Maintenance overlooked or deferred

TRAFFIC ANALYSIS HIGHLIGHTS



- Average daily traffic volumes within the study corridor range from 17,000 to 21,000, with the peak volumes occurring between Egerton Street and Rectory Street.
- Under existing conditions, the intersections at Adelaide Street, Egerton Street/Trafalgar Road, and Highbury Avenue experience varying levels of congestion (with several critical movements) during both the AM and PM peak hours. All of the other study intersections operate below their theoretical capacities.
- The pedestrian signal phasing along the corridor are inconsistent with the provincial standards, and walk speeds and associated phasing should be reviewed and updated to better reflect and serve local users.

Assignment 'A' Hamilton Road 'Main Street'
Conceptual Design

TRAFFIC ANALYSIS HIGHLIGHTS

- Parking regulations along the corridor vary widely. There are 13 different parking regulations within the study area, including those on side streets. In some sections 1- or 2-hr parking is permitted during the peak periods, which can restrict traffic flows to one lane, adding to congestion and weaving.
- Two locations were identified as promising sites for new controlled pedestrian crossings (e.g., Level 2 Pedestrian crossovers): Hamilton Road at Mamelon Street and Hamilton Road at St. Julien Street.
- A three-lane cross-section option (i.e., one through lane per direction and a centre two-way left-turn lane) was assessed; however, the peak period demand would have resulted in unacceptable congestion and delays at several intersections.

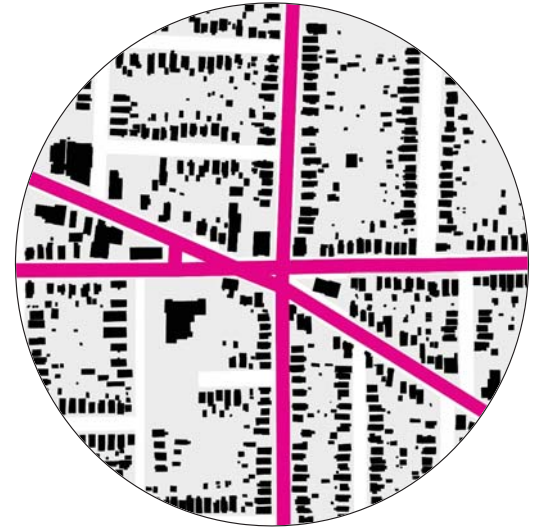


Assignment 'A' Hamilton Road 'Main Street'
Conceptual Design

Hamilton at Egerton / Trafalgar



The operational issues at the intersection are a function of both traffic control and geometry. The presence of the Trafalgar leg at the intersection requires an additional signal phase, and serving that phase adds to the delays experienced on the other approaches. Additionally, the multiple legs and skews make the intersection particularly challenging for pedestrians.



PRELIMINARY STREETSCAPE APPROACH



The London Plan – Streetscape Classifications



- | | |
|---|---|
|  Main Street Place Type |  Main Street |
|  Urban Corridor Place Type |  Civic Boulevard |
| |  Urban Thoroughfare |
| |  Neighbourhood Connector |

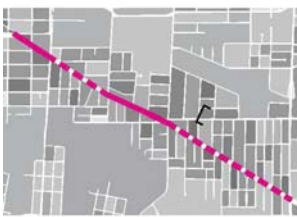
PRELIMINARY STREETSCAPE APPROACH

Main Street Typology – Typical Condition



West of Hamilton & Trafalgar & Egerton looking East

- Main Street
- - - Civic Boulevard



West of Hamilton & Trafalgar Looking East



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

PRELIMINARY STREETSCAPE APPROACH

Main Street Typology – Constrained Condition

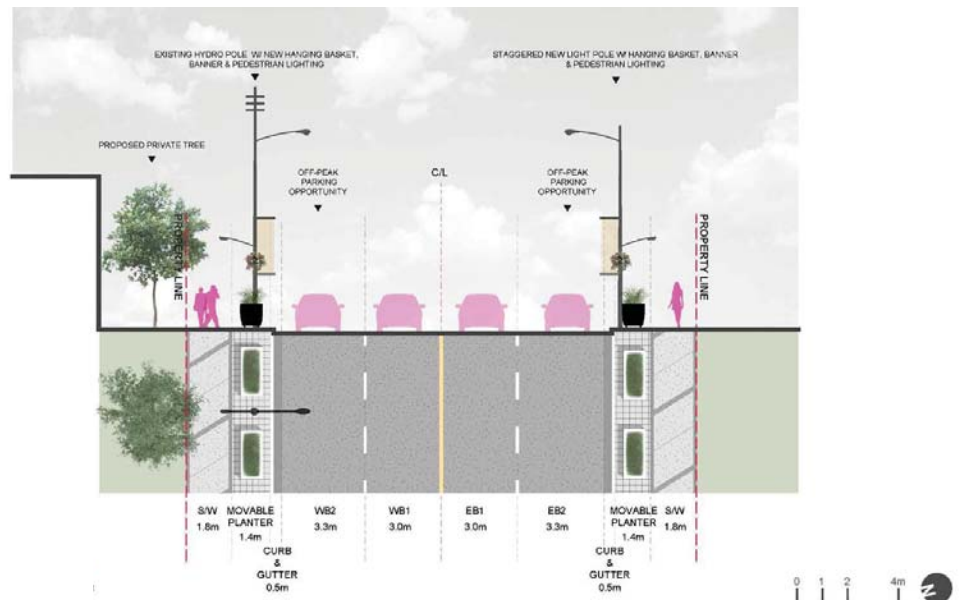


Between Adelaide & William Looking East

- Main Street
- - - Civic Boulevard



Between Adelaide & William Looking East



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

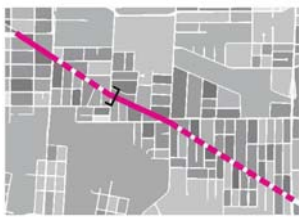
PRELIMINARY STREETSCAPE APPROACH

Main Street Typology – Typical Intersection Condition

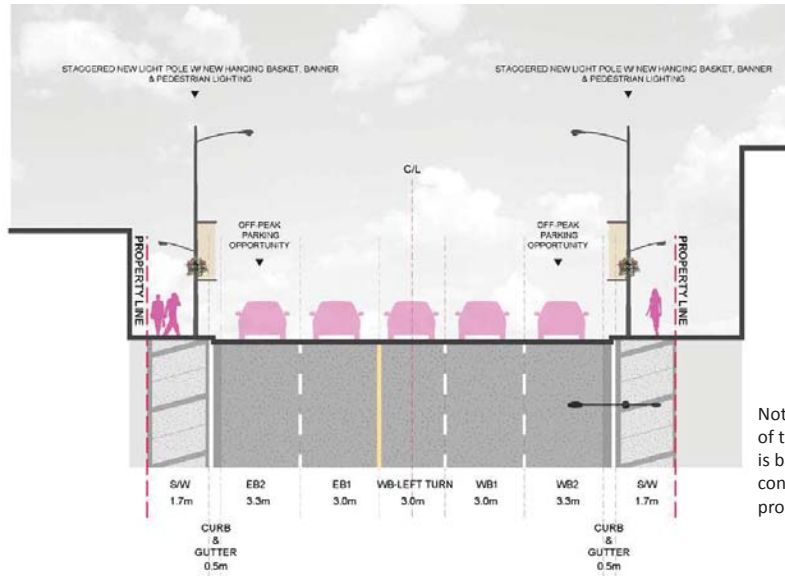


East of Hamilton & Rectory Looking West

- Main Street
- - - Civic Boulevard



East of Hamilton & Rectory Looking West



Note: The dimension of this cross section is based on existing condition due to property constraints.



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

PRELIMINARY STREETSCAPE APPROACHES

Civic Boulevard Typology – Typical Condition

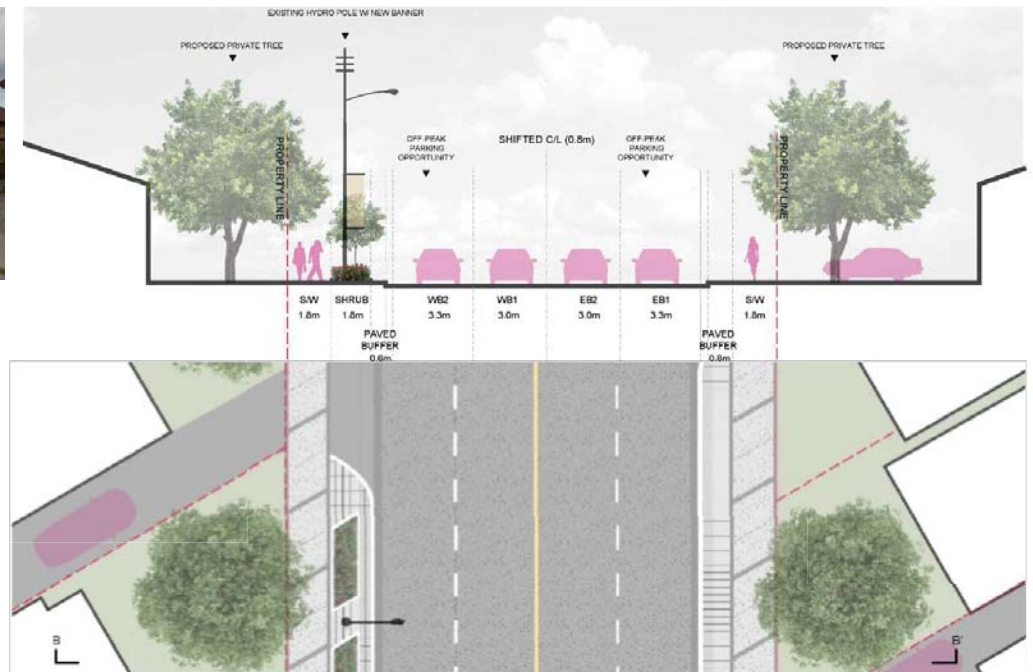


Between Mamelon & Inkerman Looking East

- Main Street
- - - Civic Boulevard



Between Mamelon & Inkerman Looking East



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

PRELIMINARY STREETSCAPE APPROACHES

Civic Boulevard Typology – Constrained Intersection Condition



West of Rectory Looking East

- Main Street
- - - Civic Boulevard



West of Rectory Looking East



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

Key Intersections for Intervention



- X Key Intersections
- Major Intersections
- Community Improvement Plan Study Area

Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

A -- HAMILTON / HORTON – Gateway Option 1



The west end of our project area contains great scale and opportunity for a new civic park and community hub with shared streetscapes.

Approaches:

- Turn Hamilton Rd to woonerf street
- Integrate the city owned green space on both sides of Hamilton Rd into one civic park as a gateway amenity, with sensitive landscape treatment for railway land
- Unlock future intensification and culture and industrial heritage regeneration for a new city place just outside downtown
- Maximize greenscape and provide programmable space for community use.
- Showcase of local arts of the craved wood and industrial heritage of the railway



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

A – HAMILTON / HORTON – Gateway Option 2



Approaches:

- Turn Hamilton Road into a woonerf street
- Highlight the rail corridor with a trellis element with accent lighting and built in seating, when the rail operations terminate in the long term
- Reference the unique nature of Hamilton Road through celebrating the diagonal pattern of the urban context
- Develop a strong sense of place through custom unique planters/benches
- Create a sense of visual cohesion between the two open spaces
- Create a sense of arrival to Hamilton Road through a gateway feature
- Provide opportunity to showcase public art



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

B -- HAMILTON / ADELAIDE



This is a major vehicular crossroads with constrained room for the public realm.

Approaches:

- Special paving treatment to define the public realm at the intersection
- Switch the bus stops from the existing constrained locations to the opposite quadrants' far-side locations for more generous experience
- Provide a linear green path for active transportation to avoid the intersection
- Provide decorative street banners to improve identity



Rain Garden



Bus Stop, Boulevard de Maisonneuve, Montreal

Assignment 'A' Hamilton Road 'Main Street'
Conceptual Design

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C -- HAMILTON / LITTLE HILL / MAMELON



Little Hill ends in a new spacious plaza at Hamilton Road, with seating for worshippers, neighborhood chats, and potential increased retail/café at corner building.

Approaches:

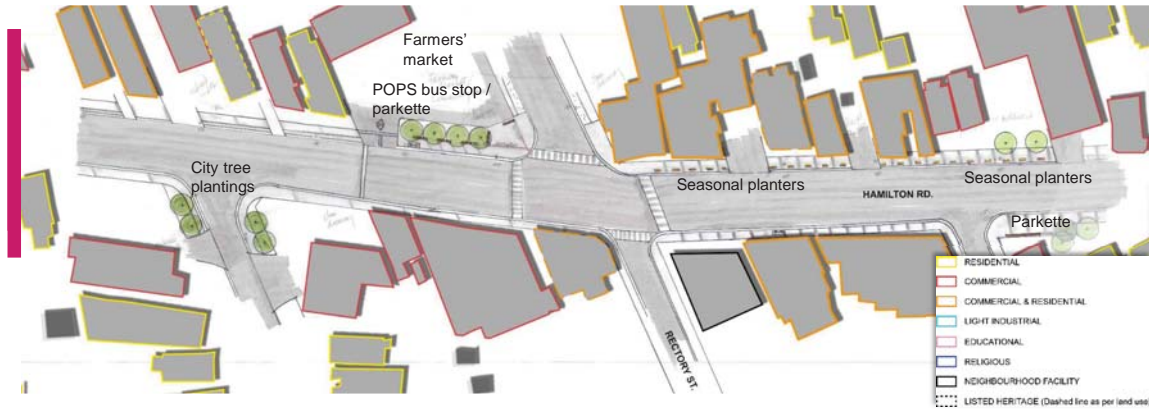
- Close off Little Hill exit to Hamilton Rd and turn the space into an urban open space in front of the church/mosque
- Provide a neighbourhood focal point for respite and relaxation
- Clustered tree planting provides shade and focal areas
- Special paving treatment of the parkette is coordinated with the overall corridor paving theme
- Encourage LID streetscape treatment, permeable paving and rain garden at locations applicable, e.g. Pearl Street



Assignment 'A' Hamilton Road 'Main Street'
Conceptual Design

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D -- HAMILTON / RECTORY



The tight built form and narrow ROW provides little opportunity for expanded public space, however there is an opportunity of a Privately-Owned-Public-Space (POPS) at northwest corner would provide a generous new bus stop, parkette, and canopy shade trees.

Approaches:

- Switch the bus stops from the existing constrained locations to the opposite quadrants' far-side locations for more generous experience
- Special paving treatment to define the public realm at the intersection coordinated with the overall corridor paving theme
- Provide decorative street banners to improve identity

Assignment 'A' Hamilton Road 'Main Street' Conceptual Design



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E – HAMILTON / SACKVILLE



Approaches:

- Blend recent library plaza/bench design into new plaza space with planters, benches, flexibility for events
- Tie in adjacent lot pedestrian entry to new plaza space for expanded public realm and local retail scene

With a successful library as anchor, lower Sackville becomes a place for people and art and urban forest cafes.

Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

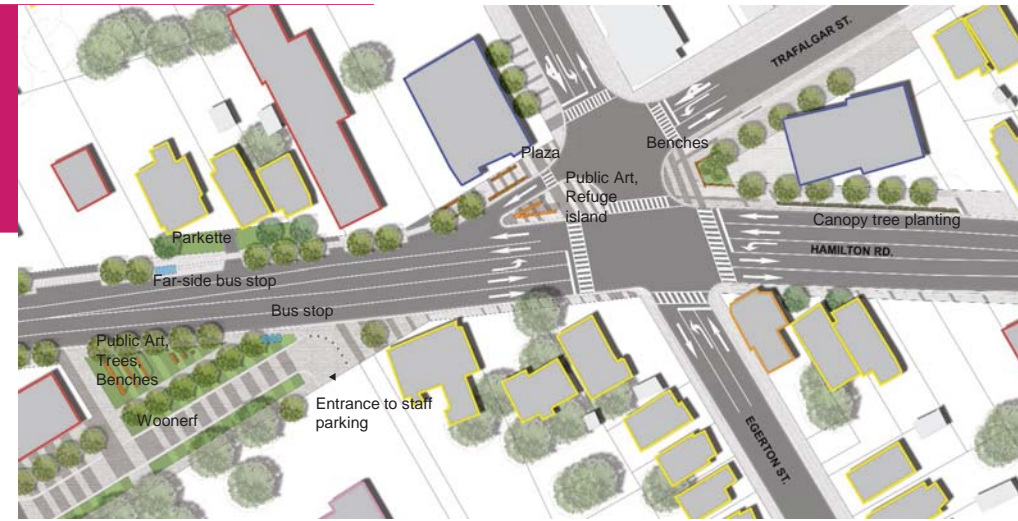
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E – HAMILTON / EGERTON – Gateway Option 1

The diagonal and grid tension are most felt here and the balance of public realm and traffic realm produce a better urban fabric this 'Main Street'.

Approaches:

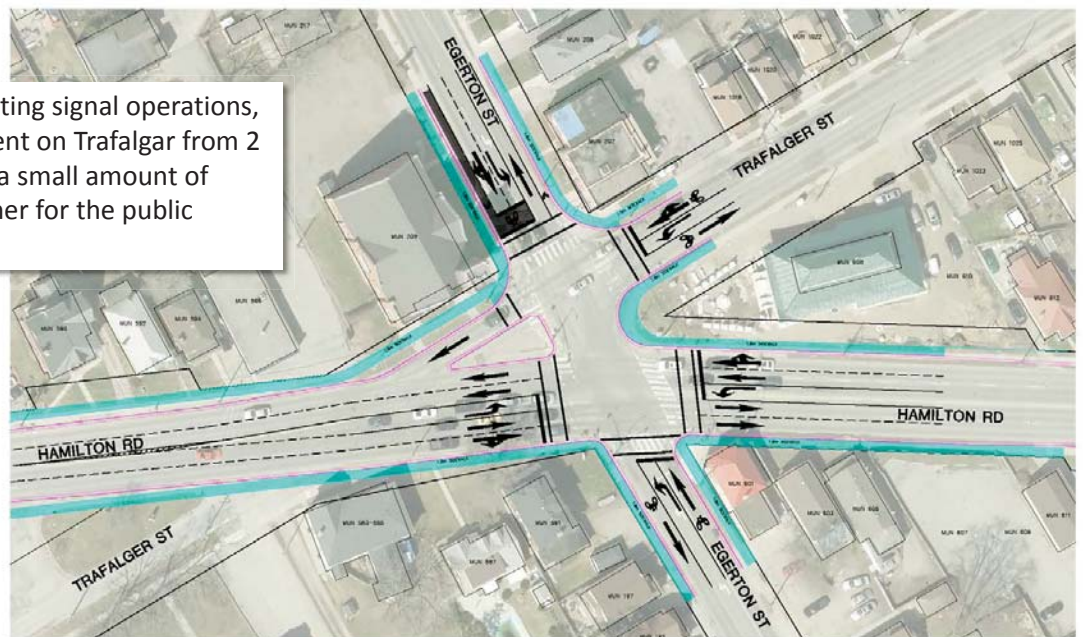
- Expand the public realm in front of the church by closing off 1 through lane on Trafalgar to form expanded street plaza in the Hub of Main Street
- Reclaim the triangular open space between Hamilton and Trafalgar on the west quadrant, for an urban park amenity with enhanced landscape
- Rethink the configuration of this five-legged crossroads to improve pedestrian crossing times
- Public art framing either end of the 'bow-tie' streetscape
- Provide public arts, street banners, enhanced pedestrian lighting and theme paving pattern to establish identity and the sense of arrival



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

Hamilton at Egerton / Trafalgar Design Options

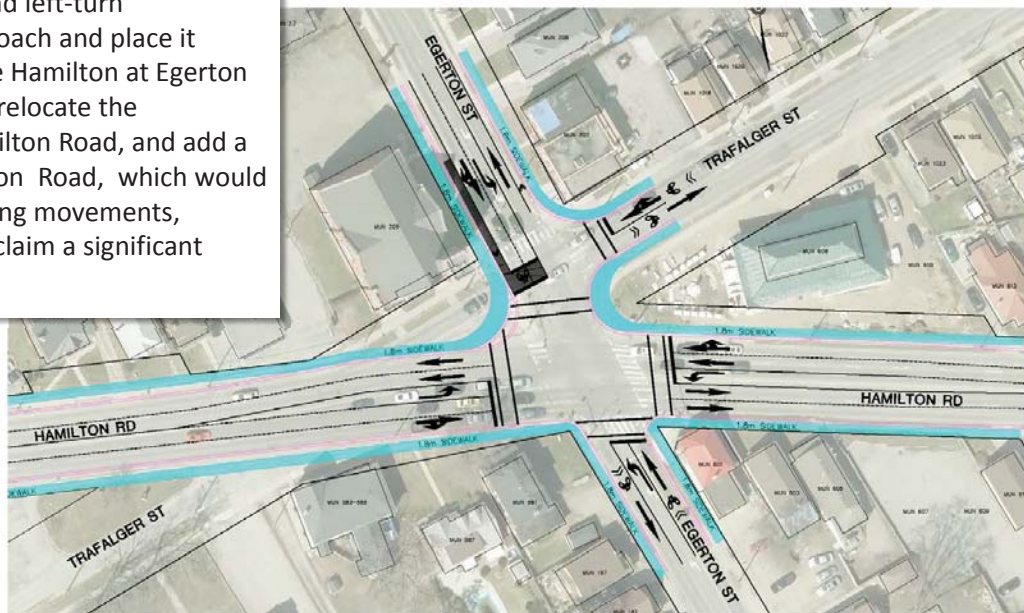
Option 1 – maintain the existing signal operations, reduce the through movement on Trafalgar from 2 lanes to 1 lane, and reclaim a small amount of space on the northwest corner for the public realm.



ASSIGNMENT 'A' HAMILTON ROAD 'MAIN STREET' CONCEPTUAL DESIGN

Hamilton at Egerton / Trafalgar Design Options

Option 2 – Eliminate the through and left-turn movements from the Trafalgar approach and place it under stop sign control, manage the Hamilton at Egerton intersection as a 4-leg intersection, relocate the southbound stop line closer to Hamilton Road, and add a westbound left-turn lane on Hamilton Road, which would improve operations for the remaining movements, shorten pedestrian crossing, and reclaim a significant space for the public realm.



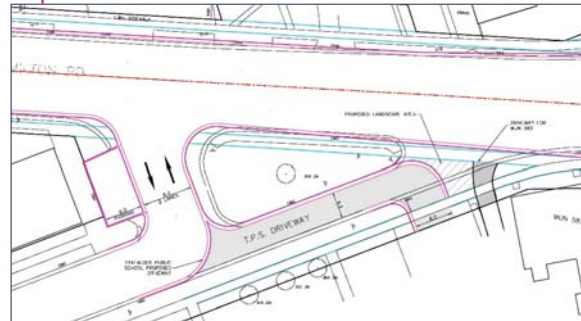
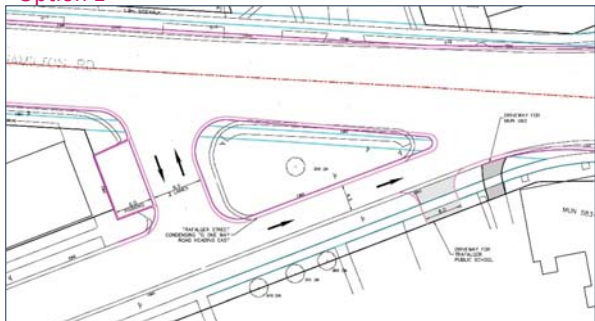
ASSIGNMENT 'A' HAMILTON ROAD 'MAIN STREET' CONCEPTUAL DESIGN

Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

Trafalgar Street– 4 Options for Intersection

Option 1

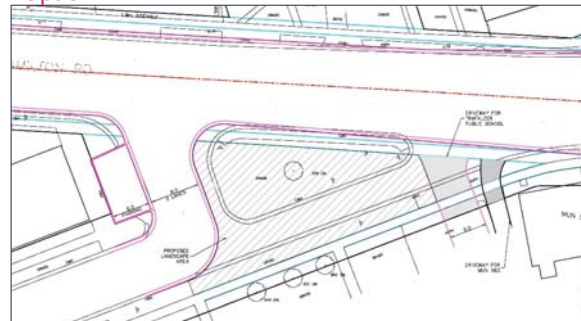
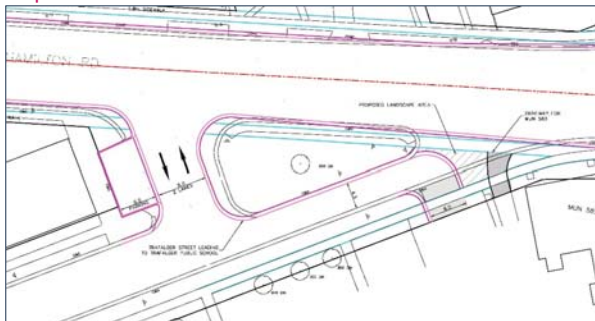
Option 2



LEGEND:	
	DRIVEWAY FOR TRAFALGAR PUBLIC SCHOOL
	DRIVEWAY FOR MUN #10 383
	PROPOSED LANDSCAPE
	STREET LINE
	PROPOSED CURB
	PROPOSED ASPHALT
	PROPOSED SIDEWALK

Option 3

Option 4



Assignment 'A' Hamilton Road 'Main Street' Conceptual Design

F -- HAMILTON / Highbury



Hamilton Road and Highbury Avenue will announce the entry into the Mixed Use Hamilton Corridor, indicating the transition from Highway into Main Street/Civic Boulevard.

Approaches:

- Encourage Public arts as the gateway feature
- Provide trees in the median to enhance streetscape within the constrained ROW
- Street banners, enhanced pedestrian lighting and theme paving pattern to establish the sense of arrival and branding of Hamilton Corridor
- Traffic calming and a rethink of parking at East St retail shops will optimize public safety and distinguish Hamilton Road from Highway 401



Assignment 'A' Hamilton Road 'Main Street'
Conceptual Design

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Next Steps



THANK YOU



Lambeth Main Street

Presentation to London Transportation Advisory Committee

September 26, 2017



Project Background



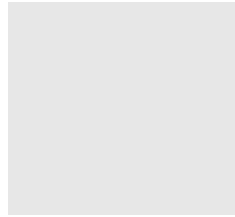
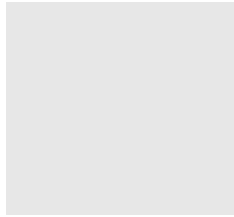
Study Area



Context



Existing Conditions



1. Narrow Right of Way (ROW).
2. Streetscape character predominantly low density retail and residential with wide set back from street line.
3. Architecture character predominately consists of detached houses with porch details.
4. Hydro poles appeared the most outstanding elements on the street.
5. Individual driveways typically connect the properties to Main Street.
6. Large asphalt parking lots in front of strip malls.
7. Narrow sidewalks on both side of the street.



Design Principles & Approach



Design Principles

1. Establish a vision, development tools and implementation strategies incorporating great street principles
2. Develop a comprehensive complete street over long term implementation
3. Renew infrastructure and servicing
4. Provide pedestrian accessibility, comfort and amenity
5. Reinforce the neighbourhood characteristics
6. Enhance connectivity and establish a neighbourhood destination
7. Stimulate placemaking opportunities and civic pride



Design Approach



Main Street Gateways



Gateway features at Colonel Talbot Road and Campbell Street establish a strong sense of place along Main Street.

Potential features include:

- Community space for free events and activities
- Public art
- Activated corner uses
- Improved sight lines through plaza
- Enhanced lighting in the plaza

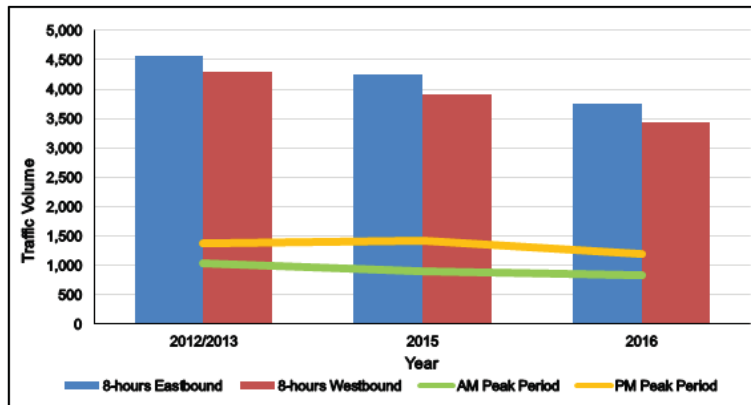


Streetscape Concepts



Design Approach: Traffic Analysis

Between 2012 and 2016 daily through traffic volumes on Main Street decreased by 19%. The reduction in traffic volume could be associated with more traffic using the Wonderland Road to access the Highway 402 interchange and the more recently opened Highway 401 interchange, as a means of bypassing downtown Lambeth.



The reduction in traffic demand presented an opportunity to reconfigure the cross-section (conducting a “Road Diet”) to free-up real estate for other uses. The 3-lane cross-section (one through lane per direction and a centre tow-way left-turn lane) would be complemented with dedicated left-turn lanes at both signalised intersections.

Design Approach: Traffic Analysis

Operational analysis of the resultant 3-lane cross-section at the two signalised intersections, using 2016 volumes, again indicated that they would continue to operate well below their theoretical capacities.

Operational analysis of the two signalized intersections, using 2016 volumes, showed that both intersections operate below their theoretical capacities during the AM and PM peak hours. There are no movements that are near operating capacity.

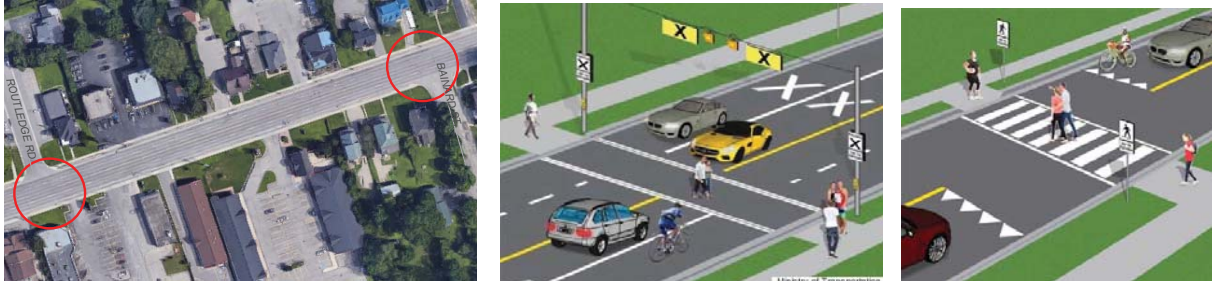
Assuming a 1.5% annual growth rate, traffic volumes for 2026 were forecast. The operational analysis of the 3-lane cross-section, using the 2026 volumes, suggested that the intersections would continue to operate with excess capacity, and provide a good level of service during both peak periods.

In addition to offering a comparable level of service to existing conditions, the 3-lane cross-section will maintain access to the properties along Main Street, while keeping through traffic moving.

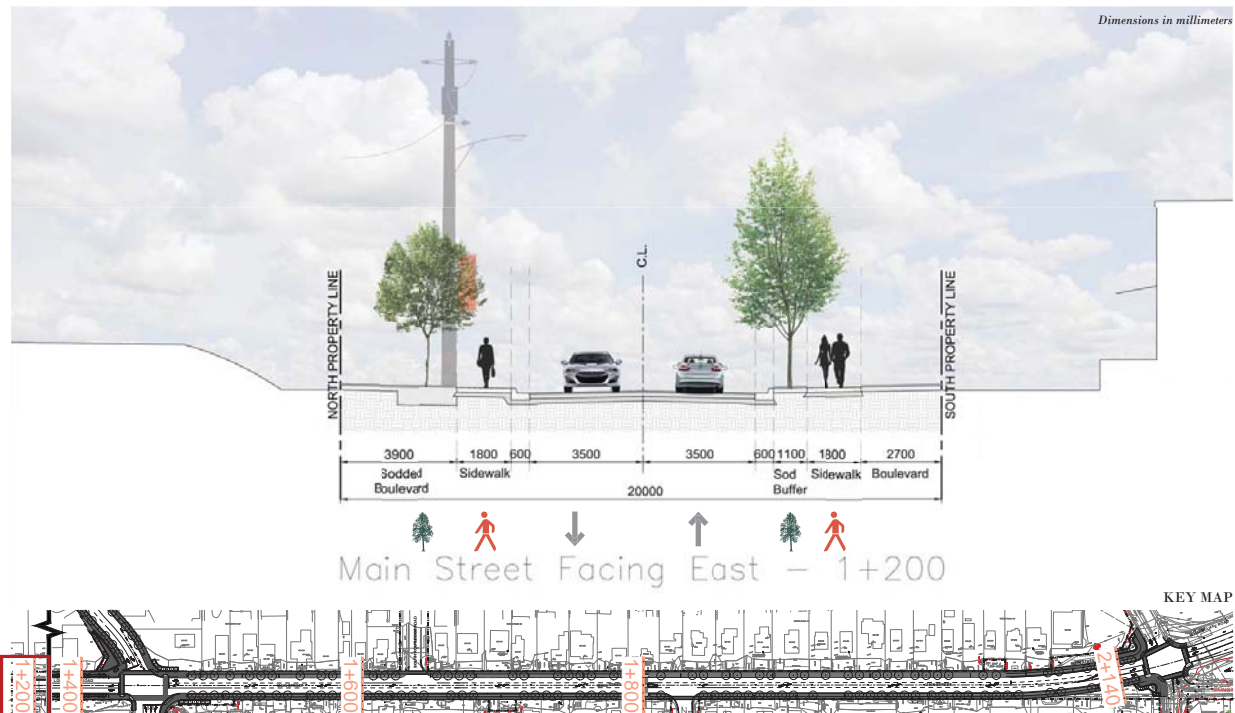
The traffic analysis also explored the conversion of the Campbell Street / Main Street intersection with a roundabout; however, due to geometric conflicts with Hamlyn Street that option was abandoned.

Design Approach: Traffic Analysis

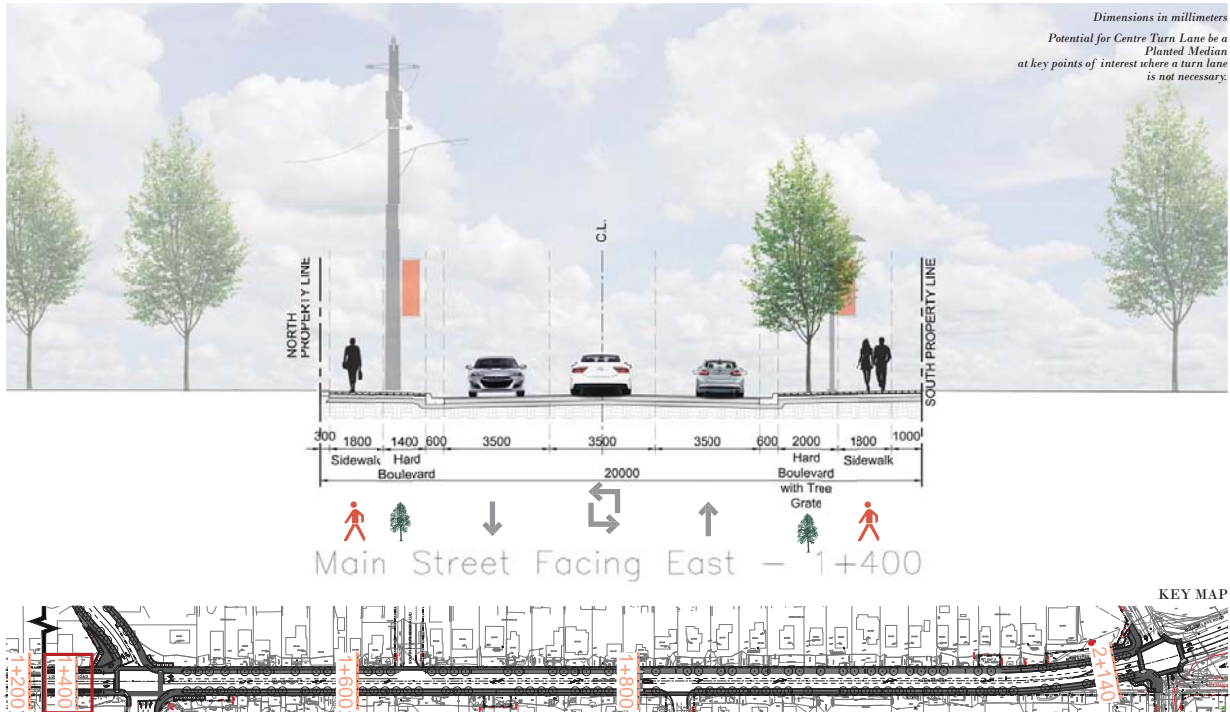
Given the approximately 730m spacing between the two signalized intersections, the traffic analysis also recommended installing controlled pedestrian crossings at the Bainard Street and/or Routledge Road intersections to improve connectivity and safety.



Boulevard Section at 1+200



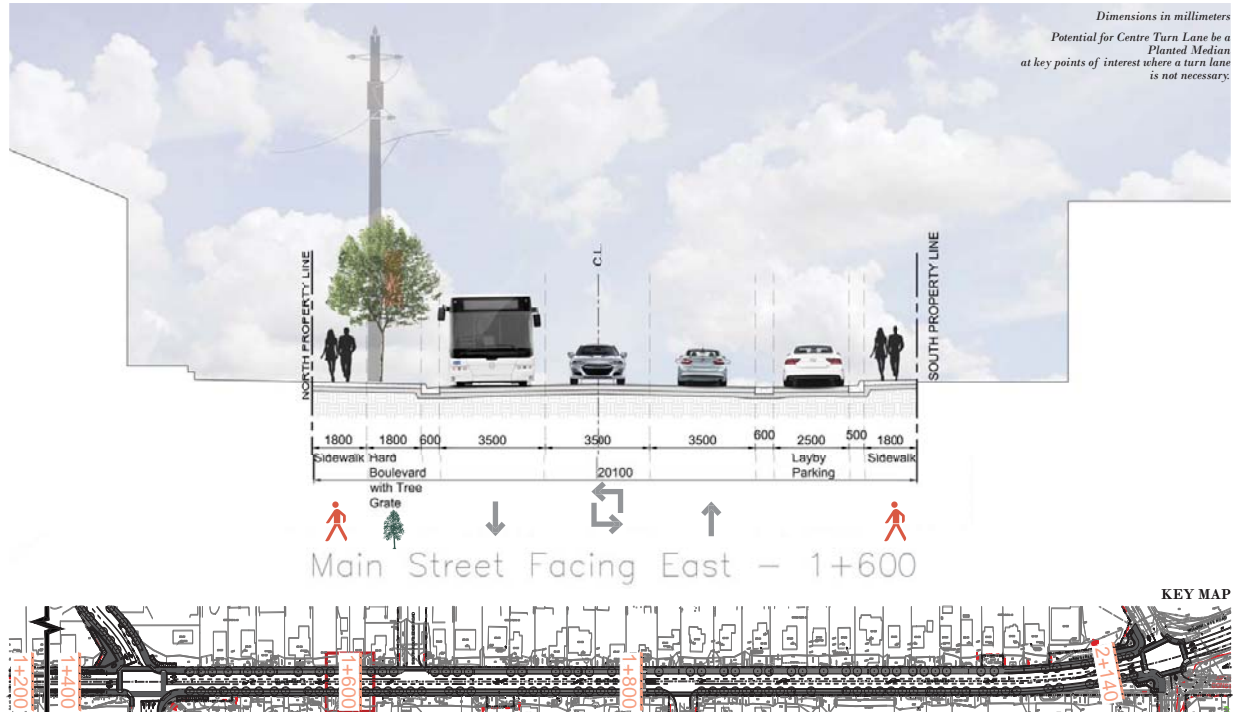
Boulevard Section at 1+400



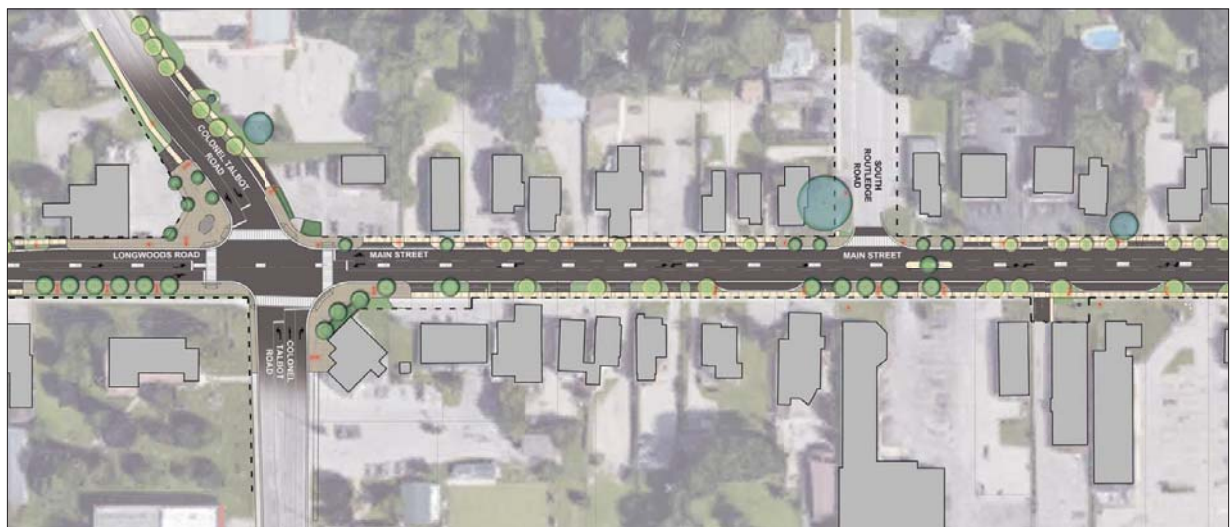
Roll Plan: Naturalized Segment



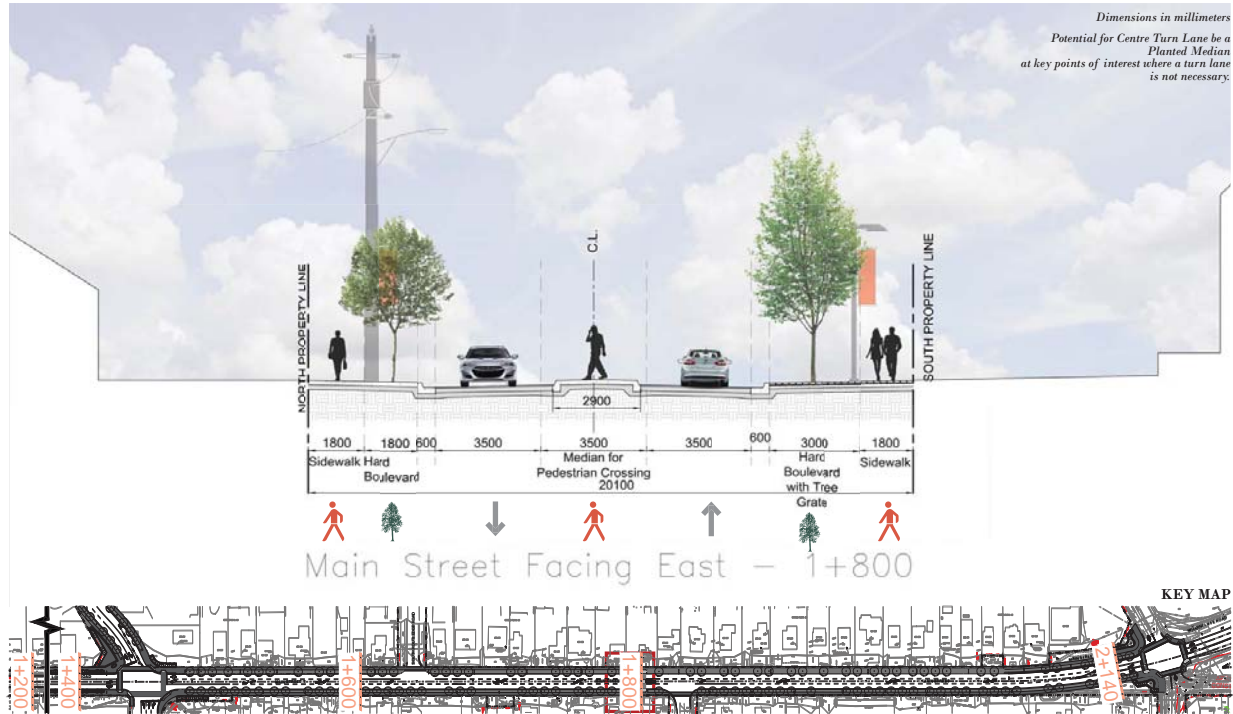
Boulevard Section at 1+600



Roll Plan: West Gateway and Main Street



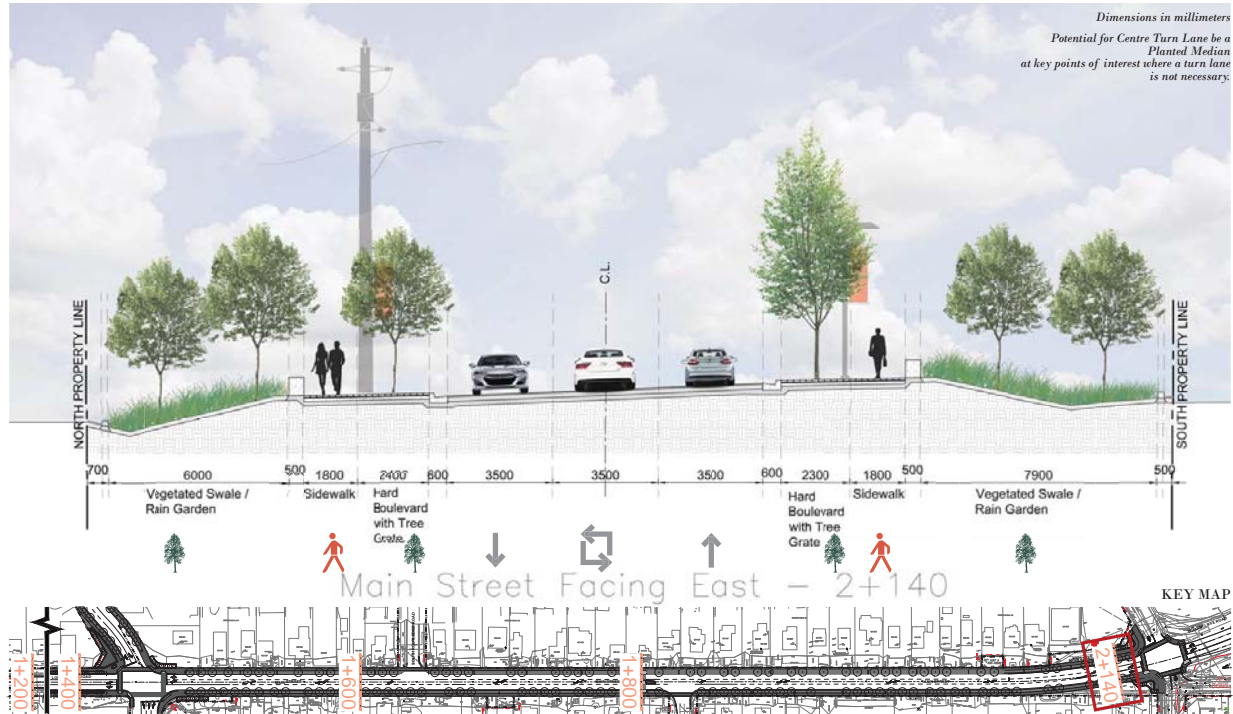
Boulevard Section at 1+800



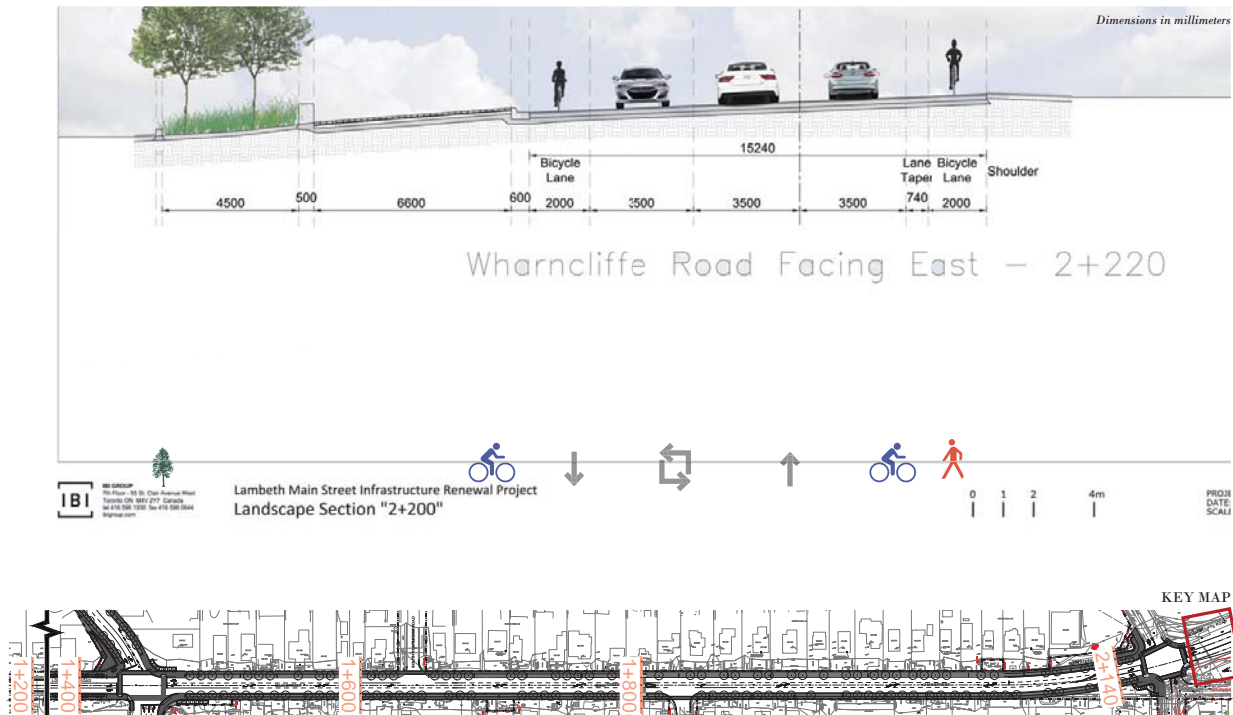
Roll Plan: Main Street



Boulevard Section at 2+140



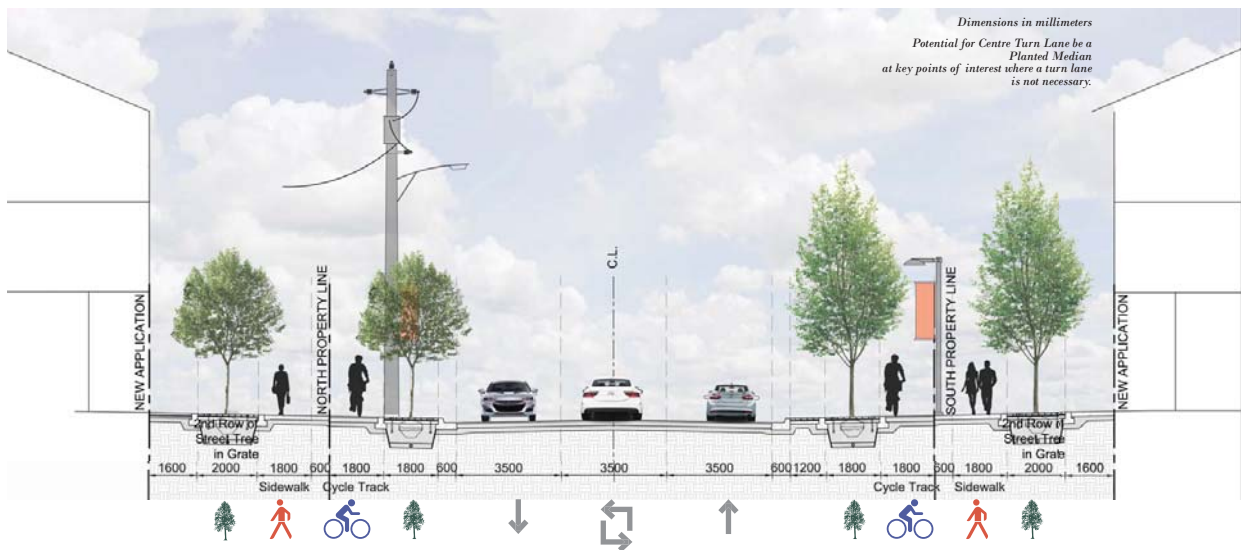
Boulevard Section: Wharncliffe Road



Roll Plan: East Gateway



Boulevard Section - Long Term, Typical



* The Long Term Design is intended to be implemented as future development occurs

Streetscape Demonstration: Corridor Placemaking



Streetscape Demonstration: Gateway Placemaking at Colonel Talbot Road



Streetscape Demonstration: Gateway Placemaking at Campbell Street



Thank You

