

# Rapid Transit Implementation Working Group

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November 9, 2017



## Agenda

1. Consultation Update
2. Technical Update
3. PIC Focus Area Preview:  
Richmond Street Corridor (Oxford to University)
4. Next Steps

# Consultation Update



## Upcoming Events

### **Public Workshop Stops & Streetscapes**

November 15<sup>th</sup> | 4pm-8pm | 2<sup>nd</sup> Floor Central Library

### **Stakeholder Week Part II**

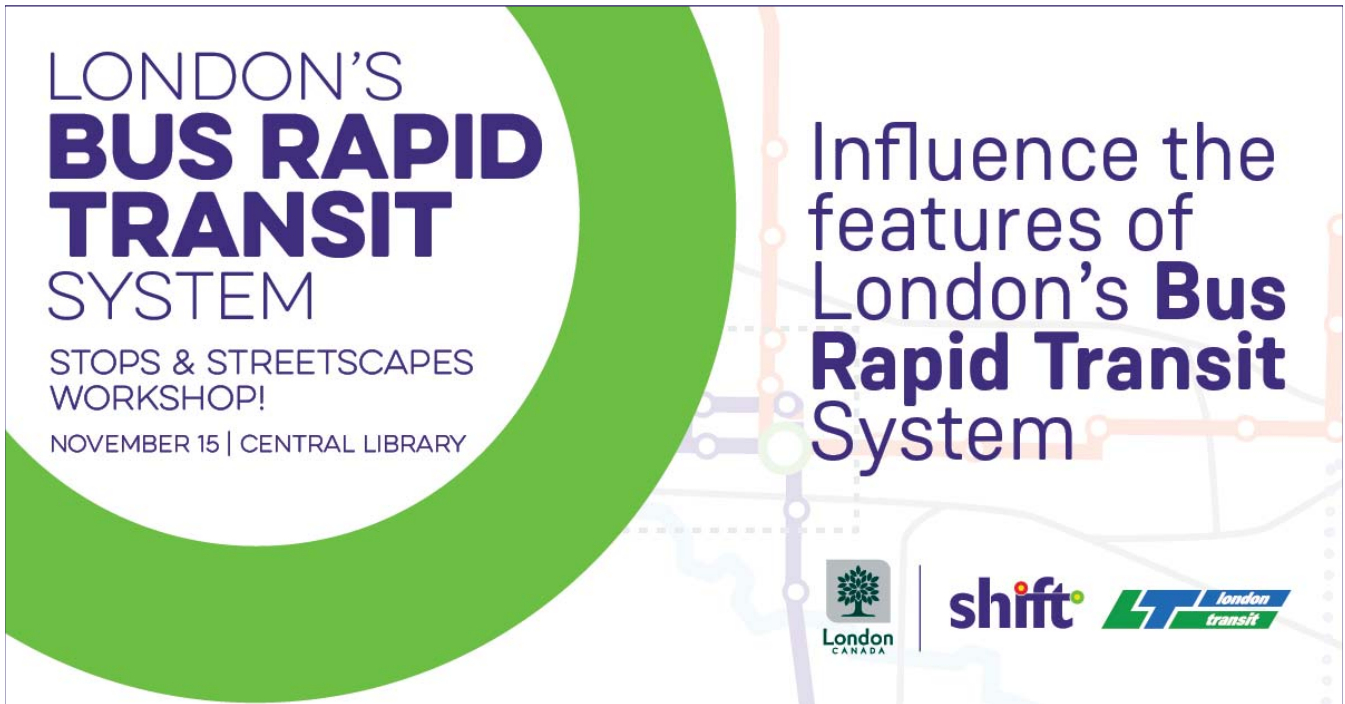
November 21<sup>st</sup> – 22<sup>nd</sup> | Rapid Transit Office

### **Public Information Centres (PIC #5)**

December 11<sup>th</sup> – 15<sup>th</sup> | Locations Across the City

# Public Workshop Stops & Streetscapes

November 15<sup>th</sup> 4pm – 8pm | 2<sup>nd</sup> Floor Central library






LONDON'S  
**BUS RAPID TRANSIT**  
SYSTEM

STOPS & STREETSCAPES  
WORKSHOP!

NOVEMBER 15 | CENTRAL LIBRARY

Influence the  
features of  
London's **Bus  
Rapid Transit**  
System



# Public Workshop Stops & Streetscapes

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# Stakeholder Week Part II

November 21<sup>st</sup> – 22<sup>nd</sup> | Rapid Transit Office



## On the Agenda:

- Study Progress
- What We Heard Last Time
- Review Design Alternatives (“Options”)
- Stakeholder Feedback to refine PIC Materials

# Public Information Centre

December 11 - 15 | Locations across London

Five meeting times will be offered the Week of December 11<sup>th</sup>.

## Goals of PIC #5:

- 1) Present alternative design concepts along BRT corridors
- 2) Present assessment and analysis of impacts for concepts
- 3) Seek public's feedback to aid in evaluation of design concepts

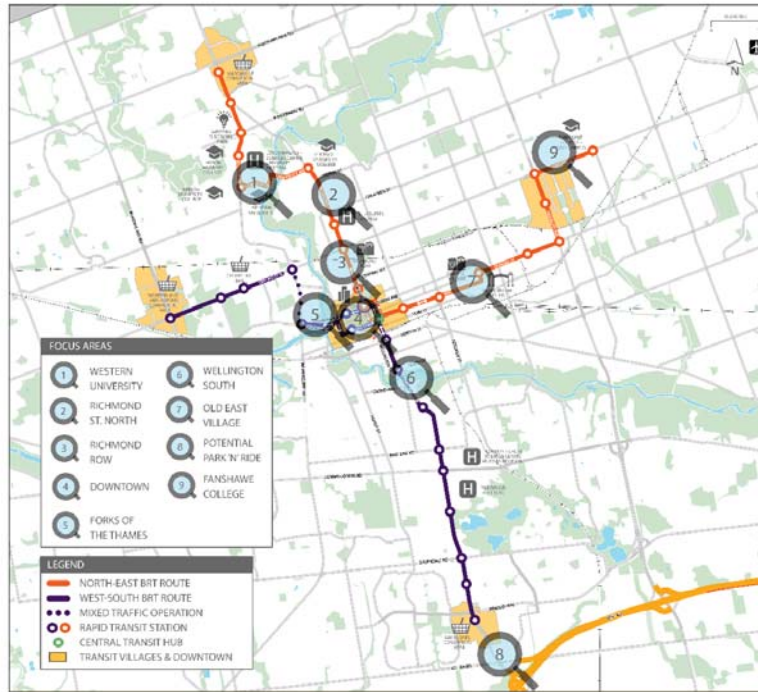
# Technical Update



## Technical Work Update

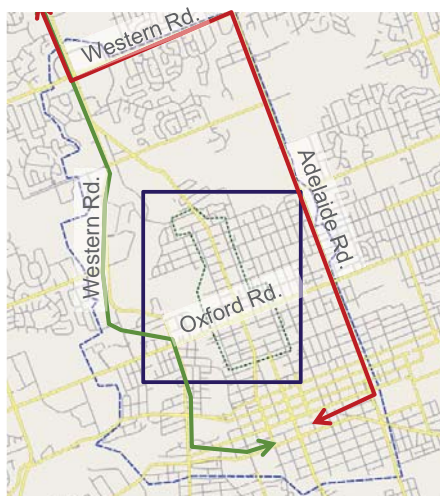
- Developing conceptual design concepts
- Traffic analysis and micro-simulation underway
- Structural assessments
- Natural & Cultural Heritage Assessments
- Utilities coordination
- Developing preliminary engineering design
- Advancing Rapid Transit Stop and station concepts

# Focus Areas

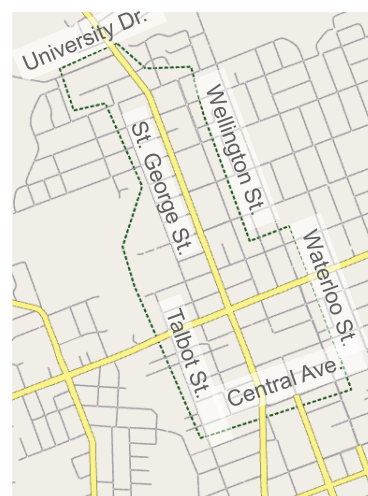


# Enhanced Traffic Modelling

Area of influence



Microsimulation area





# Utilities Coordination

- Working to align various infrastructure needs along RT Corridors.
- Maximize the benefit/cost ratio of road disruptions.
- Manage Infrastructure Coordination through:
  - Capital Coordinating Committee (C3) for City-Owned Infrastructure
  - Utilities Coordinating Committee (UCC): 21 public/private organizations
  - RT Working Group for Underground Services Coordination
  - RT Technical Advisory Committee (TAG) expanded, project focused branch of UCC.
- Plan for Transportation Demand Management and Communication Strategies to mitigate impacts of Construction.



# Why are we bringing forward a focus area today?

- Lay groundwork of understanding in advance of December PIC
- Help people understand what to expect at the PIC
- Give an opportunity to digest the information in advance

# What are we looking for from RTIWG?

- Input on presentation of alternatives (“options”)
  - Is there a better way to present this material?
  - Is there additional information we should highlight?

## Focus Area: Richmond Corridor (Oxford to University)

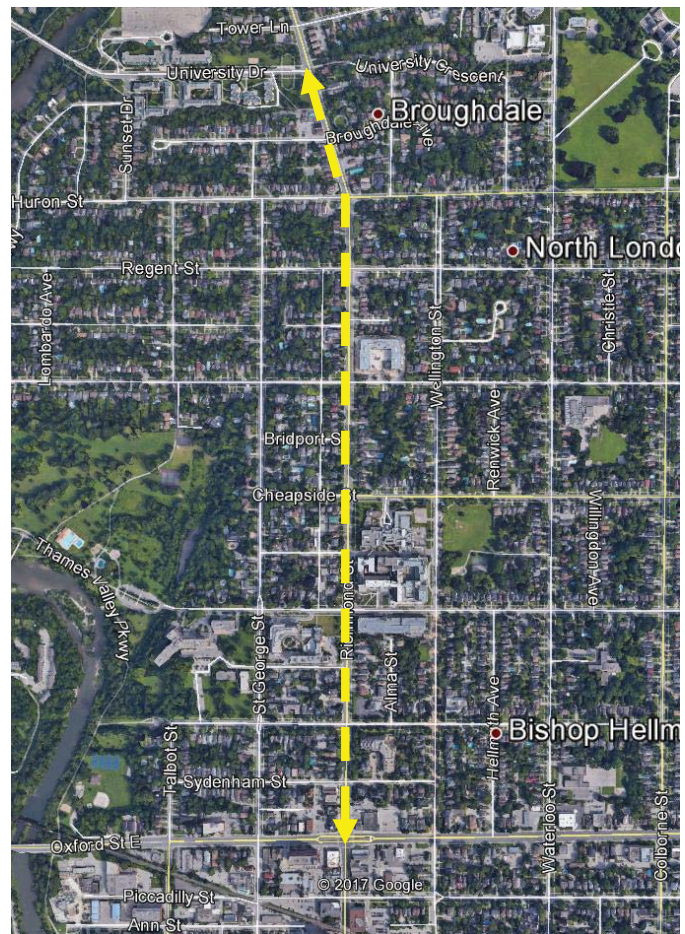
- Critical link in London BRT network
- Connects Downtown London with:
  - St. Joseph's Hospital
  - LHSC University Campus
  - Western Discovery Park
  - Western University
  - King's University College
  - Brescia University College
  - Huron University College, and
  - Masonville Place





# Focus Area: Richmond Corridor (Oxford to University)

- Diverse range of uses
  - Predominantly residential land use, with some small-scale commercial
  - Hospitals and other supporting medical businesses
  - Heritage buildings
- Mature street trees



# Study Area Challenges

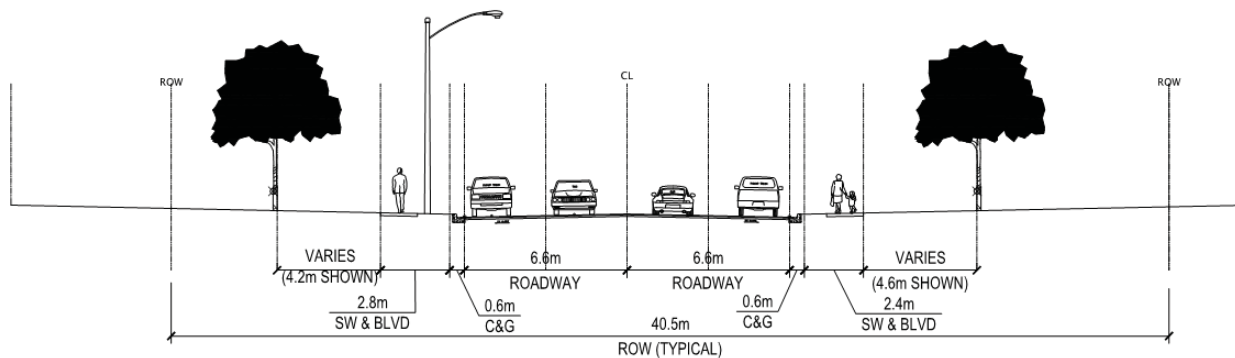
Constraints in this corridor:

- Property constraints generally north of Huron
- Street trees
- Built heritage
- Grading
- Driveways & parking
- Above-ground utilities

How to best incorporate Rapid Transit in the corridor while balancing the impacts to residents and other roads.



# Existing Conditions: Richmond Street



- 4-lane arterial, with two lanes of mixed traffic in each direction
- No right-turn lanes; only left turns are at Grosvenor St., University Dr.
- Sidewalks on both sides of roadway
- Mature trees behind sidewalks
- No formally designated cycling areas

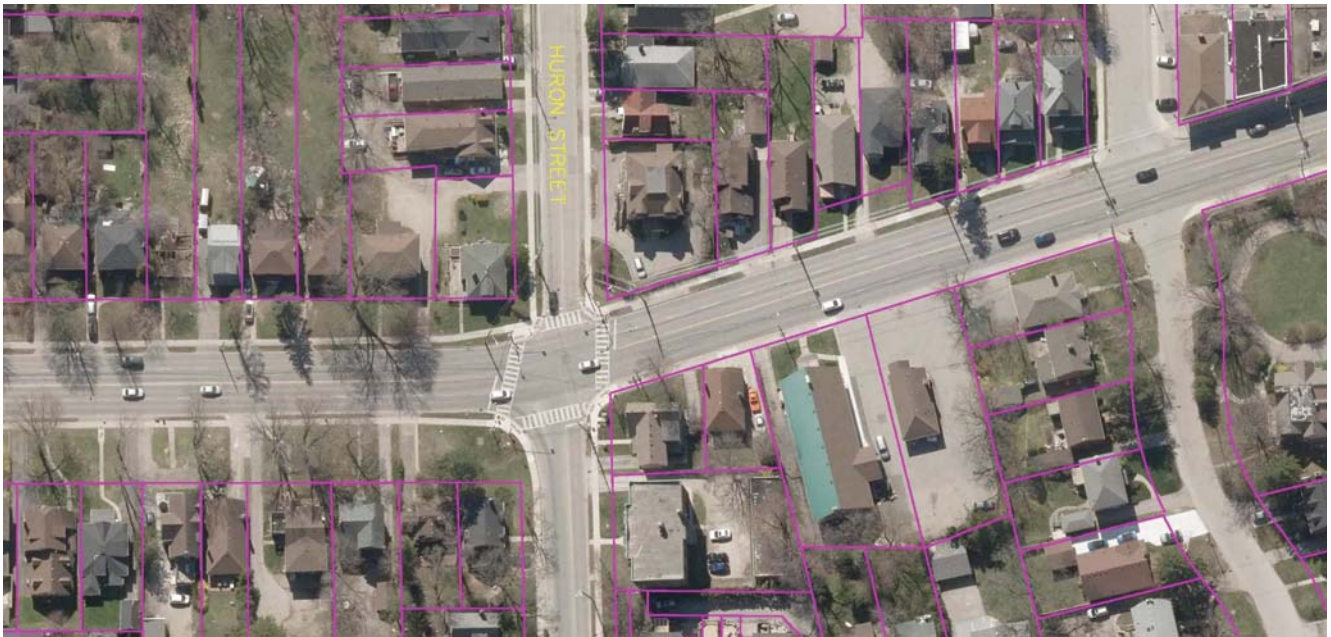
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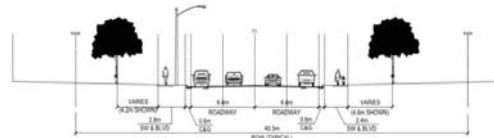
# Existing Conditions: Richmond Street



## BRT Concepts for Richmond

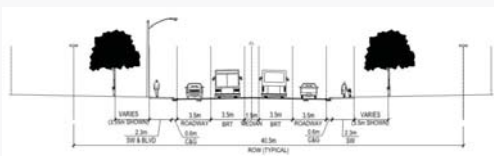
### EXISTING CONDITIONS:

- No right turn lanes
- Left turns only at Grosvenor and at University



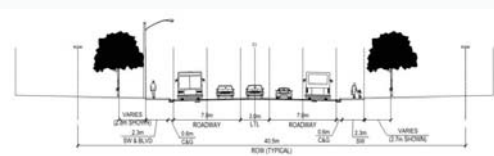
### OPTION 1:

- 2 centre-running BRT lanes
- 2 regular vehicle lanes (1 north, 1 south)
- Raised median



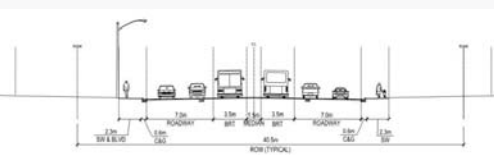
### OPTION 2:

- 2 curbside BRT lanes
- 2 regular vehicle lanes (1 north, 1 south)
- 1 centre left-turn lane



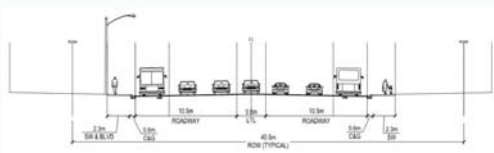
### OPTION 3:

- 2 centre-running BRT lanes
- 4 regular vehicle lanes (2 north, 2 south)
- Raised median



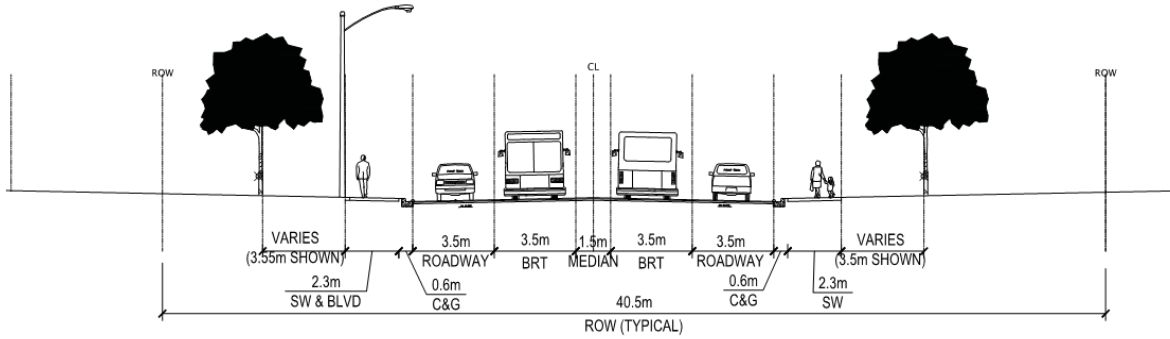
### OPTION 4:

- 2 curbside BRT
- 4 regular vehicle lanes (2 north, 2 south)
- 1 centre left-turn lane





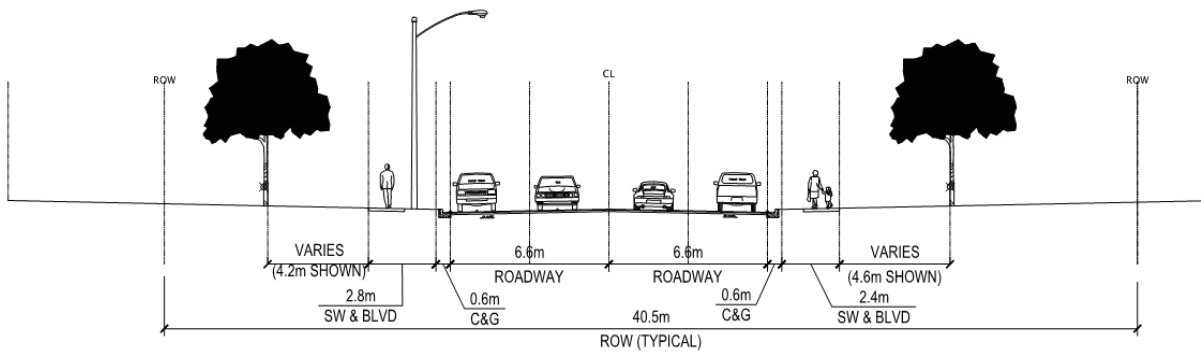
# BRT Concepts for Richmond



## Option 1:

- 2 centre-running BRT lanes (1 north, 1 south)
- 2 regular vehicle lanes (1 north, 1 south)
- Raised median

# BRT Concepts for Richmond

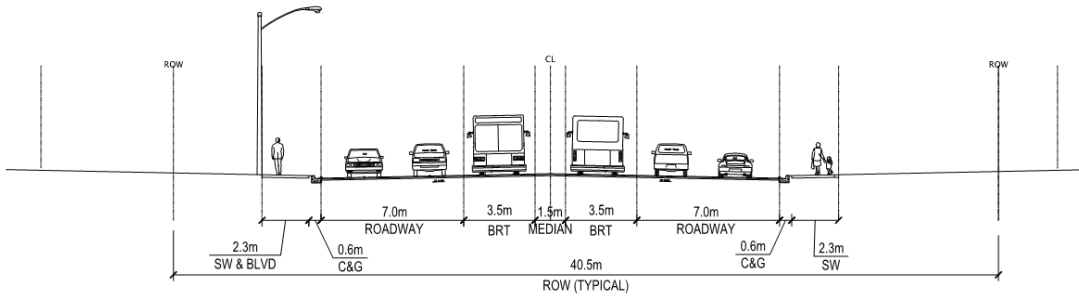


## Option 2:

- 2 curbside BRT lanes (1 north, 1 south)
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# BRT Concepts for Richmond

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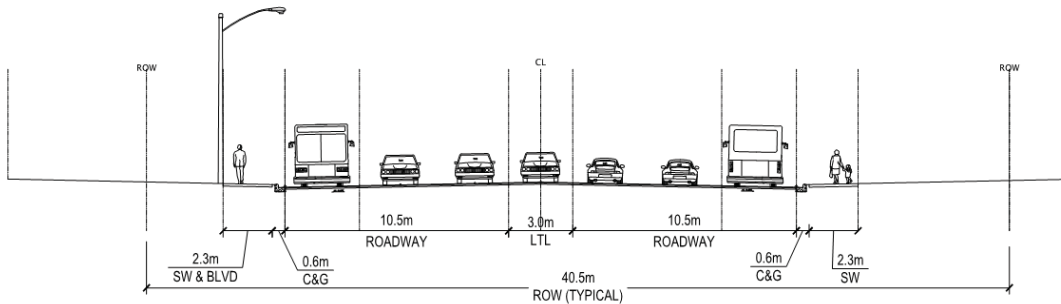


## Option 3:

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# BRT Concepts for Richmond

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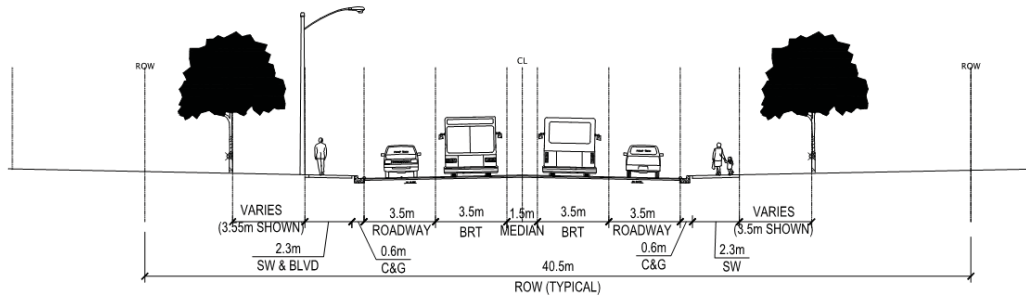


## Option 4:

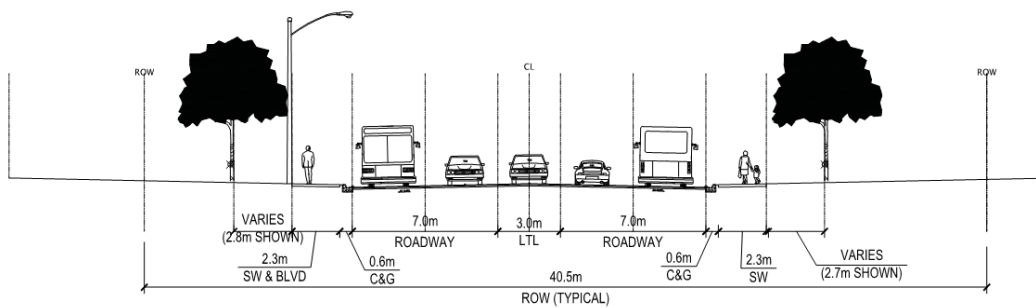
- 2 curbside BRT lanes (1 north, 1 south)
- Raised median
- 4 regular vehicle lanes (2 north, 2 south)

# Comparing: Options with 2 Regular Vehicle Lanes (1 north, 1 south)

## Option #1 | Centre-running BRT w. 2 regular vehicle lanes



## Option #2 | Curbside BRT w. 2 regular vehicle lanes



# Comparing: Options with 2 Regular Vehicle Lanes (1 north, 1 south)

How will traffic function?  
How do land needs compare?

## #1 | Centre-running BRT w. 2 regular vehicle lanes



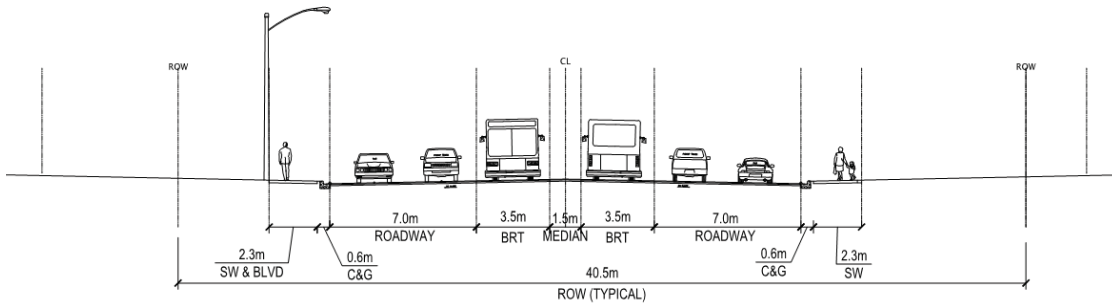
## #2 | Curbside BRT w. 2 regular vehicle lanes



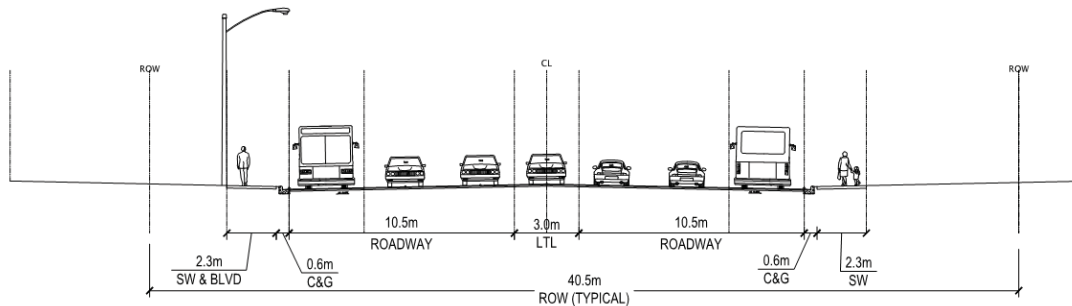


# Comparing: Options with 4 Regular Vehicle Lanes (2 north, 2 south)

## Option #3 | Centre-running BRT w. 4 regular vehicle lanes



## Option #4 | Curbside BRT w. 4 regular vehicle lanes



# Comparing: Options with 4 Regular Vehicle Lanes (2 north, 2 south)

How will traffic function?  
How do land needs compare?

## #3 | Centre-running BRT w. 4 regular vehicle lanes

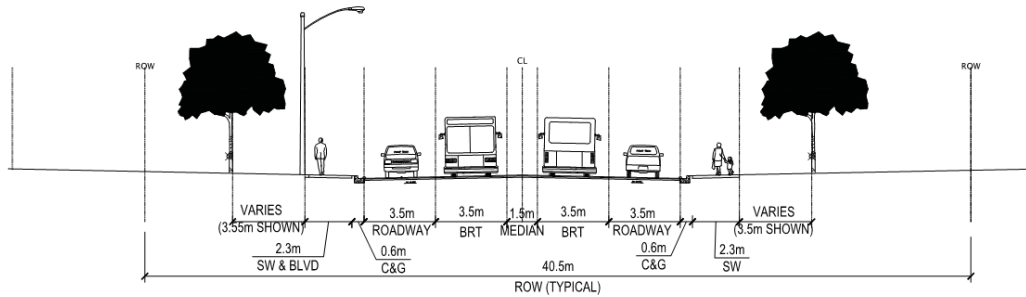


## #4 | Curbside BRT w. 4 regular vehicle lanes

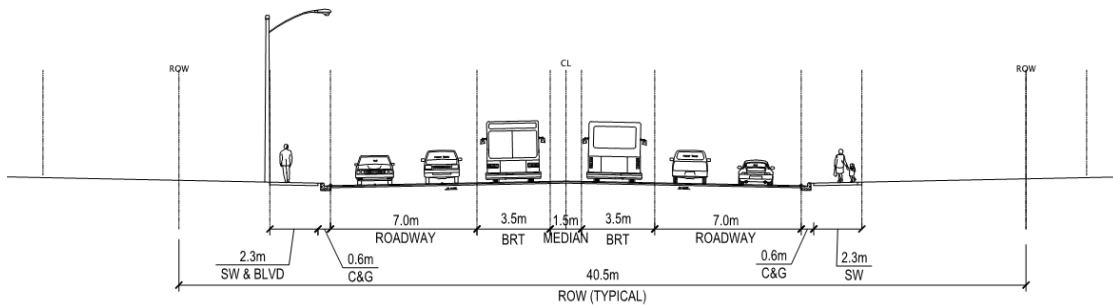


# Comparing: Options with 4 Regular Vehicle Lanes (2 north, 2 south)

## #1 | Centre-running BRT w. 2 regular vehicle lanes



## #3 | Centre-running BRT w. 4 regular vehicle lanes



## Centre-running BRT: 2 vs 4 regular vehicle lanes

How do land needs compare?

## #1 | Centre-running BRT w. 2 regular vehicle lanes

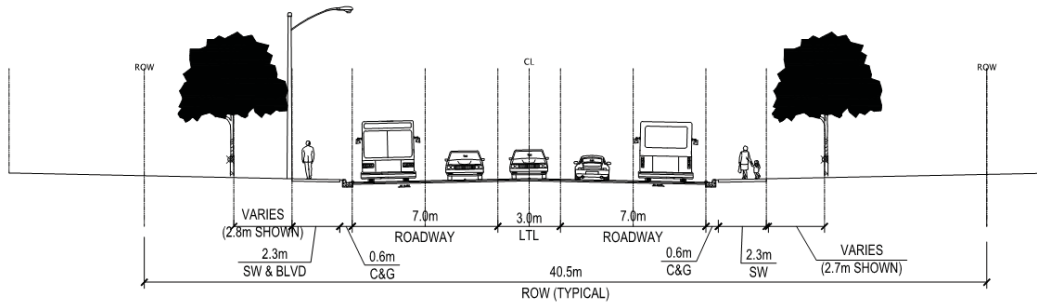


## #3 | Centre-running BRT w. 4 regular vehicle

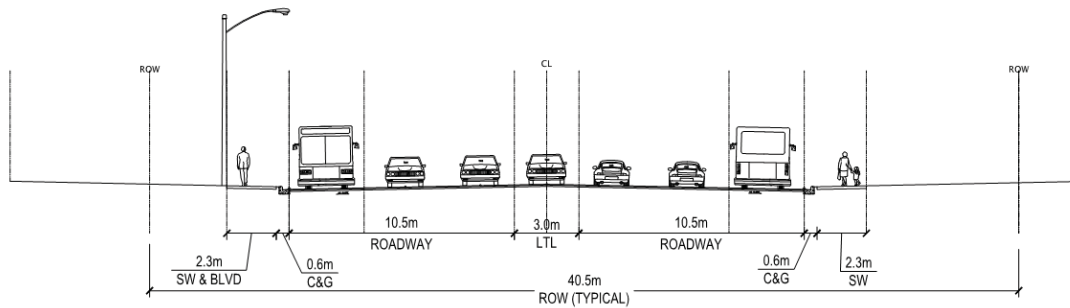


# Curbside BRT: 2 vs 4 Regular Vehicle Lanes

## #2 | Curbside BRT w. 2 regular vehicle lanes



## #4 | Curbside BRT w. 4 regular vehicle lanes



# Curbside BRT: 2 vs 4 Regular Vehicle Lanes

How do land needs compare?

## #2 | Curbside BRT w. 2 regular vehicle lanes



## #4 | Curbside BRT w. 4 regular vehicle lanes





# PIC#5 – Comparing Options Along the Corridors

**Richmond:**  
**Option 1, 2, 3 and 4**

**Plus additional  
Key Focus Areas  
along the Corridors.**

With supporting information for consideration:

- Traffic Analysis
- Property Impacts
- Tree impacts
- Cultural heritage
- Natural heritage
- Land Acquisition
- Operation & Maintenance



# Public Information Centre

December 11 - 15 | Locations across London

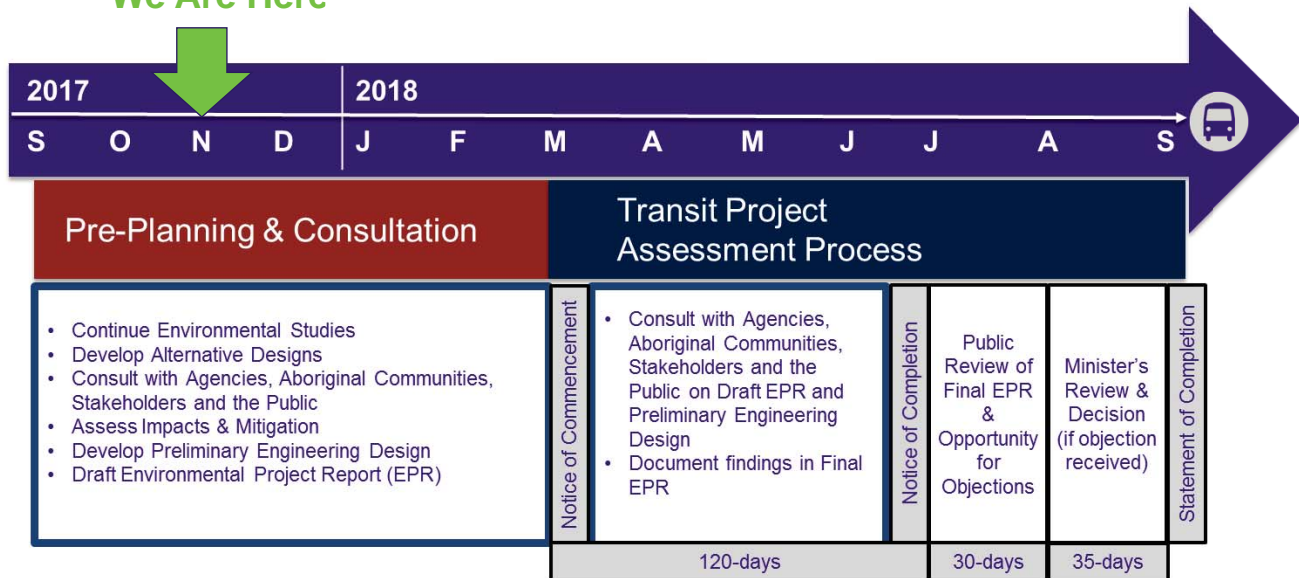
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## Next Steps

We Are Here



**Thank you.**

