

Join us... OPEN HOUSE FEBRUARY 28 TO MARCH 3

View the latest plans for how Bus Rapid Transit (BRT) may fit within our neighbourhoods.

The City of London will present technically preferred options for the BRT network.

5 opportunities to explore and ask questions – pick the one that works for you!

O February 28:

11 a.m. - 2 p.m. Central Library, 251 Dundas St. Presentation at 12 p.m.

• February 28: 5:30 p.m. - 8:30 p.m. Oakridge Secondary School 1040 Oxford St. W. Presentation at 6:30 p.m.

• March 1: 5 p.m. - 8 p.m. Western University, London Hall 1140 Western Rd.

Presentation at 6 p.m.

• March 3: 9 a.m. - 12 p.m. Redeemer Evangelical Lutheran Church, 1 Frank Pl. Presentation at 10 a.m.

March 3: 3 p.m. - 6 p.m. Fanshawe College, H1013 Cafeteria 1001 Fanshawe College Blvd. Presentation at 4 p.m.

These are family-friendly events – feel free to bring your kids! If you require any special accommodation, please contact the Rapid Transit Office at shift@london.ca or 519-930-3518.

Visit **shiftlondon.ca** for full event details.





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Purpose of Open House

- To show the public the preferred design options for the BRT network and gather feedback to help refine the designs.
 - The Rapid Transit project team will bring these

recommended designs forward to Council in the form of a Draft Environmental Project Report (EPR) on April 9.

 Comments and feedback collected at the open house events will be included in the Draft EPR for Council and will be considered by the Project Team during the Transit Project Assessment Process (TPAP), which includes a formal consultation process.

• To share the preliminary design concepts for BRT stops.



Rapid Transit Timeline

Winter 2015

January 2015 to July 2017 Rapid Transit Master Plan

August 2017 to Spring 2018

Planning and

with the first Public Information Centre in February.

The Rapid Transit Master Plan (RTMP) launches for London's Rapid Transit initiative

July 25, 2017

City Council approves the Rapid Transit Master Plan (RTMP), which gives the green light to a BRT system and defines the BRT network.

August 3 – September 18, 2017

45-day public review period for Londoners to give feedback on the RTMP.

December 9, 2017 – January 24, 2018

BRT team hosts nine public consultation events to outline design options for key areas of the BRT network and gather feedback.

Consultation Phase

- Environmental Studies to assess potential impacts and mitigation.
- Consulting with the public, stakeholders, heritage experts, advisory committees, business and property owners, First Nations.

Transit Project Assessment Process

120 Days **TPAP Consultation Period**

- Consult with the public, property owners, businesses, regulatory agencies and First Nations communities.
- Prepare final Environmental

WE ARE HERE - February - March 2018



After refining the design options based on stakeholder input and key criteria, BRT team hosts five public events to present recommended designs to the public and collect feedback.

Spring 2018

BRT team presents Draft Environmental Project Report (EPR) to City Council for review and approval. Report defines the BRT project and includes supporting studies and a consultation summary.

Spring/Summer 2018

Draft EPR is reviewed by Technical Agencies. Beginning of Transit Project Assessment Process (TPAP) – TPAP is a formal process for transit projects in Ontario with time-limited reviews and approvals.



30 Days

35 Days



Design Phase

Construction Phase

Spring/Summer 2018

The BRT team hosts Public Information Centre as part of formal 120-day TPAP consultation period to give Londoners another opportunity to provide input on the BRT plans.

30-day Public Review of Final EPR. Written objections on Matters of Provincial Importance can be made to the Minister of Environment and Climate Change.

35-days for Minister to consider the transit project. Minister of Environment and Climate Change makes decision and responds to any written objections.

Winter 2019

BRT team moves into detailed design phase.

2019

BRT team continues consultation with the public, property owners, businesses, Q regulatory agencies and First Nations communities to refine the detailed design.

2019/20

Shovels in the ground! Construction begins with quick-start elements of BRT in 2019, such as smart traffic signals. BRT route construction begins in 2020, with an expected

8-year timeline to complete the full 24-km network.

Why BRT for London?

Within the next two decades, London will grow by 84,000 people - which could mean more road congestion, greater urban sprawl, and increased expense to support our growing city.



35% increase in transit service hours means less waiting for the bus.



230,000 tonnes less green house gas emissions with BRT.



Reduced road widening requirements along parallel corridors.



40% of Londoners will have a BRT stop within walking distance of their home.



60% of Londoners will be able to walk to work from new BRT stops and stations.



Revitalize 24 kms of main arterials that serve as gateways into our City.



What is Bus Rapid Transit?



Dedicated lanes – lanes that only buses can travel on – for more reliable service.



Frequent service, with a bus every 5 to 10 minutes during rush hours.



Better connections to local transit, with connecting service provided every 10 – 20 minutes.



Service is rapid and reliable because buses

aren't stuck in congestion with regular traffic.



Smart signals implemented city-wide will support smoother traffic flow for all commuters – on buses, in personal vehicles, and on bicycles.



What is Bus Rapid Transit?

Modern design features

- Accessible
- Real-time scheduling information
- Attractive shelters
- Pedestrian and cycling connections
- Integrated design with surrounding community

Frequent service

- North and East corridors: every 5 minutes
- South and West corridors: every 10 minutes

Integration with local services

- Rapid Transit does not replace the current LTC bus system – it strengthens local service.
- Combined transit service will increase by 35% between 2015 and 2035.

Spacing of stops

 Average spacing is 705 metres (walking half-way will take 5 to 7 minutes)



BRT vehicle specifications

- Vehicles are high capacity, accessible and offer comfortable seating.
- Vehicles run primarily in dedicated lanes, but also have the flexibility to operate in mixed traffic
- A bus running every 5 minutes per direction on the north corridor can move up to 1,320 people per direction per hour.







Recent Public Consultation

To gather public feedback on the BRT route design options, nine public information sessions were held between Dec. 9, 2017 and Jan. 24, 2018.





between Dec. 9, 2017 – Jan. 24, 2018



789 attendees



267 comments received at the event



88 comments received via email



325 Londoners told us what features they'd like to see at BRT stops



Arriving at recommended design options

 Recommended designs are rooted in the following guiding principles for BRT, as laid out in the Rapid Transit Master Plan (RTMP):



- More than 25 criteria ranging from natural and built heritage to safety and ease of construction – were considered during evaluation of the design options.
- Public and stakeholder input gathered during public information sessions, meetings, emails and discussions was critical to the determination of recommended design options.
- Many examples where public/stakeholder input has influenced the recommended designs.



Designs presented

The Public Informatin Centres hosted in December 2017 and January 2018 brought forward design options across the BRT network. The Open House events from February 28 to March 3 will bring forward recommended designs for the following key areas:

- Richmond Street North
- Richmond Row
- Dundas Street
- Wellington Road south
- Wellington Curve
- Oxford Street West
- Downtown Couplet
- Turnarounds:
 - North
 - South
 - East
 - West

PLUS:

Early concepts for BRT stops



Rapid Transit stop design

Along with public input, the project team considered the following elements in development of stop design concepts







Protection from road splashes.



Next bus information panel



Resilient, high quality materials.



Area for public art or heritage.



Provide seating.



Ease of maintenance from platform side.













design that is contemporary and unique. panels for additional revenue.

for conduits.



Supportive of all types of mobility.



Panel separations to be transparent with a distraction pattern.



Designated areas with adequate corridor widths for accessibility.



Enclosed heated area.





Early concept for BRT stops

Public feedback helped shape design

Over 325 surveys were received from Nov. 2017 to Jan.
 2018, highlighting these elements as most important:

1) Real-time bus information

2) Fully enclosed shelter



4) Partially enclosed shelter

5) Area maps with landmarks

Key considerations for stop design

- Sustainability, safety, accessibility, and design excellence.
- Stops will build on a neighbourhood's assets and potential to make spaces that promote people's health, happiness,

and well being.

Evolving design

 Preliminary design concepts for BRT stops have been developed, but these designs are not final – design will evolve based on public input and other technical criteria.



Early concept for BRT stops



This concept illustrates what shelters and platforms could

look like, and confirms:

- Width of the sheltered area and platform width
- Passenger information, call buttons and other elements will always be located in the centre of the platform
- Access ramp and railings
- Location of stop name signage, lighting level (intensity of lighting), presence and location of tactile strips



THOAL		

Stop design will evolve



Design must be consistent across the City to make stops easy to find, but certain aspects can be customized:

- Materials, colours and finishes of platform surface and/or wall panels
- Art, neighbourhood maps or information and cultural heritage
- Canopy length, size of heated/enclosed area
- Placement and amount of benches and seating
- Height and length of panels at the back of the platform. Curbside platforms will have some panels removed so pedestrians can access the platform at multiple locations
- Amount of bicycle parking and on which sidewalk
- Curbside platforms can be narrower or integrated with sidewalk



RECOMMENDED DESIGNS FOR NORTH CORRIDOR





RICHMOND STREET Oxford St. to University Dr.

Recommended Design:

2 centre-running BRT lanes, 2 general traffic lanes

Feedback from stakeholders and the public:

- Minimize impacts to trees, driveways and properties
- Opinions differ regarding centre-running vs. curbside BRT
- Concerns about traffic conditions on Richmond and infiltration into surrounding neighbourhoods

Why is this design being recommended over the others?

- Offers the most reliable BRT service
- Fewer impacts to trees
- Less impacts to property than 4 general purpose lanes.

Similar impact to property as curbside

- Safer due to protected left turns
- Lower cost
- Traffic can be accommodated by adding turn lanes to Richmond Street, and improvements to parallel corridors (e.g., Adelaide, Wharncliffe/Western Rd.)
- Most efficient option for winter maintenance and waste removal





2 centre-running BRT lanes, 2 general traffic lanes (1 northbound, 1 southbound)



RICHMOND STREET: Traffic Impacts Oxford St. to University Dr.

What will happen to traffic With 2 general traffic lanes?

A detailed traffic analysis was undertaken using a large area to assess trip diversions to other corridors, and a more focused assessment of the specific operations of Richmond Street.

Future traffic flows will be affected by changes to the



Western University changes shifts some traffic to Richmond North (+200 cars NB; +16%)

road network:

- Widening of Western Road
- Closure of University Drive Bridge
- Opening of one lane on Blackfriars Bridge eastbound
- Grade separation of railway crossing at Adelaide Street
- Changes to traffic lanes resulting from

 Improved Western Road attracts majority of traffic

Western

Road

- Primarily localized traffic changes and non-RT related
- Approximately 260 cars choose routes other than Richmond Street due to capacity reductions
- Traffic diverts to Adelaide Street and Western Road
- Minor diversion of local traffic to parallel streets (30-75 cars): St. George, Waterloo and Colborne (today's volume is 100-300 cars)
 - Local streets do not see increases in "non-neighbourhood" traffic
 - Northbound travel time by car increases by 1-1.5 minutes in PM rush hour
 - Minor impacts to southbound

Rapid Transit



Richmond

Oxford Street

Assessment of Impacts:

- O Western Road and Adelaide Street accommodate traffic diversions
- Minimal through traffic from outside Old North diverted to local streets
- Reduced traffic capacity on Richmond Street, compared to today, induces minimal traffic diversion on parallel streets
- Travel time by car on Richmond Street increases by 1-1.5 minutes in peak hour with minimal impacts outside of rush hour
- Traffic impacts for centre vs. curbside transit lanes are similar



Richmond Street Options: Oxford Street to University Drive



O 1 centre left-turn lane

Comparison of Richmond Street Options: Oxford Street to University Drive

	RECOMMENDED Option 1: 2 Centre BRT 2 general traffic lanes	Option 2: 2 Curb BRT 2 general traffic lanes	Option 3: 2 Centre BRT 4 general traffic lanes	Option 4: 2 Curb BRT 4 general traffic lanes					
Least Property		\checkmark							
	Requires frontage from 25 properties, and 5 full properties	Requires frontage from 18 properties, and 5 full properties	Requires frontage from 21 properties, and 9 full properties	Requires frontage from 18 properties, and 7 full properties					
Least Tree Impacts	\checkmark	\checkmark							
	Impacts 90-100 trees (estimated)	Impacts 70-80 trees (estimated)	Impacts 170-180 trees (estimated)	Impacts 170-180 trees (estimated)					
Least Cultural/Built Heritage Impacts	\checkmark	\checkmark							
	Potential for impacts 3 heritage properties	Potential for impacts 3 heritage properties	Potential for impacts 3 heritage properties	Potential for impacts 3 heritage properties					
Safer Left-turns	\checkmark		\checkmark						
	Options 1 and 3 have fewer conflicts between left-turning and through vehicles, meaning safer left-turns.								
More Reliable Rapid Transit	\checkmark		\checkmark						
	Options 1 and 3 have more reliable rapid transit service with less interaction between buses and turning / stopping cars and trucks.								
Easier Mid-block Access		\checkmark		\checkmark					
	Options 2 and 4 have ea centre two-way left-turn	asier access to unsigna lane.	alized side streets and	driveways from the					
Efficient Winter Maintenance	\checkmark		\checkmark						
	Options 1 and 3 have m maintained first.	ore efficient winter ma	intenance with transit I	anes in the centre					
Efficient Local	\checkmark		\checkmark						
	Options 1 and 3 have m	ore efficient local trans	sit						
Efficient Waste	\checkmark		\checkmark						
	noval with transit in the	centre and waste							
Relative Cost to Construct	\$	\$	\$\$	\$\$					
Project Team Assessment of Public Feedback	\checkmark	\checkmark							

NOTE: Placement of transit lanes must match Richmond Street south of Oxford Street.

RICHMOND STREET Central Ave. to Oxford St. W.

Recommended Design:

2 centre-running BRT lanes, 2 general traffic lanes

Feedback from stakeholders and the public:

Pedestrian and cycling safety is important

- Traffic capacity reduction is a concern
- On-street parking and loading is needed
- Need to address business impacts during construction
- Questions about walking distance to Rapid Transit stops and removal of existing local transit stops
- Potential transit delays at CP Rail crossing

Why is this design being recommended over the others?

Offers most reliable BRT service because BRT is separated

from curbside activities

- Potential to accommodate some on-street parking and loading in the form of bays
- Consistent with transit lane configuration north of Oxford Street
- Traffic can be accommodated on parallel corridors
- Most efficient option for winter maintenance and waste removal

The City will continue to work with business owners throughout the process to help mitigate impacts during construction.







RICHMOND STREET Central Ave. to Oxford St. W. **Recommended Design**

2 centre-running BRT lanes, 2 general traffic lanes (1 northbound, 1 southbound)



Comparison of Richmond Street Options: Central Avenue to Oxford Street

	RECOMMENDED Option 1: 2 Centre BRT 2 general traffic lanes	Option 2: 2 Curb BRT 2 general traffic lanes
Least Property Impacts	v v	\checkmark
	Both options result in comparable impacts to	adjacent properties.
Least Tree Impacts	\checkmark	\checkmark
	Neither option results in significant impacts t	o trees in the corridor.
Least Cultural/Built Heritage Impacts	\checkmark	\checkmark
	Both options result in comparable impacts to corridor.	o cultural and built heritage resources in the
Safer Left-turns	\checkmark	
	Option 1 has fewer conflicts between left-tur left-turns.	ning and through vehicles, meaning safer
More Reliable Rapid Transit	\checkmark	
	Option 1 has more reliable rapid transit serv turning / stopping cars and trucks.	ice with less interaction between buses and
Easier Mid-block Access		\checkmark
	Option 2 has easier access to unsignalized s two-way left-turn lane.	side streets and driveways from the centre
Efficient Winter Maintenance	\checkmark	
	Option 1 has more efficient winter maintena maintained first.	nce with transit lanes in the centre
Efficient Local Transit Operations	\checkmark	
	Option 1 has more efficient local transit	
Efficient Waste Removal	\checkmark	
	Option 1 has more efficient waste removal v at the curb.	vith transit in the centre and waste removal
Relative Cost to Construct	\$	\$
Project Team Assessment of Public Feedback	\checkmark	\checkmark

NOTE: Placement of transit lanes must match Richmond Street north of Oxford Street.

See over for details on each option.

NORTH TURNAROUND

Recommended Design: Expand the existing transit terminal

Feedback from stakeholders and the



public:

 Make it easy to transfer between local and Rapid Transit service

Why is this design being recommended over the others?

- Offers the most reliable BRT service
- Most balanced walking distance to existing and future developments
- Easy transfers from local to Rapid Transit service
- Lower cost than new terminal; reduces throw away costs
- Easiest to implement for opening day
- Allows for integration of Rapid Transit with future Transit Village development

This design is being developed in consultation with Masonville Place.

LONDON'S **BUS RAPID** TRANSIT SYSTEM

Richmond Street Options: Central Avenue to Oxford Street

- Raised median
- 2 general traffic lanes (1 north, 1 south)

Option 2:

- 2 curb-side BRT lanes (1 north, 1 south)
- 2 general traffic lanes (1 north, 1 south)
- O 1 centre left-turn lanes

RECOMMENDED DESIGNS FOR SOUTH CORRIDOR

WELLINGTON ROAD **Base Line Rd. to Bradley Ave.**

Recommended Design:

2 centre-running BRT lanes, 4 general traffic lanes

Feedback from stakeholders and the public:

- Questions about left turn operation
- Opinions differ regarding centre-running vs. curbside BRT
- Cycling facilities would be appreciated

Why is this design being recommended over the others?

- Offers more reliable BRT service
- Consistent with vision for Wellington Road as a "major gateway street"
- Fewer property impacts
- Safer due to protected left turns
- More efficient winter maintenance
- Increased transit reliability
- Lower cost
- Comparable tree impacts

WELLINGTON ROAD **Base Line Rd. to Bradley Ave. Recommended Design**

2 centre-running BRT lanes, 4 general traffic lanes (2 northbound, 2 southbound)

Wellington Road south of Bradley Avenue, looking south

Wellington Road Options: Base Line Road to Bradley Avenue

Existing Conditions:

- 4 to 6 general traffic lanes (2 or 3 lanes per direction)
- Turn lanes at intersections and some driveways
- Raised median in some sections, centre left-turn lane in other sections
- Left-turn and right-turn lanes at intersections and some driveways
- Bus bays for some transit stops

RECOMMENDED: Option 1:

- 2 centre-running BRT lanes (1 north, 1 south)
- Raised median
- 4 general traffic lanes (2 north, 2 south)

Option 2: Curb BRT

- 2 curb-side running BRT lanes (1 north, 1 south)
- 4 general traffic lanes (2 north, 2 south)
- 1 centre left-turn lane

See over for comparison of these options.

Comparison of Wellington Road Options: Base Line Road to Bradley Avenue

	RECOMMENDED Option 1: 2 Centre BRT 4 general traffic lanes	Option 2: 2 Curb BRT 4 general traffic lanes						
Least Property Impacts	\checkmark							
	Requires frontage from 4 properties.	Requires frontage from 7 properties.						
Least Tree Impacts	\checkmark	\checkmark						
	Impacts less than 5 trees (estimated)	Impacts less than 5 trees (estimated)						
Safer Left-turns	\checkmark							
	RECOMMENDED Option 1: 2 Centre BRT 4 general traffic lanes Option 2: 2 Curb BRT 4 general traffic lanes roperty Requires frontage from 4 properties. Requires frontage from 7 properties. ree Impacts Impacts less than 5 trees (estimated) Impacts less than 5 trees (estimated) aft-turns Option 1 has fewer conflicts between left-turning and through vehicles, meaning safer left-turns. eliable Rapid Option 1 has more reliable rapid transit service with less interaction between buses and turning / stopping cars and trucks. Vinter ance Option 1 has more reliable rapid transit service with less interaction between buses and turning / stopping cars and trucks. Winter ance Option 1 has more efficient winter maintenance with transit lanes in the centre maintained first. Local Option 1 has more efficient local transit. ishes on Road as a Y Option 1 has more efficient local transit. ishes on Road as a Y Option 2 has easier access to properties from the centre two-way left-turn lane. Cost to ct S Cost to ct S							
More Reliable Rapid Transit	\checkmark							
	Option 1 has more reliable rapid transit buses and turning / stopping cars and tr	service with less interaction between rucks.						
Easier Mid-block Access		\checkmark						
	Option 2 has easier access to unsignalized side streets and driveways from the centre two-way left-turn lane.							
Efficient Winter Maintenance	\checkmark							
	Option 1 has more efficient winter main maintained first.	tenance with transit lanes in the centre						
Efficient Local Transit Operations	\checkmark							
	Option 1 has more efficient local transit.							
Distinguishes Wellington Road as a	\checkmark							
Gateway	Centre BRT lanes provides more disting Gateway Street.	tion to Wellington Road as a Major						
Easier access for Emergency Vehicles		\checkmark						
	Option 2 has easier access to propertie	s from the centre two-way left-turn lane.						
Relative Cost to Construct	\$	\$						
Project Team Assessment of Public Feedback	No clear p	preference.						

WELLINGTON CURVE

South of the Thames River to Base Line Rd.

Recommended Design:

Lengthen the curve by strategically widening to balance impacts on both sides

Feedback from stakeholders and the public:

- Minimize impacts to St. Andrew Memorial Church
- Questions about City's process for addressing property impacts
- Differing opinions on which side should be widened
- The existing curve needs improvement

Why is this design being recommended over the others?

Safer movement of all vehicles due to longer horizontal

curves and protected left turns

- Fewer impacts to trees
- Most efficient option for winter maintenance and waste removal
- Reduces impact to Lutheran Church

All options for this focus area have significant property impacts. The City will continue to work with property owners throughout the process.

WELLINGTON CURVE South of the Thames River to Base Line Rd. **Recommended Design**

2 centre-running BRT lanes, 4 general traffic lanes (2 northbound, 2 southbound)

Wellington Road at Commissioners Road, looking north

Wellington Curve Options: South of the Thames River to Base Line Road

- O 2 centre-running BRT lanes (1 north, 1 south)
- O Raised median
- 4 general traffic lanes (2 north, 2 south)

RECOMMENDED: Option 2: Lengthen the curve

- (1 north, 1 south)
- O Raised median
- (2 north, 2 south)

- O 2 centre-running BRT lanes (1 north, 1 south)
- O Raised median
- O 4 general traffic lanes (2 north, 2 south)

Comparison of Wellington Curve Options: South of the Thames River to Base Line Road

	Option 1: Widen to the east	RECOMMENDED Option 2: Lengthen the curve	Option 3: Widen to the west						
Least Property Impacts			\checkmark						
	Requires 41 full properties	Requires 38 full properties	Requires 35 full propertie						
Least Tree Impacts		\checkmark							
	Impacts to 70-80 trees (estimated)	Impacts to 60-70 trees (estimated)	Impacts to 70-80 trees (estimated)						
Least Cultural/Built Heritage Impacts		\checkmark	\checkmark						
	Potential for impacts to 1 heritage property	No impacts identified	No impacts identified						
Optimized Horizontal Alignment		\checkmark							
	Option 2 has the longest horizontal curves, which will help all vehicles move through this area, including buses and trucks.								
More Reliable Rapid Transit	\checkmark	\checkmark	\checkmark						
	All options support reliable turning / stopping cars and	rapid transit with less interactive trucks.	ction between buses and						
Supports Appropriate Growth	\checkmark	\checkmark	\checkmark						
	All options support appropr	iate growth along the Rapid	Transit corridor.						
Least Grading Impacts or Retaining	\checkmark	\checkmark							
Walls	New retaining wall near to existing wall at Lutheran Church	Maintains existing retaining wall location at Lutheran Church	Requires new tall retaining wall at Lutheran Church						
Relative Cost to Construct	\$	\$	\$						
Project Team Assessment of Public Feedback		No clear preference.							

South Turnaround

Recommended Design:

Combined platforms for Rapid Transit and local transit on Wellington Road at White Oaks signalized intersection

Feedback from stakeholders and the public:

- Need to make transfers easy between local and Rapid Transit
- Concerns over pedestrian safety across parking lots

Potential Park-and-Ride

- City is working with MTO to develop a Park-and-Ride on Exeter Road.
- Considerations include: traffic, flood areas, available property and transit operations.

Location

Why is this design being recommended over the others?

- Best facilitates transfers from local to Rapid Transit service
- Simple operation for up to 6 local routes and BRT service to turn around using Holiday Avenue and existing signalized access
- Consistent with Transit Village in The London Plan

RECOMMENDED DESIGNS FOR WEST CORRIDOR

OXFORD STREET WEST Platt's Lane to Wharncliffe Road

Recommended Design:

2 centre-running BRT lanes, 4 general traffic lanes

Feedback from stakeholders and the public:

- Minimize impacts to trees and properties, including heritage properties
- Questions about today's high traffic volumes and neighbourhood infiltration
- Questions about left turn operation

Why is this design being recommended over the others?

- Offers the most reliable BRT service
- Most efficient option for winter maintenance and waste

removal

- Curbside has similar impacts to property, utilities and trees, and similar cost, but less reliable transit service
- All options have similar impacts to listed and designated heritage properties

OXFORD STREET WEST Platt's Lane to Wharncliffe Road Recommended Design

2 centre-running BRT lanes, 4 general traffic lanes (2 eastbound, 2 westbound)

Oxford Street West Options: Platt's Lane to Wharncliffe Road

Comparison of Oxford Street West Options: Platt's Lane to Wharncliffe Road

	Option 1: Mixed Use of 4 general traffic lanes	RECOMMENDED Option 2: 2 Centre BRT 4 general traffic lanes	Option 3: 2 Curb BRT 4 general traffic lanes		
Least Property Impacts	\checkmark	 			
	Requires 6 full properties.	Requires 10 full properties.	Requires 10 full properties.		
Least Tree Impacts	\checkmark				
	Impacts 5 to 15 trees (estimated)	Impacts 20 to 30 trees (estimated)	Impacts 20 to 30 trees (estimated)		
Least Cultural/Built Heritage Impacts	\checkmark		\checkmark		
	All options impact 7 listed p	Wixed Use of 4 general traffic lanes 2 Curb BR1 4 general traffic lanes 4 general traffic lanes 4 general traffic lanes 4 general traffic lanes 10 full properties. Pacts 5 to 15 trees Impacts 20 to 30 trees 1 general traffic lanes 10 general traffic lanes 1 genetal traffic lanes 10 general tr			
Safer Left- and Right-turns		\checkmark			
	Option 2 has fewer conflicts left- and right-turns.	s between turning and throug	gh vehicles, meaning safer		
More Reliable Rapid Transit					
	Option 2 has more reliable buses and turning / stoppin	rapid transit service with less g cars and trucks.	s interaction between		
Easier Mid-block Access	\checkmark				
	Option 1 has easier access	to unsignalized side streets	and driveways.		
Efficient Winter Maintenance		\checkmark			
	Option 2 has more efficient maintained first.	winter maintenance with tra	nsit lanes in the centre		
Efficient Waste Removal		\checkmark			
	Option 2 has more efficient removal at the curb.	waste removal with transit i	n the centre and waste		
Relative Cost to Construct	\$	\$\$	\$\$		
Project Team Assessment of Public Feedback	\checkmark				

West Turnaround

Recommended Design:

Combined Rapid Transit and local transit stop on Capulet Lane with on-street Rapid Transit platforms at Wonderland

Feedback from stakeholders

and the public:

 Concerns over noise and air quality from buses

- Need to make transfers easy between local and Rapid Transit
- Why is this design being recommended over the others?
- Additional Rapid Transit stop shortens the walking distance to

existing high density residential area

- Easy transfers from local to Rapid Transit service
- Simple operation for both Oxford Express and BRT service to turn using Capulet Walk & Capulet Lane
- Consistent with Transit Village in The London Plan
- Can provide driver facility at this end-

Oxford Street West at Wonderland Road, looking west

RECOMMENDED DESIGNS FOR EAST CORRIDOR AND COUPLET

Dundas Street

Dundas Street is a critical link in the City's proposed Rapid Transit Network, connecting downtown London and Old East Village with employment lands to the east and Fanshawe College.

The project team considered options for both centre-running and curbside BRT in the East Corridor.

An assessment of the benefits and drawbacks of each option indicated that the curbside BRT option would result in significant conflicts with the underground hydro facilities, resulting in considerable costs and delays. This option was thus eliminated from further consideration.

The project is therefore proceeding with a centrerunning BRT configuration on

East Turnaround

Recommended Design:

Expand the existing transit terminal

Feedback from stakeholders and the public:

- Pedestrian safety is important
- Design needs to accommodate campus development

Transit service to airport should remain and be improved

Why is this design being recommended over the others?

- Easy transfers from local to Rapid Transit service
- Reduces pedestrian crossings of Oxford Street West
- Local transit service to the airport can be maintained and expanded in future

Note: Access to Ayreswood Avenue will be restricted to right-in/right-out movements. This design is being developed in consultation with Fanshawe College.

RAPIDWAY

Downtown Couplet

CURB, SIDEWALK

RAPIDWAY

PROPERTY REQUIREMENTS EX RETAININ WALL

EX TREES

PARKING LAN LOADING ZONE

Riverside Drive, looking east across Thames River to Downtown

King Street at Talbot Street, looking east

King Street and Wellington Street, looking northwest

Next steps in the process

- Compile feedback from public engagement events.
- Present the draft Environmental Project Report to Council.
- Initiate the 6-month Transit Project Assessment Process (TPAP) with additional consultation and

opportunities for your input.

 Publish the final Environmental Project Report and start the 30-day public review period. Written objections on matters of Provincial importance can be made to the Minister of Environment and Climate Change during this period.

S O N D	JFM	Α	Μ	J	J	A	۸ S	O	
Pre-Planning &	Consultation		Transi	t Proje	ectAsses	ssm	ient Proce	SS	
 Continue Environmen Develop Alternative D Consult with Agencies Communities, Stakeh Public Assess Impacts & Mit Develop Preliminary E Design Draft Environmental F (EPR) 	ntal Studies Designs es, Aboriginal olders and the tigation Engineering Project Report	Notice of Commencement	 Con Abo Con Stak Pub and Eng Doc Fina 	sult with riginal nmunities ceholders lic on Dra Prelimin ineering ument fin	Agencies, s, s and the aft EPR ary Design ndings in	Notice of Completion	Public review of final EPR & opportunity for objections	Minister's Review & Decision (if objection received)	Statement of Completion
			,	120 day	/S		30 days	35 days	

