

8TH REPORT OF THE

RAPID TRANSIT IMPLEMENTATION WORKING GROUP

Meeting held on November 9, 2017, commencing at 4:30 PM, in Council Chambers, Second Floor, London City Hall.

PRESENT: Councillor P. Squire (Chair); Mayor M. Brown; Councillors J. Helmer, H. L. Usher and M. van Holst; S. Rooth, D. Sheppard and E. Southern and J. Martin (Secretary).

ABSENT: Councillors B. Armstrong, P. Hubert and T. Park.

ALSO PRESENT: A. Dunbar, J. Ford, C. Jaimes, M. Marcellin, K. Paleczny, A. Rammelo, J. Ramsay, A. Rosebrugh, E. Soldo and S. Spring.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Project Update and Public Information Centre Preview

That it BE NOTED that the attached revised presentation with respect to the Rapid Transit Implementation – Project Update and Public Information Centre Preview, from J. Ramsay, Project Director Rapid Transit, was received.

III. CONSENT ITEMS

3. 7th Report of the Rapid Transit Initiative Working Group

That it BE NOTED that the 7th Report of the Rapid Transit Implementation Working Group, from its meeting held on October 12, 2017, was received.

IV. ITEMS FOR DISCUSSION

None.

V. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.

VI. ADJOURNMENT

The meeting adjourned at 5:59 PM.

NEXT MEETING DATE: December 6, 2017

Rapid Transit Implementation Working Group

November 9, 2017



Agenda

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



LONDON'S BUS RAPID TRANSIT SYSTEM

November 9, 2017 | 2



Upcoming Events

Public Workshop Stops & Streetscapes

November 15th | 4pm-8pm | 2nd Floor Central Library

Stakeholder Week Part II

November 21st – 22nd | Rapid Transit Office

Public Information Centres (PIC #5)

December 11th – 15th | Locations Across the City



LONDON'S BUS RAPID TRANSIT SYSTEM

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LONDON'S
BUS RAPID TRANSIT
SYSTEM

STOPS & STREETSCAPES
WORKSHOP!
NOVEMBER 15 | CENTRAL LIBRARY

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



LONDON'S BUS RAPID TRANSIT SYSTEM

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Stakeholder Week Part II

November 21st – 22nd | 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 11th.

Goals of PIC #5:

- 1) Present alternative design concepts (“options”) along BRT corridors
- 2) Present assessment and analysis of impacts and benefits for options
- 3) Seek public’s feedback to aid in evaluation of options



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 design concepts

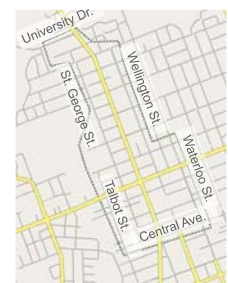
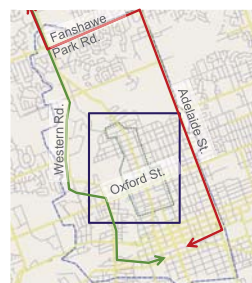
Focus Areas



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?

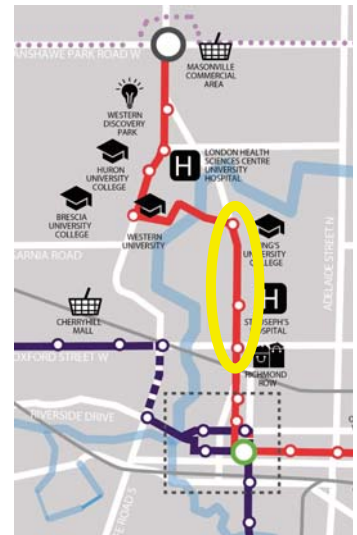
- Lay groundwork of understanding in advance of December PIC
- Help people understand what to expect at the PIC
- Give an opportunity to digest the information in advance

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?

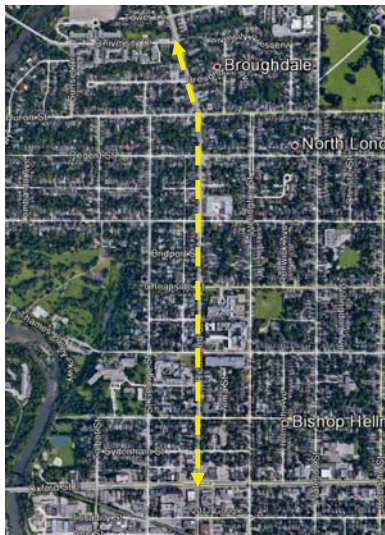
Focus Area: Richmond Street (Oxford to University)

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



Focus Area: Richmond Street (Oxford to University)

- Diverse range of uses
 - Predominantly residential land use, with some small-scale commercial
 - St. Joseph's Healthcare, London campus and other supporting medical businesses



Study Area Challenges

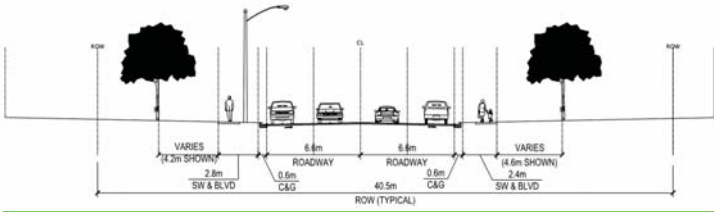
Constraints in this corridor:

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

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



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

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
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Existing Conditions: Richmond Street



BRT Concepts for Richmond

The Project team has developed 4 options for BRT design concepts along Richmond.

Today we'll walk through each of those options and then summarize footprint related impacts, including:

PROPERTY IMPACTS

TREE IMPACTS

CULTURAL & BUILT HERITAGE IMPACTS

TRAFFIC IMPACTS & BENEFITS

OPERATIONS IMPACTS & BENEFITS

BRT Concepts for Richmond

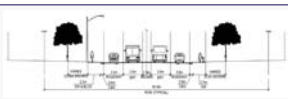
EXISTING CONDITIONS:

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



OPTION 1:

- Centre-running BRT lanes
- 1 general traffic lane (northbound/southbound)
- 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

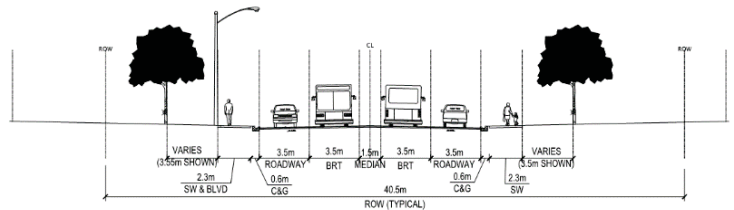


OPTION 4:

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

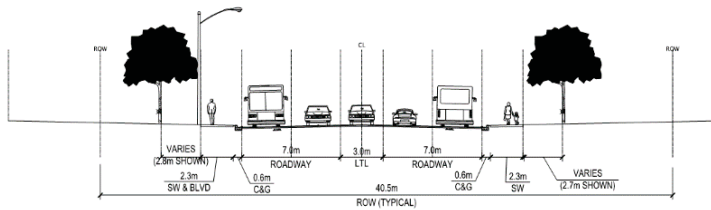


Option #1: Centre-Running BRT Lanes 1 NB/1 SB General Traffic Lane



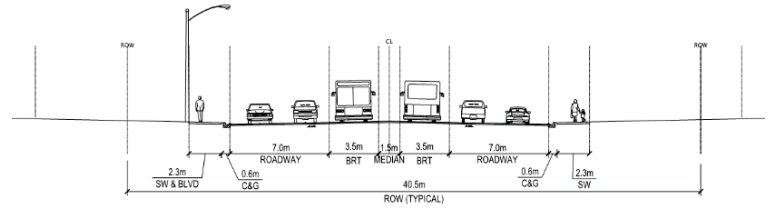
- Centre-running BRT lanes
- 1 general traffic lane (northbound/southbound)
- Raised median

Option #2: Curbside BRT Lanes
1 NB/1 SB General Traffic Lane



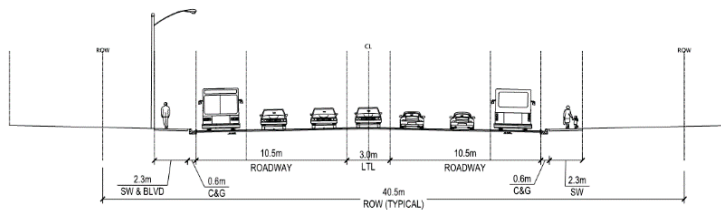
- Curbside BRT lanes
- 1 general traffic lane (northbound/southbound)
- 1 two-way centre left-turn lane

Option #3: Centre-Running BRT Lanes
2 NB/2 SB General Traffic Lanes



- Centre-running BRT lanes
- 2 general traffic lanes (northbound/southbound)
- Raised median

Option #4: Curbside BRT Lanes
2 NB/2 SB General Traffic Lanes



- Curbside BRT lanes
- 2 general traffic lanes (northbound/southbound)
- 1 two-way centre left-turn lane

Comparing Options

How will the different options function?

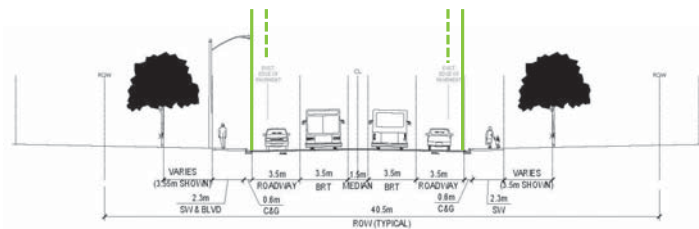
- Centre-Running BRT Lanes (Option #1)
- Curbside BRT Lanes (Option #2)

How do Property Impacts Compare?

- Centre-Running vs Curbside (Options #1 vs #2)
- Adding General Traffic Lanes for 2 NB and 2 SB:
 - Centre-Running: 1 vs 2 general traffic lanes (Options #1 vs #3)
 - Curbside: 1 vs 2 general traffic lanes: (Options #2 vs #4)



Option #1: Centre-Running BRT Lanes
1 NB/1 SB General Traffic Lane



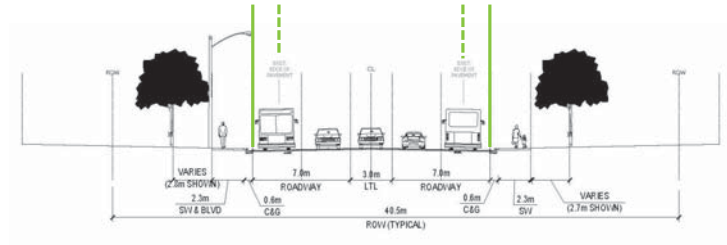
- Centre-running BRT lanes
- 1 general traffic lane (northbound/southbound)
- Raised median

Option #1: Centre-Running BRT Lanes
1 NB/1 SB General Traffic Lane

How Does Rapid Transit Operate, Local Transit Operate, and General Traffic Operate?



Option #2: Curbside BRT Lanes
1 NB/1 SB General Traffic Lane



- Curbside BRT lanes
- 1 general traffic lane (northbound/southbound)
- 1 two-way centre left-turn lane

Option #2: Curbside BRT Lanes
1 NB/1 SB General Traffic Lane

Rapid Transit Operations
Local Transit Operations
General traffic Operations



Comparing Options

How will the different options function?

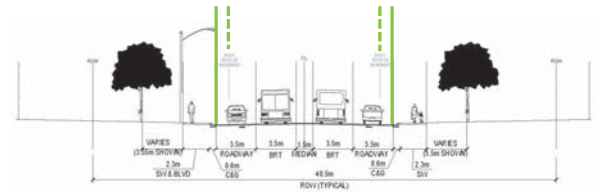
- Centre-Running BRT Lanes (Option #1)
- Curbside BRT Lanes (Option #2)

How do Property Impacts Compare?

- Centre-Running vs Curbside (Options #1 vs #2)
- Adding General Traffic Lanes for 2 NB and 2 SB:
 - Centre-Running: 1 vs 2 general traffic lanes (Options #1 vs #3)
 - Curbside: 1 vs 2 general traffic lanes: (Options #2 vs #4)

Option #1 vs #2: Centre-Running vs Curbside

Option #1 | Centre-running BRT w. 1NB/1SB General Traffic Lane



Option #2 | Curbside BRT w. 1NB/1SB General Traffic Lanes



Option #1 vs #2: Centre-Running vs Curbside

How do land needs compare:
Intersection vs mid-block?

#1 | Centre

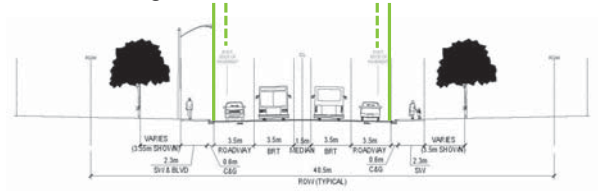
#2 | Curbside

Option #1: Centre-running w. 1NB/1SB General Traffic Lane

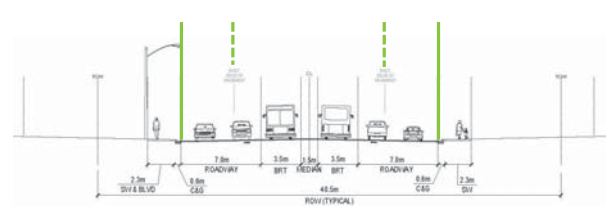
Option #2: Curbside w. 1NB/1SB General Traffic Lane

Option #1 vs #3: Centre-running Options

#1 | Centre-running BRT w. 1NB/1SB General Traffic Lane

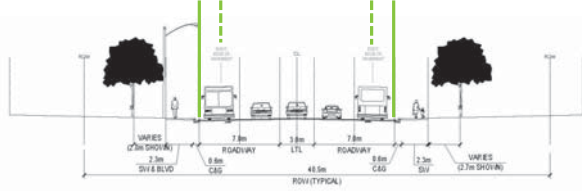


#3 | Centre-running BRT w. 2NB/2SB General Traffic Lanes



Option #2 vs #4: Curbside Options

#2 | Curbside BRT w. 1NB/1SB General Traffic Lanes



#4 | Curbside BRT w. 2NB/2SB General Traffic Lanes



Option #1 vs #3: Centre-running Options

How do land needs compare?

#1 | Centre-running BRT w. 1NB/1SB General Traffic Lanes



#3 | Centre-running BRT w. 2NB/2SB General Traffic Lanes



Option #2 vs #4: Curbside Options

How do land needs compare?

#2 | Curbside BRT w. 1NB/1SB General Traffic Lane



#4 | Curbside BRT w. 2NB/2SB General Traffic Lanes



In Summary

PROPERTY IMPACTS

Least impact: **Option 2**

(Curbside BRT, 1NB/1SB General Traffic Lane)

Most impact: **Option 3**

(Centre-running BRT, 2NB/2SB General Traffic Lanes)

TREE IMPACTS

Least impact: **Option 1 & 2**

(Centre-running and Curbside BRT, 1NB/1SB General Traffic Lane)

Most impact: **Option 3 & 4**

(Centre-running and Curbside BRT, 2NB/2SB General Traffic Lanes)

CULTURAL & BUILT HERITAGE IMPACTS

Least impact: **Option 1 or 2***

*evaluation to be complete for PIC #5

Most impact: **Option 3 or 4***

*evaluation to be complete for PIC #5

Completing the picture for PIC #5

TRAFFIC IMPACTS & BENEFITS

Safer left turn movements & Best RT Reliability: **Options 1 & 3**

Greater mid-block accessibility: **Options 2 & 4**

- Traffic impact evaluation will be completed for PIC #5
- Modelling will demonstrate existing traffic conditions as well as how traffic will flow for each of the 4 options

OPERATIONS IMPACTS & BENEFITS

Winter maintenance:

Most efficient: **Options 1 & 3**

Least efficient: **Options 2 & 4**

(Centre-running options)

(Curbside options)

Evaluation will be completed for PIC #5 for other key elements, including:

- Transit operations
- Waste removal

PIC#5

Comparing: Option 1, 2, 3 and 4

Evaluation factors:

- Property Impacts
- Tree impacts
- Natural & Cultural Built Heritage
- Traffic Analysis
- Operations Impacts

Public Information Centre

December 11 - 15 | Locations across London

Five meeting times will be offered the Week of December 11th.

Goals of PIC #5:

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