

Accessibility Advisory Committee

Report

1st Meeting of the Accessibility Advisory Committee
January 24, 2019
Committee Room #4

Attendance PRESENT: J. Madden (Chair), L. Chappell, M. Dawthorne, N. Judges, J. Menard and P. Quesnel and J. Bunn (Secretary)

ABSENT: M. Cairns, A. Forrest and P. Moore

ALSO PRESENT: D. Baxter, G. Bridges, E. Conway, K. Husain, K. Koltun, J. Michaud, M. Stone and R. Wilcox

The meeting was called to order at 3:00 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

1.2 Election of Chair and Vice Chair for the term ending June 1, 2019

That the existing appointments of the Chair and Vice Chair for the Advisory Committee on the Environment BE EXTENDED to June 1, 2019, to coincide with the end of the current term.

2. Scheduled Items

2.1 SoHo Thames Valley Corridor Project

That it BE NOTED that the attached presentation from K. Preston, Dillon Consulting Limited, with respect to the Thames Valley Corridor SoHo Neighbourhood Project, was received.

2.2 Wonderland Road Class Environmental Assessment Study

That it BE NOTED that the attached presentation from J. Johnson, Dillon Consulting Limited, with respect to the Wonderland Road Improvements Class Environmental Assessment Study, was received.

2.3 Kilally Fields Project

That it BE NOTED that the Kilally Fields Concept Plan, Architectural Plan and Accessibility Plan, from J. Michaud, Landscape Architect, as appended to the agenda, were received.

2.4 Community Diversity and Inclusion Strategy

That it BE NOTED that the presentation, as appended to the agenda, from R. Wilcox, Director, Community and Economic Innovation, M. Stone, Accessibility Specialist and K. Koltun, Coordinator, Government and External Relations, with respect to London's Community Diversity and Inclusion Strategy 2017, was received.

3. Consent

3.1 10th Report of the Accessibility Advisory Committee

That it BE NOTED that the 10th Report of the Accessibility Advisory Committee, from its meeting held on November 29, 2018, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Paratransit Meeting

That it BE NOTED that the Accessibility Advisory Committee (ACCAC) held a general discussion with respect to a meeting held on December 12, 2018 with the Chair and Vice-Chair of the ACCAC and K. Paleczny, General Manager, London Transit Commission, related to Paratransit issues.

6. Deferred Matters/Additional Business

None.

7. Adjournment

The meeting adjourned at 5:00 PM.



THAMES VALLEY CORRIDOR SoHo Neighbourhood



JANUARY 24, 2019
Accessibility Advisory Committee Meeting



INTRODUCTION Site Context

The site is generally bound by Wellington Street to the west, South Street to the north, Maitland and Colborne Street to the east and the South Branch of the Thames River to the South.

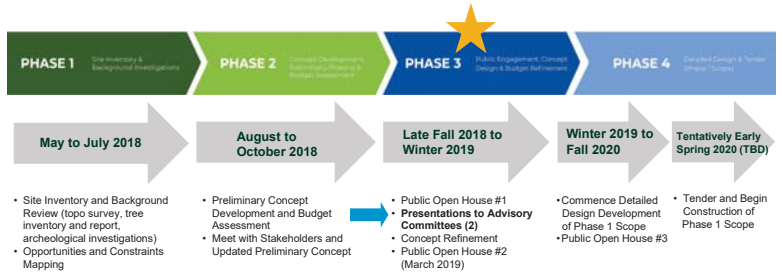


INTRODUCTION Project Background

- This project is a key component of the redevelopment of the Old Victoria Hospital Lands (OVHL).
- Addresses recommendations from the Secondary and Community Improvement Plans (CIP).
- Responds to site constraints and recommendations identified in the Environmental Impact Study (EIS).



INTRODUCTION Study Outline





INTRODUCTION Key Project Goals / Objectives

The plan will:

- ✓ Apply AODA standards and Crime Prevention Through Environmental Design (CPTED) principles;
- ✓ Use best practices for ALL circulation (vehicular, pedestrian/cycling);
- ✓ Protect and enhance existing natural features;
- ✓ Take into consideration the 'Ribbon of The Thames' vision, and;
- ✓ Establish barrier free connections within the park.



KEY RECOMMENDATIONS

- Create accessible gathering spaces along the Thames Valley Corridor (TVC);
- Establish park amenities for the District Park space;
- Provide opportunities for views to the Thames River and other important site features;
- Extend the TVP and improve pedestrian circulation and linkages to adjacent City Parks;
- Provide a "Shared Pedestrian Driveway" along the top of the TVC;
- Integrate the Ecological Recommendations identified in the Environmental Impact Study.
- Develop an implementation/phasing plan that can be integrated with future 'Ribbon of the Thames' initiatives.



PUBLIC ENGAGEMENT Summary to Date

We will:

- ✓ Continue to consult on accessible features as required by AODA.
 - Exterior paths of travel
 - Recreational Trails
 - Outdoor Play Spaces



PUBLIC ENGAGEMENT Summary to Date

What we Heard:

- ✓ **Accessibility:** Ensure project/site design is accessible and functional for all users;
- ✓ **Environment:** Provide opportunities for naturalized areas, pollinator habitats, LID's, incorporating flora;
- ✓ **Passive Recreation:** Preference for passive uses over active recreation uses;
- ✓ **Cultural/Heritage:** Integrate design features that celebrate the cultural and heritage uniqueness of the site.



<https://getinvolved.london.ca/TVCSOHO>



1. Thames Valley Parkway
2. Urban Park Corridor / Gathering Spaces
3. Woodland Enhancements
4. Shared Pedestrian / Vehicular Drive
5. Mid-block Road Connection
6. District Park

Preferred Long-Term Concept



<https://getinvolved.london.ca/TVCSOHO>



- Exciting project built off of extensive community engagement efforts;
- Great opportunity to reconnect the community to the Thames River edge, animate the site with multi-use spaces; and celebrate cultural, environmental, and heritage uniqueness;
- Strongly supported by the local neighbourhood, and;
- High priority for the City and public to ensure a fully accessible multi-purpose park for all

Summary



QUESTIONS?





Preferred Long-Term Concept



Urban Promenade / Gathering Areas and TVP



Urban Promenade / Shared Driveway and TVP



Urban Promenade / Plaza and TVP





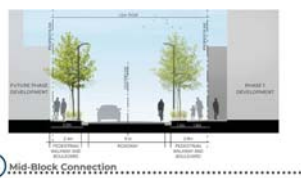
District Park and TVP



Preferred Long-Term Concept



Mid-Block Road Connection



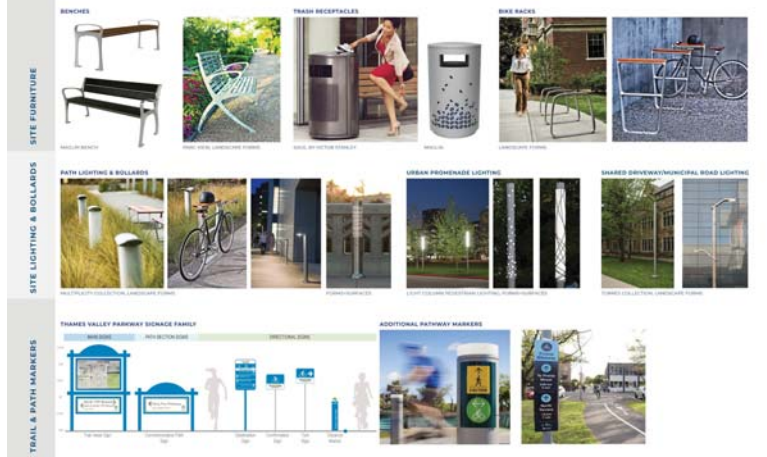
BACKGROUND STUDIES
Opportunities & Constraints Mapping



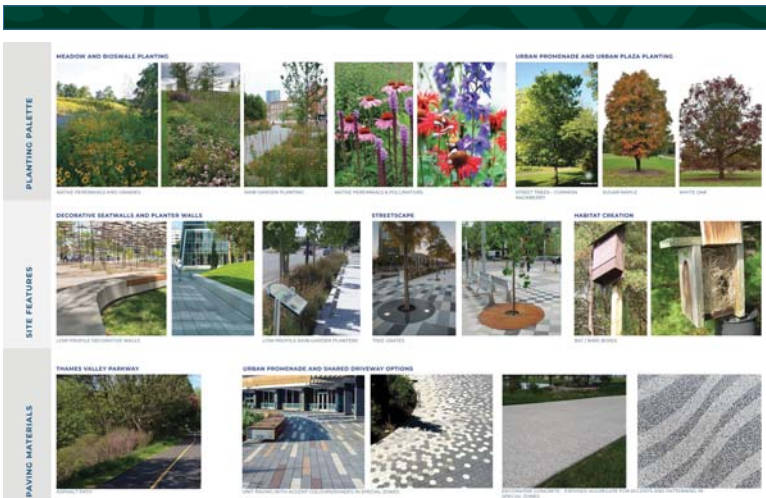
- Incorporate CPTED principles, AODA standards and the City of London Facility Accessibility Design Standards
- Fully accessible, integrated walkway and wheeled system with gathering areas along the Thames Valley Corridor
- Provide an accessible multi-generational park
- Ground level access to amenities (i.e. accessible playground to current standards, plaza areas, etc.)
- Provide an experiential play environment (accessible, stimulates sensory, all ages)



Integrated Accessibility



Materials Palette



Materials Palette





Wonderland Road Improvements Class Environmental Assessment Study

Accessibility Advisory Committee Presentation

Purpose of this meeting:
To introduce the project and solicit participation from committee members throughout the EA process

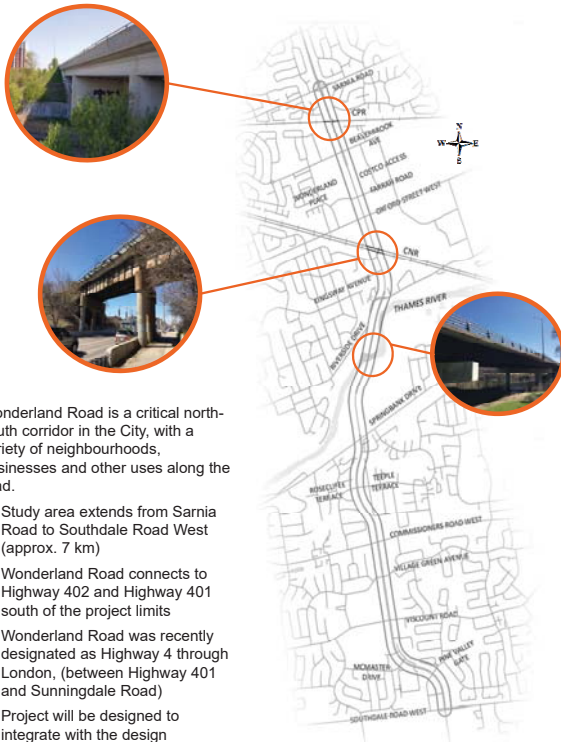


PROBLEM AND OPPORTUNITY STATEMENT

Recognizing the important role Wonderland Road has in the City of London as a key north-south transportation corridor, the 2030 Transportation Master Plan identified the need to widen Wonderland Road from four to six lanes, from Sarnia Road to Southdale Road as a strategic improvement. The City initiated a Schedule C Municipal Class Environmental Assessment (EA) (2000, as amended) to confirm the need for the widening and to identify the opportunity for additional improvements along the corridor. The outcome of the study will provide the basis for implementing an optimized corridor that addresses multi-modal transportation needs, servicing, urban design and accessibility.



STUDY AREA



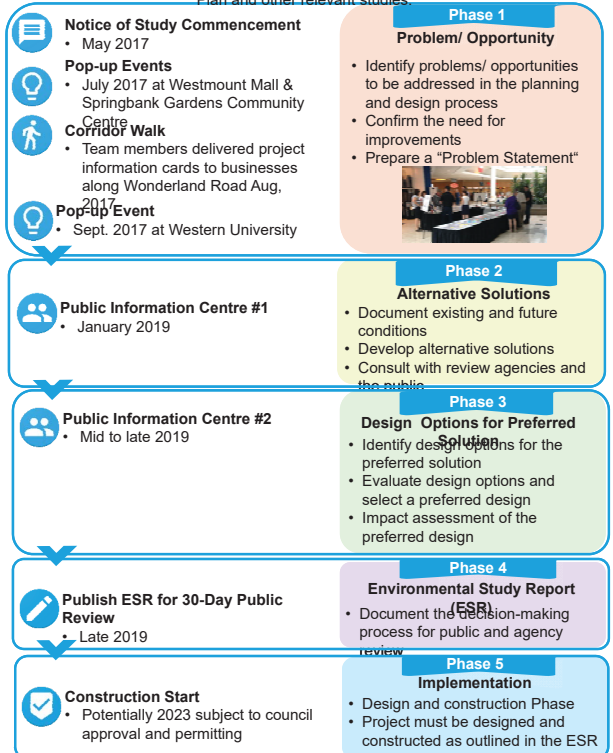
Wonderland Road is a critical north-south corridor in the City, with a variety of neighbourhoods, businesses and other uses along the road.

- Study area extends from Sarnia Road to Southdale Road West (approx. 7 km)
- Wonderland Road connects to Highway 402 and Highway 401 south of the project limits
- Wonderland Road was recently designated as Highway 4 through London, (between Highway 401 and Sunningdale Road)
- Project will be designed to integrate with the design completed as part of the 2015 Wonderland Road South Class EA which extended from Highway 402 to Southdale Road West.



STUDY PROCESS

The study is following the requirements of a Schedule 'C' Municipal Class Environmental Assessment (EA) (2000, as amended) process and will build on the recommendations of the London Plan, Transportation Master Plan, Cycling Master Plan and other relevant studies.



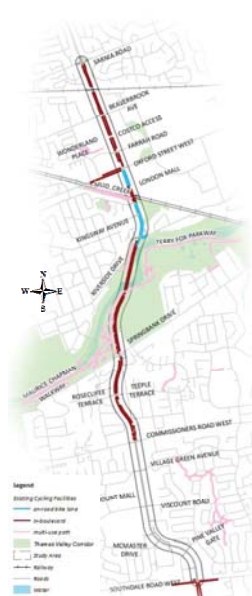
EXISTING CONDITIONS: LAND USE AND TRANSIT



- Wonderland Road is changing and will continue to evolve through the implementation of the London Plan, Rapid Transit and other City policies.
- London Plan identifies opportunity for intensification and redevelopment
- Integration of active transportation and transit along Wonderland Road is encouraged
- Existing land uses within corridor include:
 - Green Space
 - Shopping Area
 - Transit Village
 - Urban Corridor
- **London Transit Commission** identified the following opportunities to improve transit along the corridor:
 - Traffic Signal Priority
 - Enhanced Urban Design at Transit Stops
 - Limited use of Bus Bays only
 - Additional Pedestrian Crossings



EXISTING CONDITIONS: RECREATION & ACTIVE TRANSPORTATION



- Existing sidewalks along both sides of Wonderland Road for the length of the corridor
- Much of the corridor has separated "in-boulevard" cycling facilities on both sides of the road
- No cycling facilities on Wonderland Road from Commissioners Road West to Southdale Road West
- Wonderland Road is an important access point to the Thames Valley Parkway
- Wonderland Gardens recreation venue located north of Springbank Drive.



WHAT APPROACHES ARE BEING CONSIDERED TO IMPROVE THE CORRIDOR?

Possible Planning Solutions	Description	Key Considerations	Does it Address the Problems and Opportunities
Do Nothing	No capital improvements. Continue operation and maintenance of the four-lane roadway	Not consistent with City's long-term transportation planning network or The London Plan	<input type="checkbox"/>
Address traffic signal timing	Revise traffic signal timing at intersections along the corridor to improve traffic flow	Traffic signal synchronization is like a web: if you change the timing in one direction, it will affect all the intersections surrounding it, causing a ripple effect Traffic signal timings are regularly reviewed along Wonderland Road and across the City. Modifications were made in 2018. There are limitations to signal optimization alone, including roadway capacity constraints.	Yes – provides some improvement along corridor <input checked="" type="checkbox"/>
Transportation Management (TDM)	Reduce periods of peak traffic demands by shifting the timing of travel and increasing alternative modes of travel (transit, cycling, walking)	TDM policies included in the City's Transportation Master Plan are being implemented throughout the City	Implementation ongoing through other City programs <input checked="" type="checkbox"/>
Increase Capacity	Widen Wonderland Road from 4 to 6 through lanes throughout the corridor	Consistent with City's long-term transportation planning network Analysis completed shows the majority of the corridor is forecasted to meet or exceed capacity.	Consistent with the Transportation Master Plan and addresses Problems/Opportunities <input checked="" type="checkbox"/>

Based on the results of the analysis, the recommendations include:

- Continue to monitor traffic signal synchronization and optimize as required. This will be completed while the planning and design for 6 lanes is underway and could involve the reconstruction of intersections only.
- Widen Wonderland Road to six lanes through the corridor. The widening would be completed in phases, starting as early as 2023, subject to Council approval.

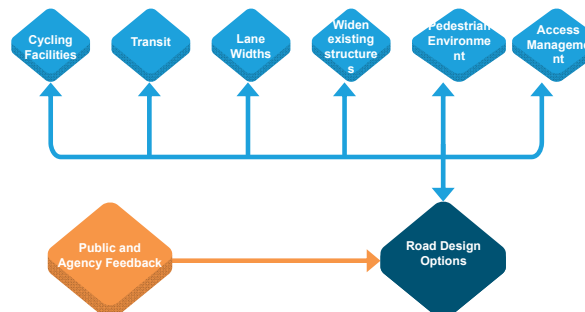


WHAT OPTIONS ARE BEING DEVELOPED?

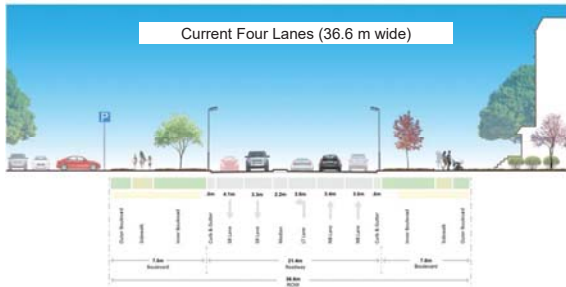
Wonderland Road is intended to be built to a high standard of streetscape and urban design throughout the corridor.

Over the next several months, the study team will develop and evaluate designs for six-laning the corridor. The options will be developed and analyzed based on:

- What is the optimal width of the roadway elements within the corridor (lane widths, cycling facilities, pedestrian amenities, utility requirements, trees, noise barriers, etc.)?
- How should the road be widened – widen to the east, widen to the west, widen symmetrically along both sides?
- What intersection improvements are required, including timing of traffic signals?
- How should existing drainage issues along the corridor be addressed?
- What unique elements should be planned for the main street section (CNR structure to Beaverbrook Ave.) to support the pedestrian-oriented area?



**WHAT WOULD SIX-LANES ON WONDERLAND LOOK LIKE?
SOUTHDALE ROAD TO COMMISSIONERS ROAD**



- In-boulevard bike lanes recommended throughout corridor.



Artistic depiction of six-lanes – Looking North from Southdale Road



Next Steps

- 1 Review comments provided at and following this event
- 2 Develop design options along the corridor
- 3 Evaluate options and select a recommended design
- 4 Public Information Centre #2 (anticipate late 2019)
- 5 Environmental Study Report available for 30-day public review period

THANK YOU

The input of the Accessibility Advisory Committee is important to the outcome of this project. Please provide comments, attending PICs and ask questions throughout the study!

Key Contacts

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