

Transportation Advisory Committee

Report

5th Meeting of the Transportation Advisory Committee
June 26, 2018
Committee Room #4

Attendance PRESENT: A. Farahi (Chair), G. Bikas, G. Debbert, D. Doroshenko, D. Foster, T. Khan, J. Scarterfield and A. Stratton and J. Bunn (Committee Secretary)

ABSENT: S. Brooks, J. Madden, H. Moussa and L. Norman

ALSO PRESENT: J. Ackworth, D. Chang, M. Elmadhoon, Sgt. S. Harding, J. Kostyniuk, T. Koza, T. Macbeth and A. Spahiu

The meeting was called to order at 12:15 PM.

1. **Call to Order**

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. **Scheduled Items**

2.1 Southdale Road West Class Environmental Assessment

That it BE NOTED that the attached presentation from B. Huston, Dillon Consulting Ltd., with respect to the Southdale Road West Class Environmental Assessment, was received.

2.2 Adelaide Street and Canadian Pacific Railway Grade Separation Environmental Assessment Project

That it BE NOTED that the attached presentation from A. Spahiu, Transportation Design Engineer, with respect to the Adelaide Street and Canadian Pacific Railway Grade Separation Environmental Assessment Project, was received.

2.3 2018 PXO Education and Enforcement Campaign

That it BE NOTED that the attached presentation and colouring sheet from J. Scarterfield, London-Middlesex Road Safety Committee, with respect to the Pedestrian Crossover (PXO) Education and Enforcement Campaign, was received.

3. **Consent**

3.1 4th Report of the Transportation Advisory Committee

That it BE NOTED that the 4th Report of the Transportation Advisory Committee, from its meeting held on April 24, 2018, was received.

3.2 Municipal Council Resolution - Introduction of connected and autonomous vehicle technology

That it BE NOTED that the Municipal Council resolution, from its meeting held on June 12, 2018, with respect to the development of a policy and

pilot project to address the introduction of connected and autonomous vehicle technology, was received.

3.3 Connected and Autonomous Vehicles Technology Strategy

That it BE NOTED that the staff report dated May 28, 2018, from K. Scherr, Managing Director, Environmental and Engineering Services and City Engineer, with respect to the Connected and Autonomous Vehicles Technology Strategy, was received.

3.4 City of London Long Term Water Storage Municipal Class Environmental Assessment - Notice of Project Commencement and Public Information Centre #1

That it BE NOTED that the Notice of Project Commencement and Public Information Centre #1, from P. Lupton, City of London and N. Martin, AECOM Canada, with respect to the City of London Long Term Water Storage Municipal Class Environmental Assessment, was received.

3.5 Southdale Road West - Environmental Assessment Study - Notice of Public Information Centre 2

That it BE NOTED that the Notice of Public Information Centre #2, from B. Huston, Dillon Consulting Limited and T. Koza, City of London, with respect to the Southdale Road West Environmental Assessment Study, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

None.

6. Deferred Matters/Additional Business

6.1 (ADDED) Revised Notice of Application - DLN Group Inc. on behalf of 2178254 Ontario Inc. - 3425 Emily Carr Lane

That it BE NOTED that the Corrected, Revised Notice of Application, dated June 22, 2018, from C. Smith, Senior Planner, with respect to an application by DLN Group Inc. related to a property located at 3425 Emily Carr Lane, was received.

6.2 (ADDED) 2018 Transportation Advisory Committee Work Plan

That D. Foster BE APPOINTED to the Transportation Advisory Committee Work Plan Working Group.

6.3 (ADDED) Summer Meeting Date

That it BE NOTED that the Transportation Advisory Group will meet on July 24, 2018 and will not meet in August, 2018.

7. Adjournment

The meeting adjourned at 1:35 PM.



PROJECT OVERVIEW

Project limits include Southdale Road West and Wickerson Road corridors between Wickerson Gate and Byronhills Drive



The EA will identify the requirements for improving the roads to a 2-lane standard:

- Significant improvements are required to the grade and cross-section of Southdale Road West and Wickerson Road

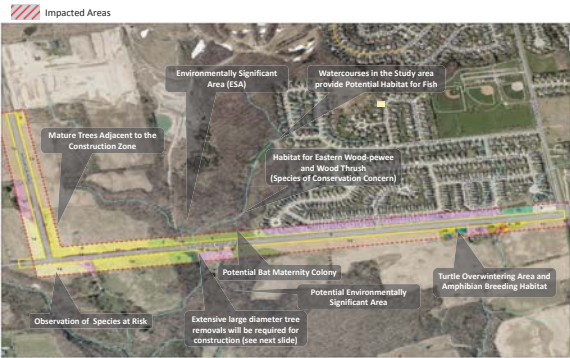
EXISTING NATURAL HERITAGE FEATURES

An Environmental Impact Study was completed to understand natural heritage features in the Study Area, including existing aquatic, terrestrial and wildlife conditions.

Natural Heritage features outside of the impacted areas will be mitigated.

LEGEND

1. Naturalized Coniferous Plantation
2. Dry-Fresh Sugar Maple-Oak Deciduous Forest
3. Dry Fresh Sugar Maple-Oak Deciduous Forest
4. Common Reed Graminoid Mineral Meadow Marsh
5. Cattail Graminoid Mineral Meadow Marsh
6. Dry-Fresh Mixed Meadow
7. Greenlands
8. Business Sector
9. Transportation
10. Sewage and Water Treatment
11. Single Family Residential
12. Rural Property
13. Annual Row Crops
14. Perennial Cover Crop
15. Open Pasture
16. Open Aquatic
17. Fencerow
18. Fresh-Moist Mixed Meadow



SUMMARY OF EXISTING REPORTS

Road Safety Strategy (RSS) 2014-2019

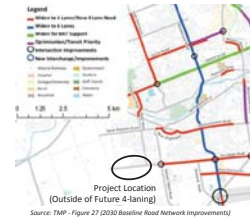
Recommendations fall under Action Item 12 in the RSS. This EA focuses on improvements to vertical profile, cross section (lane widths), and provisions for pedestrians and cyclists to provide a safer road environment.

ACTION No.	ACTION	DESCRIPTION
12	Roadway Alignment Improvement Program	Engineering improvements to horizontal and vertical alignments for reconstruction projects. Improved coordination with all 4R (reconstruction, rehabilitation, resurfacing, restoration) projects.

Source: RSS Table (Target Areas and Action)

Transportation Master Plan (TMP), May 2013

Outside of Future Widening Recommendations



Source: TMP - Figure 27 (2030 Baseline Road Network Improvements)

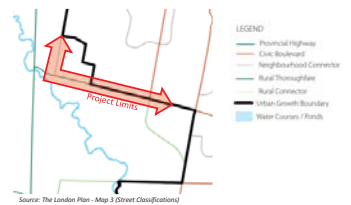
Secondary and Area Plans

N/A – outside limits

Official Plan (The London Plan, December 2016)

Street Classifications:

- Southdale Road West – Rural Thoroughfare
- Wickerson Road – Neighbourhood Connector



Source: The London Plan - Map 9 (Street Classifications)

EA PROGRESS REVIEW

Phase 1 (Completed) - The process involved the development of a Problem Statement:

Improvements are required to the grades and cross sections of Southdale Road West and Wickerson Road to meet the City's minimum design standards and improve road safety. The improvements will be planned and designed to:

- Implement the policies of the *London Plan**, *London ON Bikes Cycling Master Plan Update* and *2030 TMP*
- Avoid or minimize impacts to the Lower Dingman Corridor Environmentally Significant Area, surrounding farmlands, neighbourhoods, natural heritage features and cultural heritage features
- Incorporate required infrastructure and make provisions for future infrastructure, where feasible.



EA PROGRESS REVIEW

Phase 2 (Completed) - The process involved the development of alternative solutions for improvements to the roads.

Two alternative solutions were developed:

- **Do Nothing** – Southdale Road West and Wickerson Road would remain in the same condition with no improvements
- **Improvements** to Southdale Road West and Wickerson Road to meet minimum design standards
 - Alternative 1 – vertical and cross section reconstruction to meet design standards on the existing horizontal alignment
 - Alternative 2 – horizontal realignment of Southdale Road West and Wickerson Road outside of the current footprint of the roadway. This alternative would also include vertical and cross section reconstruction to meet design standards.

Alternative 2 was dismissed due to the significant impacts outside of the existing road footprint.



EA PROGRESS REVIEW



Phase 2 (Completed) - The process involved the development of alternative solutions for improvements to the roads.

Evaluation Factors		"Do Nothing"	Alternative 1
Road Design Standards	✗	Does not meet design standards	✓ Meets design standards
Traffic Operations and Safety	✗	Does not meet design standards	✓ Meets design standards
Opportunities for Active Mobility	✗	No opportunities	✓ Opportunities available
Opportunities for new infrastructure installation (watermain, etc.)	✗	No opportunities	✓ Opportunities available
Impacts on Natural Heritage	✓	No impacts	✗ Impacts
Impacts on Land Uses, Socio-Economic Environment and Cultural Heritage Resources	✓	No impacts	✗ Impacts

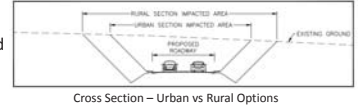
EA PROGRESS REVIEW



Phase 3 (Completed) - The process involved the evaluation of design options for implementing the preferred solution.

During the design development, several options were evaluated to minimize impacts to trees and the natural environment, including:

- Rural vs. Urban Cross Section**
 - Urban section was chosen to minimize footprint and manage stormwater
- Cut Slopes in constrained areas** - Options included: retaining walls/reinforced slopes/2:1 slopes
 - Standard 2:1 slopes were chosen to minimize cost, simplify construction, provide a more natural appearance and provide additional area for replanting on slopes with no significant increase in impacts to trees or vegetation



Cross Section – Urban vs Rural Options

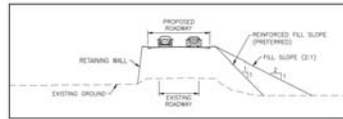
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EA PROGRESS REVIEW



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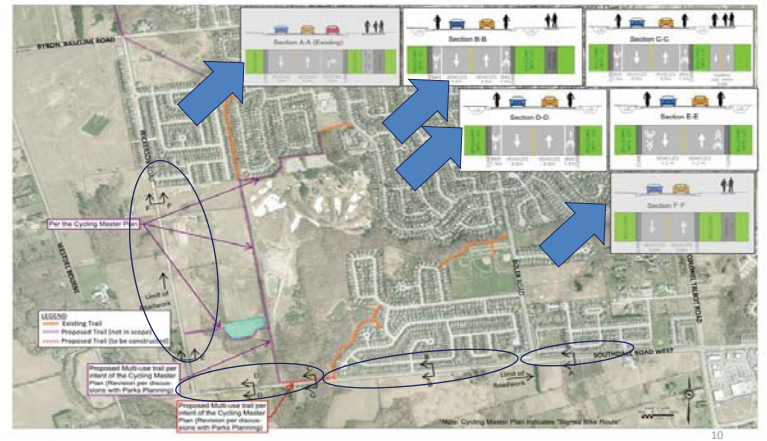
- Fill Slopes at culvert in valley** - Options included: retaining walls/reinforced slopes/2:1 slopes
 - 1:1 Reinforced slopes were chosen to minimize the footprint, provide a more natural appearance and minimize the length of culvert
- Profile Optimization** - Options included: standard (6% max) / substandard (8%) grades
 - Current profile was chosen to meet standards for arterial roads, manage cuts/fills and minimize driveway impacts
 - No significant benefit by increasing grades to 8%



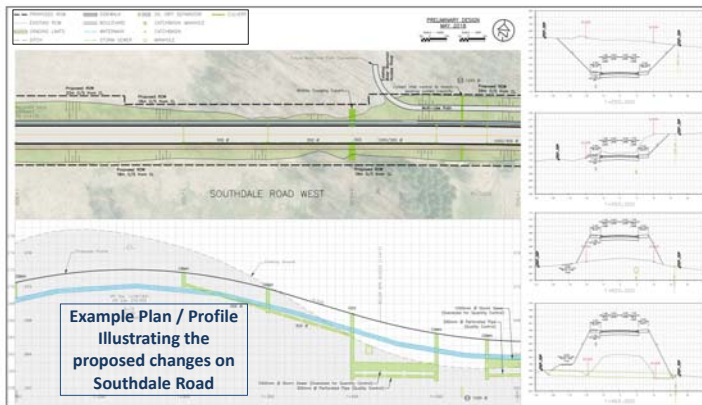
Cross Section – Fill Slope Options

- Stormwater Management** - Storm sewers and low impact developments (LIDs) will be implemented to manage stormwater
- Active Transportation** - Sidewalks to be provided on North side of Southdale Road/East side of Wickerson Road, multi-use trail to be implemented per cycling master plan and on-street bike lanes to be provided

PROPOSED ACTIVE TRANSPORTATION

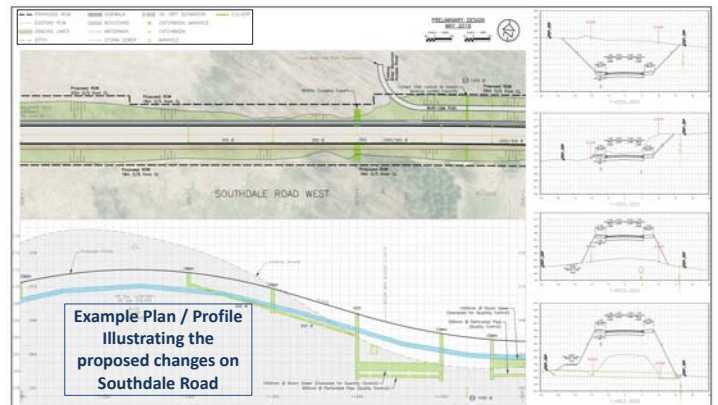


PHASE 3 - PREFERRED SOLUTION



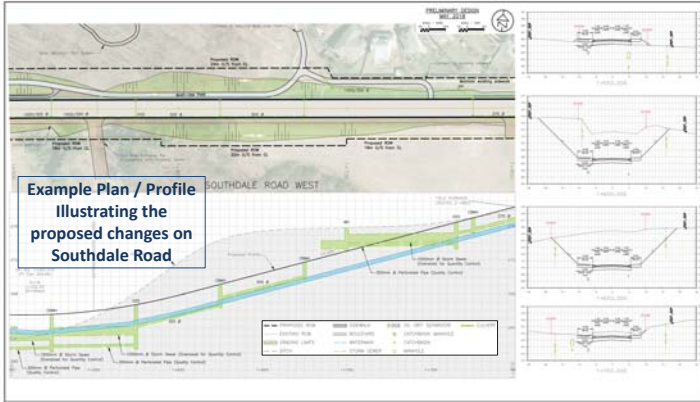
Example Plan / Profile illustrating the proposed changes on Southdale Road

PHASE 3 - PREFERRED SOLUTION



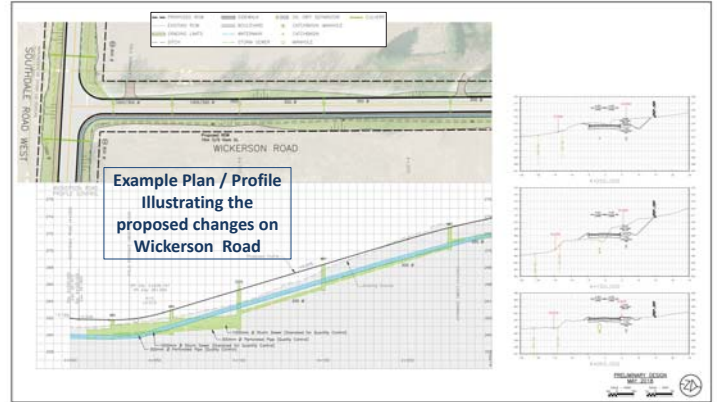
Example Plan / Profile illustrating the proposed changes on Southdale Road

PHASE 3 - PREFERRED SOLUTION



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PHASE 3 - PREFERRED SOLUTION



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NEXT STEPS



- Respond and update design based on input from the public and TAC committee
- Complete Environmental Study Report (ESR) – Summer 2018
 - Finalize EA document
 - Present EA document to council for endorsement
 - 30-day public and agency review period
- Detailed Design Phase – Anticipated to be 2018/2019
- Construction Phase – Anticipated to begin 2020

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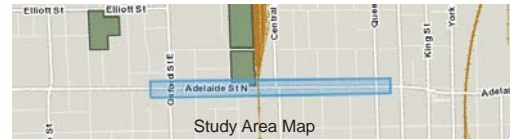


Adelaide Street / Canadian Pacific Railway (CPR) Grade Separation EA



Study Background / Context

- ✓ City's highest priority new rail-road grade separation candidate site as per the **2005 Rail Exposure Index Study** and **2013 Blockage Study**
- ✓ The **Smart Moves 2030 Transportation Master Plan and Development Charge Background Study (2014)** identifies needs for optimization and for the implementation of the grade separation in the 2031 planning horizon respectively.
- ✓ Subsequently, in 2017 Council approved moving project forward in a 3-5 timeframe.



Problems and Opportunities

Problems

- **Frequent train crossings** result in road being blocked significantly affecting vehicles, transit, cyclists and pedestrians
- Blockages result in significant delays and causes **cut-through traffic** onto local streets
- Implementation of rapid transit on Richmond Street is expected to cause future **increase in traffic** on Adelaide Street
- Excessive delays will **increase idling time** and emissions loadings
- Uninterrupted road corridor needed for **emergency planning** and response

Opportunities

- **Separate rail traffic** from vehicles, cyclists and pedestrians on Adelaide Street, improving access and circulation
- Provide **improved rail safety**
- Develop an **innovative design** that prioritizes pedestrians, cyclist and improves the urban environment, while avoiding some of the common drawbacks to underpasses
- Preserve and **enhance the heritage character** of the neighbourhood and McMahan Park
- Create **additional public space** that complements the area surrounding the new bridge and creates a strong connection from one side to the other for pedestrians and cyclists
- Improve the surrounding streetscape and intersections to create a **safe, pedestrian-friendly and welcoming public space**



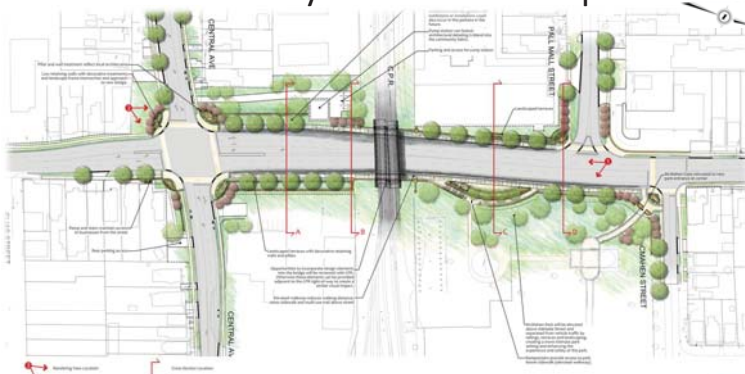
Preliminary Preferred Concept

An Underpass (road under rail) is preferred because:

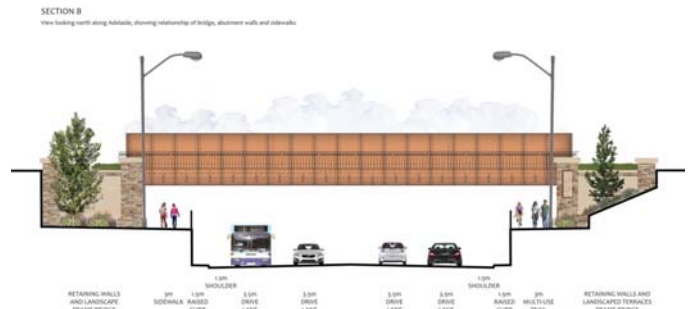
- ✓ Has fewer overall property impacts
- ✓ Relatively little visual intrusion to the surrounding community
- ✓ Decreased traffic noise from the depressed roadway
- ✓ Provides more opportunity for a context sensitive design to respect the existing character of the roadway and adjoining neighbourhoods
- ✓ Maintains intersections with Central Avenue, Elias Street, Pall Mall Street and McMahan Street
- ✓ Is more attractive to pedestrians and cyclists
- ✓ Preferred by community



Preliminary Preferred Concept



Adelaide St Cross-Section





Temporary Road Detour

East Detour

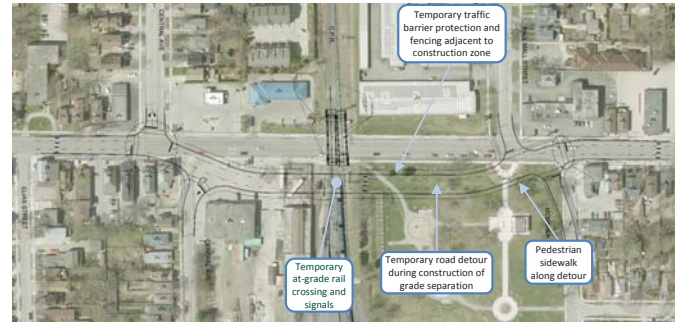
- ✓ Maintains north-south traffic for the duration of construction
- ✓ Avoids property impacts beyond those already required
- ✓ Utilizes the same footprint as the municipal service / utility corridor
- ✓ Maintains emergency service access



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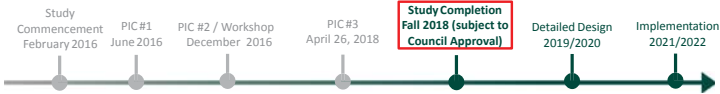
Proposed Detour



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Project Timelines



Municipal Class EA Process

9



Questions?



<https://getinvolved.london.ca/adelaide-streetcpr-grade-separation>

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2018 PXO Education & Enforcement Campaign

Jayne Scarterfield RN BScN CCHN(c)

Transportation Advisory Committee Meeting
June 26, 2018

Collaboration & Partnership

- LMRSC mandate to improve safety, prevent injury, save lives
- ASRTS priority is active transportation/school travel planning
- Collaboration between LMRSC and local ASRTS
- MTO Road Safety Community Partnership Grant matched by LMRSC and partners – City of London, MLHU
- Universal approach with focus on school-age population



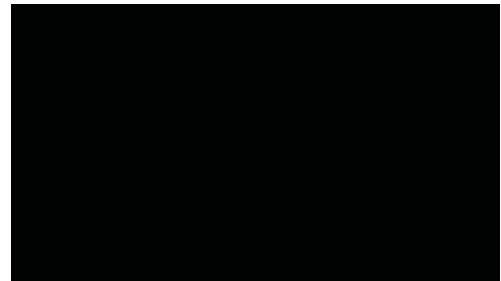
Tony the Street-Wise Cat

Crossing Safely at Traffic Lights
Crossing Safely at Pedestrian Crossovers
Driving Safely at Pedestrian Crossovers



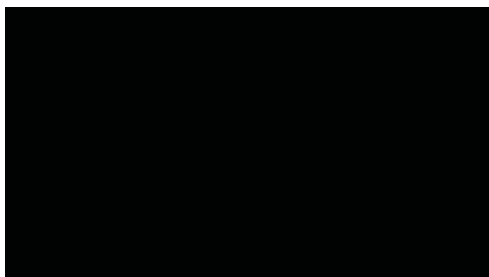
Tony the Street-Wise Cat

Crossing Safely



Tony the Street-Wise Cat

Driving Safely



Campaigns: Raising the profile

- Social Media, April 16 – May 18
- School Event, May 4
- London Police Enforcement Blitz, May 7-11



Presentations in March

- Presentations delivered in advance of the campaign:
 - School Nurses
 - ASRTS meeting
 - CSCP
 - CYN – HEHPA Priority
 - School Travel Planning Knowledge Exchange

126 participants + their networks



Social Media

How did we do?



e-Newsletter Distribution

- e-Newsletter with PXO rack card/poster and video link
 - Family Centre e-blast
 - Child & Youth Network e-bulletin
 - Middlesex-London Health Unit, Health-4-All newsletter

358 Agencies + their networks



YouTube (Ad Tube Campaign)

42,699	Total views (both videos combined)
73,058	Impressions
58%	View rate (both videos)



Facebook Campaign

6	Advertised posts
53,539	People reached
207,274	Impressions
131,114	Video views (>3 sec.)
4,023	Video views (100% each)
131,490	Engagements



10	Tweets
46,485	Impressions
466	Engagements



Tony the Street-Wise Cat PRESENTS

- 21,859 Crossing Safely at Pedestrian Crossovers
- 23,159 Driving Safely at Pedestrian Crossovers

45,018 Total views*

+ City of London
South West Regional Trauma Network – healthchat.ca
Trauma Program, Pediatric Emergency, LHSC
*LMRSC & MLHU



School Event

How did we do

May 4, 2018: Stoneybrook Public School

- Students coming to school and parents
- LPS presentation: 20 students
- PXO Demonstration: 4 classrooms



School Promotion – 2 PHNs

Resource	# Schools
Tony Videos	3
Rack Cards	6
Posters	7
School Announcements	15
School Newsletter	25
Student Presentation	1
Demonstration Resource	4
Colour Sheet	2

Contents

The following resources are intended to promote the safe and accurate use of PXO's in elementary schools.

- [Educational & Promotional Materials](#)
 - ["NEW" Lego Stop-Motion VIDEOS!](#)
 - [Rack Cards & Posters](#)
 - [School Announcements](#)
 - [Newsletter Inserts](#)
 - [Student Presentations](#)
- [Activities & Events](#)
 - [Colouring & Activity Sheet](#)
 - [Demonstration Resource](#)
 - [Event with Tony the Streetwise Cat](#)



PXO Police Enforcement Blitz

How did we do

PXO Week-Long Safety Blitz May 7-11 2018



London Police ON @psmediaoffice · May 14
The LPS thanks London drivers, cyclists & pedestrians for safely using Pedestrian Crossovers (PXOs). Remember pedestrians, cyclists and drivers have specific duties at PXOs. More information can be found here: healthunit.com/pedestrian-cro... and london.ca/residents/Road... #ldnont



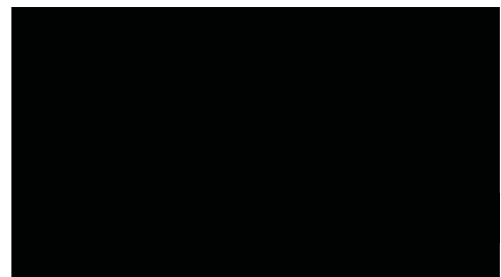
MLHealthUnit
6 13



TONY, LE CHAT DE RUE FUTÉ traverser sans risque

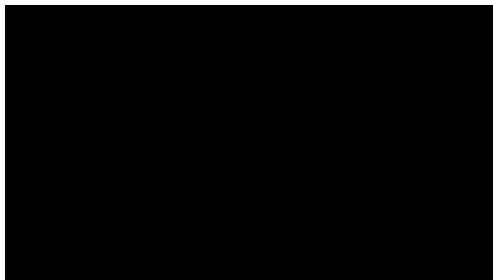
Tony, Le Chat De Rue Futé

PXO videos in French



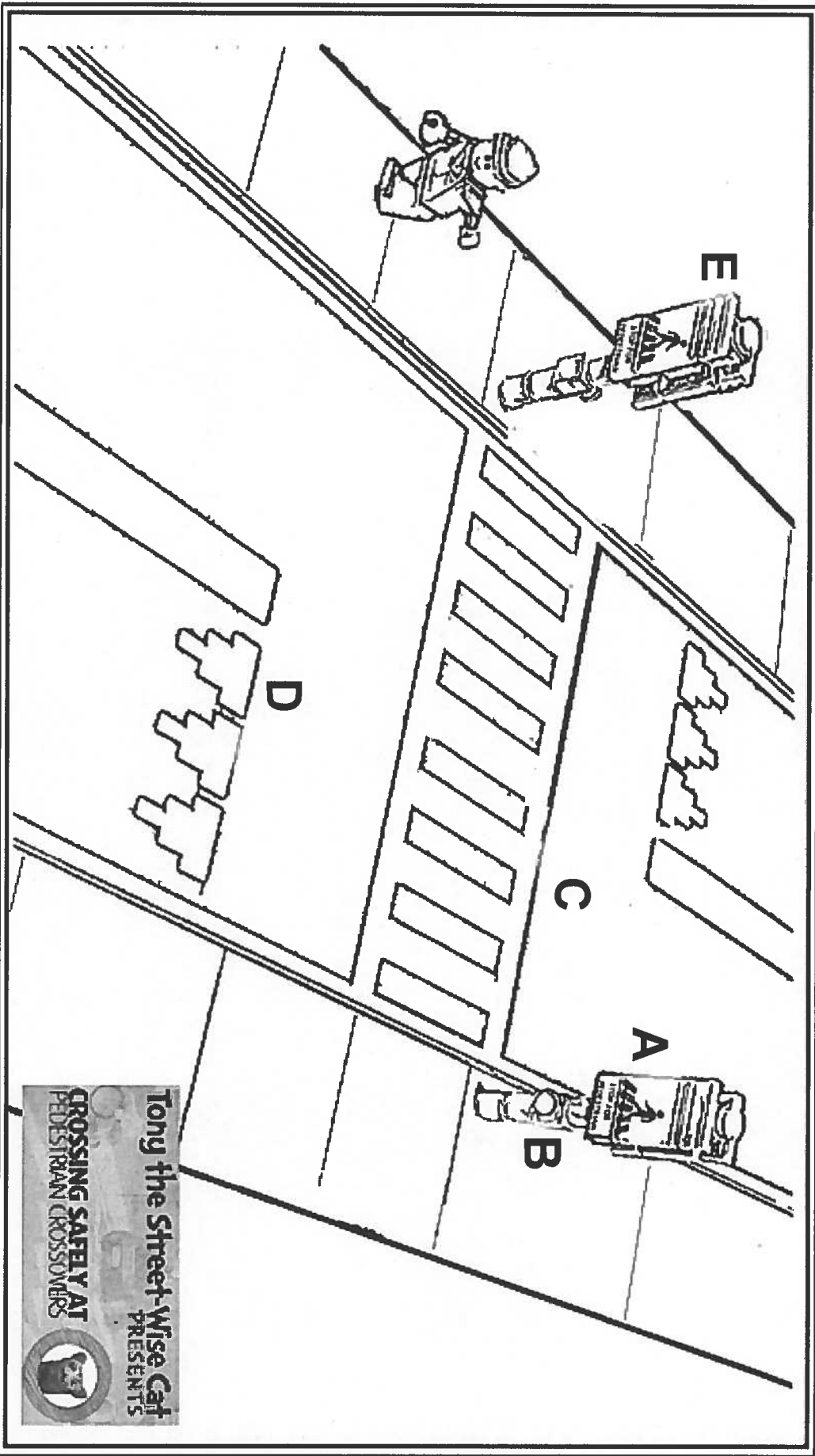
TONY, LE CHAT DE RUE FUTÉ

conduire en toute sécurité



Thank You, Merci.

Pedestrian Crossovers with Tony the Street-Wise Cat



Match the letter to the correct name:

- _____ Button _____ Ladder Markings _____ Stop for Pedestrian Sign
- _____ Light _____ Shark's Teeth

