

# Transportation Advisory Committee

## Report

The 10th Meeting of the Transportation Advisory Committee  
October 22, 2019  
Committee Room #5

Attendance                   PRESENT: D. Foster (Chair), A. Abiola, G. Bikas, D. Doroshenko, B. Gibson, Z. Gorski, T. Kerr, T. Khan, M.D. Ross and S. Wraight and J. Bunn (Committee Secretary)

ABSENT: P. Moore and M. Rice

ALSO PRESENT: M. Elmadhoon, Sgt. S. Harding, J. Kostyniuk, T. Macbeth, T. MacDaniel, D. MacRae and A. Miller

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 Adelaide Street North Environmental Assessment

That it BE NOTED that the attached presentation from A. Hussain and A. Evraire, Parsons Inc., with respect to the Adelaide Street North Environmental Assessment, was received.

#### 2.2 Vision Zero Update

That it BE NOTED that the attached presentation from M. Elmadhoon, Traffic and Transportation Engineer and T. MacDaniel, Chair, Middlesex-London Road Safety Committee, with respect to an update on Vision Zero, was received.

### 3. Consent

#### 3.1 9th Report of the Transportation Advisory Committee

That it BE NOTED that the 9th Report of the Transportation Advisory Committee, from its meeting held on September 24, 2019, was received.

#### 3.2 Municipal Council Resolution - Automated Speed Enforcement Program

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 1, 2019, with respect to the Automated Speed Enforcement Program, was received.

#### 3.3 Municipal Council Resolution - Area Speed Limit Program

That it BE NOTED that the Municipal Council resolution, from its meeting held on October 1, 2019, with respect to the Area Speed Limit Program, was received.

3.4 Notice of Public Information Centre #2 - Dingman Drive East of Wellington Road to Highway 401 and Area Intersections - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Public Information Centre #2, dated October 24, 2019, from M. Elmadhoon, City of London and J. Haasen, AECOM Canada Ltd., with respect to the Municipal Class Environmental Assessment for Dingman Drive east of Wellington Road to Highway 401 and Arva Intersection, was received.

3.5 Automated Speed Enforcement

That it BE NOTED that the communication, dated October 15, 2019, from D. Foster, with respect to the recommendations of the Transportation Advisory Committee related to Automated Speed Enforcement, was received.

3.6 TAC 2019 Work Plan

That the following actions be taken with respect to the 2019 Transportation Advisory Committee (TAC) Work Plan:

- a) a Working Group BE ESTABLISHED, led by Z. Gorski, to review the rehabilitation work on Highbury Avenue South (the road phase and the bridge phase); it being noted that this project is an item on the 2019 TAC Work Plan; and,
- b) the 2019 TAC Work Plan, as at October 2019, BE RECEIVED.

3.7 TAC 2019 Work in Progress Document

That it BE NOTED that the 2019 Transportation Advisory Committee Work in Progress document, as at October 14, 2019, was received.

3.8 (ADDED) Cycling Advisory Committee Cycling Master Plan Review

That a member of the Cycling Advisory Committee (CAC) BE INVITED to attend a future meeting of the Transportation Advisory Committee to present the Transportation Master Plan implications of the Cycling Master Plan Review document, dated October 16, 2019, from the CAC Master Plan Review Working Group.

**4. Sub-Committees and Working Groups**

4.1 Parking Statistics Request

That it BE NOTED that the Transportation Advisory Committee held a general discussion with respect to the communication from B. Gibson, as appended to the agenda, related to requesting parking statistics from the Civic Administration.

**5. Items for Discussion**

None.

**6. Adjournment**

The meeting adjourned at 1:48 PM.



# Adelaide Street North Municipal Class Environmental Assessment Study

Presentation to Transportation Advisory Committee

Parsons Inc.  
October 22, 2019

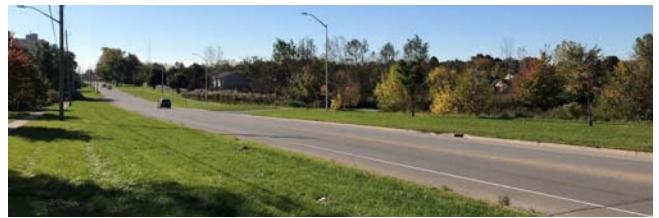


## Agenda

- Study Area / Background
- Problem / Opportunity Statement
- Alternative Solutions
- Alternative Design Concepts
- Preferred Design Concept
- Changes to Adelaide Street / Sunningdale Road Intersection
- Preferred Design Concept - Potential Environmental Impacts and Mitigation Measures
- Project Timeline

## Study Area / Background

- Study Corridor between Fanshawe Park Road and 350m north of Sunningdale Road East, including Sunningdale Road East from Blackwater Road to Stoney Creek Community Centre Entrance.
- The current (2013) Transportation Master Plan (TMP) has recommended widening of this section of Adelaide Street North from two to four lanes.
- Adelaide Street North and Sunningdale Road East are classified as Civic Boulevards in the London Plan.
- Per the City's Complete Streets Design Manual, Civic Boulevards are intended to accommodate "multi-modal travel, with a priority on pedestrian, cycling and transit movements".
- Future subdivision developments are planned north of Sunningdale Road East.
- "Schedule C" Municipal Class EA.



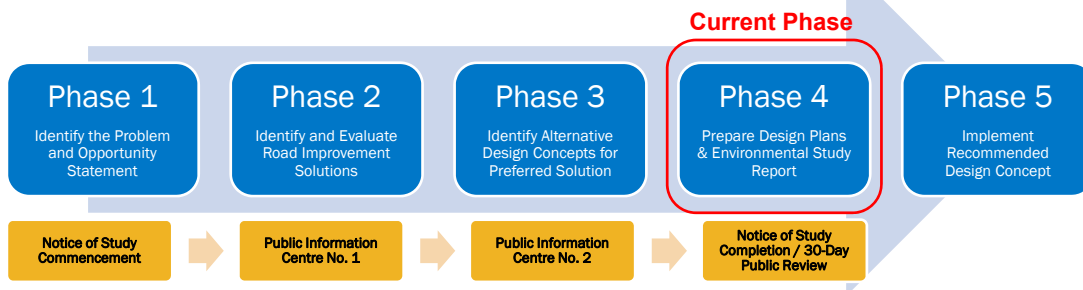
## Problem / Opportunity Statement

- Based on the recommendations of the City of London's Smart Moves Transportation Master Plan, and confirmed through a corridor traffic analysis undertaken as part of the study, Adelaide Street North, from Fanshawe Park Road East to Sunningdale Road East, has been identified as requiring additional north-south traffic capacity to address future traffic operational deficiencies.
- In addition to addressing traffic capacity requirements, there is also an opportunity to improve the roadway to meet the City's Complete Streets standards which includes incorporating transit, active transportation, and safety initiatives.



## Study Background

- Study commenced in June 2018.
- Two Public Information Centres held:
  - PIC#1: November 14, 2018 (55 attendees)
  - PIC#2: June 5, 2019 (28 attendees)
- Currently in Phase 4 – Preparation of Preliminary Design Plans and Environmental Study Report.



## Alternative Solutions

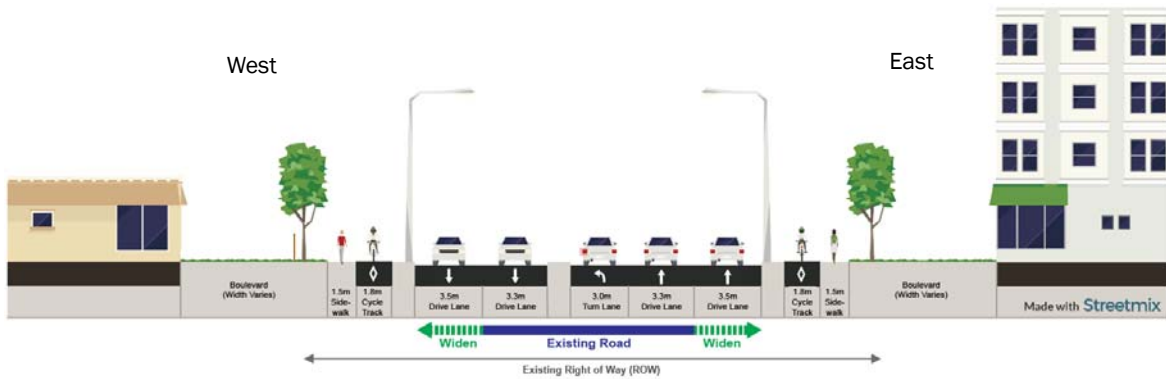
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|---|---|
| <p><b>✘ 1 Do Nothing</b><br/>Maintain existing roadway network and provide no changes to Adelaide Street North (forms a baseline for comparison of alternative solutions).</p> <p><b>✘ 2 Limit Development</b><br/>Restrict development in the surrounding area to projects already underway in order to limit growth.</p> <p><b>✔ 3 Incorporate Travel Demand Management (TDM) Measures</b><br/>Introduce TDM measures to reduce or redistribute the travel demand (e.g. carpooling, workplace changes, pricing, etc.)</p> | <p><b>✘ 4 Improve Alternative Routes</b><br/>Undertake improvements (capacity or operational) on adjacent roads where justified (e.g. Highbury Avenue, Richmond Street).</p> <p><b>✔ 5 Operational/Intersection Improvements</b><br/>Improve existing intersection operations and undertake roadway geometric improvements (roundabouts, traffic signals, through lanes, turn lanes, etc.).</p> <p><b>✔ 6 Provide Additional Lanes</b><br/>Widen Adelaide Street North with additional lanes to increase traffic capacity and accommodate future growth.</p> <p><b>✔ 7 Accommodate Other Travel Modes</b><br/>Improve existing facilities to encourage active transportation (walking, cycling, etc.) and improve Adelaide Street North/Sunningdale Road East to accommodate existing transit services.</p> |
|---|---|
- A combination of alternatives 3, 5, 6 and 7 were recommended for the development of alternative design concepts.**

## Alternative Design Concepts

1

### Widen from the Centerline

Generally widen Adelaide Street from the centerline of the roadway (i.e. approximately even widening on both west and east sides).



PARSONS

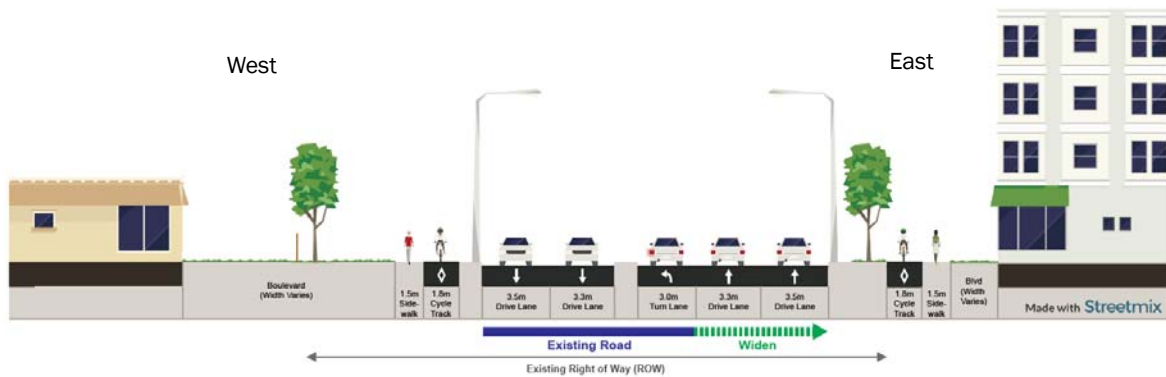
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## Alternative Design Concepts

2

### Widen to the East

Generally widen Adelaide Street to the eastside, while mostly maintaining the westside.



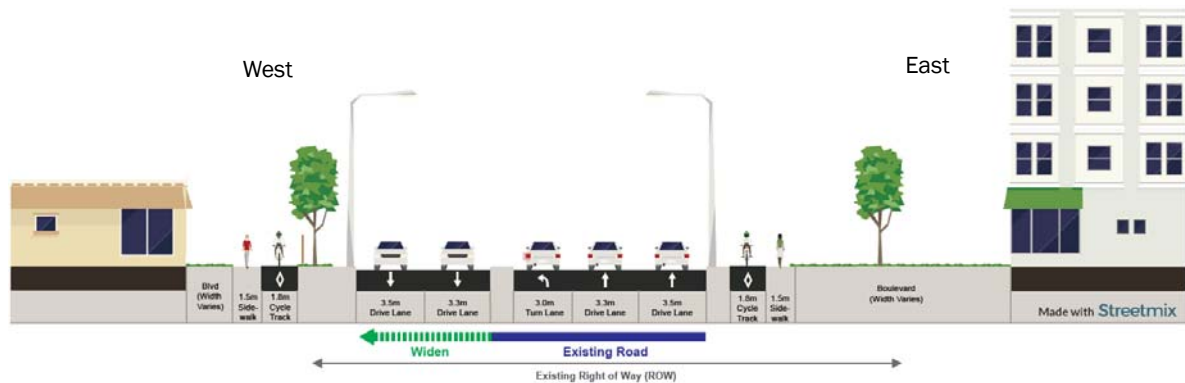
PARSONS

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## Alternative Design Concepts

### 3 Widen to the West

Generally widen Adelaide Street to the westside, while mostly maintaining the eastside.



## Evaluation of Alternative Design Concepts - Summary

### Widen to the East

**Not Recommended.** There would be significant property and environmental impacts to the east (Drainage/Impacts to Powell Drain Culvert, Wildlife Habitat, Property, Noise)

### Widen to the West

**Not Recommended.** There would be significant property and environmental impacts to the west (Wildlife Habitat, Property, Noise)

### Widen from the Centerline

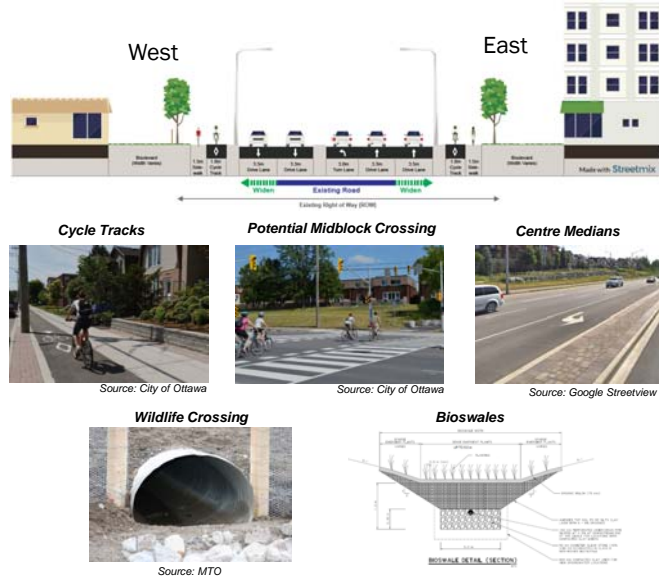
**Recommended.** There will be the least impacts overall

## Preferred Alternative – Highlights

**1** **Widen from the Centerline**  
Widen Adelaide Street from the centerline of the roadway (i.e. approximately even widening on both west and east sides).

• Includes:

- ✓ 3.3 m – 3.5m Travel Lanes.
- ✓ 1.8 m Off Road Cycle Tracks, 1.5m – 2.0m Sidewalks.
- ✓ Centre Medians.
- ✓ Potential Midblock Pedestrian and Cyclist Crossing at Powell Drain.
- ✓ Implementation of left turn lanes at all intersections.
- ✓ Implementation of right turn lanes where warranted, including at Fanshawe Park Road East.
- ✓ Recommendation for a Wildlife Crossing Culvert near the Powell Drain.
- ✓ Improvements to Powell Drain Culvert to improve flow across Adelaide Street North.
- ✓ Bioswales to accommodate run-off (where feasible).



## Preferred Alternative - Proposed Intersection Controls

**Existing**



**Proposed**



- **New traffic signals** are warranted along Blackwater Road at Sunningdale Road East and Adelaide Street North.
- **Future east-west collector roads** as part of development north of Sunningdale Road would be stop-controlled when entering onto Adelaide Street north (2-way stop).

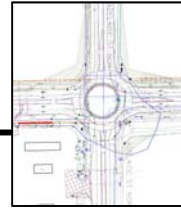


## Changes to Adelaide Street / Sunningdale Road Intersection

A roundabout was recommended in Sunningdale Rd ESR but is not carried forward in this EA Study at the intersection of Adelaide Street North and Sunningdale Road East. Due to significant increase in volumes, a roundabout at this location would require more than two entry and circulatory lanes, operate worse than a signalized intersection, require significant property acquisition and create challenges for pedestrian and cyclist movements.



### Roundabout



### Traffic Signal



Required Number of Entry Lanes	✘✘ More than two entry and circulatory lanes would be required.	✓ Adequate amount of entry lanes can be accommodated.
Traffic Operations	✘✘ Does not operate well without additional entry lanes.	✓ Operates well with proposed number of entry lanes.
Land/Property Requirements	✘✘ Requires significant property to meet geometric requirements.	✓ Does not require significant property to meet geometric requirements.
Pedestrian & Cyclist Movements	✘ Results in out of the way travel for pedestrians and cyclists	✓ Minimizes travel distance for pedestrians and cyclists
Vehicle Speeds and Potential Conflict Points	✓ Reduces vehicle entry speeds and number of potential conflict points.	✘ Greater vehicle entry speeds and number of potential conflict points.
Vehicle Emissions (Idling)	✓ Reduced delays (free flow movements) resulting in reduced fuel consumption.	✘ Idling during a stop cycle or waiting to turn increases fuel consumption.
Recommendation	Not recommended.	Recommended.

## Preferred Design Concept - Potential Environmental Impacts and Mitigation Measures

- A summary of the preliminary project impacts and mitigation measures are provided below:

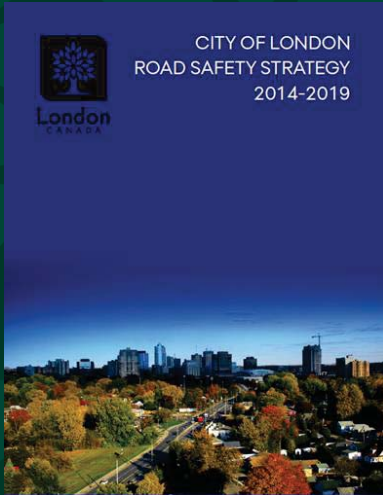
CATEGORY	IMPACTS	MITIGATION MEASURES
Natural Environment	<ul style="list-style-type: none"> <li>Vegetation and wildlife removal.</li> <li>Tree removals.</li> <li>Disturbance and potential spread of invasive species (Phragmites).</li> </ul>	<ul style="list-style-type: none"> <li>Construction fencing and other design measures to delineate work areas, protect trees and minimize areas of disturbance.</li> <li>Implementation and maintenance of erosion and sediment controls.</li> <li>Disturbed areas will be vegetated and/or covered as soon as possible.</li> <li>Best Management Practices related to materials storage/stockpiling, equipment fueling and maintenance.</li> <li>Management of invasive species prior to the commencement of construction to minimize disturbance and spread.</li> <li>Disturbance, clearing or disruption of vegetation within appropriate timing windows to avoid impacts to birds and bats.</li> <li>In-water work to be completed using construction best management practices (e.g. coffer dams) and fall within the MNRF permitted timing window, to avoid impacts to fish during sensitive life stages.</li> </ul>

## Potential Environmental Impacts and Mitigation Measures

CATEGORY	IMPACTS	MITIGATION MEASURES
Drainage & Stormwater Management	<ul style="list-style-type: none"> <li>Existing flooding issues at Powell Drain.</li> <li>Increased stormwater runoff.</li> <li>Disturbance to groundwater.</li> </ul>	<ul style="list-style-type: none"> <li>Better culvert maintenance or relocation of existing orifice control at inlet to improve flow across Adelaide Street North.</li> <li>Exploration of Low-Impact Development (LID) measures in detailed design to help improve stormwater quality and quantity.</li> <li>Limiting amount of water to be displaced where possible.</li> </ul>
Air Quality	<ul style="list-style-type: none"> <li>Short term increase in pollutants resulting from construction.</li> </ul>	<ul style="list-style-type: none"> <li>Best management practices during construction and additional tree planting along the corridor.</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Short term impacts due to construction.</li> <li>No significant long-term noise increases</li> </ul>	<ul style="list-style-type: none"> <li>Time of day restrictions during construction and other best management practices to reduce noise levels.</li> </ul>
Traffic & Transportation	<ul style="list-style-type: none"> <li>Impacts to traffic resulting from construction activities.</li> </ul>	<ul style="list-style-type: none"> <li>Development of a Traffic Management Plan prior to construction.</li> </ul>
Property	<ul style="list-style-type: none"> <li>Limited property acquisition required.</li> <li>Some changes to a "right-in, right-out" only access.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>No impacts to Cultural Heritage resources.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
Archaeology	<ul style="list-style-type: none"> <li>No impacts to archaeological resources (no archaeological potential).</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

## Project Timeline - Next Steps

- Confirmation of Recommended Alternative Design Concept;
- Finalization of Environmental Study Report (ESR);
- Council Approval and Notice of Study Completion (January 2020); and
- Construction tentatively planned for 2029** following further stages of design work.



# City of London Vision Zero – Next Generation Road Safety Strategy

Presentation to Transportation Advisory Committee (TAC)

October 22, 2019

[london.ca](http://london.ca)



## London Road Safety Strategy (LRSS)

- **The Context:**

- Motor vehicle collisions and associated injury and death
- Social cost of transportation incidents in Ontario (over \$18 billion)
- In London – per year:**
  - 7,000 to 10,000 reported collisions
  - 1,000 to 1,500 persons injured; up to 100 severely injured
  - Up to 10 deaths



[london.ca](http://london.ca)



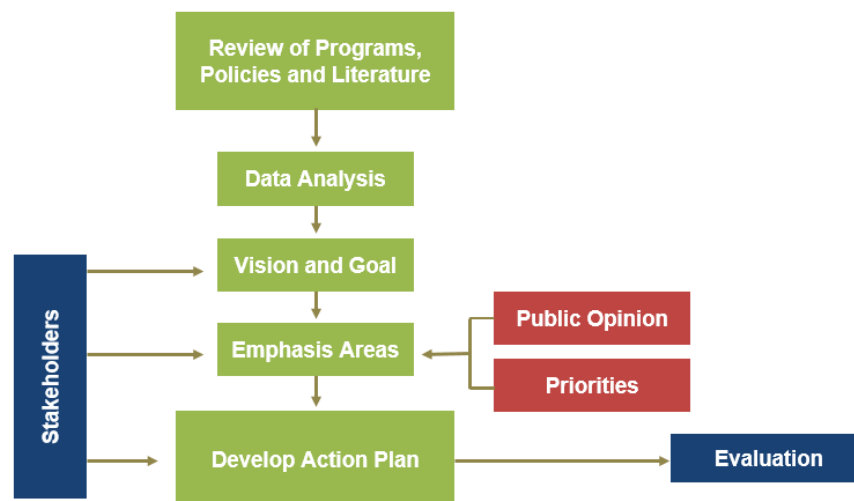
## Key Steps in Developing the LRSS

- Review road safety status and trends
- Establish two-tiered committee structure
- Develop Mission, Vision & Goal
- Identify target areas from literature, collision data, public consultation
- Develop countermeasures
- Assess the capacity to deliver service
- Finalize program



## London Road Safety Strategy

- **Project Process:**







Partners in Road Safety:



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London Road Safety Strategy

Two-Tiered Committee :



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# London Road Safety Strategy

## • Vision, Mission, and Goal:



**VISION:** A path to a safer road environment for all transportation users in London.



**MISSION:** To save lives and reduce serious injuries to all transportation users through leadership, innovation, coordination, and program support in partnership with other public and private organizations.



**GOAL:** 10% reduction in fatal and injury traffic collisions within five (5) years (2014 – 2019).



# London Road Safety Strategy

## • Determining Emphasis Areas:



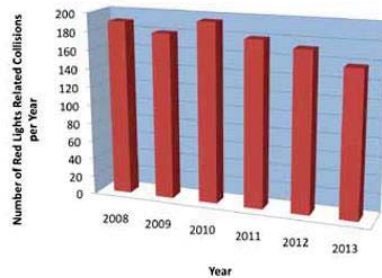
• Collision analysis



• Public opinion



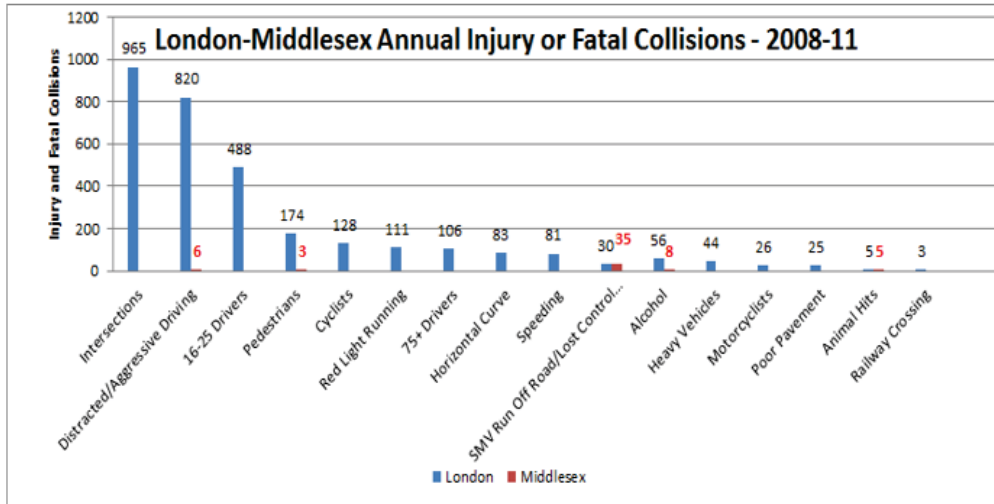
• Strategic and practical considerations





# London Road Safety Strategy

- Collision Analysis:**



# London Road Safety Strategy

- Selected Emphasis Areas:**



Cyclists



Distracted & Aggressive Drivers



Young Drivers



Intersections



Pedestrians General



Pedestrians ASRTS & Safe Neighborhoods



Red Light Running





# 4 E's of Injury Prevention

- Countermeasures:**



### Engineering

Changes to the physical format of the roadway, traffic control, warning devices, pavement markings, or changes to the regulations.



### Education

Change road user behaviors to be more aware of their surroundings and take less risky actions.



### Enforcement

Manned police and automated enforcement of rules of the road intended to gain better compliance.

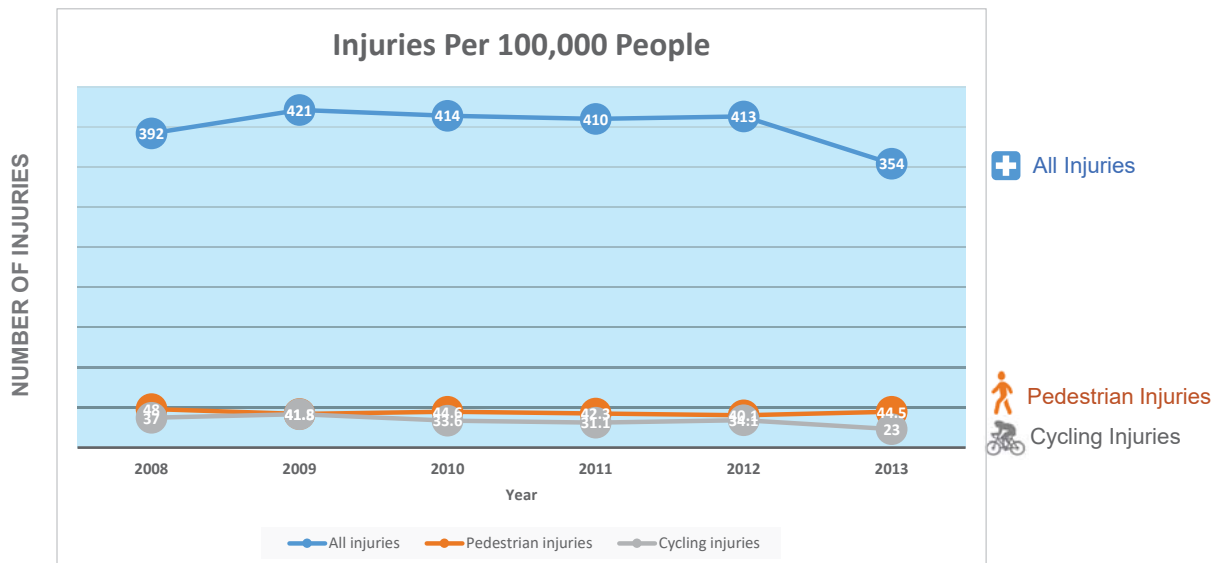


### Empathy

Trying to put one road user in the position of another, so that they better understand the consequences of their actions.



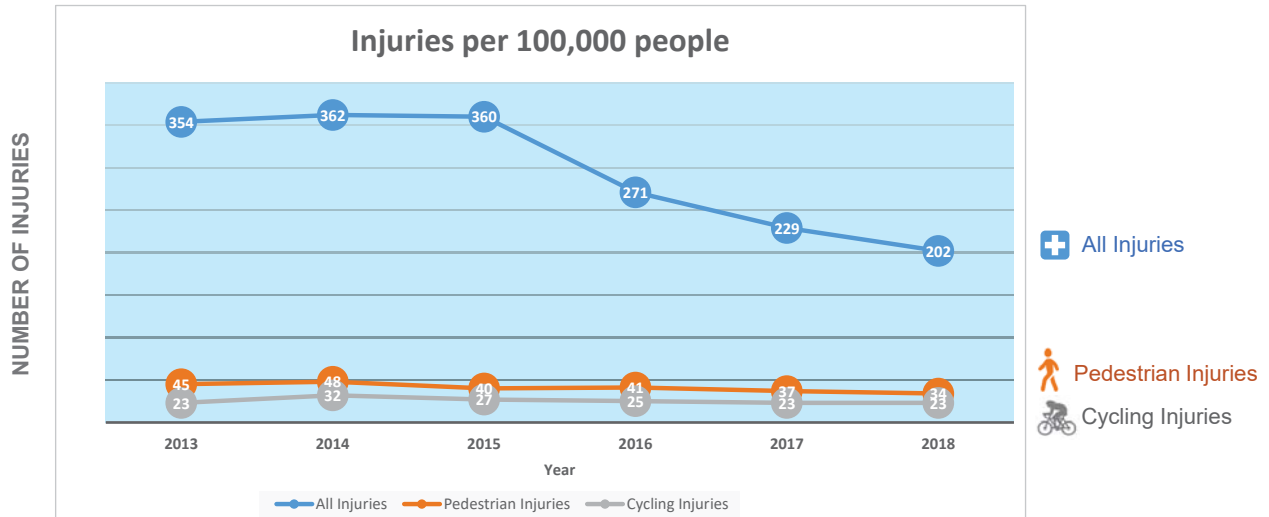
# Before Implementation of LRSS!







## After Implementation of LRSS!



## How did we do it?

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## Implementation 2014 - 2019

### Engineering

- Complete Streets
- Network screening
- Red Light Cameras
- Cycling Master Plan
- Peds' Crossovers / Book 15
- Cycling Facilities / Book 18
- Updated Traffic Calming Guidelines



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## Implementation 2014 - 2019

### Engineering

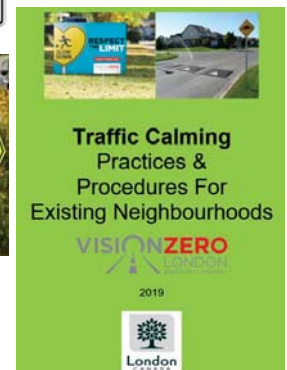
- Designated-(Bike/Buffered bike lanes, Paved Shoulders): **82.1 km**
- Protected-(Cycle Tracks): **4.9 Km**
- Installed **116** Pedestrian Crossovers (PXO's)
- Installed Advance Street Name signs at more than **30** intersections



## Implementation 2014 - 2019

### Engineering

- Installed **10** Red Light Cameras
- Implemented **40 km/h** school zones
- Traffic LED Signals Improvement Program - Middlesex County
- Recently, Council approved the **Automated Speed Enforcement** in school zones







## Implementation 2014 - 2019

### Enforcement

- Pro-active Enforcement Program
- Unmarked Enforcement of Distracted Driving
- PXO enforcement
- Safe Routes to elementary and secondary school program by Middlesex OPP



## Implementation 2014 - 2019

### Education

- completed **15** neighbourhood audits
- IMPACT for Young Drivers- more than **8,000** high school students reached
- Buckle Up Phone Down Campaign
- Safe Winter Driving Campaign
- Active and Safe Routes to School (ASRTS)





## Implementation 2014 - 2019

### Supportive Campaigns: Distracted/Aggressive Drivers

#### Phase 1: Dec 2014-Feb 2015

Cineplex Evaluation  
Invested: \$16,313.25

Nov 28, 2014- Jan 1, 2015 = 35 days

- 3 Locations in Ontario on 31 Screens
- 30 second spot ran 1 time prior to each film on each screen
- The attendance:
  - 159,276 at the Cineplex locations.
  - 16,285 at the Landmark location.
- 159,276 views of Lobby screens at Cineplex locations

#### Phase 2: May 2015 Invested : \$9,288.56

- 1 location Silver City Masonville
- 30 second spot within 10 minutes to show-time
- Evaluation Survey conducted after movie



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## Implementation 2014 - 2019

### Supportive Campaigns: Pedestrians LEGO Pedestrian Crossover Video

Educational video for Crossing safely at PXO!

[http://www.london.ca/residents/Roads-Transportation/traffic-management/PublishingImages/MLHU%20-%20Crossing%20Safely%20at%20Pedestrian%20Crossovers-SUBTITLE-21December17%20\(1\).mp4](http://www.london.ca/residents/Roads-Transportation/traffic-management/PublishingImages/MLHU%20-%20Crossing%20Safely%20at%20Pedestrian%20Crossovers-SUBTITLE-21December17%20(1).mp4)



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# Implementation 2014 - 2019

## Supportive Campaigns: Cyclists



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## VISION ZERO PRINCIPLES

- ✓ No loss of life is acceptable
- ✓ Traffic fatalities and serious injuries are preventable
- ✓ All make mistakes
- ✓ Are physically vulnerable when involved in motor vehicle collisions
- ✓ Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways

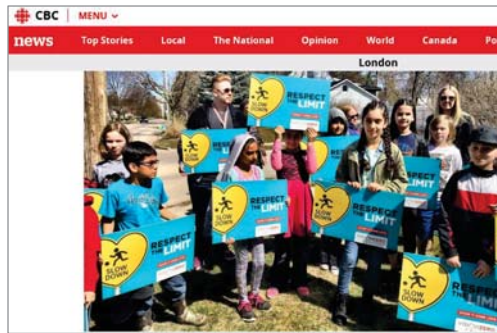
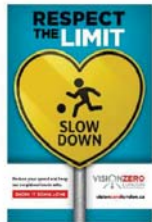
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# Implementation 2014 - 2019

## Supportive Campaigns: Drivers

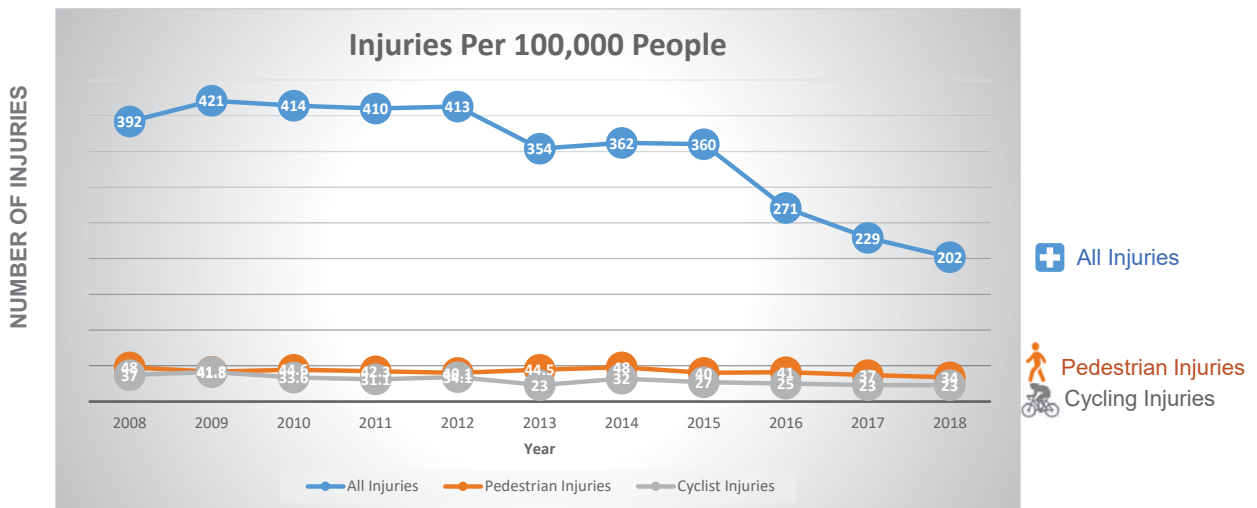


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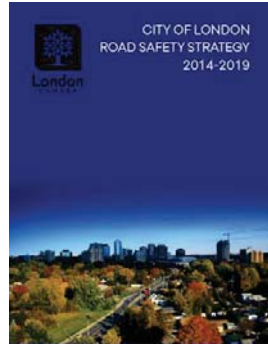
# Road Safety Strategy-Vision Zero



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## Steps to Next Generation LRSS 2.0

- Build on the success of the Vision Zero-London Road Safety Strategy 2014-2019
- Explore Vision Zero Canada for best practices to improve road safety for pedestrians and cyclists.
- Develop Mission, Vision & Goal
- Broaden the E's
- Develop countermeasures
- Assess the capacity to deliver service





## Questions!

