



Windermere Road Improvements Municipal Class Environmental Assessment



Transportation Advisory Committee Meeting

October 26, 2021



Purpose of Public Information Centre (PIC) 2

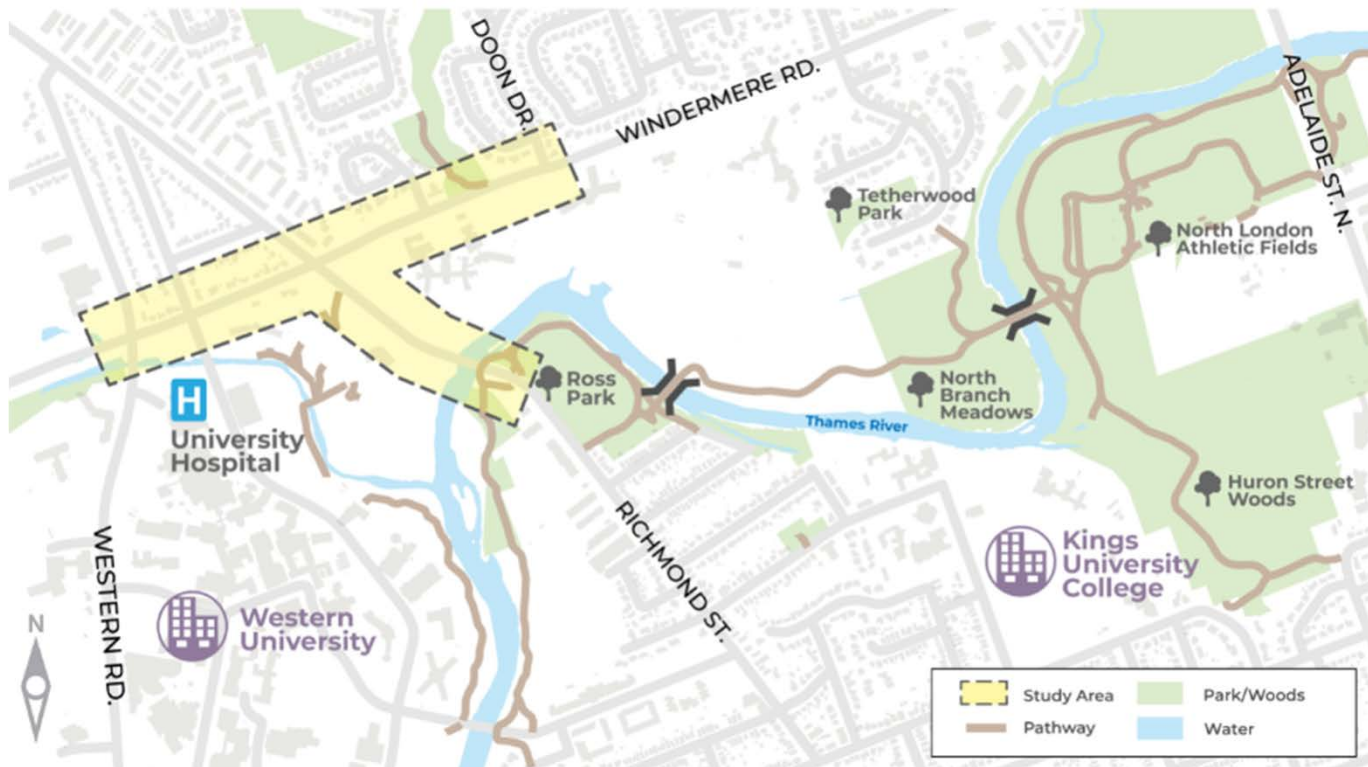
- Reminder of the Study Area and Objectives
- Review where we are in the Process
- Identify the results of the evaluation of alternative designs
- Present the Recommended Design Alternative
- Next Steps

Visit getinvolved.london.ca/windermere to learn more!

Study Area and Objectives

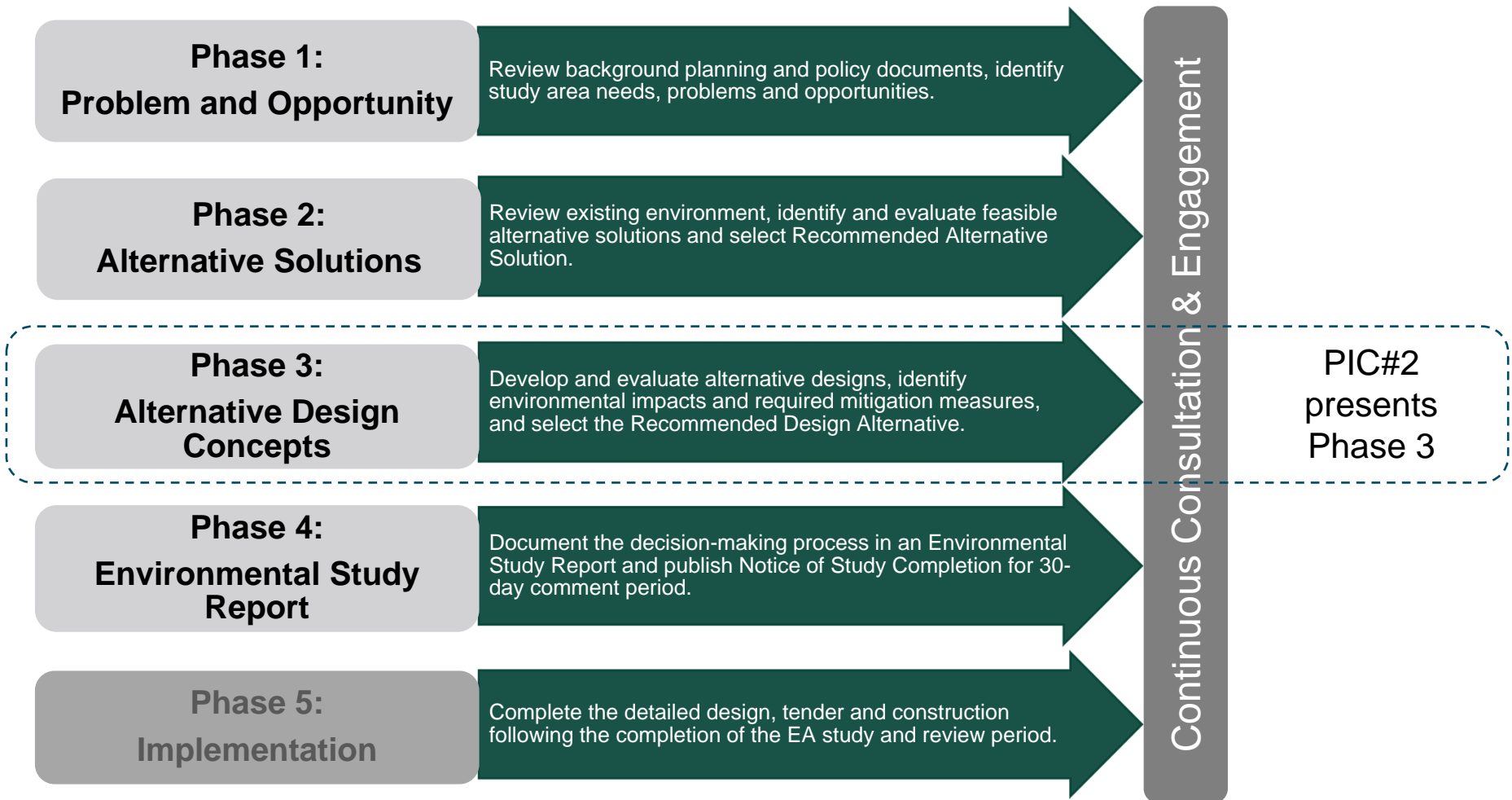
Study Objectives

- Provide accessible conditions for all road users along the corridor within the study area.
- Identify watermains and sewers that need replacement.
- Assess the potential of an active transportation connection from Windermere Road to the Thames Valley Parkway.





Municipal Class EA Study Process



Recommended Alternative Solution

As presented at PIC 1, based on the assessment of alternative solutions, the following combination of alternative solutions is recommended:

- Transit infrastructure improvements
- Active transportation improvements, including the potential connection to the Thames Valley Parkway
- Intersection and/or operational improvements

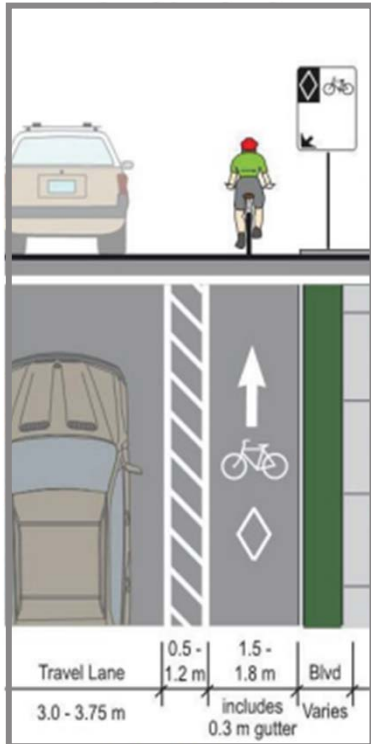




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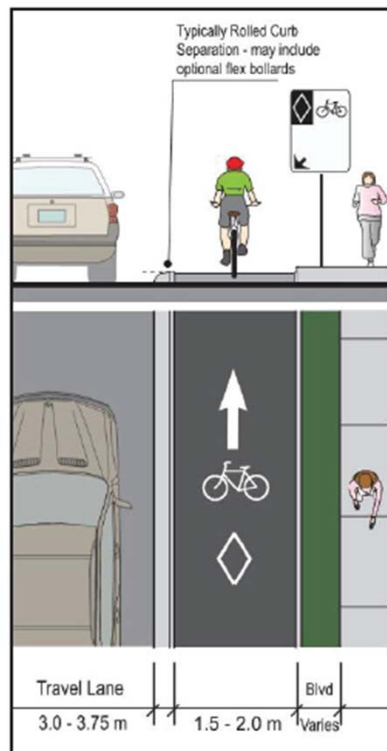
Alternative Active Transportation Designs

On-Street Separate Bike Lanes



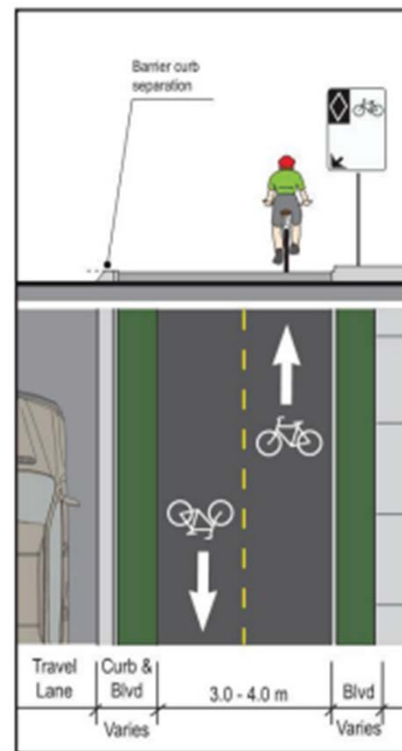
Source: MMM, 2013

One-Way Raised Cycle Track



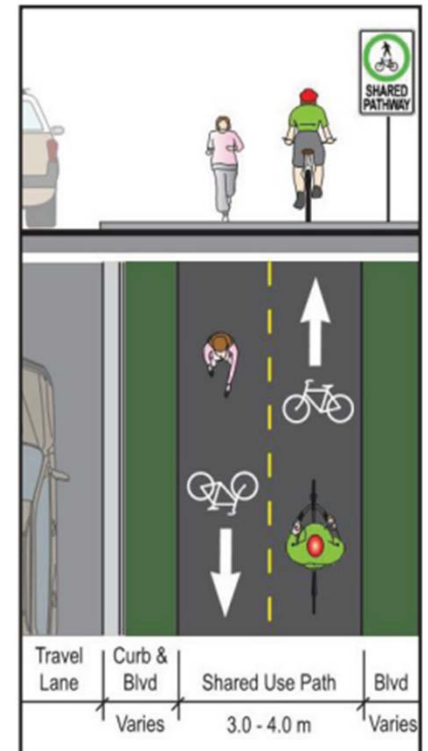
Source: MMM, 2013

Two-Way Raised Cycle Track



Source: MMM, 2013

Two-Way Shared Use Facility

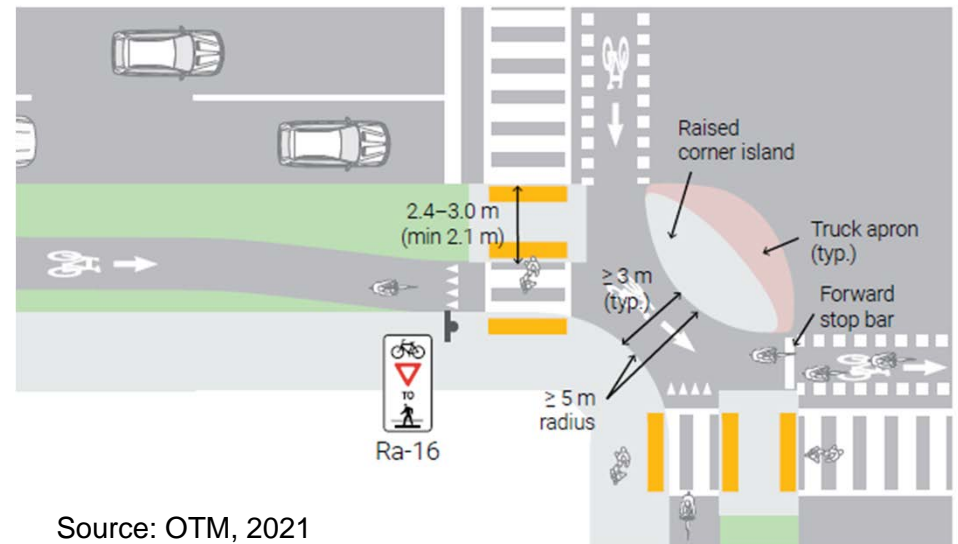


Source: MMM, 2013

Alternative Operational/Intersection Designs

Operational/Intersection Improvements

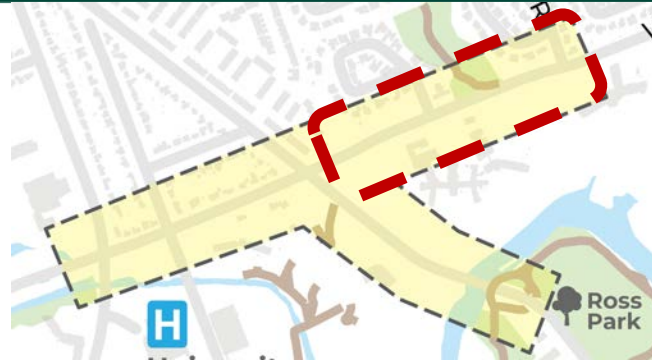
- Provision for future active transportation facilities on Richmond Street north of Windermere
- Adjustment of Windermere Road alignment from Western Road to Richmond Street
- Sewer and watermain replacement, as required
- Protected intersections for cyclists
- Median islands
- Crosswalks/cross rides
- Positive offset left turn lanes on Richmond Street



Source: OTM, 2021



Evaluation of Active Transportation Designs – Windermere Road East of Richmond Street

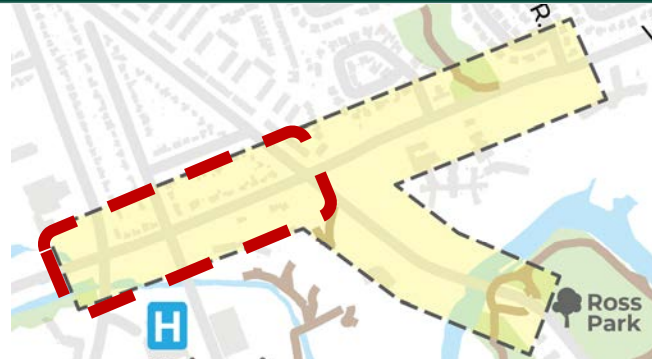


Windermere Road – East of Richmond Street

Factor	Option 1 On-Street Separate Bike Lane	Option 2 One-way Raised Cycle Track	Option 3 Two-way Raised Cycle Track	Option 4 Two-way Shared Use Facility
Natural Environment (15%)	Least Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Socio-Economic Environment (50%)	Moderately Preferred	Most Preferred	Least Preferred	Moderately Preferred
Cultural Environment (5%)	Least Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Technical Considerations (30%)	Most Preferred	Moderately Preferred	Least Preferred	Moderately Preferred
Overall Summary	Moderately Preferred	Most Preferred	Least Preferred	Moderately Preferred



Evaluation of Active Transportation Designs – Windermere Road West of Richmond Street

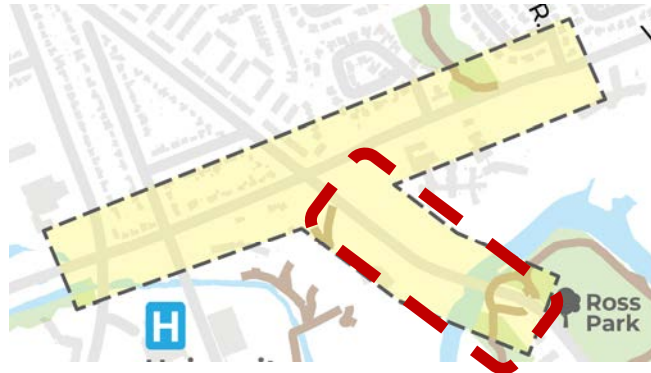


Windermere Road – West of Richmond Street

Factor	Option 1 On-Street Separate Bike Lane	Option 2 One-way Raised Cycle Track	Option 3 Two-way Raised Cycle Track	Option 4 Two-way Shared Use Facility
Natural Environment (15%)	Least Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Socio-Economic Environment (50%)	Moderately Preferred	Most Preferred	Least Preferred	Moderately Preferred
Cultural Environment (5%)	Least Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Technical Considerations (30%)	Most Preferred	Moderately Preferred	Least Preferred	Moderately Preferred
Overall Summary	Moderately Preferred	Most Preferred	Least Preferred	Moderately Preferred



Evaluation of Active Transportation Designs – Richmond Street

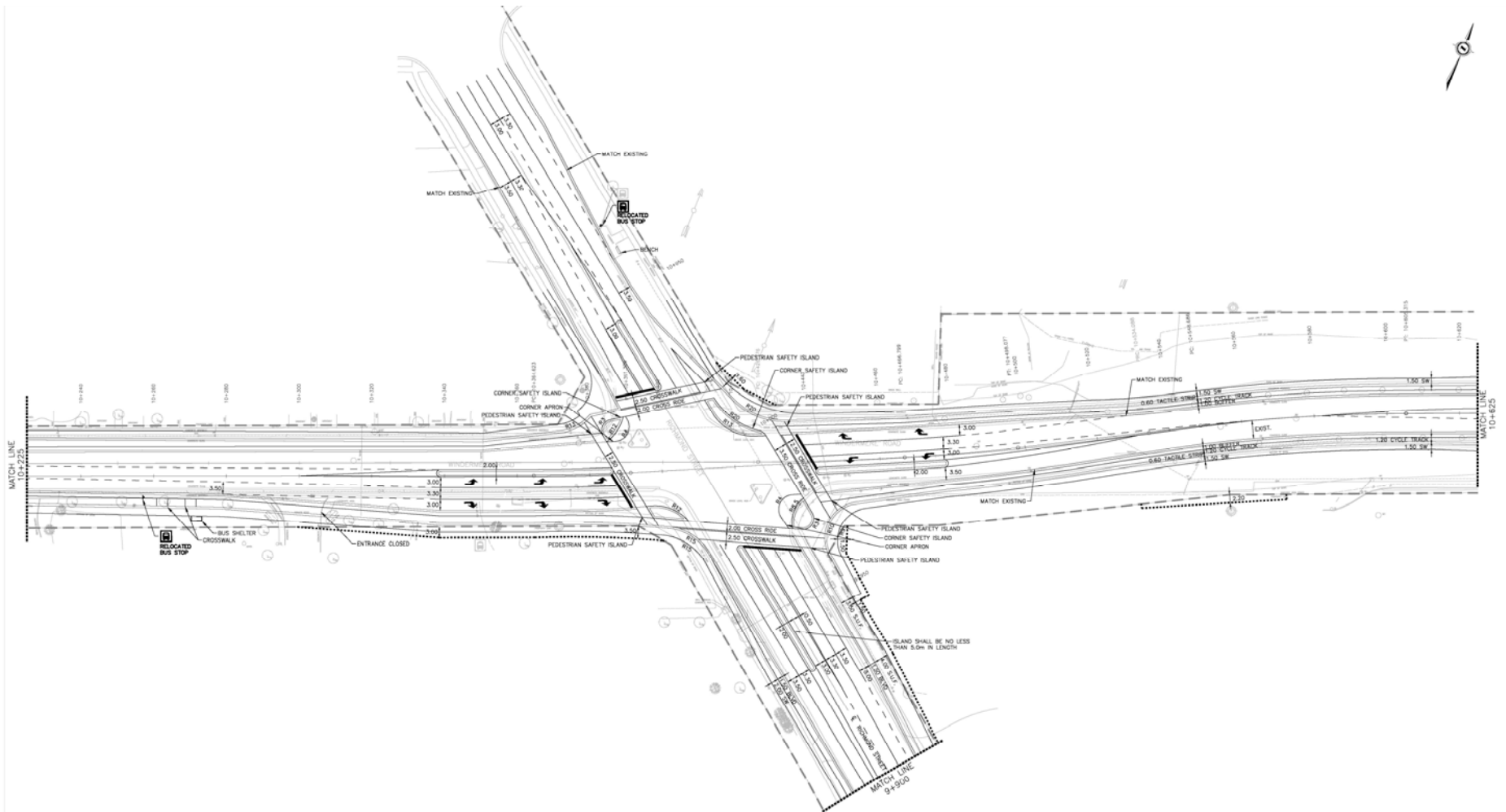


Richmond Street (South of Windermere Road)

Factor	Option A Two-way Shared Use Facility	Option B One-way Raised Cycle Track
Natural Environment (15%)	Most Preferred	Moderately Preferred
Socio-Economic Environment (50%)	Most Preferred	Moderately Preferred
Cultural Environment (5%)	Moderately Preferred	Moderately Preferred
Technical Considerations (30%)	Most Preferred	Moderately Preferred
Overall Summary	Most Preferred	Moderately Preferred

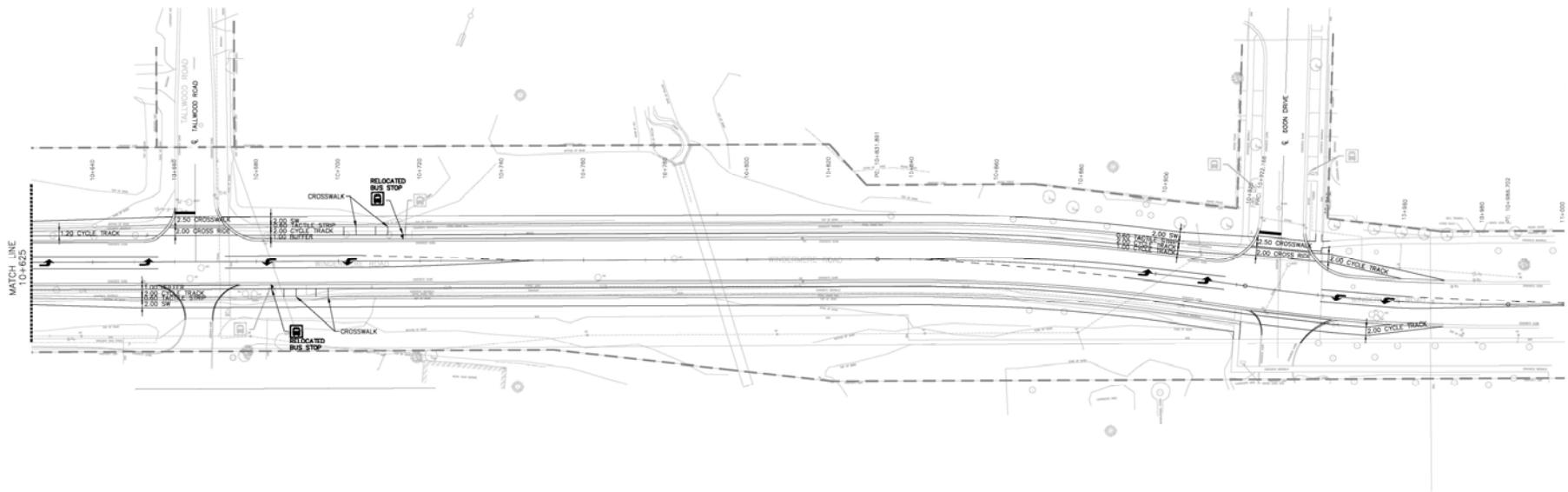


Proposed Improvements – Richmond Street Intersection





Proposed Improvements – Windermere Road east of Richmond



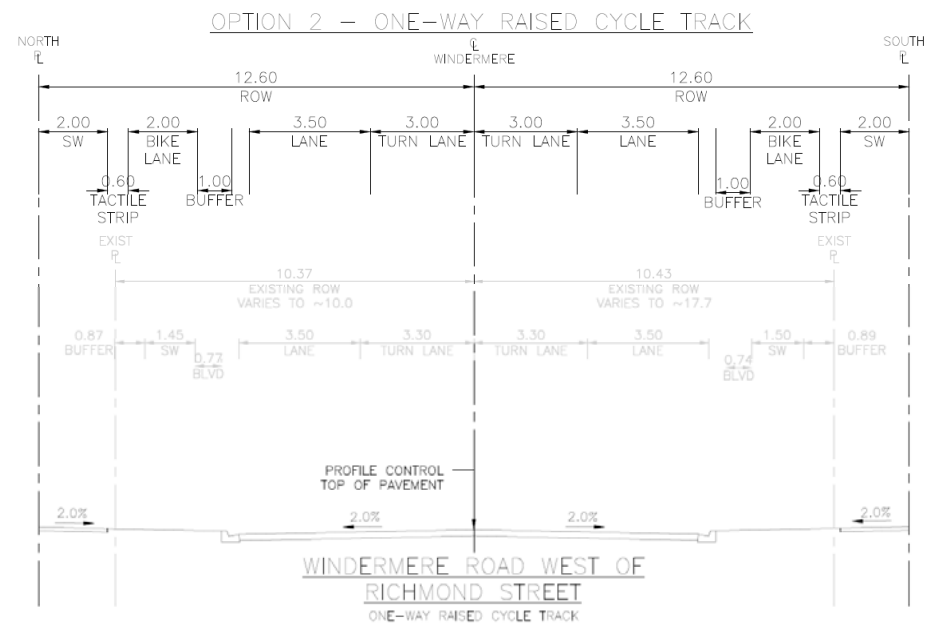
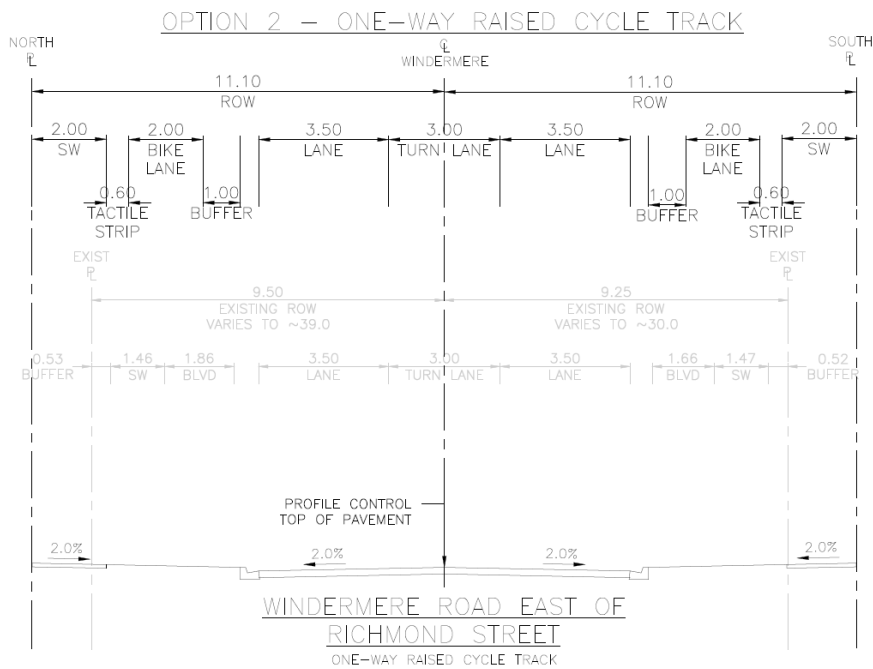


Proposed Improvements – Richmond Street south of Windermere



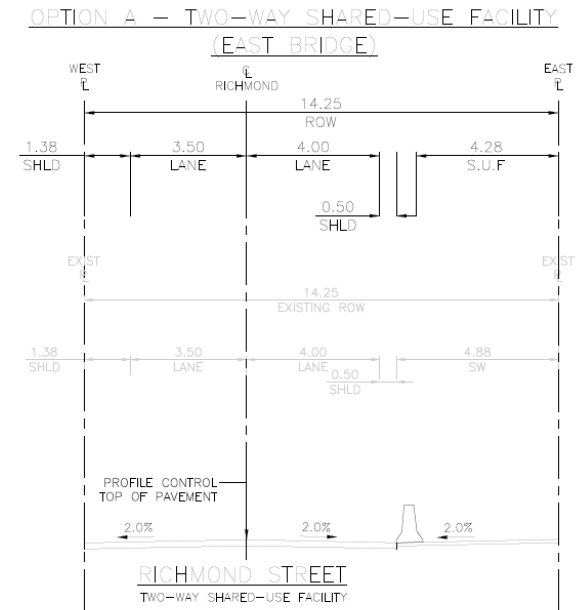
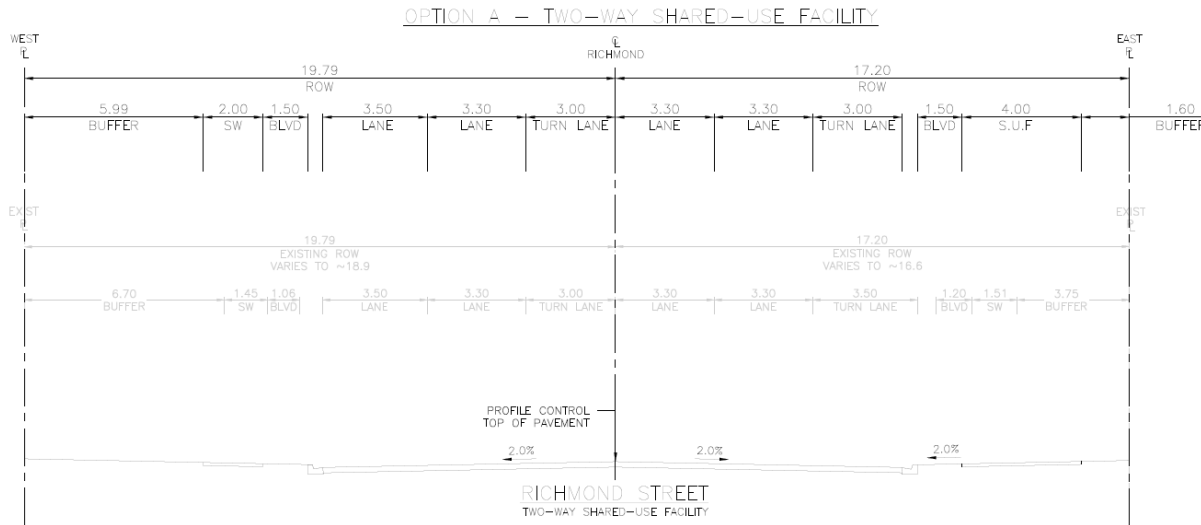


Proposed Improvements – Windermere Road Cross-Section





Proposed Improvements – Richmond Street Cross-Section





Next Steps

Present the Preferred Design to the Public in PIC #2, then review and respond to comments received

Continue to engage Indigenous communities, and consult with the public and agencies

Confirm the Preferred Design

Prepare the Environmental Study Report (ESR)

Notice of Study Completion (30-day public review of ESR)

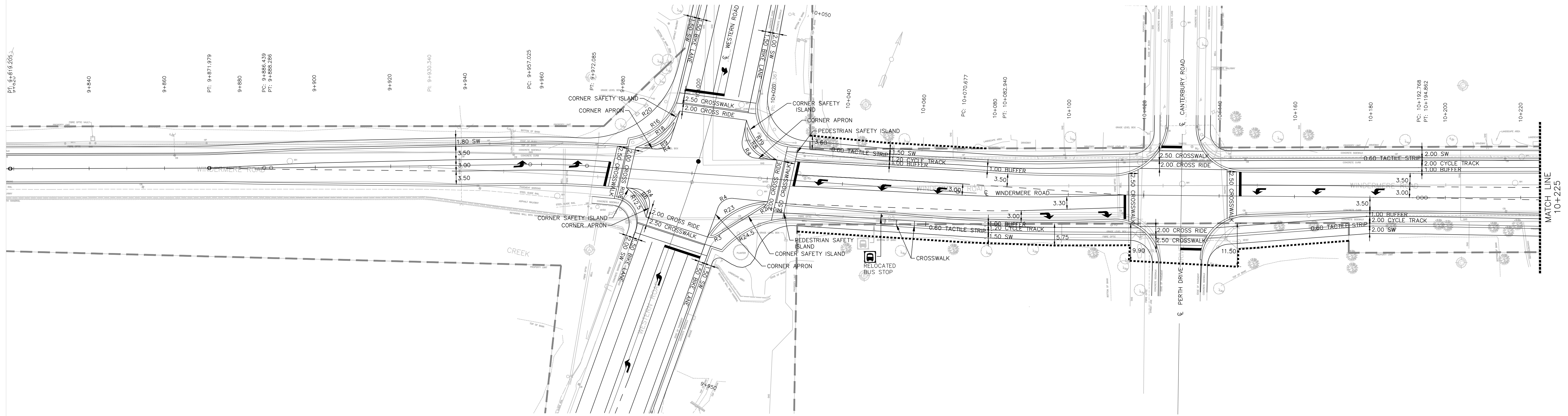
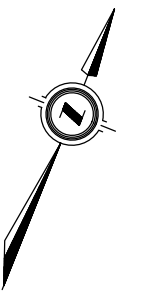
The results of these next steps will be summarized in the ESR.

SUPPLEMENTAL LEGEND:

- EXISTING ROW
- PROPOSED NEW ROW LIMIT

NOTES:

1. BUS STOPS TO BE IMPLEMENTED ACCORDING TO OTM BOOK 18, FIGURE 7.5.
2. DROP CURBS TO BE INSTALLED AT ALL DRIVEWAY LOCATIONS.



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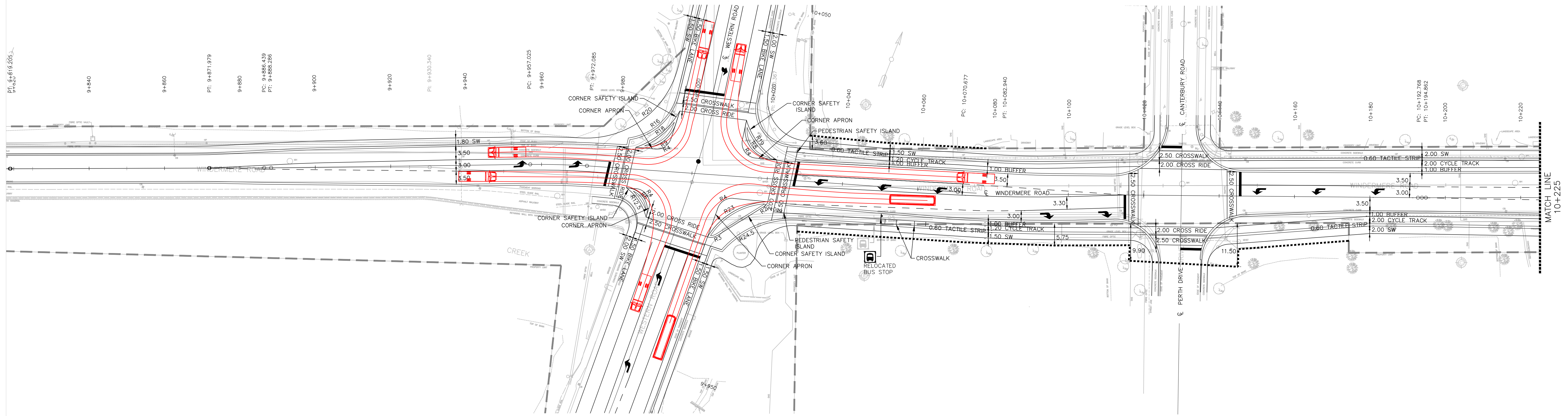
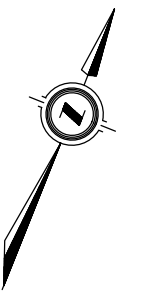
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SUPPLEMENTAL LEGEND:

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- PROPOSED NEW ROW LIMIT

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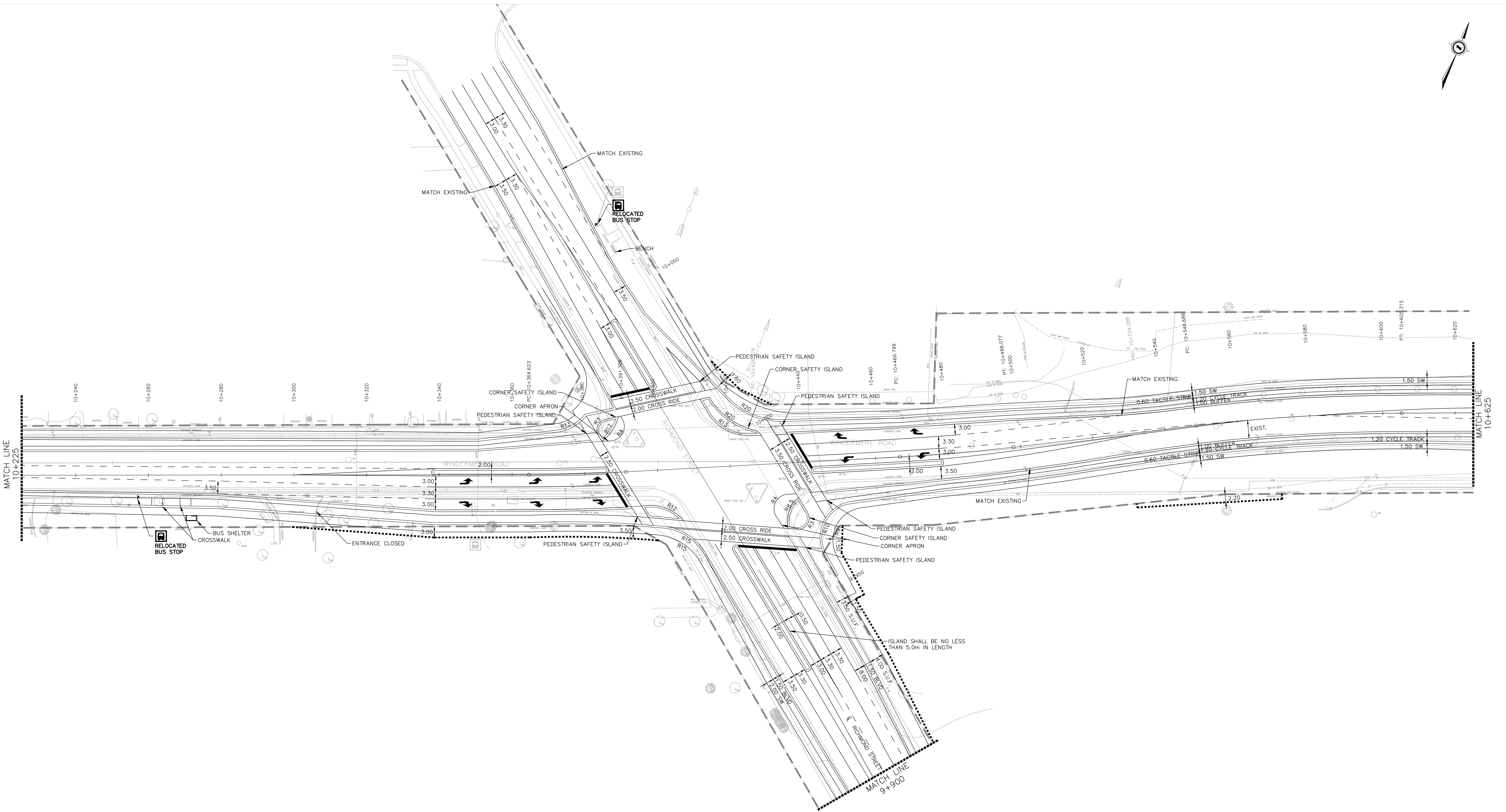
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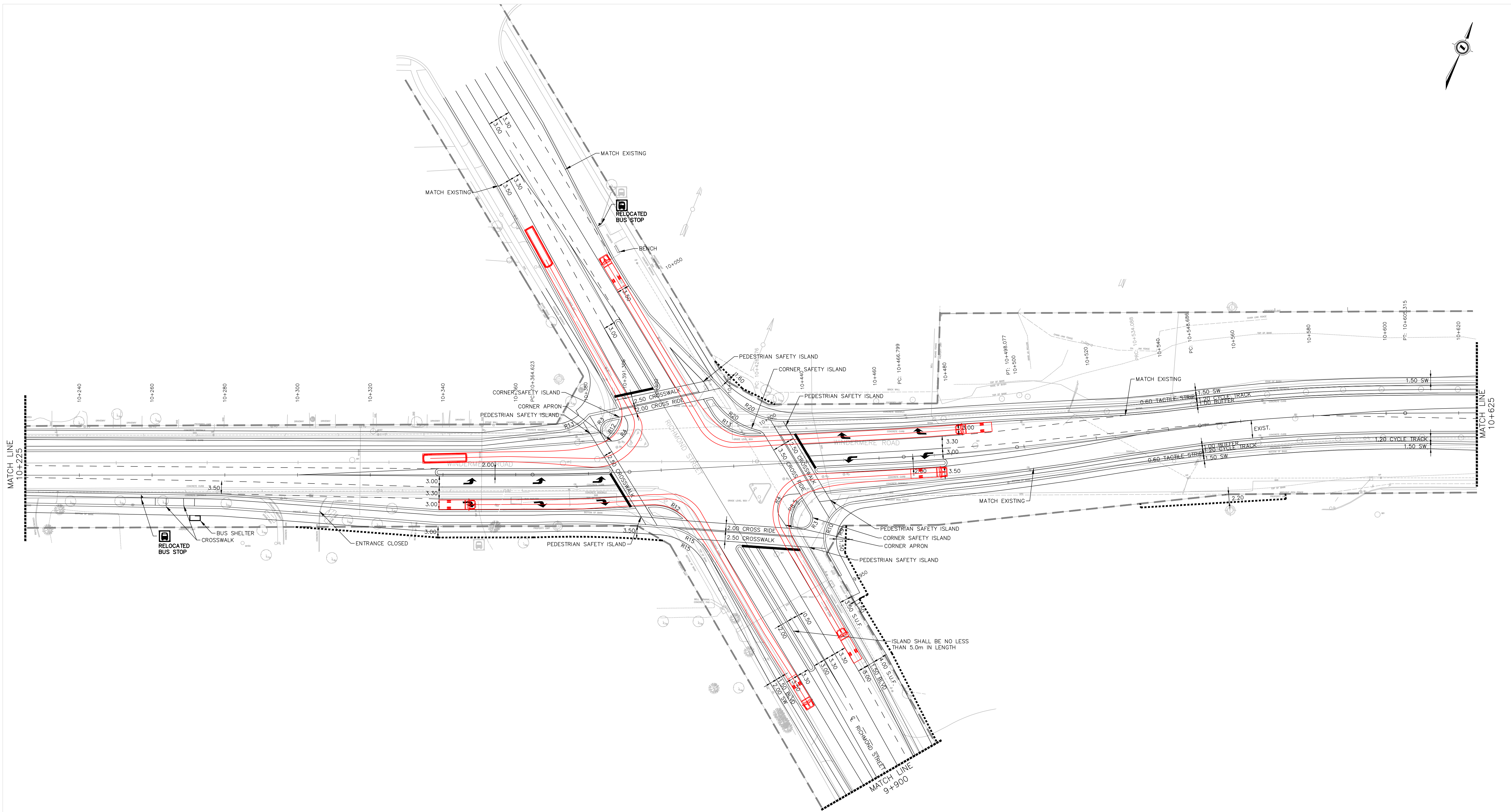
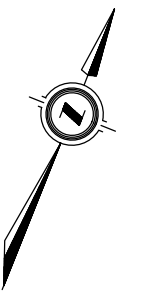
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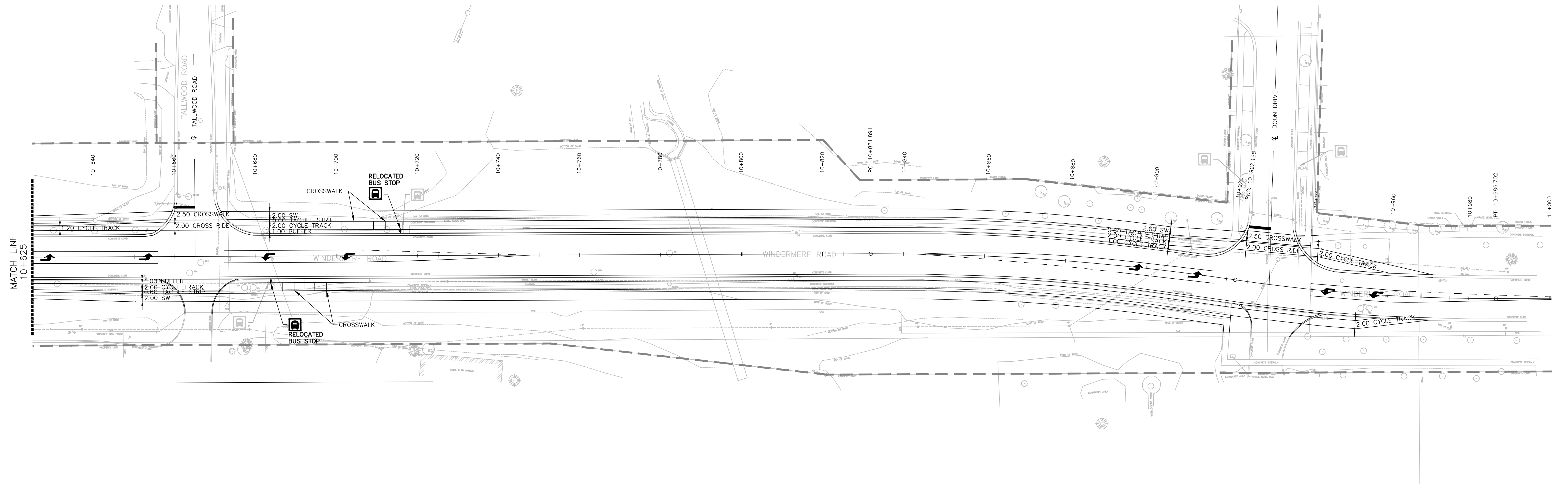
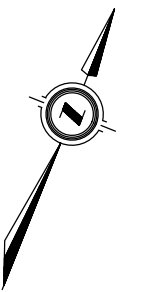
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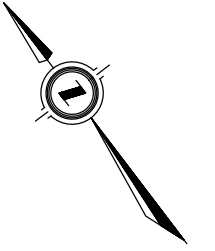
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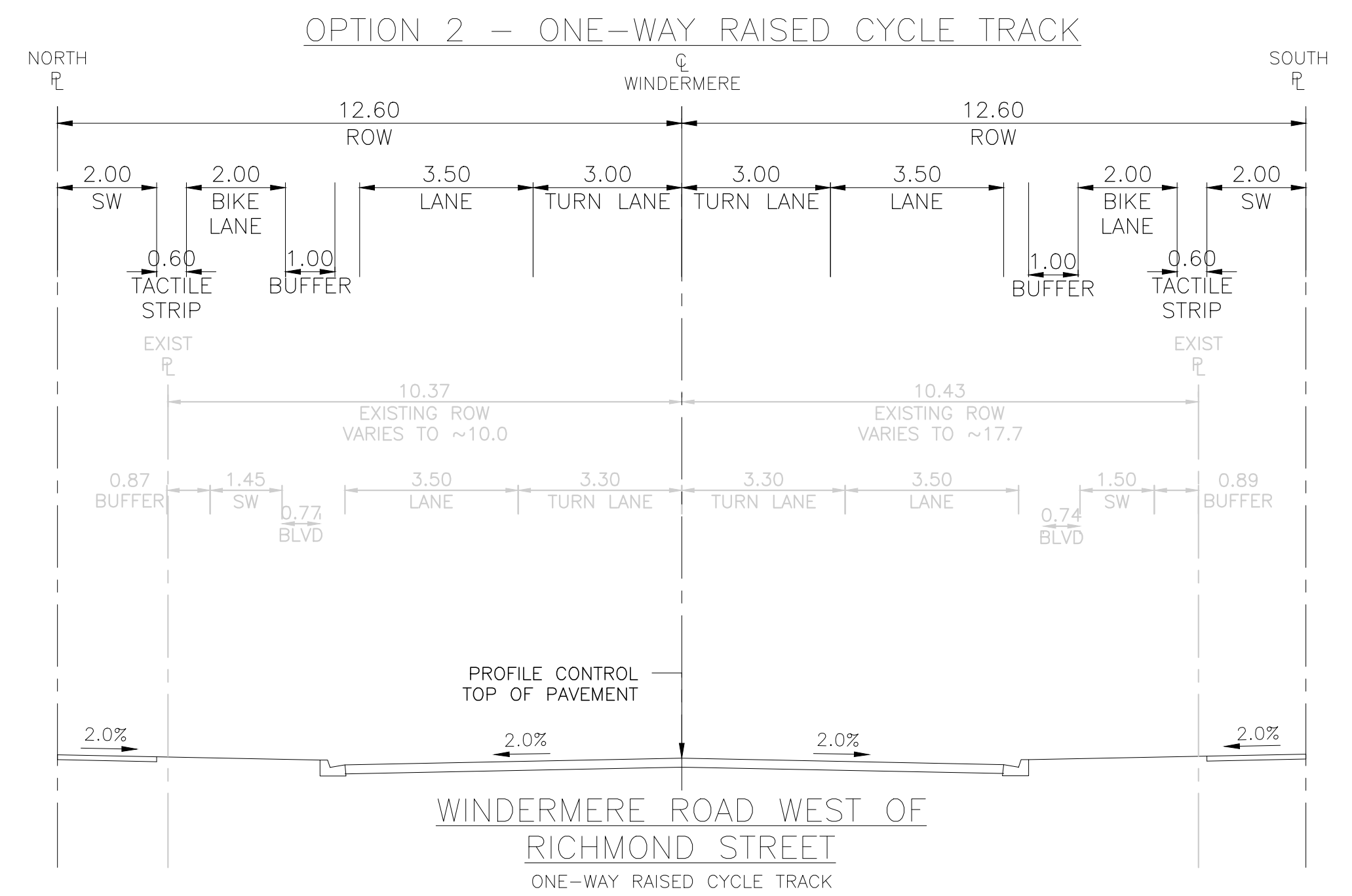
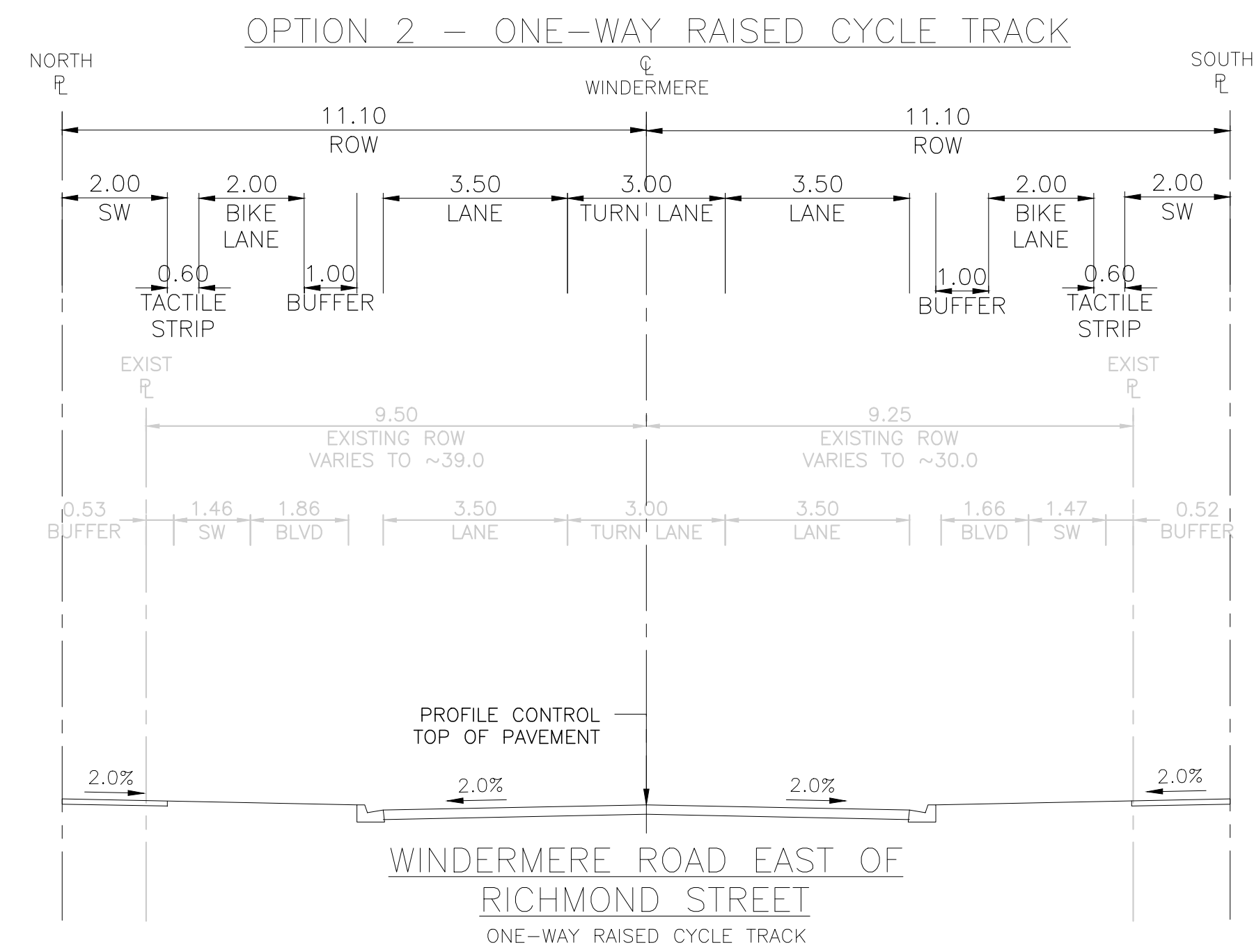
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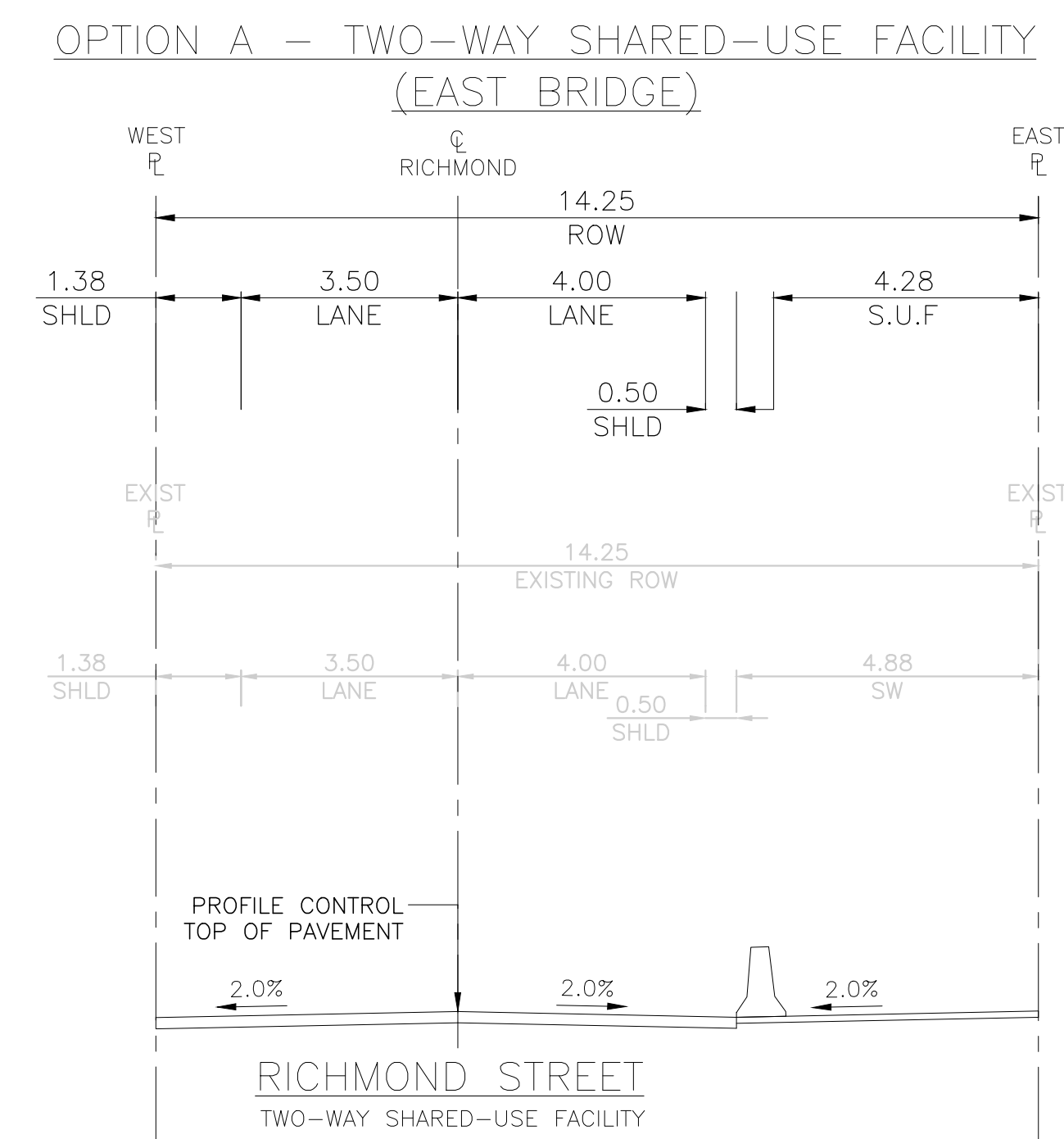
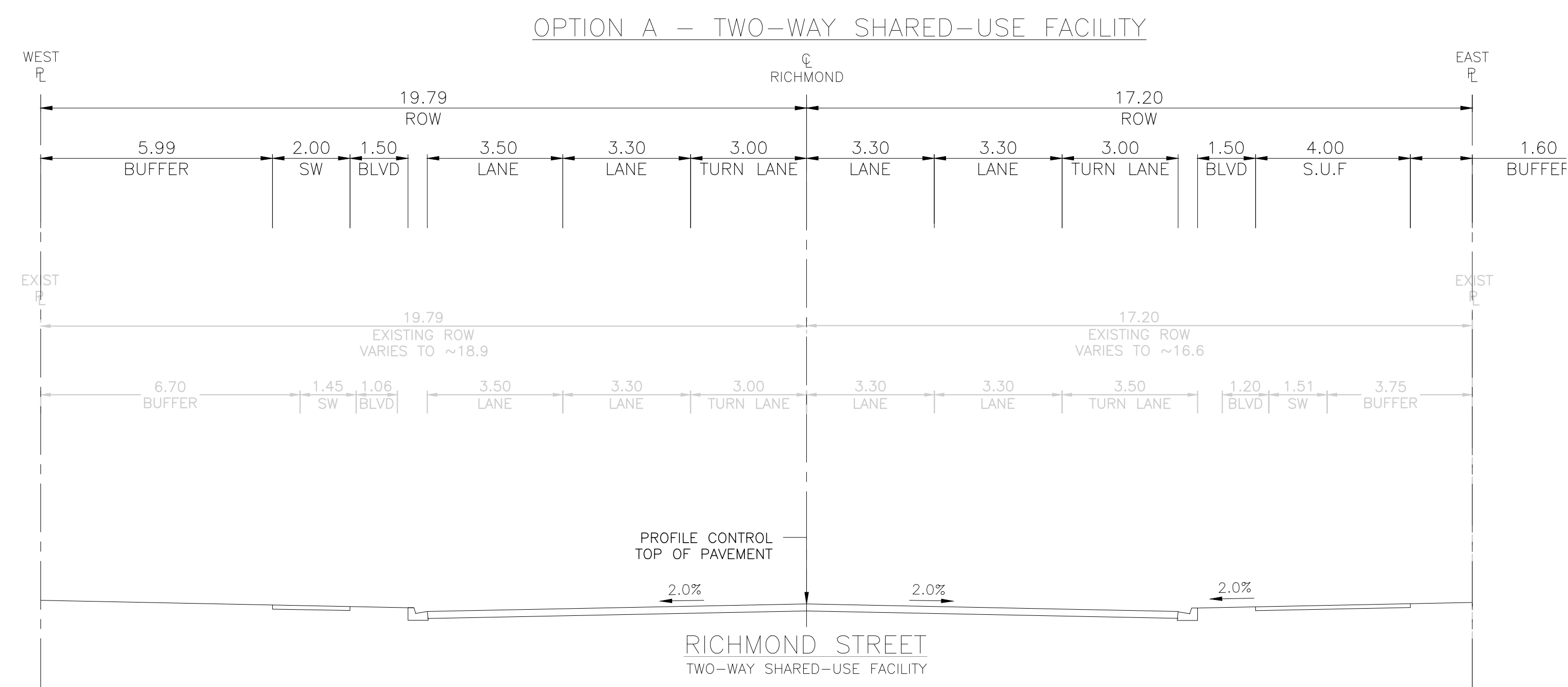
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