Oxford Street West and Gideon Drive Intersection

Municipal Class Environmental Assessment

Cycling Advisory Committee (CAC)

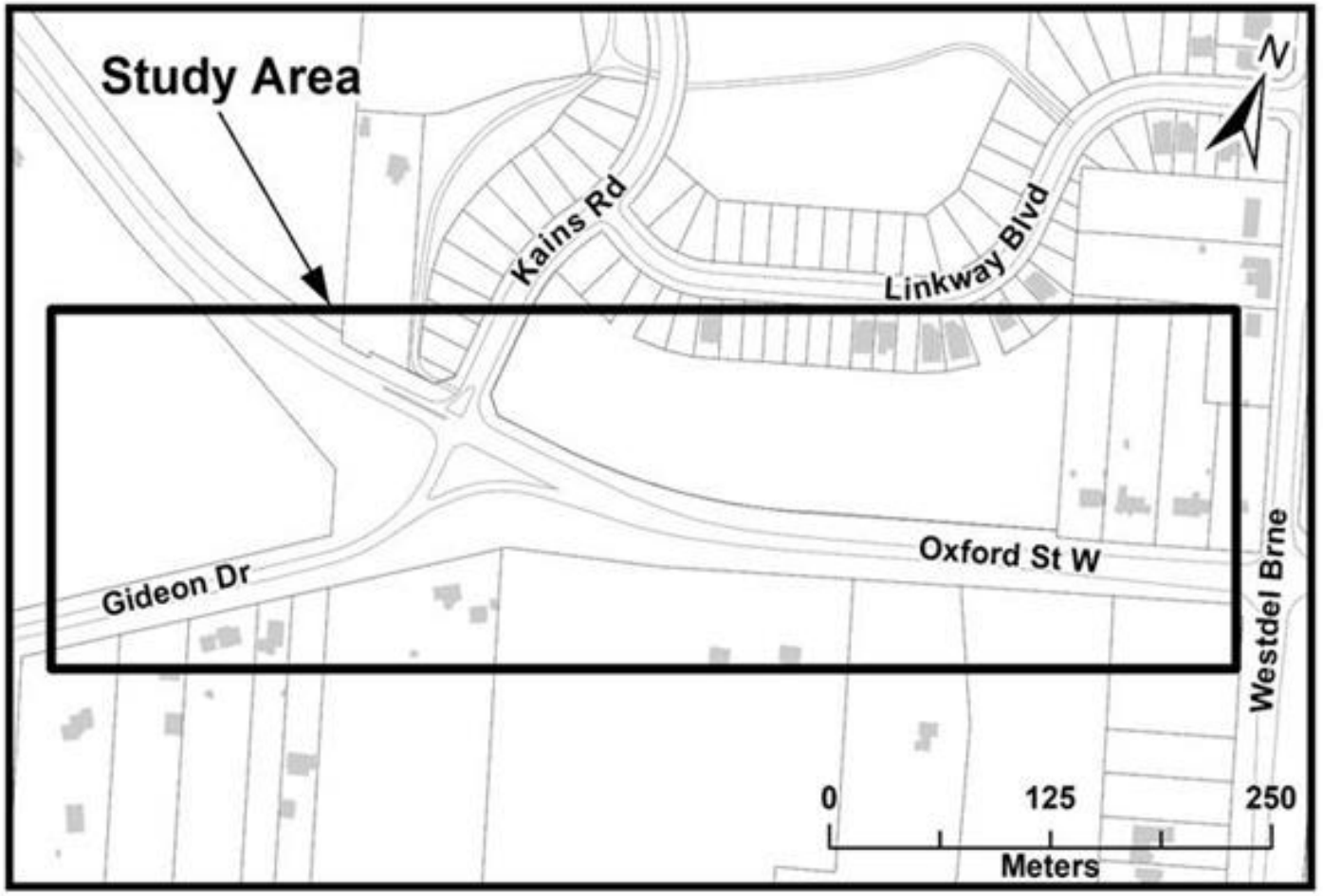
October 20, 2021 from 4:00pm to 4:15pm

Agenda

- Study Area and Objectives
- Municipal Class Environmental Assessment (EA) Process
- Existing Conditions
- Problem or Opportunity Statement
- Alternative Solutions
- Preliminary Study Recommendations
- Next Steps in the Project
- Discussion Period

Study Area

The study area consists of the Oxford Street West and Gideon Drive intersection and includes up to 200 meters in each direction of the intersection.



Study Objectives

The EA was initiated in response to ongoing and planned development on the west side of the City, the connection of Kains Road, and associated increases in traffic through the intersection.

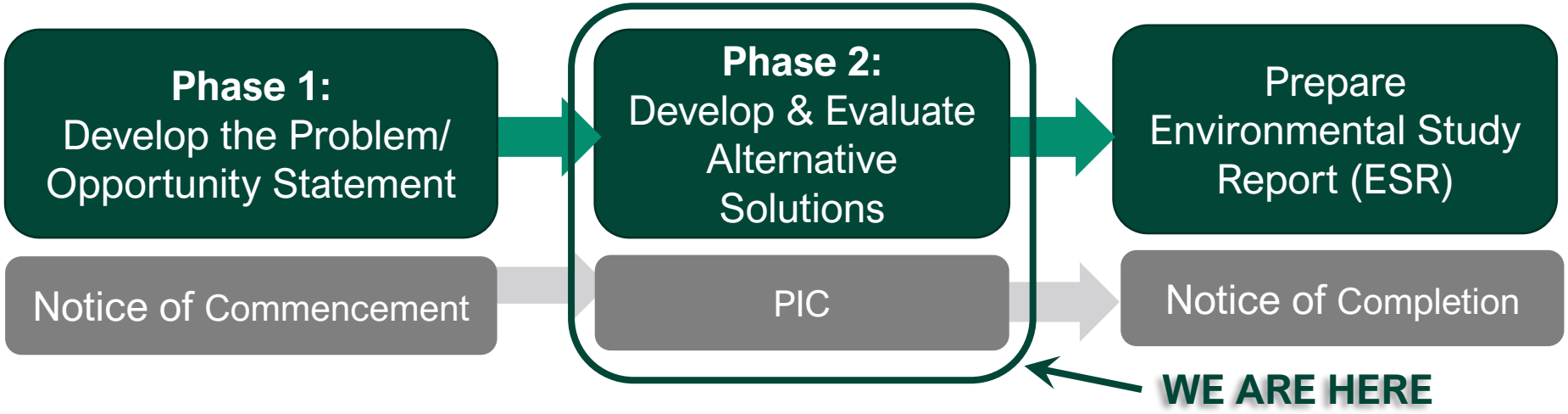
The study will review opportunities to address:

- Traffic operations and safety
- Active transportation (walking, cycling) needs
- Support the City's Climate Emergency Action Plan goals
- Roadway drainage improvements and stormwater management
- Upgrades of underground services (watermain, storm and sanitary sewer) as required

Municipal Class EA Study Process

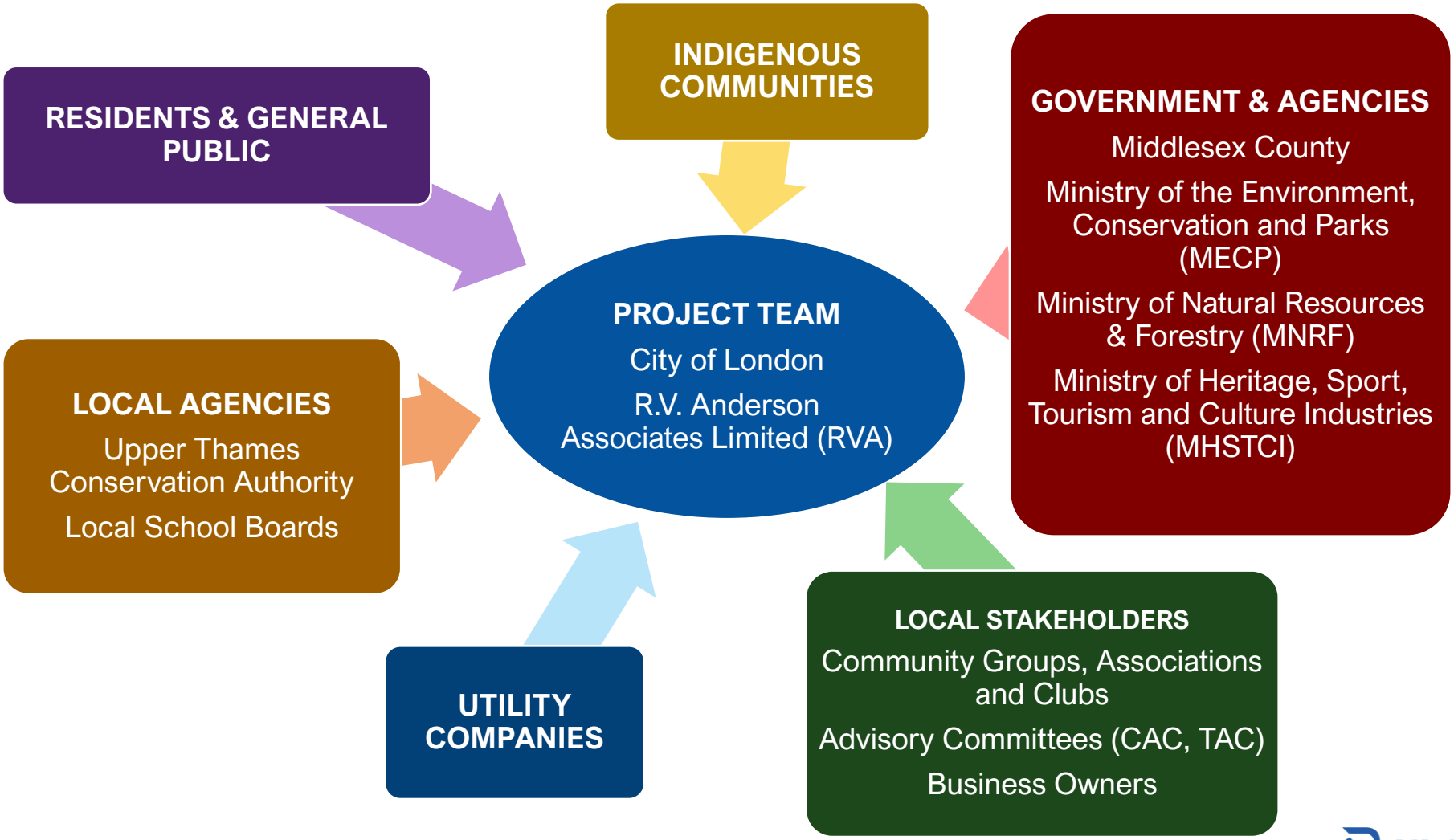
A Municipal Class Environmental Assessment (EA) is undertaken:

- Prior to municipal road, water, wastewater and other municipal construction projects.
- To ensure all reasonable alternatives including 'Do Nothing' are considered and that a preferred alternative will have minimal impact on the natural, cultural, social and economic environment.
- To gather essential input from the public, stakeholders and technical agencies.



This project is classified as a Schedule 'B' Municipal Class EA and is subject to Phases 1 and 2 of the Municipal Class Environmental Assessment prior to construction.

Study Organization



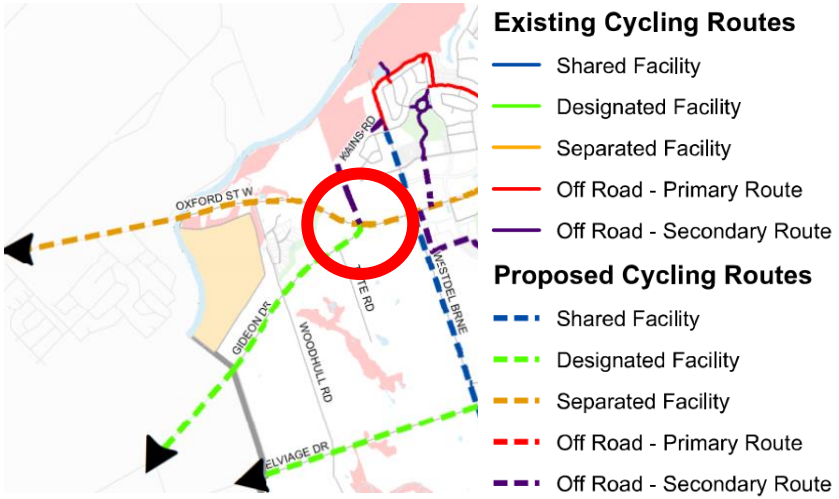
Existing Conditions – Transportation

Transportation

- Unsignalized intersection with stop signs for Kains Road and Gideon Drive
- Large curves on Oxford Street east and west of the intersection
- Posted speed limit of 80 km/h on Gideon Drive, and Oxford Street west of the intersection; and 60 km/h on Oxford Street east of the intersection
- Traffic volumes projected to increase with ongoing development surrounding the intersection, including general corridor growth

Active Transportation

- Sidewalk on east side of Kains Road, with no formal active transportation facilities along Oxford Street or Gideon Drive
- City of London Cycling Master Plan recommends buffered paved shoulders on Oxford Street, paved shoulders on Gideon Drive and a multi-use path on Kains Road



Problem or Opportunity Statement

The Problem / Opportunity Statement outlines the need and justification for the overall project and establishes the general parameters, or scope, of the study. The Study Problem & Opportunity Statement developed for the project is comprised of the following key elements:

- The Oxford Street West and Gideon Drive intersection does not balance the full range of potential users within the community, including users of all ages and abilities, pedestrians, cyclists, transit vehicles and motorists
- The existing Oxford Street West and Gideon Drive intersection will not accommodate projected traffic volumes
- Existing watermains and sewers in the vicinity of the intersection are positioned to provide opportunities for future connection to designated development lands

Alternative Solutions

The following alternative solutions to address the problem and opportunity statement were identified and developed for evaluation:

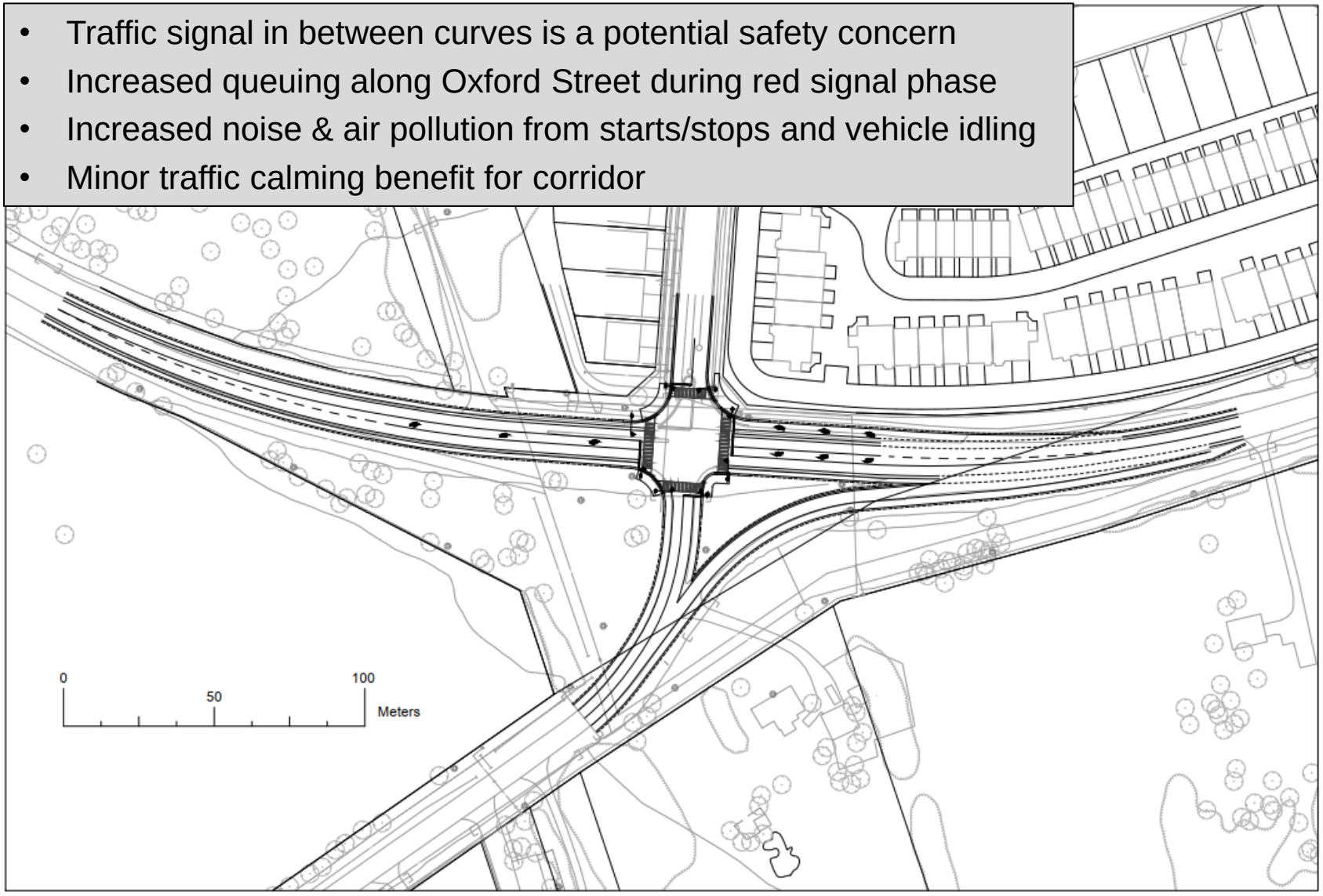
- **Alternative 1: Do Nothing –** Maintain existing condition of Oxford Street West and Gideon Drive.
- **Alternative 2: Signalized Intersection –** Improvements consist of installation of traffic signals, crosswalks and cycling facilities.
- **Alternative 3: Single-Lane Roundabout –** Implement a single lane roundabout, crosswalks and cycling facilities.
- **Alternative 4: Multi-Lane Roundabout–** Implement a multi-lane roundabout with additional lanes to accommodate heavier traffic movements. Install crosswalks and cycling facilities.

Alternative 1 – Do Nothing

- No traffic operation or safety improvements
- Does not accommodate projected traffic volumes
- Does not improve active transportation facilities
- Does not address the problem / opportunity statement

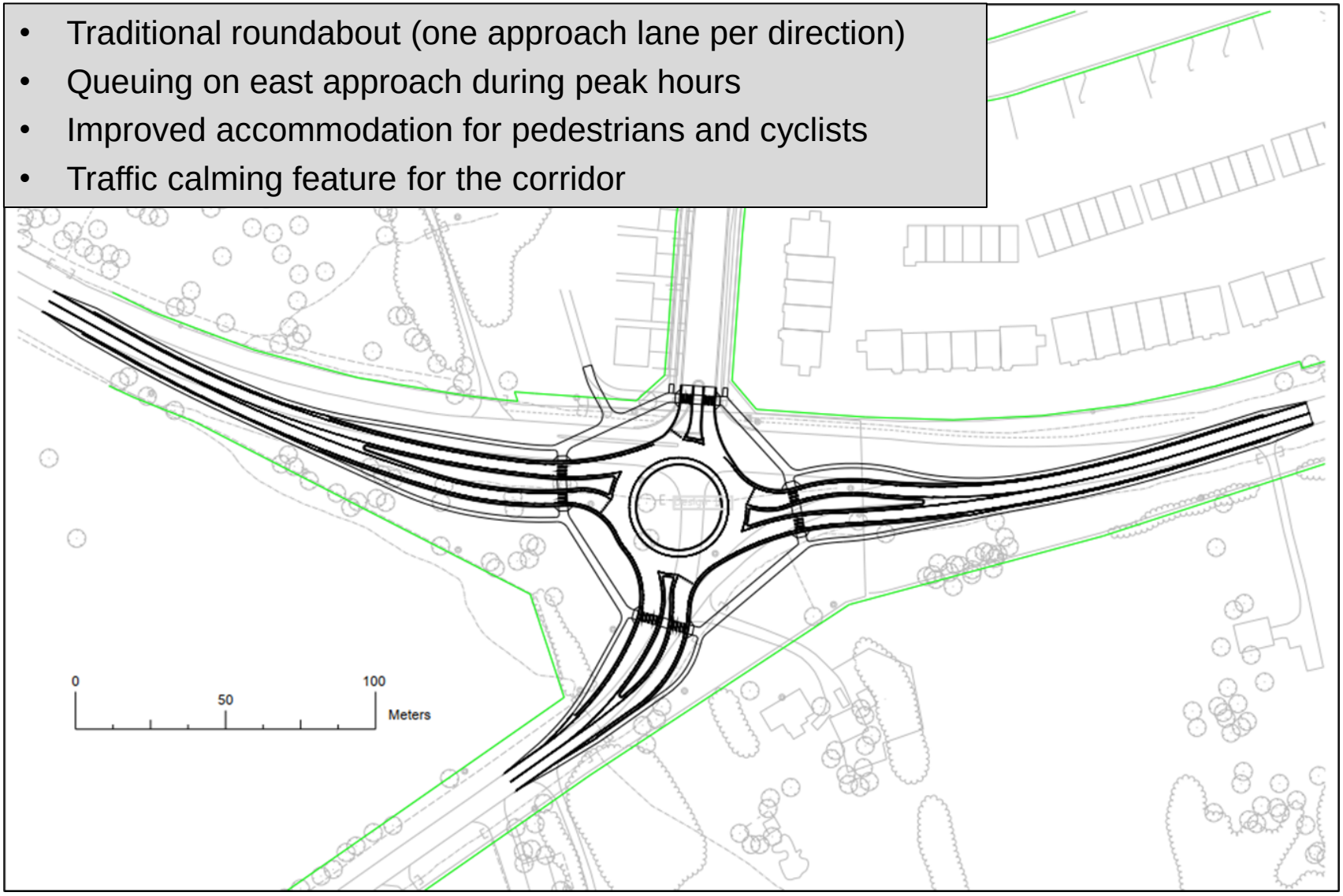
Alternative 2 – Signalized Intersection

- Traffic signal in between curves is a potential safety concern
- Increased queuing along Oxford Street during red signal phase
- Increased noise & air pollution from starts/stops and vehicle idling
- Minor traffic calming benefit for corridor



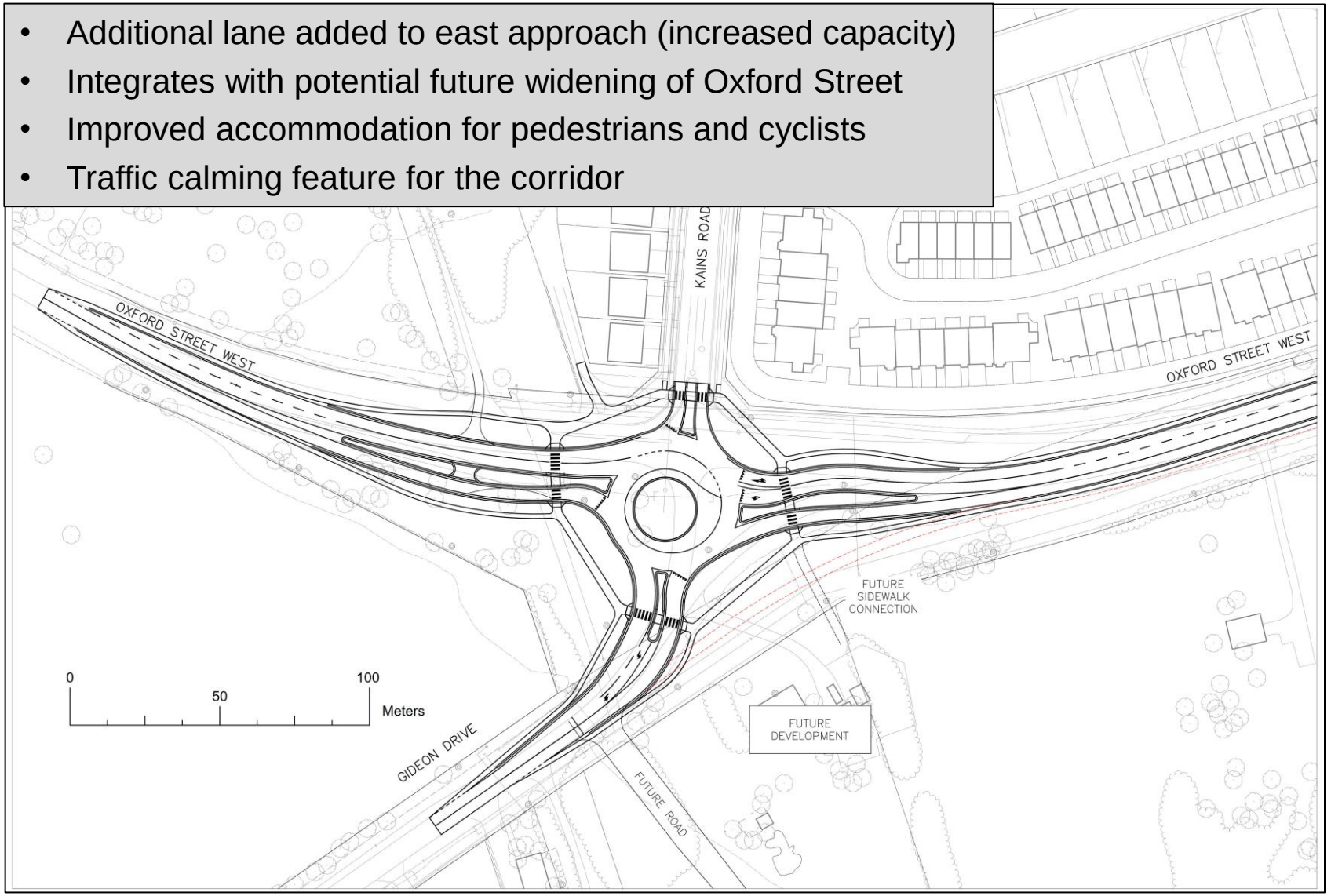
Alternative 3 – Single-Lane Roundabout

- Traditional roundabout (one approach lane per direction)
- Queuing on east approach during peak hours
- Improved accommodation for pedestrians and cyclists
- Traffic calming feature for the corridor



Alternative 4 – Multi-Lane Roundabout

- Additional lane added to east approach (increased capacity)
- Integrates with potential future widening of Oxford Street
- Improved accommodation for pedestrians and cyclists
- Traffic calming feature for the corridor

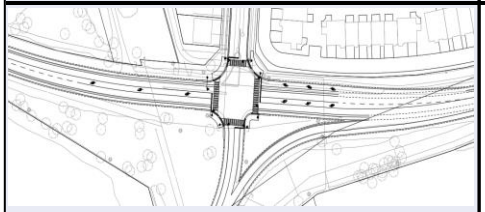


Evaluation of Alternative Solutions - Methodology

Evaluation criteria representing the broad definition of the environment, as described in the *EA Act* were developed to comparatively evaluate the alternative solutions.

CRITERIA	DESCRIPTION
Traffic Operations and Safety	How will the alternative serve the existing and future vehicular, pedestrian and cycling traffic needs? (Safety, Volumes, Active Transportation, Sightlines)
Socio-Economic Environment	What impacts will the alternative have on the local community (e.g., compatibility with area land use, impacts on local businesses, property requirements, access restrictions, etc.)
Natural Environment and Climate Change	How does the alternative affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the alternative address climate change and align with City's Climate Action Plan?
Cultural Heritage Resources	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
Costs	What is the capital cost of the alternative? What is the cost for utility relocations, property acquisitions, maintenance and operation costs?

Evaluation of Alternative Solutions

Alternative Solutions	Traffic Operations & Safety	Social Environment	Natural Environment	Cultural Heritage Resources	Cost	Evaluation Summary
Alternative 1 - Do Nothing	○	◕	◑	●	●	Not Recommended
 Alternative 2 - Signalized Intersection	◔	◕	◑	●	◕	Not Recommended
 Alternative 3 - Single-Lane Roundabout	◕	●	◕	●	◕	Not Recommended
 Alternative 4 - Multi-Lane Roundabout	●	●	◕	●	◕	Recommended to be Carried Forward

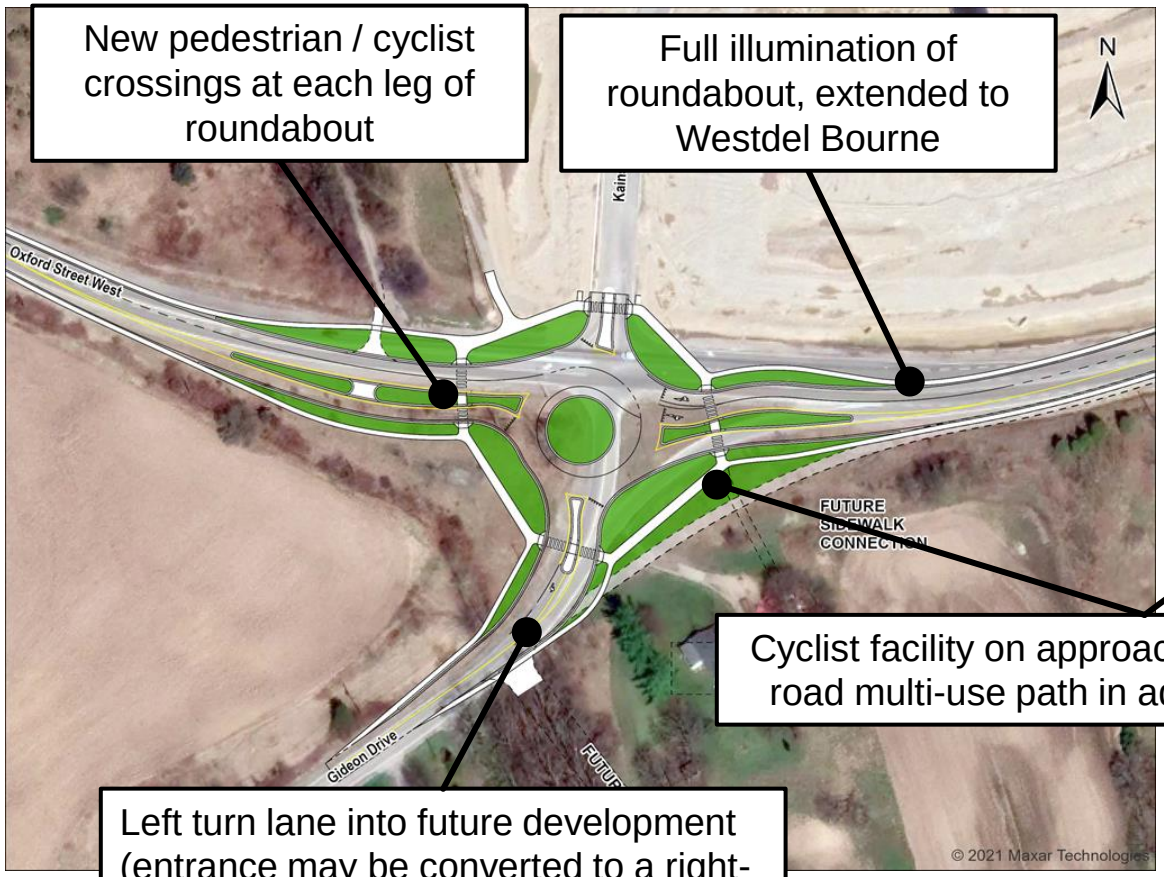
Alternative 4 - Multi-lane roundabout is the recommended solution to be carried forward

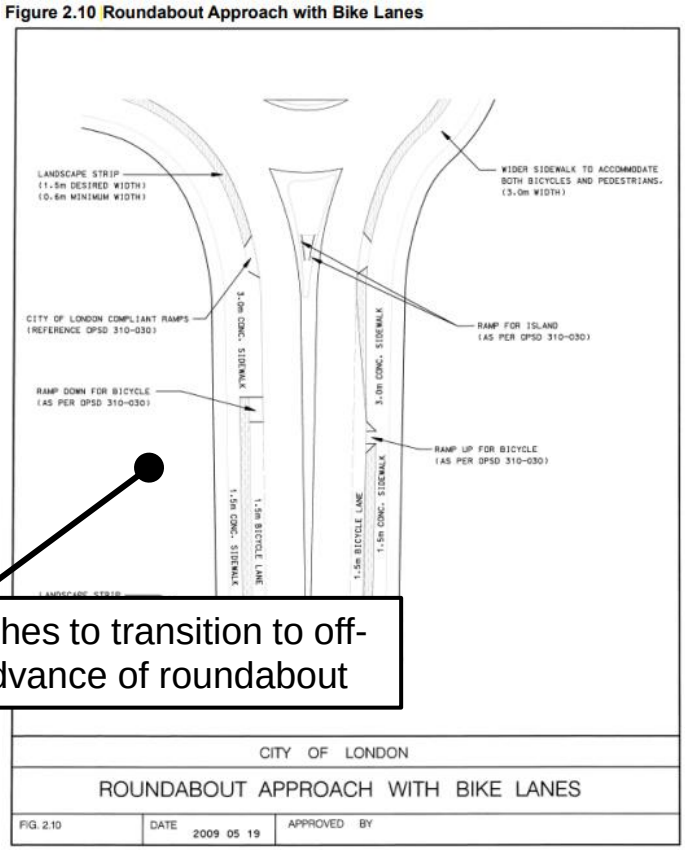
Summary of Study Recommendations

Key elements of the study recommendations are described below.

New pedestrian / cyclist crossings at each leg of roundabout

Full illumination of roundabout, extended to Westdel Bourne





Cyclist facility on approaches to transition to off-road multi-use path in advance of roundabout

Left turn lane into future development (entrance may be converted to a right-in, right-out in the future)

Key Active Transportation Benefits

Implementation of the study recommendations will provide the following benefits to active transportation in the study area:

- Provides integration with Cycling Master Plan recommendation of buffered paved shoulders on Oxford Street, paved shoulders on Gideon Drive and a multi-use path on Kains Road
- Improved level of active transportation safety through the introduction of an off-road multi-use path and pedestrian / cyclist crossings on all approaches
- Improved connectivity and safety for users of the Thames Valley Parkway
- Traffic calming benefits of a roundabout improves safety and reduces severity of potential collisions at intersection and along corridor
- Improved visibility due to full illumination of roundabout, extended to Westdel Bourne

Next Steps

- Present the study recommendations to the public at the PIC (November 17)
- Consult with additional stakeholders and technical agencies, as required
- Confirm study recommendations (i.e. preliminary preferred solution)
- Prepare and submit a Project File Report for 30 Day public review
- Proceed to detailed design in 2022 - 2023 and construction in 2024 (pending Council approval and budget)

Questions?