



Oxford Street West Municipal Class Environmental Assessment



Integrated Transportation Community Advisory Committee Meeting
March 15, 2023

Purpose of this Package



Introduce the study



Outline the Class EA process and study schedule



Review background information and existing conditions



Review problems / opportunities and solutions



Present potential road cross-section alternatives



Obtain community feedback and identify next steps

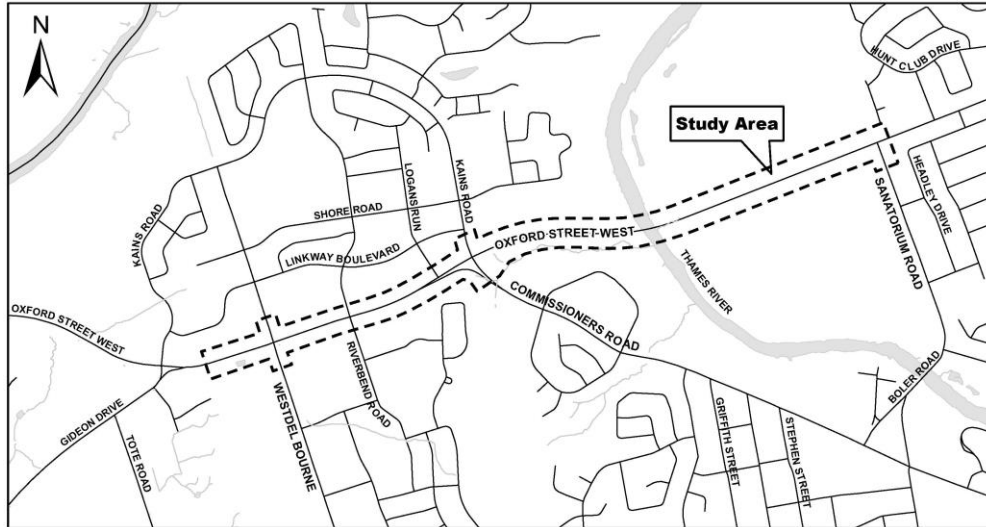
Upcoming Public Consultation



Live virtual meeting on
April 5, 2023



Meeting recording and
package will be available
online for review



- Identify corridor improvements to address area growth including movement of vehicles, pedestrians and cyclists over the next 25 years
- Consider opportunities to improve intersection operations, including consideration of roundabouts
- Improve pedestrian and cycling facilities and meet accessibility needs (i.e., AODA) throughout the corridor
- Create an attractive streetscape environment through landscape design
- Assess and achieve roadway drainage and stormwater management requirements
- Understand and plan for rehabilitation / replacement of existing sewers and watermains
- Consider the City's Declaration of a Climate Emergency and the Climate Emergency Action Plan (CEAP)



Phase 1: Problem and Opportunity

- Review natural, social and cultural environments
- Review planning context
- Consider problems / opportunities
- Establish need and justification

Notice of Study
Commencement
December 2022

Phase 2: Alternative Solutions

- Identify alternative solutions to address problems and opportunities
- Consult with agencies and the public
- Assess and confirm Preferred Solutions

Public Information
Centre 1
April 5, 2023

Phase 3: Design Alternatives

- Develop, assess and evaluate design alternatives

Public Information Centre 2
Late Spring 2023

- Complete technical work
- Confirm Preferred Design in consultation with agencies and the public

Public Information Centre 3
Fall 2023

Phase 4: Environmental Study Report

- Document decision-making process and public feedback
- Minimum 30-day public review period

Notice of Study
Completion
Winter 2024

Phase 5: Implementation

- Proceed to detailed design
- Property acquisition and utility relocation
- Initiate construction

Detailed Design &
Construction*
Currently schedule to start in 2025

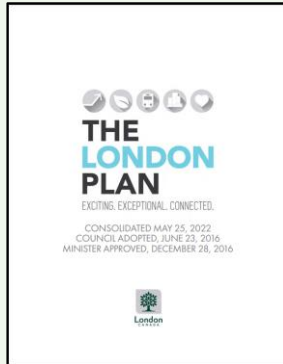
*Subject to Council approval and funding

Local Planning Documents

Purpose

Key Takeaways for Oxford Street W

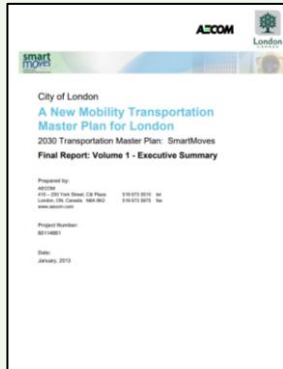
Official Plan



Provides planning direction for London's future growth to 2035

- Predominately Neighbourhood Place Type with some areas of Green Space and Shopping Area
- Urban Thoroughfare Street Classification
- Cycling and Walking Route

2030 Transportation Master Plan



Guides transportation and land-use decisions with a focus on improving mobility for residents

- Identifies need to improve Oxford Street from two to four lanes to accommodate growth

Local Planning Documents

Purpose

Key Takeaways for Oxford Street W

Cycling Master Plan

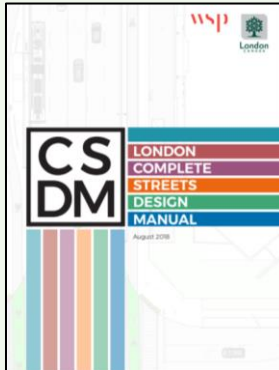


Provides a blueprint for the future of the City's cycling network



- Proposed facility types include:
- Buffered paved shoulder (Westdel Bourne to Logans Run)
 - Buffered bike lane (Logans Run to Thames River)

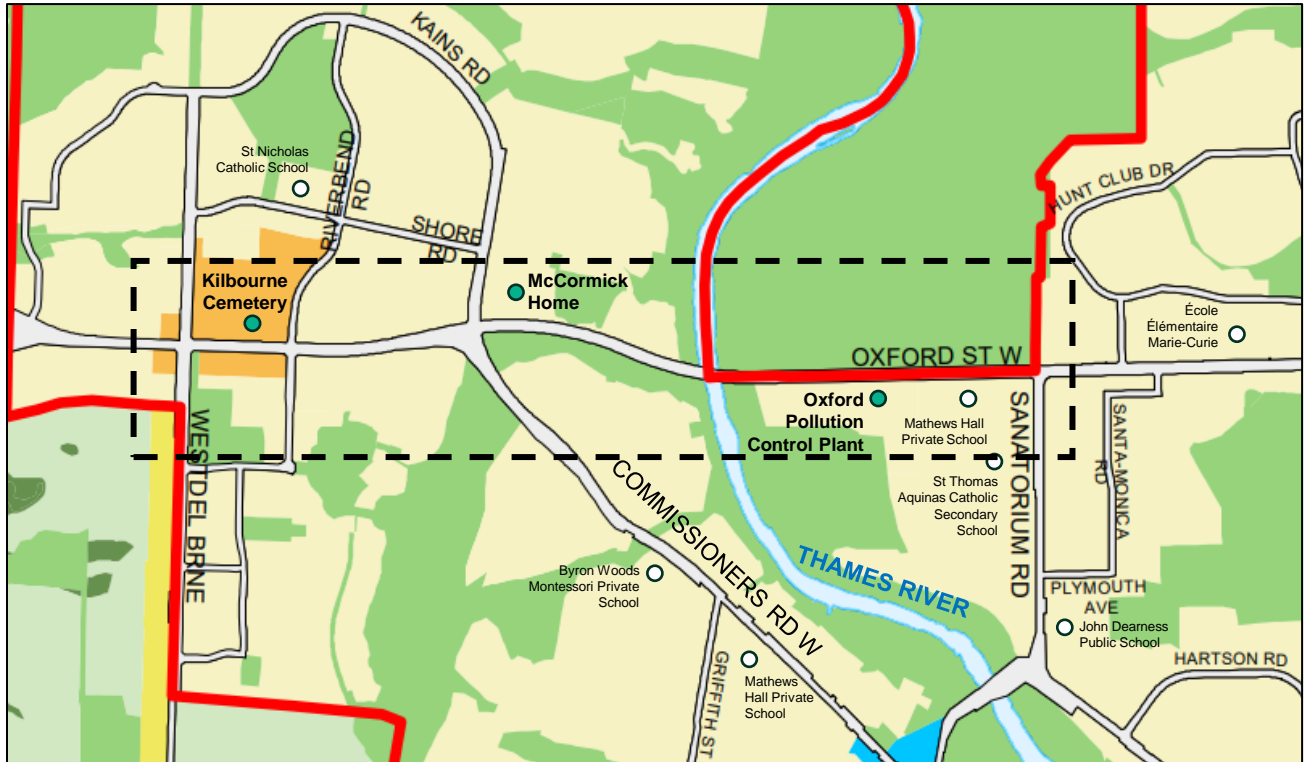
Complete Streets Design Manual



Guides street design to meet the needs of a wide variety of roadway users



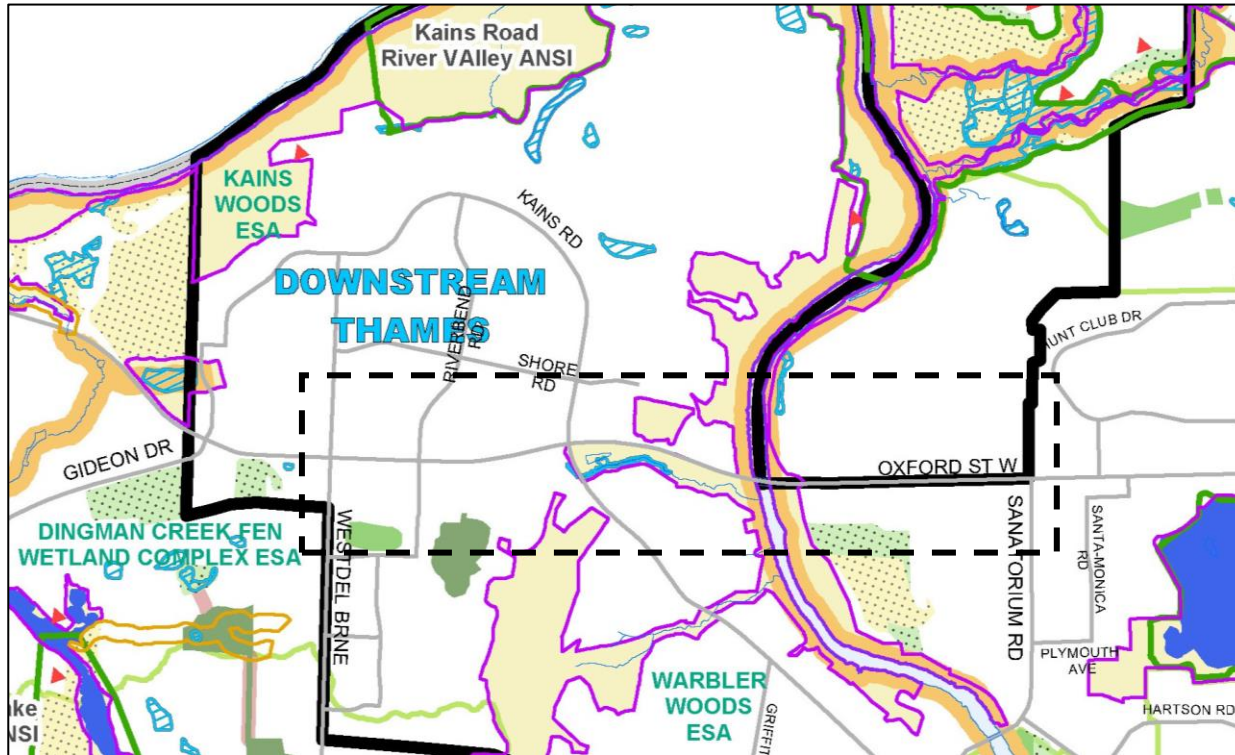
- Urban Thoroughfares are intended to accommodate:
- High volume of through traffic
 - Goods movement
 - Diverse land uses (residential, employment, retail, institutional, recreational)
 - Moderate density development and active street frontages



Place Types support a broad range of residential uses, neighbourhood-oriented commercial and public facilities, and open space.



Excerpt from The London Plan Map 1 – Place Types

















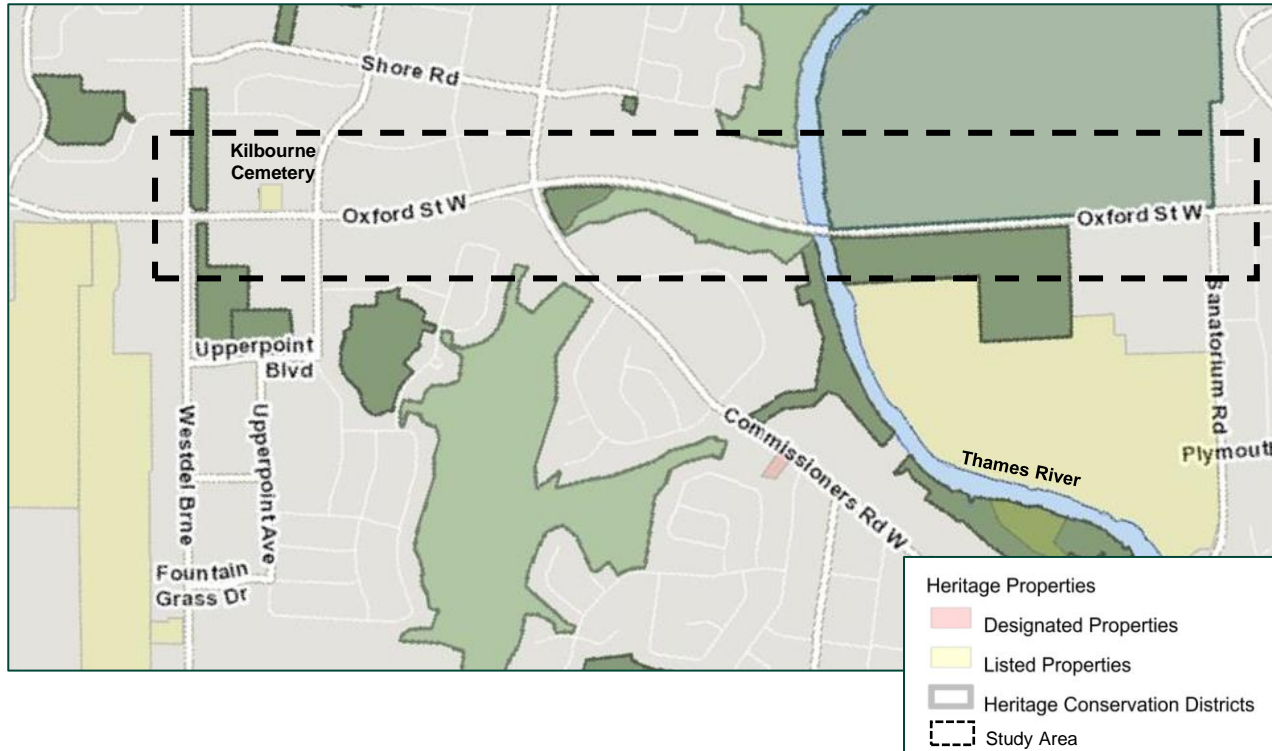
Excerpt from The London Plan Map 5 – Natural Heritage

- The Thames River valley, its tributaries, and adjacent tableland areas have significant natural heritage value.
- Significant natural features and functions, including habitat for Species at Risk are present.
- An Environmental Impact Study (EIS) is being undertaken to build a strong understanding of the area and ensure features and functions are protected.

LEGEND

NATURAL HERITAGE SYSTEM

| | | | |
|---|-----------------------------------|---|--|
|  | Provincially Significant Wetlands |  | Areas of Natural and Scientific Interest |
|  | Wetlands |  | Environmentally Significant Areas (ESA) |
|  | Unevaluated Wetlands |  | Potential ESAs |
|  | Significant Woodlands |  | Upland Corridors |
|  | Woodlands |  | Potential Naturalization Areas |
|  | Significant Valleylands |  | Unevaluated Vegetation Patches |
|  | Valleylands |  | Study Area |



- The Thames River valley and adjacent areas have significant cultural heritage value.
- A Cultural Heritage study is being undertaken to inventory known and potential built heritage resources and cultural heritage landscapes.
- A Stage 1 Archaeological Assessment is being completed to assess archaeological potential and confirm where additional study is required.
- Burial locations will be protected.

- Study area is approximately 2.7 km from Westdel Bourne to Sanatorium Road
- Existing 36 m right-of-way
- Classified as an 'Urban Thoroughfare'
- Posted speed limit 60 km/h
- Two-lanes (one lane in each direction)
- Four signalized intersections
- Thames River Bridge
- No current transit routes



Oxford Street West at Westdel Bourne, looking east



Oxford Street West east of Thames River Bridge, looking west

Excerpt from City Bike Routes and Walking Trails Map



- Existing active transportation facilities include:
 - Sidewalks
 - Bike Lanes
 - Multi-Use Pathways (including Thames Valley Parkway)
 - Walking Trails
- On-road bike lanes do not conform to current design guidelines

LEGEND

- Walking Trails - Unpaved
- Thames Valley Parkway
- Other Multi-use Pathways
- Bike Lane

Multi-use Path (MUP)

Thames Valley Parkway (MUP) & Bike Lane

Sidewalk & Bike Lane

Multi-Modal Level of Service Analysis

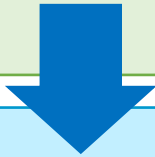
- Assesses performance of all modes (walking, cycling, using transit & driving) against target level of service (LOS)
- Analysis identified opportunities for improvements in the active transportation network at intersections, for example:
 - Delineated facilities through intersections
 - Design consideration (i.e., reduced corner curves)
 - Shorter cycle lengths
 - AODA push buttons
 - Tactile plates

Traffic Analysis

- The Transportation Master Plan considered overall travel demand and identified that 4-lanes is required to accommodate growth
- In this study, we took a closer look at intersection and corridor operations to better understand future needs in 2047
- By 2047, all study area intersections are expected to operate over capacity with long delays and queues exceeding the available storage length
- Traffic analysis confirmed the need for four lanes to accommodate growth and improve traffic operations in the future

Safety Assessment

- Undertaken to review existing traffic safety in the study area and identify opportunities to enhance safety. The scope includes:
 - Collision Analysis
 - Field Investigation (conducted November 28, 2022)
- Recommendations to enhance safety will be considered in preliminary design, where feasible



Key Findings

- Majority of collisions were rear-end collisions
- Approximately 50% of rear-end collisions occurred during dusk or dark
- Speeds over the posted speed limit were observed along corridor
- Issues with sidewalk condition and maintenance

Oxford Street West and Commissioners Road / Kains Road



Sample Field Observations

- Traffic volumes on Oxford Street West are increasing with growth both within west London and in communities outside of the City. In future, the roadway will operate over-capacity and with long delays. In addressing infrastructure needs for these growing areas, there is also an opportunity to improve facilities and accessibility for pedestrians, cyclists and mobility device users.
- These observations are in line with the City's 2030 Transportation Master Plan and Cycling Master Plan that recommended widening Oxford Street West from two to four lanes and improve intersection operations, including consideration of roundabouts.
- In addition to addressing transportation requirements, there is an opportunity to integrate necessary upgrades and/or replacement of underground services (watermain, storm and sanitary sewer) along the corridor, into the roadway improvements.

1

Do Nothing: maintain existing condition of Oxford Street West.

2

Manage Transportation Demand: implement strategies that encourage people to modify their travel habit (e.g. make fewer trips, travel outside peak periods), or use sustainable modes of transportation to reduce vehicular demand.

3

Active Transportation Facility Improvements: improve active transportation facilities to create continuous, safe, and attractive facilities for pedestrians and cyclists.

4

Intersection Improvements: improve traffic operations through intersection modifications that could include reconfiguration and consideration of roundabouts, dedicated turn lanes, and improved signal timing and phasing.

5

Provide Additional Travel Lanes: increase vehicular capacity by introducing additional travel lanes. Corridor widening and intersection improvements are required to accommodate additional lanes providing an opportunity to integrate upgrades to underground services.

6

Upgrade Parallel Roads Beyond Planned Improvements: undertake capital improvements to provide additional vehicular capacity on other east-west roads



Socio-Economic Environment

- Community input and feedback
- Consistency with City Planning Policies
- Potential property impacts
- Opportunities for streetscape enhancements



Climate Change / Natural Environment

- Climate change considerations
- Potential impact to fish and fish habitat
- Potential to impact significant natural features
- Potential to impact significant wildlife, wildlife habitat, and Species at Risk (SAR)



Cultural Environment

- Potential to impact archaeological resources
- Potential to impact built heritage resources or cultural heritage landscapes
- Indigenous Community interests and rights



Transportation and Technical

- Ability to accommodate future travel demand
- Ability to accommodate active transportation facilities and improve overall network connectivity and accessibility
- Consideration of municipal services and utilities

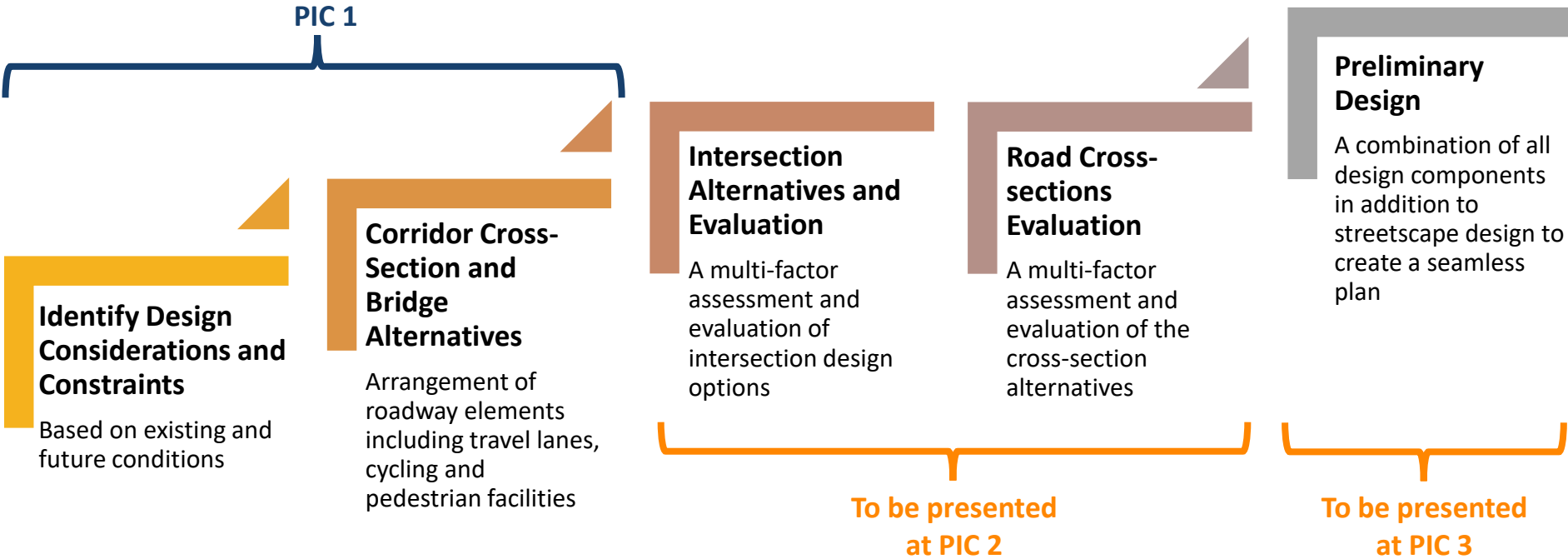
| Alternative Solutions | Key Considerations | Address Problems and Opportunities? |
|---|---|--|
| Alternative 1: Do Nothing | <ul style="list-style-type: none"> Does not address future multi-modal transportation network needs Not consistent with City planning policies | ✘ |
| Alternative 2: Transportation Demand Management (TDM) | <ul style="list-style-type: none"> Actively managing transportation demand is a core element of the City's 2030 Transportation Master Plan Other alternatives support implementation of TDM strategies | Already being implemented through other City programs and initiatives |
| Alternative 3: Active Transportation Facility Improvements | <ul style="list-style-type: none"> Opportunity to improve existing facilities and address gaps in network to create a comfortable, safe and convenient pedestrian and cycling network Supports multi-modal transportation in the corridor | ✓ |
| Alternative 4: Intersection Improvements | <ul style="list-style-type: none"> Intersections are expected to operate with long delays and queues in future Improves efficiency and safety of transportation network | ✓ |
| Alternative 5: Provide Additional Travel Lanes | <ul style="list-style-type: none"> Addresses need by providing additional capacity on Oxford Street West to accommodate increasing travel demand due to growth of surrounding community | ✓ |
| Alternative 6: Upgrade Parallel Roads | <ul style="list-style-type: none"> Parallel roads do not provide the same function and east-west connectivity as Oxford Street West Does not address future transportation needs on Oxford Street West | ✘ |

The recommended solution for Oxford Street West consists of a combination of the following three alternative solutions:

- **Widen Oxford Street West to provide additional travel lanes**
- **Improve facilities for pedestrians, cyclists, mobility device users and other non-vehicular travel including meeting current design and accessibility requirements (i.e., AODA)**
- **Improve intersections to enhance operations and efficiency, including incorporating accessibility requirements for non vehicular users**

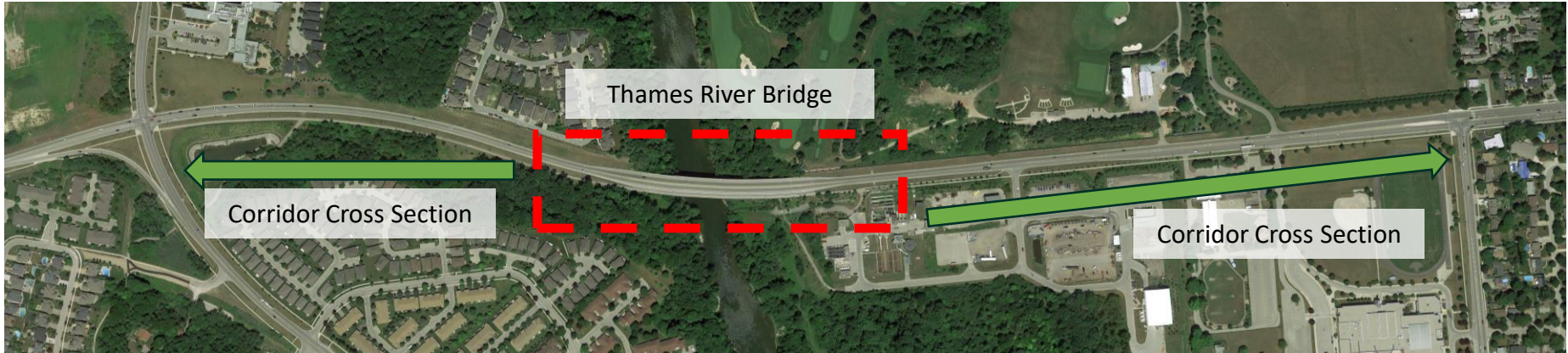


Following the selection of the Preferred Solution(s), the design process consists of a number of decision points for different components of the roadway. As the design progresses and our knowledge of conditions and constraints evolve, there may be design iterations.







- Conserve significant built heritage resources, cultural heritage landscapes, and archaeological resources
- Protect burial locations
- Avoid or minimize works in the Thames River valley and other natural areas
- Avoid or minimize impacts to private property
- Meet current accessibility design requirements
- Create an efficient cycling and pedestrian environment including at intersections
- City's Climate Emergency Action Plan
- Meet all current standards in terms of design and safety
- Future maintenance and cost of all components including cycling facilities, sidewalks, streetscape
- Improve operations at the access to Enviro Depot
- Stormwater management and integration with development
- Future maintenance requirements for water and wastewater servicing
- Integrate with future redevelopment including access to future developments





- The Thames River valley and existing bridge is a key focus area in the design process due its significant from cultural and natural heritage perspectives.
- Design considerations for Oxford Street West prioritized the technical feasibility screening for any modifications to the bridge:
 - Existing bridge originally designed for four lanes and multi-use path on the south side
 - Modifications to the bridge are required to provide for additional pedestrian and cycling facilities
- Typical corridor cross section alternatives are developed for Oxford Street West beyond the bridge crossing.

| Options | | High Level Screening | Next Step |
|--------------------------------------|---|---|------------------------|
| Existing Structure | <ul style="list-style-type: none"> No change to existing structure |  <ul style="list-style-type: none"> MUP on south side only No impact to bridge and river valley | Carried Forward |
| Minor Modification (Retrofit) | <ul style="list-style-type: none"> Minor shift of median Additional barrier on north side |  <ul style="list-style-type: none"> Provides for active transportation facilities on both sides No impact to river valley | Carried Forward |
| Cantilever | <ul style="list-style-type: none"> Main structure remain as existing New cantilever structure off exterior steel girder of the westbound structure (i.e., north side) |  <ul style="list-style-type: none"> Provides for active transportation facilities on both sides (using the cantilevered section) Minor impact to river valley during construction | Carried Forward |
| Widening | <ul style="list-style-type: none"> Widen structure to increase deck width, including widening of the pier heads |  <ul style="list-style-type: none"> Provides for active transportation facilities on both sides Greater impact to river valley than cantilevered option; not desirable Very expensive when compared to other options | Screened Out |

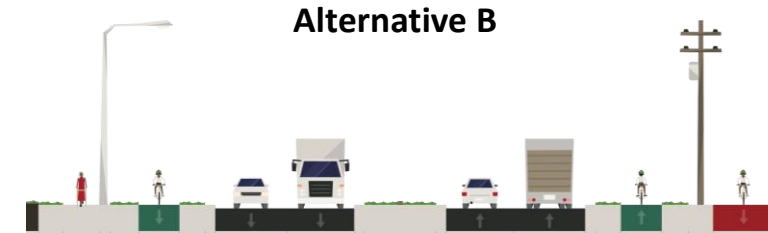
Bridge cross-section will be confirmed in the next phase of the study

Road Cross Section (General):

- 36 m right-of-way, urban cross section with curb and gutter
- Widening to four lanes (two lanes in each direction), turn lanes at intersections
- Active transportation facilities to accommodate cycling and walking

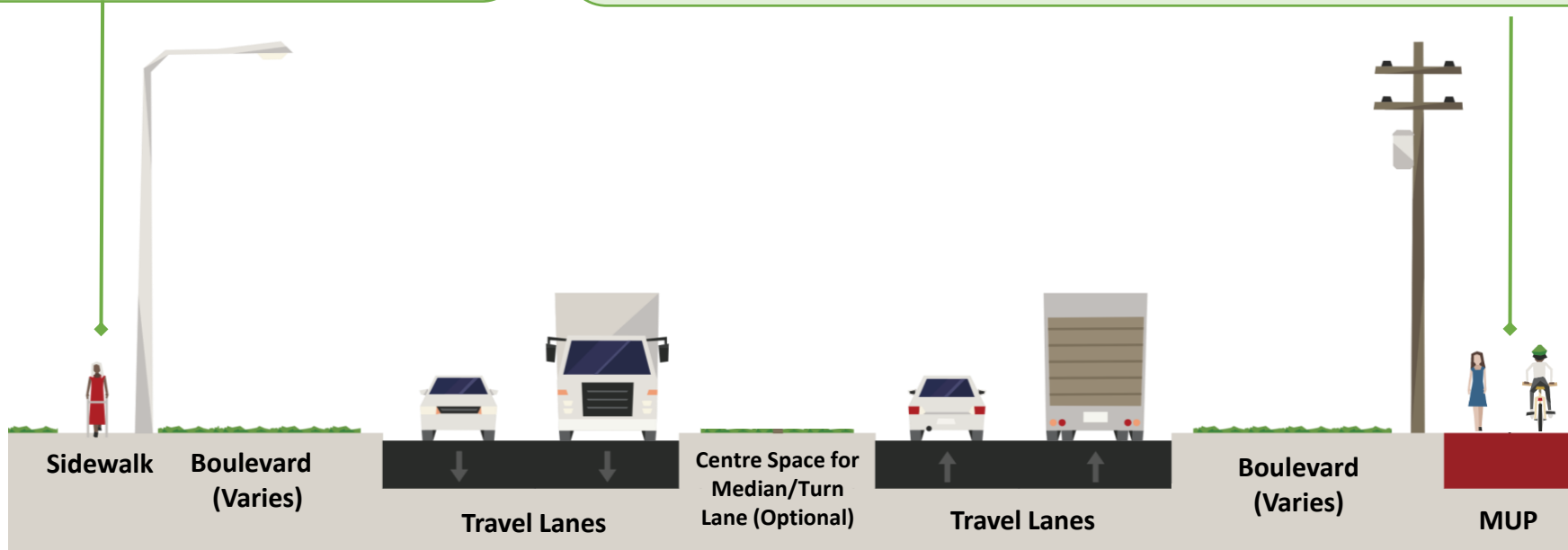
| Alternative | Features |
|--|---|
| Alternative A | <ul style="list-style-type: none"> • Multi-use path (MUP) (alternates north / south) • Sidewalk opposite side to MUP* • Cyclists to use MUP |
| Alternative B | <ul style="list-style-type: none"> • Multi-use path (MUP) (alternates north / south) • Sidewalk opposite side to MUP* • Cyclists to use in-boulevard cycle track |
| Alternative C (Only applicable between Westdel Bourne and Commissioners Road / Kains Road) | <ul style="list-style-type: none"> • Existing MUP replaced with sidewalk • Sidewalk both sides of road* • Cyclists to use in-boulevard cycle track |

*North side between Commissioners Road / Kains Road and Sanatorium Road to be confirmed



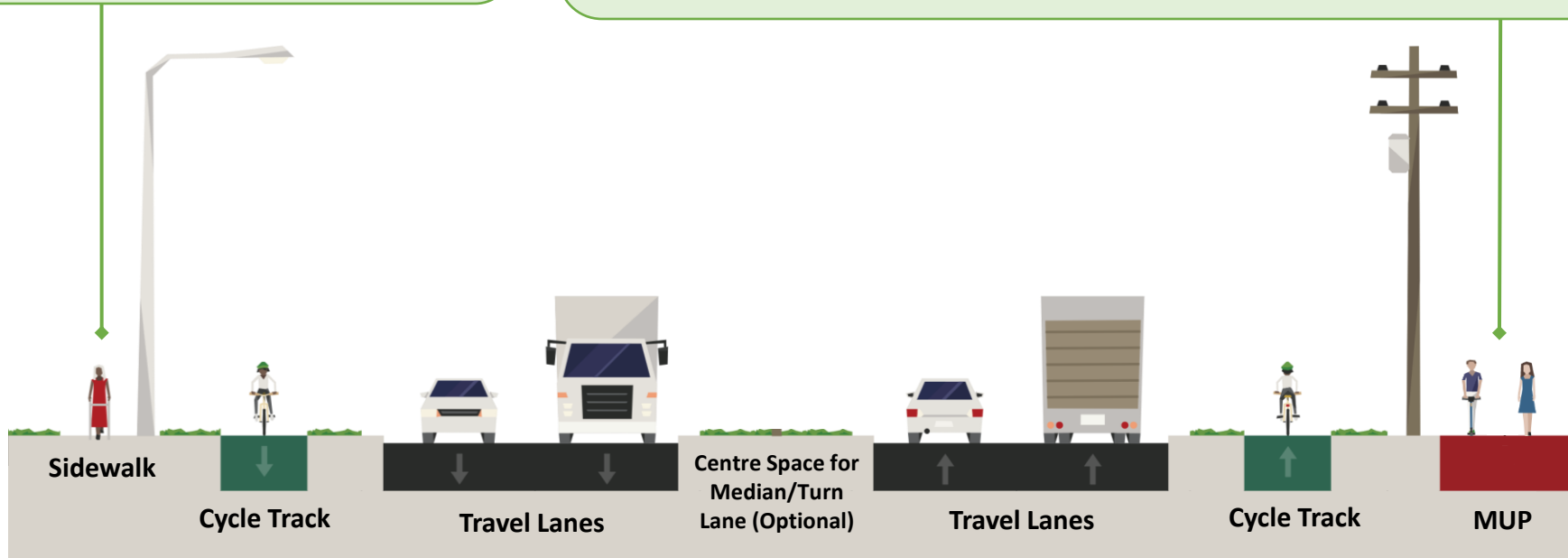
- **Sidewalk** from Westdel Bourne to Commissioners Road / Kains Road
- Sidewalk on the north side between Commissioners Road / Kains Road and Sanatorium Road to be confirmed

- Continuous **multi-use path (MUP)** between Westdel Bourne and Sanatorium Road
 - Existing MUP extends from Westdel Bourne to east of Thames River Bridge
 - Extension of MUP required from east of Thames River Bridge to Sanatorium Road
 - Cyclists accommodated on MUP rather than on-road facilities



- **Sidewalk** from Westdel Bourne to Commissioners Road / Kains Road
- Sidewalk on the north side between Commissioners Road / Kains Road and Sanatorium Road to be confirmed

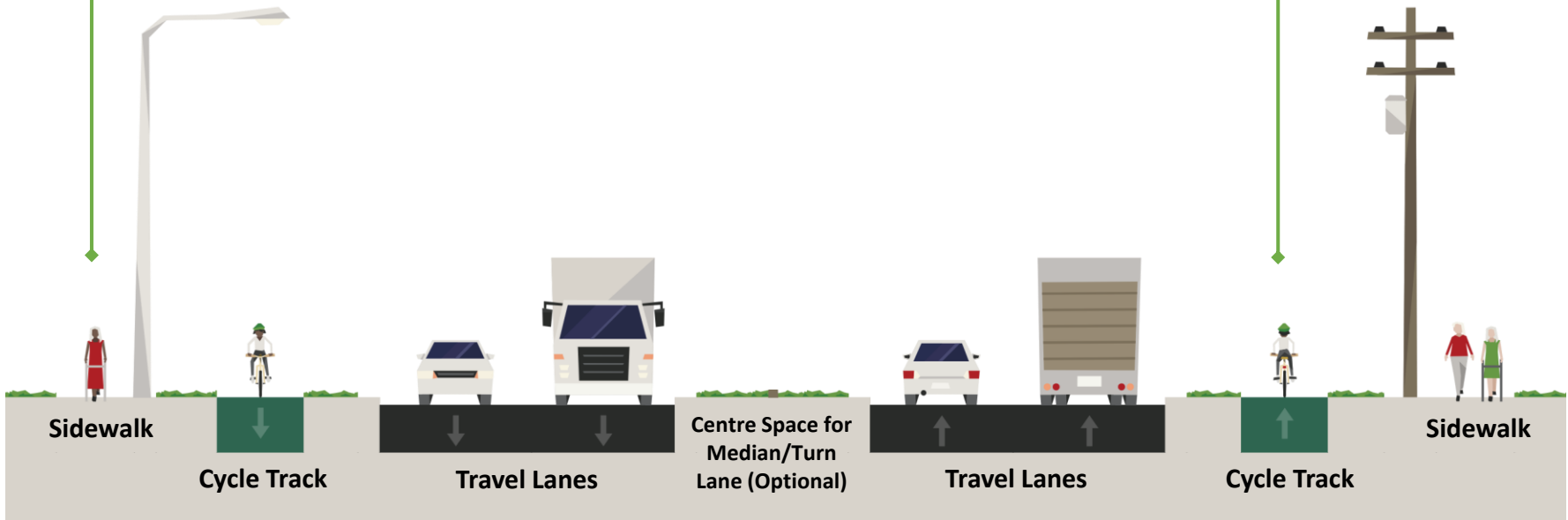
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 - Existing MUP extends from Westdel Bourne to east of Thames River Bridge
 - Extension of MUP required from east of Thames River Bridge to Sanatorium Road
 - Cyclists accommodated on MUP and in-boulevard cycle track



This cross-section is only applicable between Westdel Bourne and Commissioners Road / Kains Road

Sidewalk replaces existing multi-use path between Westdel Bourne and Commissioners Road / Kains Road

Cyclists accommodated on in-boulevard cycle tracks



The cross-section alternatives consider different types of active transportation facilities, what are your thoughts on how cyclists, pedestrians and mobility device users are to be accommodated?

Cycling

- Existing on-road cycling lanes on Oxford Street West, between Commissioners Road / Kains Road and Sanatorium Road do not meet current design guidance. Latest guidance recommends a separated cycling facility.
- Existing on-road use can be shifted to the multi-use path or to new cycle tracks.
- ***What are your thoughts?***

Walking

- There is no existing north sidewalk between Commissioners Road / Kains Road and Sanatorium.
- The consideration of new sidewalk will be based on adjacent land use and connections to the existing network.
- ***What are your thoughts?***



Existing On-Road Cycling Lanes



Next Steps...

- Host Public Information Centre (PIC) #1
- Review and consider feedback from agencies, Indigenous Nations and the public
- Confirm preferred solution
- Develop and assess design alternatives which will be shared with the public at PIC #2 in late Spring 2023



How to Stay In Touch

Contact the City Project Manager, Erik Guil

Reach out to by email at eguil@london.ca



Review Study Materials at
<https://getinvolved.london.ca/oxfordwest>