



MEMO

To: Integrated Transportation Community Advisory Committee (ITCAC)

From: Michelle Morris, P.Eng., MPlan
Transportation Design Engineer,
Transportation Planning and Design

Date: March 3, 2023

Re: Follow-up to the presentation at the November 16, 2022 ITCAC Meeting

Southdale Road West and Colonel Talbot Road Roundabout

This memo is being provided to ITCAC in response to the December 2022 Council resolution in support of *Integrated Transportation Community Advisory Committee* (ITCAC)'s request for an update regarding the pre-construction consultation associated with the Southdale Road West and Colonel Talbot Road roundabout project.

This memo has been prepared with the support of AECOM Canada Ltd. (AECOM). AECOM has been retained by the City of London to prepare preliminary and detailed engineering design drawings and to prepare the Contract Documents in association with the two lane roundabout and municipal servicing improvements project to occur at the intersection of Southdale Road West and Colonel Talbot Road. This project is commonly identified as the *Southdale Road West Improvements – Phase 2* project.

On November 16, 2022, AECOM provided a presentation during the *Integrated Transportation Community Advisory Committee* (ITCAC) Zoom meeting to communicate the project background, project status, and project design details associated with the design, tendering, and construction of the future two lane roundabout to be constructed at the intersection of Southdale Road West and Colonel Talbot Road. Representatives from the City of London's Transportation Planning and Design Division also attended the meeting to address any questions and comments received from the ITCAC.

In addition, on November 23, 2022, the City hosted an online public update meeting, in a webinar format. A subsequent 'in-person' drop-in session was hosted on November 24, 2022 at the Bostwick Community Centre to allow members of the ITCAC and the public a further opportunity to discuss the scope of the project with the project team. A recording of the online public update meeting, questions that were submitted by the public, and responses provided by the project team are available for viewing on the project webpage: getinvolved.london.ca/southdaleroundabout

The presentations provided to ITCAC and the public included the following topics:

- Project representatives and contact information
- Project overview and construction schedule
- Project background
- Construction limits
- Existing conditions
- Proposed improvements
- Traffic impacts during construction
- Stages of construction
- Summary of next steps

Coloured, rendered drawings were presented that identified the following:

- conceptual layout and configuration of the roundabout and the approximate limits of the work
- location of existing and future concrete sidewalks
- location of future in-boulevard bike paths
- the location and limits of the future centre island and medians
- future pavement markings
- conceptual landscaping design elements and limits of grading, earthworks, and site restoration.

Following the presentation to ITCAC, there was a discussion period where questions and comments were verbally provided by members of the ITCAC to AECOM and the City of London representatives who attended the meeting.

The following generally documents the comments and responses and further explains how these items have been addressed:

Comment #1: ITCAC requested confirmation of the design alternatives that were identified within the Schedule C, Municipal Class Environmental Assessment (EA) / Environmental Study Report that was previously prepared for the Southdale Road West improvements.

Response: In 2019, City Council approved the Southdale Road West Improvements Environmental Study Report which identified the future improvements of Southdale Road West between Pine Valley Boulevard and Colonel Talbot Road. Alternative design solutions were identified and evaluated during the EA study. The EA study included public and stakeholder consultation including involvement from the Transportation Advisory Committee at that time. In

summary there were two alternatives that were identified in the EA to address future improvements at the Southdale Road West and Colonel Talbot Road intersection:

1. Reconstruct the intersection and install new traffic signals
2. Reconstruct the intersection and construct a two-lane roundabout

The roundabout option was identified as the recommended alternative at the intersection to address traffic and safety needs. A roundabout is better able to accommodate the high volume of left turning vehicles experienced at the Southdale Road West and Colonel Talbot Road intersection. At roundabouts, there are fewer potential conflict points, resulting in less collisions and, due to the roundabout design, the collisions tend to be less serious in nature when compared to a signalized intersection. Studies have shown that collision rates involving pedestrians are lower and injuries are less serious at roundabouts. Roundabouts have also been shown to result in less delay, less vehicle idling, and generate less green house gas emissions when compared to signalized intersections.

Comment #2: ITCAC requested that the City of London record the audio and video from the Public Update Meeting that was to be held on November 23, 2022.

Response: The recording of the Public Update Meeting held on November 23, 2022 can be viewed on the project webpage: getinvolved.london.ca/southdaleroundabout

Comment #3: ITCAC requested that the City of London provide additional information that identifies the overall plan for the future construction of bike paths to be constructed along Southdale Road West and Colonel Talbot Road.

Response: New in-boulevard bike paths will be constructed on Southdale Road West and Colonel Talbot Road. The new cycling infrastructure will provide connectivity to the existing cycling infrastructure to the east and west, the near-term future cycling infrastructure to the south, and the longer-term future cycling infrastructure to the north.

Comment #4: ITCAC identified their concern with respect to pedestrian movements at the two lane roundabout due to the removal of the existing traffic signals. A question was asked about the specific provisions that are incorporated into the design that would assist the public to traverse the intersection.

Response: Since the ITCAC meeting occurred, the design has been revised to include a higher level of pedestrian crossing treatment. The initially proposed pedestrian cross-over (PXO) design (as provided in Ontario Traffic Manual Book 15 Type D PXO) has been upgraded to a design with additional features known as a Type B PXO design. The design of the pedestrian cross-overs include a pedestrian push button, flashing beacons, overhead and ground mounted signage, and pavement markings. The roundabout design includes these enhanced pedestrian crossings on all four legs of the intersection. The

pedestrian crossings will meet the current accessibility requirements to support safe crossing.

The pedestrian cross-over details (known as a Type B PXO) were presented to the public at the online public update meeting and at the in-person drop in session. An excerpt from Ontario Traffic Manual (OTM) Book 15 showing the features of a Type B PXO is included as an attachment to this memo.

OTM Book 15 can be found here:

<https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAY&record=fa5caef1-9963-4786-b3c9-4b5e50e70321>

Comment #5: ITCAC requested that consideration be given to set the pedestrian crossings through the centre medians located as far away from the centre island as possible.

Response: The locations of the designated pedestrian crossings through the centre medians was reviewed and slight modifications were made. The locations are consistent with provincial guidelines to promote safe pedestrian crossing locations considering vehicle speeds and balancing traffic operations within the roundabout.

Comment #6: ITCAC advised that residents are often observed illegally 'jay-walking' across Southdale Road West to access the LTC stop that is located on the south side of Southdale Road West, approximately 50 metres west of Pomeroy Lane.

A request was made to identify and integrate a new designated pedestrian crossing on Southdale Road West opposite this LTC stop. The pedestrian access path from the residential subdivision is located on the north side of Southdale Road West, between MN 1422 and MN 1414 Thornley Street.

Response: A pedestrian crossing at this location is located beyond the east limit of this project, however, a study will be initiated by the Traffic Engineering Division.

Attachment: OTM Book 15 Figure 29, Pedestrian Crossover Level 2 Type B – Double-Lane Roundabout

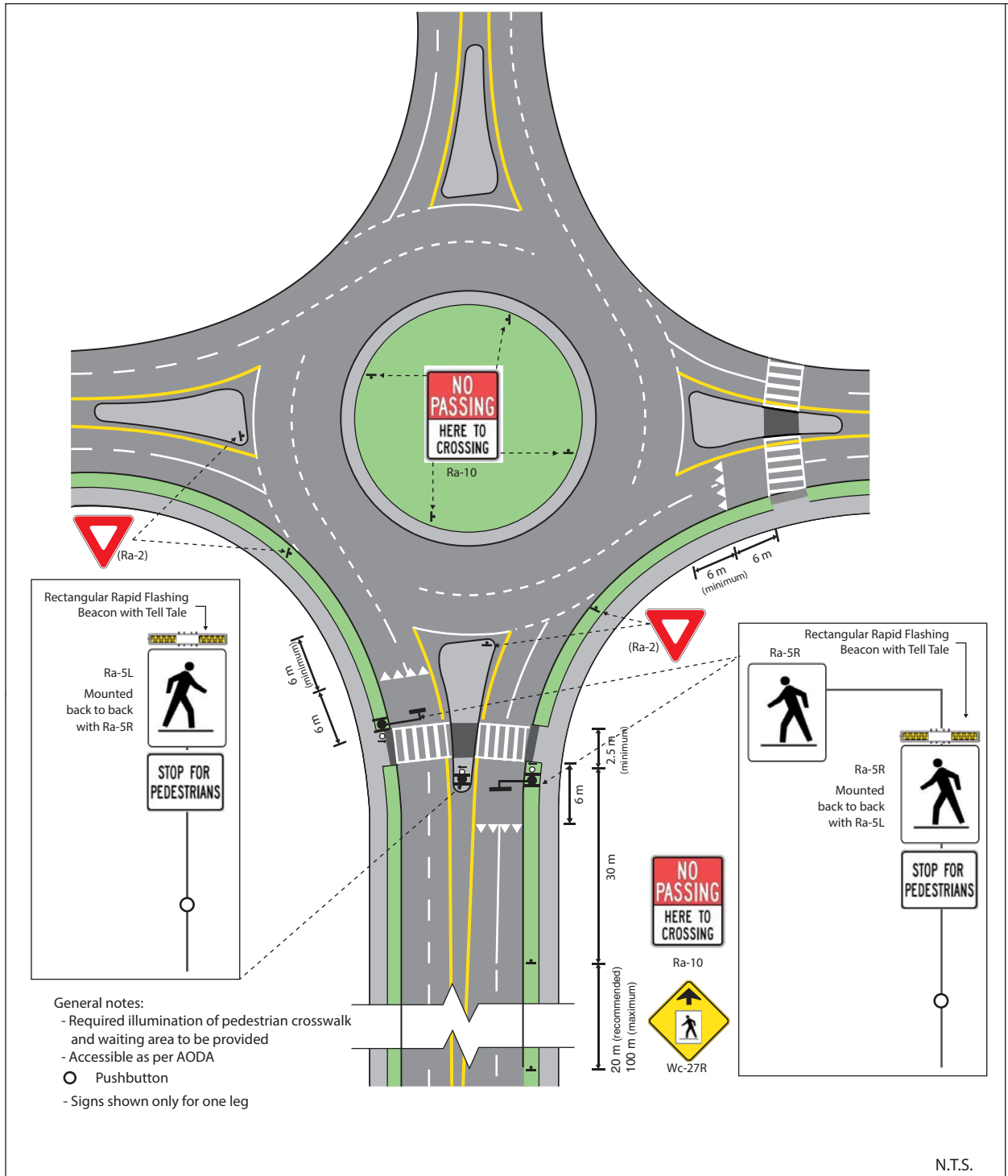


Figure 29: Pedestrian Crossover Level 2 Type B – Double-Lane Roundabout