

# Western Road & Sarnia Road/Philip Aziz Avenue Improvements Municipal Class Environmental Assessment

Public Information Centre #1  
June 11, 2015



**AECOM**

# 1. Welcome

We're hosting this Public Information Centre (PIC) to provide you with information about possible improvements to the Western Road & Sarnia Road / Philip Aziz Avenue intersection.

Here you will learn about:

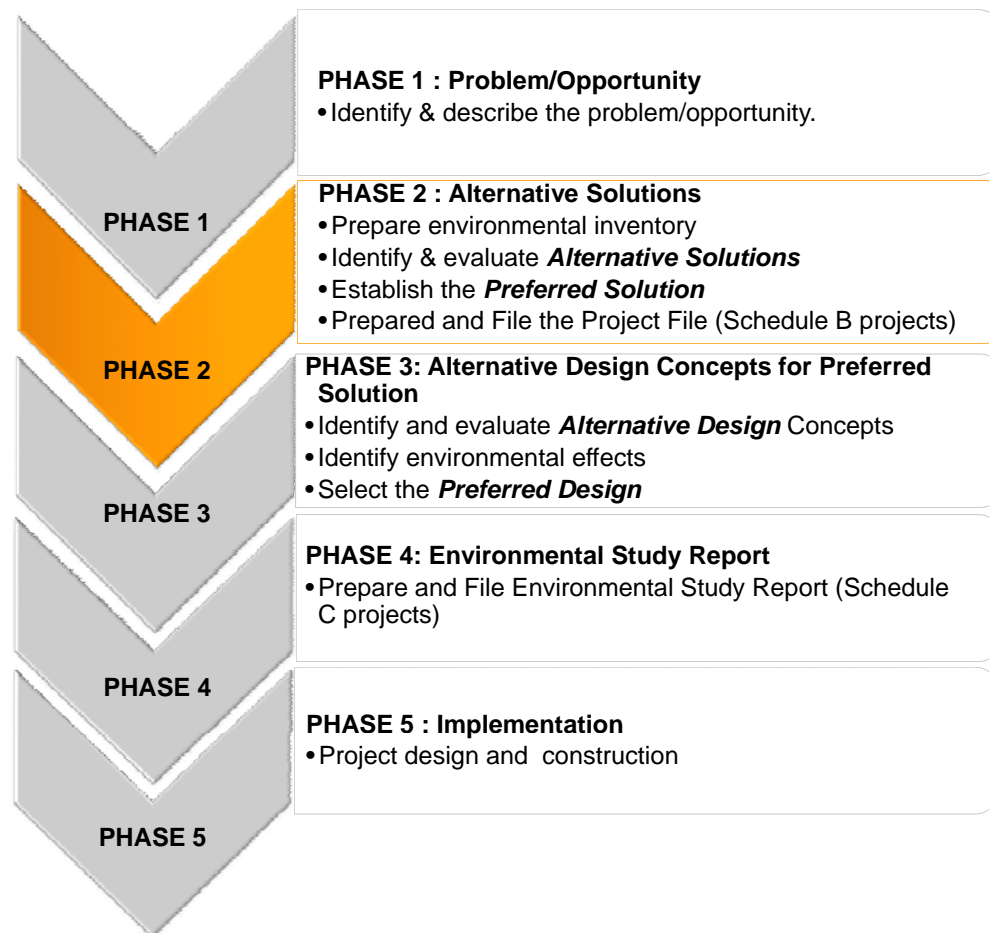
- The Municipal Class Environmental Assessment (Class EA) process;
- Project background information & study purpose;
- Problems & opportunities associated with the study area;
- Natural and social/cultural environment conditions;
- Current traffic conditions;
- Improvement alternatives;
- Preliminary recommended improvement alternatives;
- How we are planning to keep you involved; and
- Next steps.



## 2. Study Process

### Municipal Class Environmental Assessment Process

**We are here.**



This study will follow the requirements of the Municipal Class Environmental Assessment process as defined by the Municipal Engineers Association (as amended in 2007 & 2011).

**Schedule B** projects include Phases 1, 2 & 5.

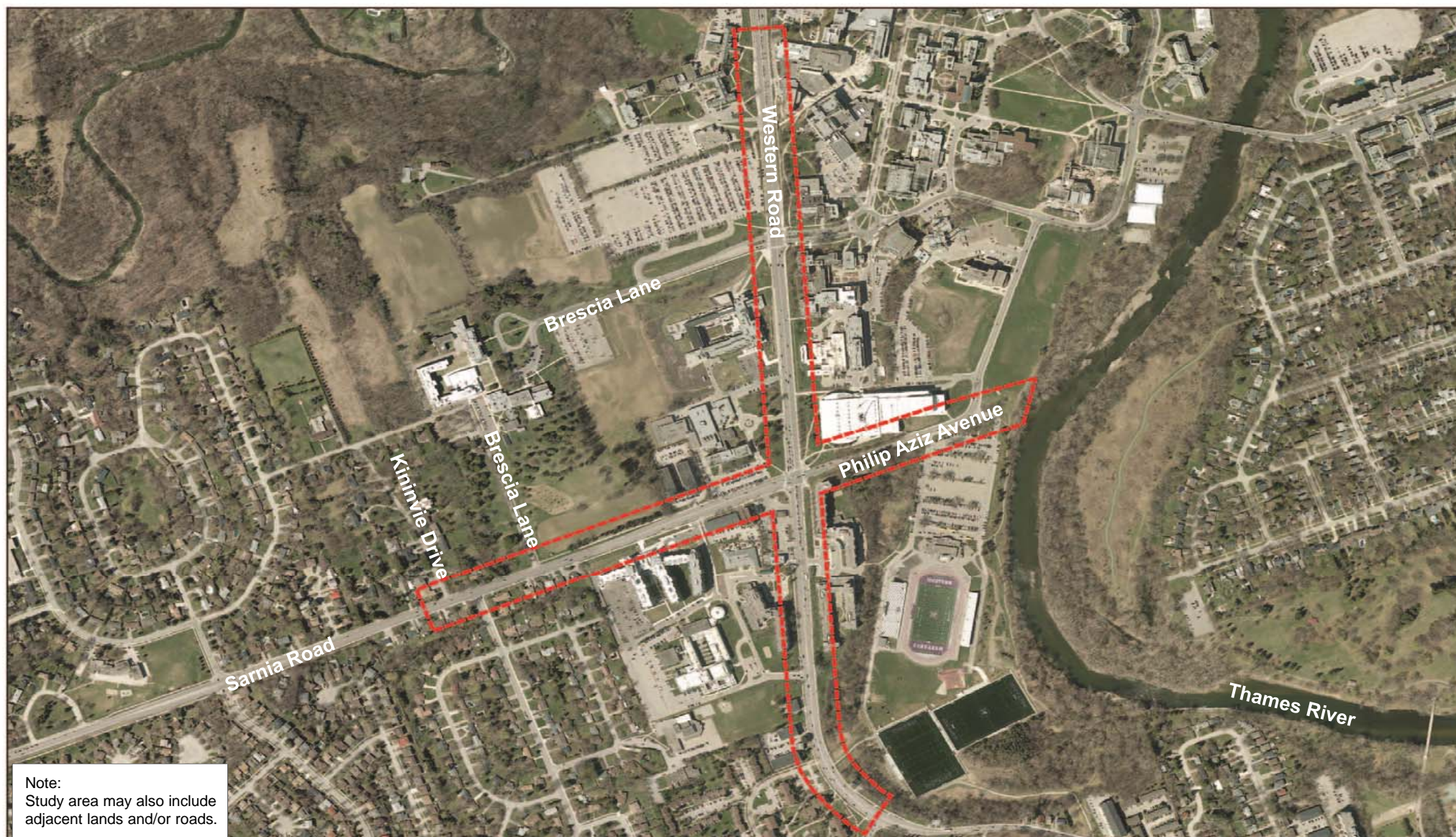
**Schedule C** projects include Phases 1 – 5.

This project is proceeding as a **Schedule C** project (Phases 1-4).



### 3. Study Area

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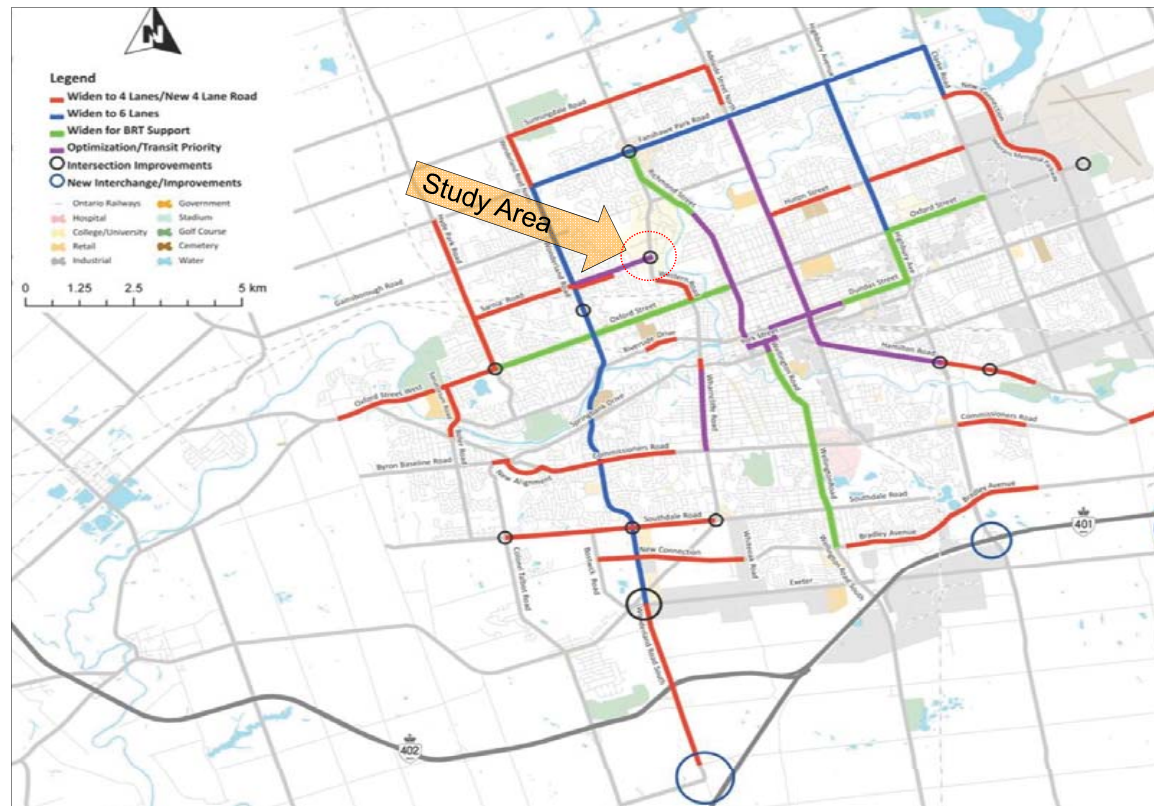


Note:  
Study area may also include  
adjacent lands and/or roads.



# 4. Background & Purpose of the Study

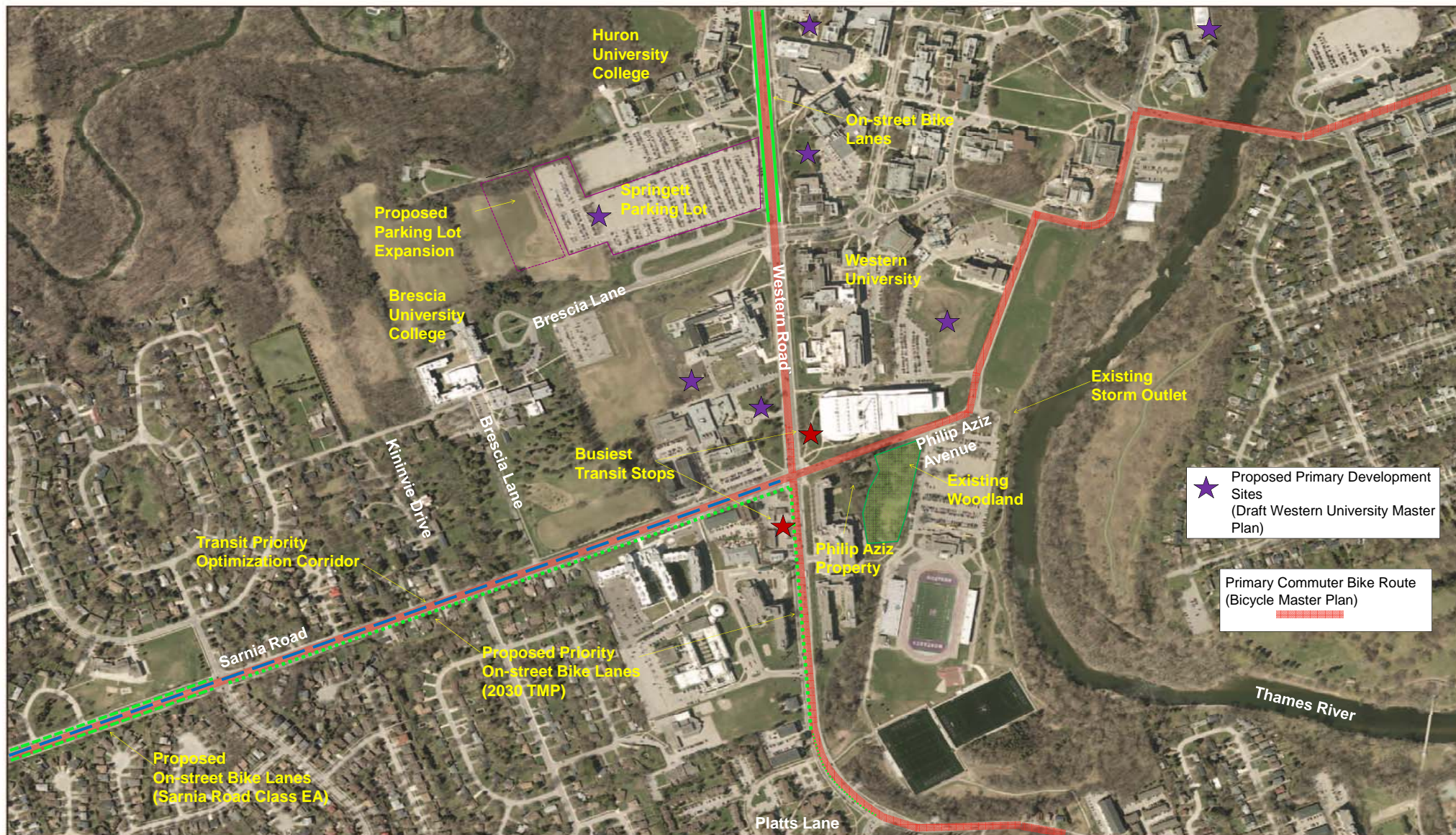
- The 2030 Transportation Master Plan (TMP) identified necessary improvements to the study area. These include:
  - Intersection improvements to accommodate forecasted increase in traffic;
  - Signal improvements to support transit signal priority;
  - Address safety; and
  - Improve road width constraints along Philip Aziz Avenue.
- In 2007, improvements were made to Western Road north of Huron University College to Richmond Street. These improvements included road widening, bike lanes, medians and signage.
- Concurrent Class EAs are underway that may impact/influence this study area (Western Road/Wharncliffe Road Class EA, Rapid Transit Class EA).
- Western University draft Master Plan (2015) identifies significant development along the study area and corridors.





# 5. Study Area Features

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## 6. Existing Conditions



### Traffic

Primary trip generating/destination areas:

- Springett parking lot
- Huron University College parking lot

Average Daily Traffic

- Western Road – 26,000 vehicles per day
- Sarnia Road – 23,000 vehicles per day

Pedestrian Traffic

- Mid-block pedestrian crossing volume is equal to the amount of pedestrian crossing at the Western Road/Sarnia Road intersection

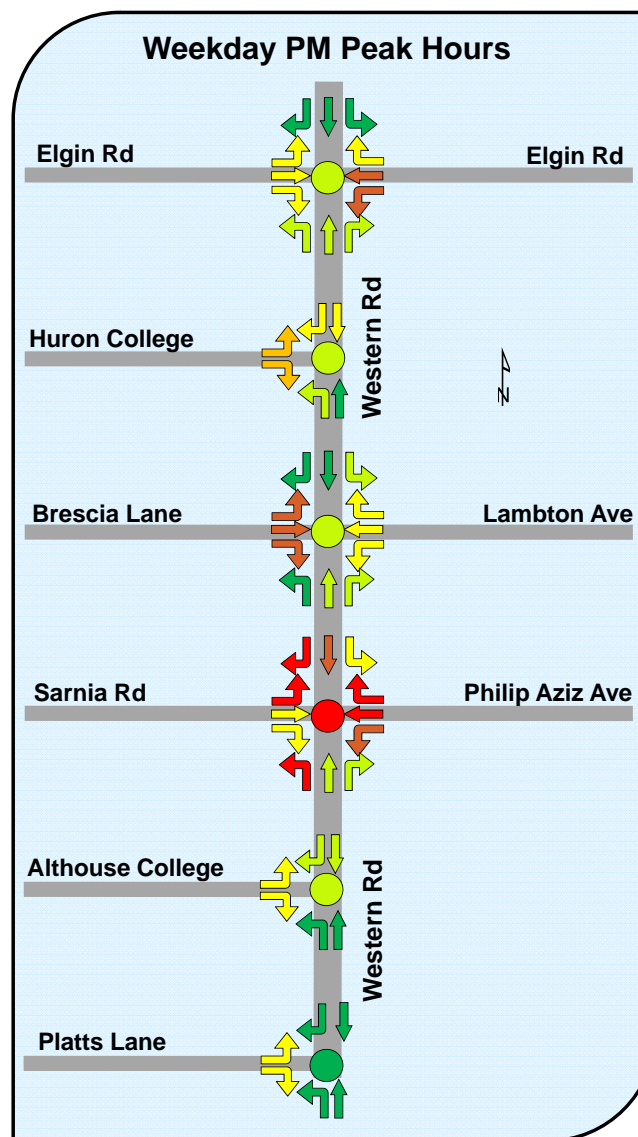
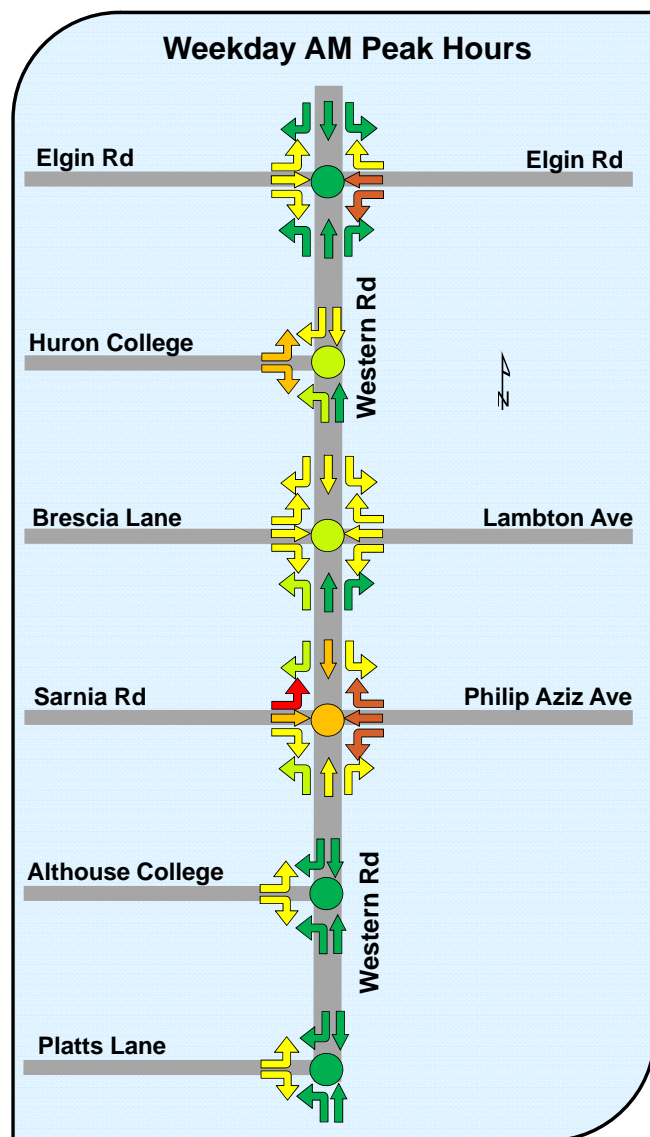
Level of Service

- intersection is operating over capacity at a level of service (LOS) 'D' in the AM and LOS 'F' in the PM.
- Acceptable operations are generally considered LOS 'A' to 'C'. Critical failure of a system occurs at LOS 'E' & 'F'.
- See Board #7 for further details

Collisions (2011 to 2013)

- 19 mid-block collisions
- 54 intersection collisions
- 7 pedestrian/vehicle collisions

# 7. Existing Conditions



## Traffic Analysis

The Level of Service (LOS) at an intersection is determined by the amount of traffic delay.

- LOS A – Little or no delays
- LOS B – Short traffic delays
- LOS C – Average delays
- LOS D – Long traffic delays
- LOS E – Very long delays
- LOS F – Extreme delays causing congestion.

The current LOS along the study corridor is illustrated in these figures for the peak travel times: morning (AM) and evening (PM).

### Legend

#### Turning Movements:

- Level of Service – A
- Level of Service – B
- Level of Service – C
- Level of Service – D
- Level of Service – E
- Level of Service – F

#### Intersection:

- Level of Service – A
- Level of Service – B
- Level of Service – C
- Level of Service – D
- Level of Service – E
- Level of Service – F



# 8. Existing Conditions

## Natural Environment

A desktop analysis was conducted to determine potential Species at Risk (SAR) within 1 km of the study area. The following species may occur within the study area:

### *Terrestrial Species\**

- 9 breeding birds (including Bank Swallow, Barn Swallow and Bobolink);
- 14 reptiles (including Spotted Turtle, Queensnake and Blanding's Turtle);
- 8 bats (including Little Brown Myotis and Northern Long-eared Myotis).



### *Aquatic Conditions\**

- 10 fish species (including Gravel Chub, Eastern Sand Darter and Black Redhorse);
- 10 mussel species (including Fawnsfoot, Kidneyshell and Rainbow Mussel).



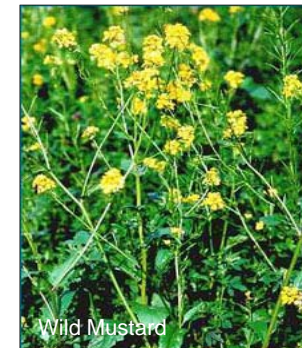
### *Woodland Area*

The woodland located southeast of the Western Road/Sarnia Road intersection contains the following vegetation:

- Manitoba Maple, Black Walnut, Wild Mustard, Common Buckthorn, Hackberry
- A small cattail wetland also occurs.

### *Tree Assessment*

A boulevard tree inventory and assessment was conducted and evaluated 130 trees along the study corridor. Most trees were found to be in fair to good condition.



\* Majority of these species are associated with the Thames River corridor.

# 9. Existing Conditions

## Archaeological Assessment

Stage 1 archaeological assessment:

- High potential for the recovery of Aboriginal and Euro-Canadian archaeological resources within parts of the study area.
- Stage 2 study will be required for lands outside of the disturbed road allowance.



Brescia University College



Huron University College



Cronyn House

## Cultural & Built Heritage Resources

The study area contains the following cultural & built heritage resources:

- One designated heritage property (Philip Aziz)
- Four listed properties:
  - Brescia University College
  - Huron University College
  - Cronyn House
  - Cronyn Hall
- One additional historic feature (unmarked 19<sup>th</sup> century Euro-Canadian cemetery)



# 10. Problem/Opportunity Statement

## **Problems:**

- Existing road/intersection experiences capacity or over capacity conditions;
- Traffic congestion, increased delays and decreasing level of service will result if untreated;
- Western Road/Sarnia Road intersection is currently operating at a low level of service; and
- Existing storm drainage system is not at current design standards.



Existing conditions at Western Road & Sarnia Road

## **Opportunities:**

- Improve intersection turning movements;
- Provide additional road capacity by removing constraints;
- Provide continuity with Western Road north and south of the study area;
- Improve stormwater drainage;
- Improve intersection operations;
- Improve pedestrian and cyclist facilities; and
- Enhance streetscape conditions.



Recent Western Road Improvements

# 11. Alternative Planning Solutions

Planning solutions are alternatives that can implement the problems/opportunities identified on Board #10.

The Planning Solutions for this project are identified below:

1. Do Nothing – this alternative provides a basis to which other alternative planning solutions can be compared.
2. Expand Pedestrian, Bicycle, Transit Use - This alternative would involve diverting current traffic within the corridor from vehicles to pedestrian, bicycle and transit use.
3. Operational Improvements - This alternative would consider operational improvements to the intersection and study corridor (improved turning lanes, intersection signalization optimization).
4. Improvements to Parallel Roads - This alternative considers improvements to Wonderland Road, Platts Lane and Richmond Street to increase corridor capacity.
5. Improvements to Local Roads - This alternative would involve utilizing local roads (such as Brescia Lane or Kininvie Drive) to improve destination access.
6. Improvements along Philip Aziz Avenue - This alternative would involve widening Philip Aziz Avenue to provide improved traffic operations, sight distances, to build cycling facilities and adequately support pedestrian usage.



# 12. Summary of Evaluation

Many alternatives are being considered to address problems and opportunities:

| "Long List" of Alternative Ideas   | Screening Result    | Alternatives for Further Study   |
|--|---------------------|----------------------------------|
| <b>1. Do Nothing</b>   |                     |                                  |
| • Does not address the problem statement.  | Not carried forward |                                  |
| • Does not comply with 2030 TMP.   |                     |                                  |
| <b>2. Expand Pedestrian, Bicycle, Transit Use</b>  |                     |                                  |
| • Not possible for sufficient diversion to these modes of transportation to solely address the problem.                  | Carried Forward →   | To be studied further in Phase 3 |
| <b>3. Operational Improvements</b>   |                     |                                  |
| • Does not provide sufficient improvement to address the current rated capacity when carried forward as a sole solution. | Carried Forward →   | To be studied further in Phase 3 |
| • Does not prevent continued service degradation when carried forward as a sole solution.                                |                     |                                  |
| <b>4. Improvements to Parallel Roads</b>   |                     |                                  |
| • Will not provide necessary capacity relief within the north/south corridor.  | Not carried forward |                                  |
| • Wonderland Road is outside of an acceptable proximity .  |                     |                                  |
| • Does not solve the local turning movement issue.   |                     |                                  |
| <b>5. Improvements to Local Roads</b>  |                     |                                  |
| • Supports Western University Master Plan with a secondary collector.  | Carried Forward →   | To be studied further in Phase 3 |
| • Diverts traffic away from Sarnia Road & Western Road.  |                     |                                  |
| • Direct route to Springett parking lot.   |                     |                                  |
| <b>6. Improvements along Philip Aziz Avenue</b>  |                     |                                  |
| • Addresses the problem statement.   | Carried Forward →   | To be studied further in Phase 3 |
| • Complies with 2030 TMP.  |                     |                                  |
| • Will prevent continued service degradation.  |                     |                                  |

# 13. Recommended Solution

The Recommended Planning Solution is a combination of :

**Alternative 2: Expand Pedestrian, Bicycle, Rapid Transit Use**

&

**Alternative 3: Operational Improvements**

&

**Alternative 5: Improvements to Local Roads**

&

**Alternative 6: Improvements along Philip Aziz Avenue**

These alternatives will be the basis upon which alternative design concepts are developed and evaluated.





## Planning Solutions & Enhancements

An aerial photograph of the Western University campus with several proposed transportation improvements highlighted. A yellow double-line corridor runs diagonally from the bottom left towards the center right, labeled "Enhance operations for pedestrian bicycle and transit corridor". An orange double-line loop is located in the upper left quadrant, labeled "Alternate routing to parking lots and secondary service road to future Western Master Plan buildings.". A purple double-line section crosses Philip Aziz Avenue, labeled "Improvements to Philip Aziz Avenue ROW and facilities". Along the yellow corridor, there are green tree icons and a label "Enhance ROW visual appeal by landscaping". The map includes various street names like "SARGENT RD", "WILSON BLVD", and "PHILIP AZIZ AVENUE". A blue river flows along the right edge of the map. A north arrow is in the top left corner.

# 15. What Happens Next?

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## Spring 2015

- Consider input from the public, agencies and stakeholders to confirm Preferred Solution

## Summer 2015

- Determine Alternative Designs that can implement the Preferred Solution

## Fall 2015

- Hold PIC #2 to present the Recommended Design Alternative

Thank you for attending and participating in the study process. We encourage you to fill out a comment sheet provided and drop it in the comment box or send your comments by **June 25, 2015** to either of the Project Managers listed below:

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Public comments will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Additional information is available on the City of London website:  
<http://www.london.ca/residents/Environment/EAs/Pages/default.aspx>