

AGENDA

RAPID TRANSIT IMPLEMENTATION WORKING GROUP

Meeting to be held on November 9, 2017, commencing at 4:30 PM, in Council Chambers, Second Floor, London City Hall.

Committee Members: Councillor P. Squire (Chair), Mayor M. Brown; Councillors B. Armstrong, J. Helmer, P. Hubert, T. Park and H. L. Usher. M. van Holst; S. Rooth, D. Sheppard and E. Southern and J. Martin (Secretary)

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

II. SCHEDULED ITEMS

2. 4:30 PM STAFF DELEGATION - J. Ramsay, Project Director, Rapid Transit Implementation – Project Update and Public Information Centre Preview

III. CONSENT ITEMS

3. 7th Report of the Rapid Transit Implementation Working Group

IV. ITEMS FOR DISCUSSION

V. DEFERRED MATTERS/ADDITIONAL BUSINESS

VI. ADJOURNMENT

Rapid Transit Implementation Working Group

November 9, 2017



Agenda

1. Consultation Update
2. Technical Update
3. PIC Focus Area Preview:
Richmond Street Corridor (Oxford to University)
4. Next Steps

Consultation Update



Upcoming Events

Public Workshop Stops & Streetscapes

November 15th | 4pm-8pm | 2nd Floor Central Library

Stakeholder Week Part II

November 21st – 22nd | Rapid Transit Office

Public Information Centres (PIC #5)

December 11th – 15th | Locations Across the City

Public Workshop Stops & Streetscapes

November 15th 4pm – 8pm | 2nd Floor Central library



LONDON'S
**BUS RAPID
TRANSIT**
SYSTEM

STOPS & STREETSCAPES
WORKSHOP!

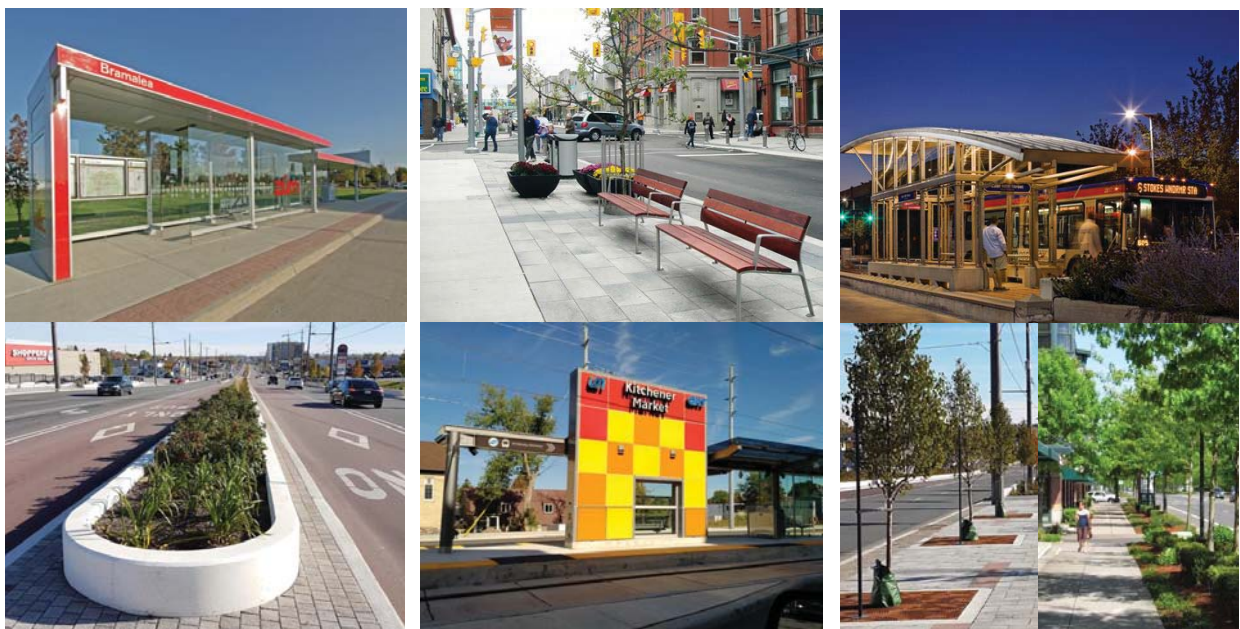
NOVEMBER 15 | CENTRAL LIBRARY

Influence the
features of
London's **Bus
Rapid Transit**
System

Public Workshop Stops & Streetscapes

November 15th 4pm – 8pm | 2nd Floor Central library



Stakeholder Week Part II

November 21st – 22nd | Rapid Transit Office

COMMUNITY
STAKEHOLDER
GROUP

EMERGENCY
SERVICES
GROUP

TECHNICAL
AGENCIES
GROUP

MUNICIPAL
ADVISORY
GROUP

On the Agenda:

- Study Progress
- What We Heard Last Time
- Review Design Alternatives (“Options”)
- Stakeholder Feedback to refine PIC Materials

Public Information Centre

December 11 - 15 | Locations across London

Five meeting times will be offered the Week of December 11th.

Goals of PIC #5:

- 1) Present alternative design concepts along BRT corridors
- 2) Present assessment and analysis of impacts for concepts
- 3) Seek public's feedback to aid in evaluation of design concepts

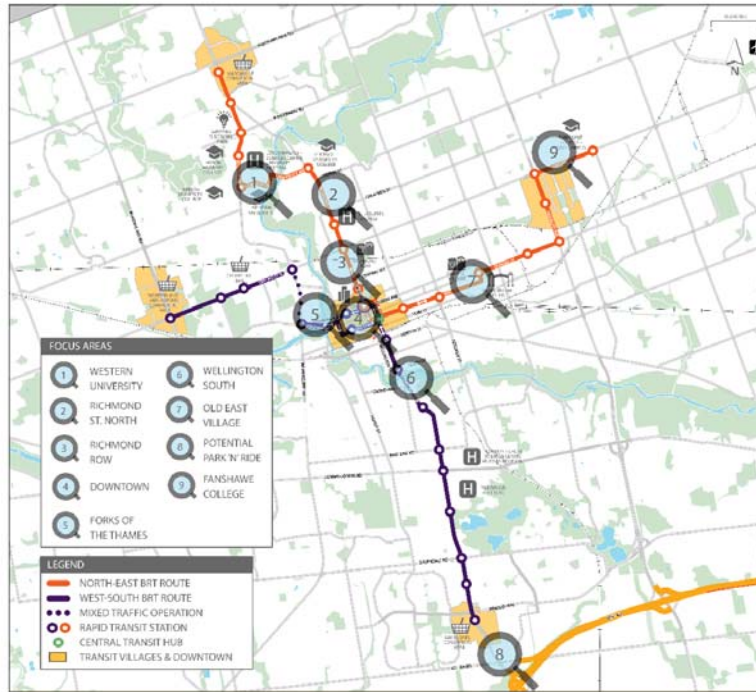
Technical Update



Technical Work Update

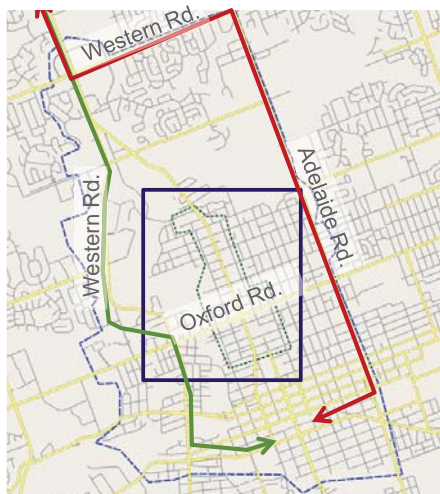
- Developing conceptual design concepts
- Traffic analysis and micro-simulation underway
- Structural assessments
- Natural & Cultural Heritage Assessments
- Utilities coordination
- Developing preliminary engineering design
- Advancing Rapid Transit Stop and station concepts

Focus Areas

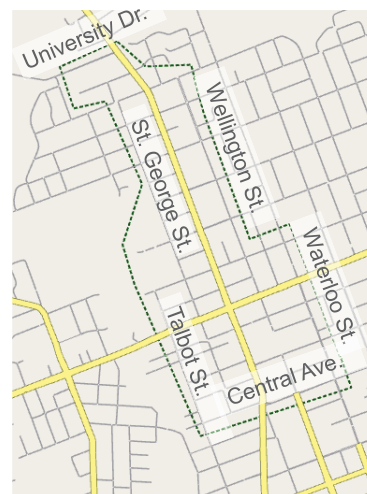


Enhanced Traffic Modelling

Area of influence



Microsimulation area



Utilities Coordination

- Working to align various infrastructure needs along RT Corridors.
- Maximize the benefit/cost ratio of road disruptions.
- Manage Infrastructure Coordination through:
 - Capital Coordinating Committee (C3) for City-Owned Infrastructure
 - Utilities Coordinating Committee (UCC): 21 public/private organizations
 - RT Working Group for Underground Services Coordination
 - RT Technical Advisory Committee (TAG) expanded, project focused branch of UCC.
- Plan for Transportation Demand Management and Communication Strategies to mitigate impacts of Construction.



Why are we bringing forward a focus area today?

- Lay groundwork of understanding in advance of December PIC
- Help people understand what to expect at the PIC
- Give an opportunity to digest the information in advance

What are we looking for from RTIWG?

- Input on presentation of alternatives (“options”)
 - Is there a better way to present this material?
 - Is there additional information we should highlight?

Focus Area: Richmond Corridor (Oxford to University)

- Critical link in London BRT network
- Connects Downtown London with:
 - St. Joseph's Hospital
 - LHSC University Campus
 - Western Discovery Park
 - Western University
 - King's University College
 - Brescia University College
 - Huron University College, and
 - Masonville Place



- Diverse range of uses
 - Predominantly residential land use, with some small-scale commercial
 - Hospitals and other supporting medical businesses
 - Heritage buildings
- Mature street trees



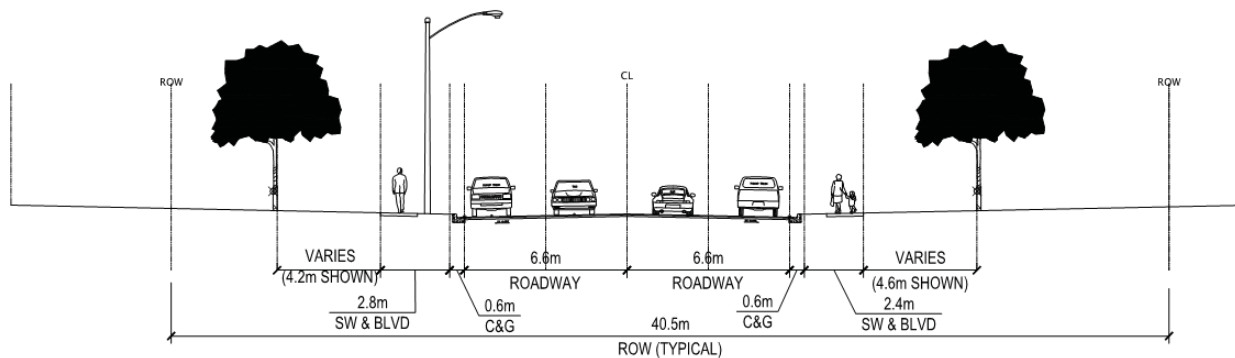
An aerial photograph of a suburban neighborhood. The image shows a grid of streets with houses, trees, and green spaces. A prominent street intersection is visible in the lower right quadrant. The houses are mostly single-story with varying roof colors. There are many large, mature trees scattered throughout the neighborhood, particularly in the center and upper right. A few swimming pools are visible in backyards. The overall scene is a typical suburban residential area.

A photograph of a residential street. On the left, a two-story house with a gabled roof and a small porch is visible. Large, mature trees line the street, their leaves showing some autumnal colors. A car is driving on the wet road in the foreground, its headlights reflecting on the pavement. The sky is overcast.

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Existing Conditions: Richmond Street



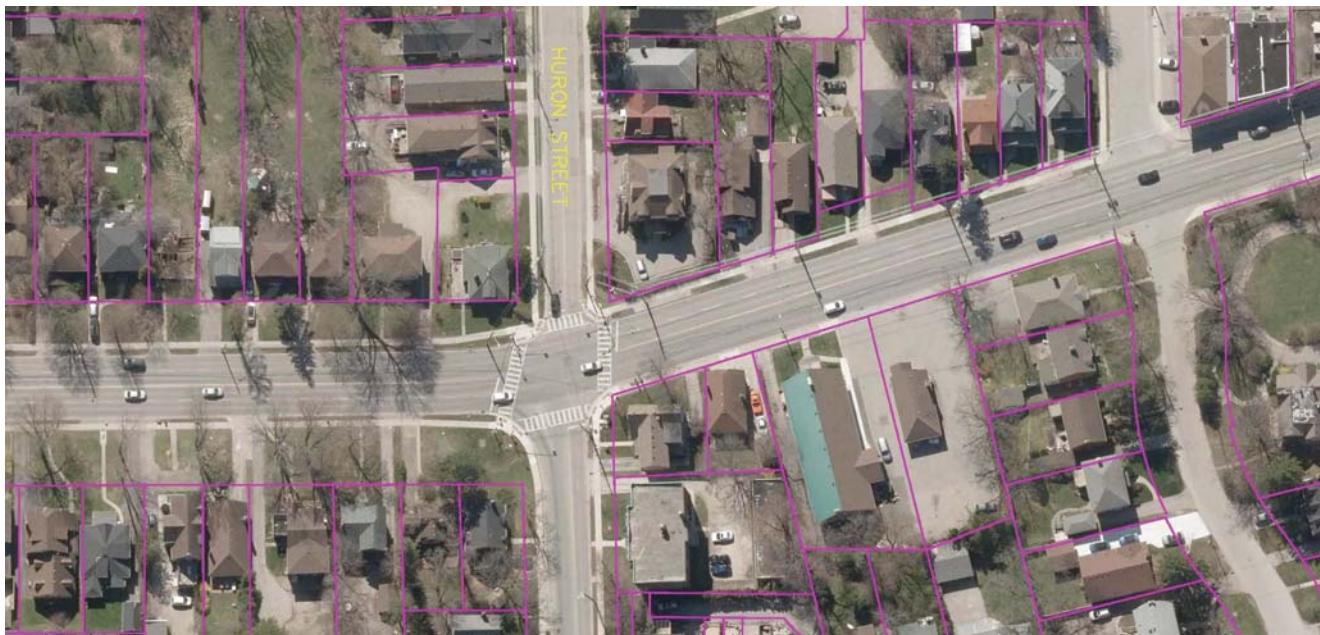
- 4-lane arterial, with two lanes of mixed traffic in each direction
- No right-turn lanes; only left turns are at Grosvenor St., University Dr.
- Sidewalks on both sides of roadway
- Mature trees behind sidewalks
- No formally designated cycling areas

Existing Conditions: Richmond Street



- 4-lane arterial, with two lanes of mixed traffic in each direction
- No right-turn lanes; only left turns are at Grosvenor St., University Dr.
- Sidewalks on both sides of roadway
- Mature trees behind sidewalks
- No formally designated cycling areas

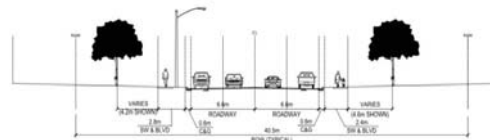
Existing Conditions: Richmond Street



BRT Concepts for Richmond

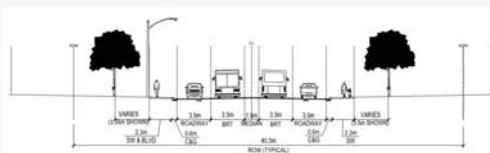
EXISTING CONDITIONS:

- No right turn lanes
- Left turns only at Grosvenor and at University



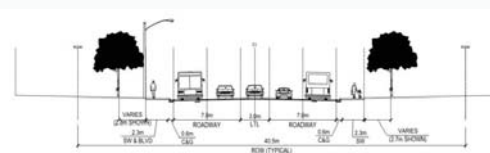
OPTION 1:

- 2 centre-running BRT lanes
- 2 regular vehicle lanes (1 north, 1 south)
- Raised median



OPTION 2:

- 2 curbside BRT lanes
- 2 regular vehicle lanes (1 north, 1 south)
- 1 centre left-turn lane



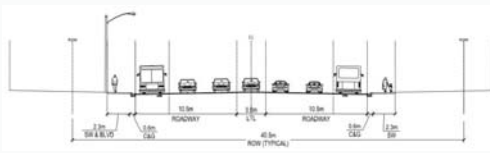
OPTION 3:

- 2 centre-running BRT lanes
- 4 regular vehicle lanes (2 north, 2 south)
- Raised median

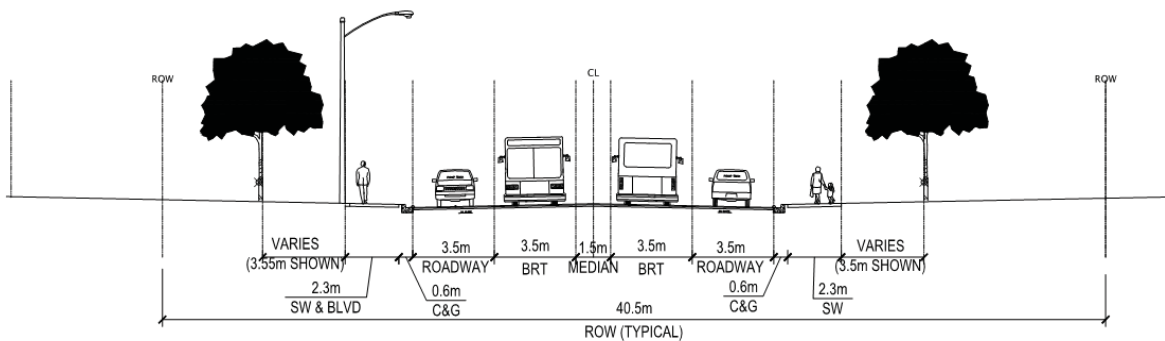


OPTION 4:

- 2 curbside BRT
- 4 regular vehicle lanes (2 north, 2 south)
- 1 centre left-turn lane



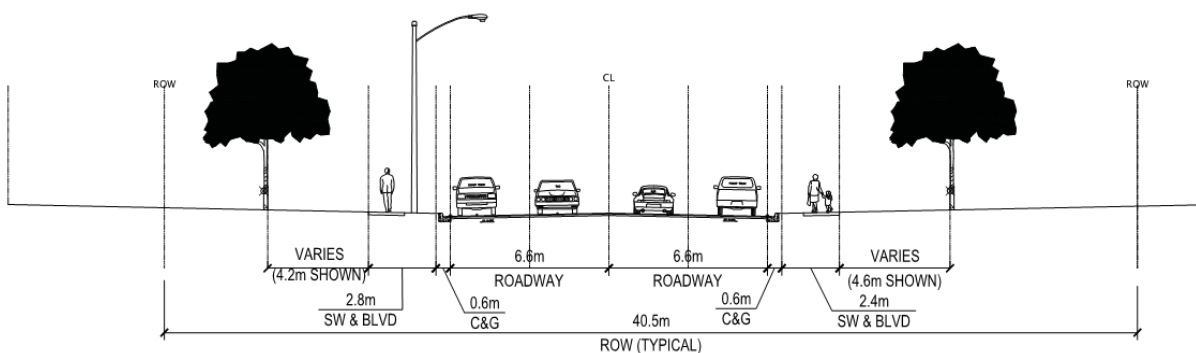
BRT Concepts for Richmond



Option 1:

- 2 centre-running BRT lanes (1 north, 1 south)
- 2 regular vehicle lanes (1 north, 1 south)
- Raised median

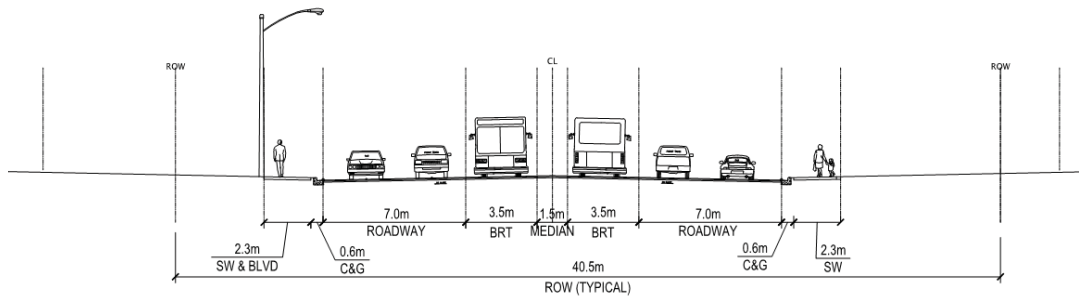
BRT Concepts for Richmond



Option 2:

- 2 curbside BRT lanes (1 north, 1 south)
- 2 regular vehicle lanes (1 north, 1 south)
- 1 centre left-turn lane

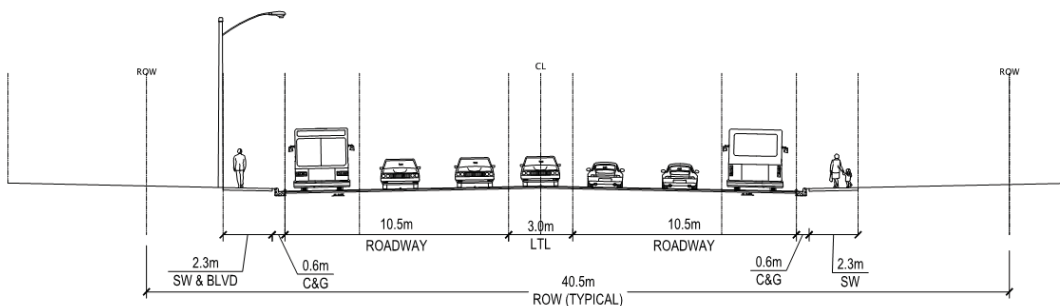
BRT Concepts for Richmond



Option 3:

- 2 centre-running BRT lanes (1 north, 1 south)
- 4 regular vehicle lanes (2 north, 2 south)
- Raised median

BRT Concepts for Richmond

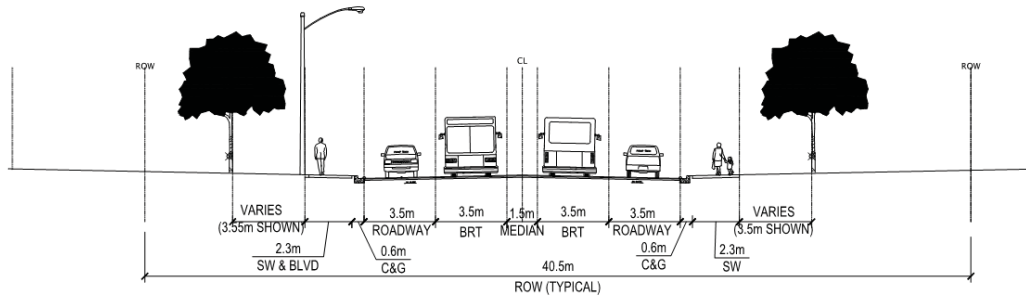


Option 4:

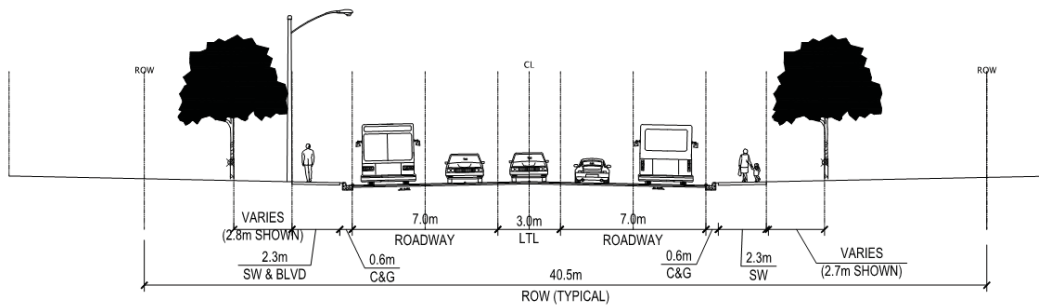
- 2 curbside BRT lanes (1 north, 1 south)
- Raised median
- 4 regular vehicle lanes (2 north, 2 south)

Comparing: Options with 2 Regular Vehicle Lanes (1 north, 1 south)

Option #1 | Centre-running BRT w. 2 regular vehicle lanes



Option #2 | Curbside BRT w. 2 regular vehicle lanes



Comparing: Options with 2 Regular Vehicle Lanes (1 north, 1 south)

How will traffic function?
How do land needs compare?

#1 | Centre-running BRT w. 2 regular vehicle lanes

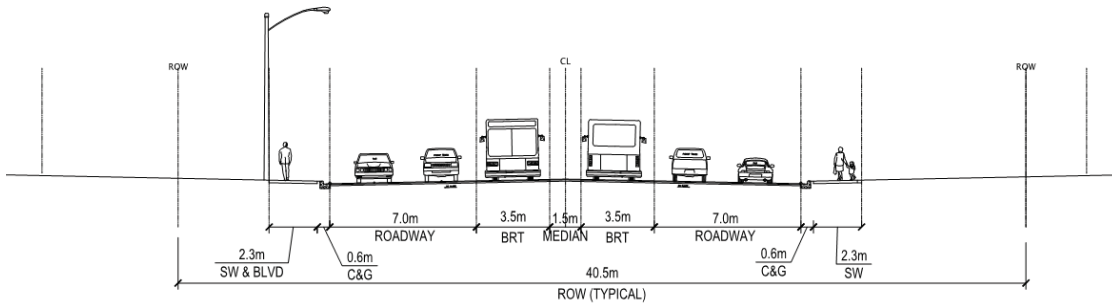


#2 | Curbside BRT w. 2 regular vehicle lanes

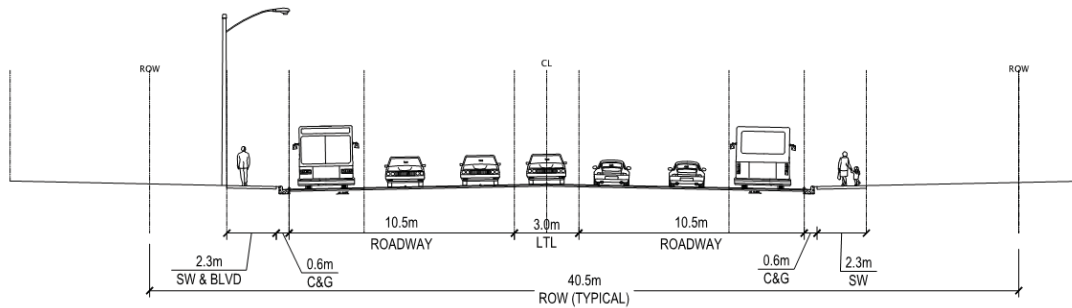


Comparing: Options with 4 Regular Vehicle Lanes (2 north, 2 south)

Option #3 | Centre-running BRT w. 4 regular vehicle lanes



Option #4 | Curbside BRT w. 4 regular vehicle lanes



Comparing: Options with 4 Regular Vehicle Lanes (2 north, 2 south)

How will traffic function?
How do land needs compare?

#3 | Centre-running BRT w. 4 regular vehicle lanes

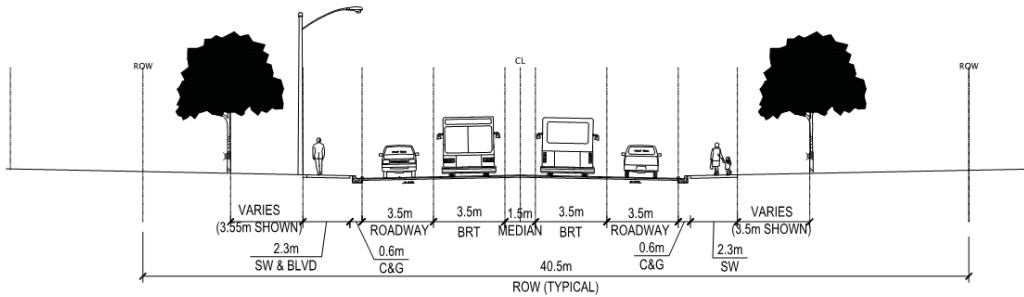


#4 | Curbside BRT w. 4 regular vehicle lanes

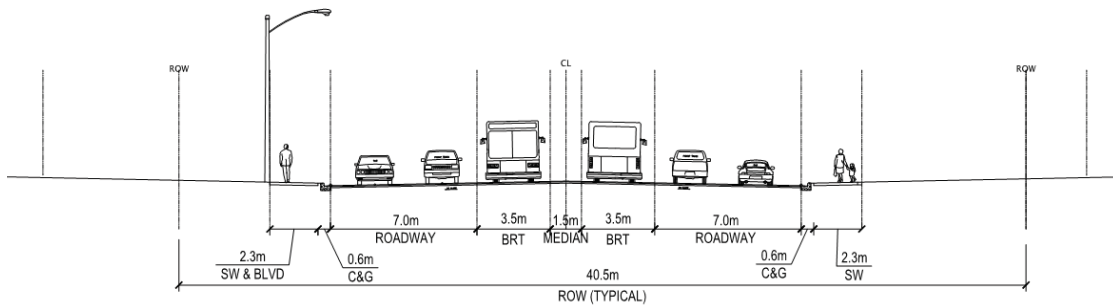


Comparing: Options with 4 Regular Vehicle Lanes (2 north, 2 south)

#1 | Centre-running BRT w. 2 regular vehicle lanes



#3 | Centre-running BRT w. 4 regular vehicle lanes



Centre-running BRT: 2 vs 4 regular vehicle lanes

How do land needs compare?

#1 | Centre-running BRT w. 2 regular vehicle lanes

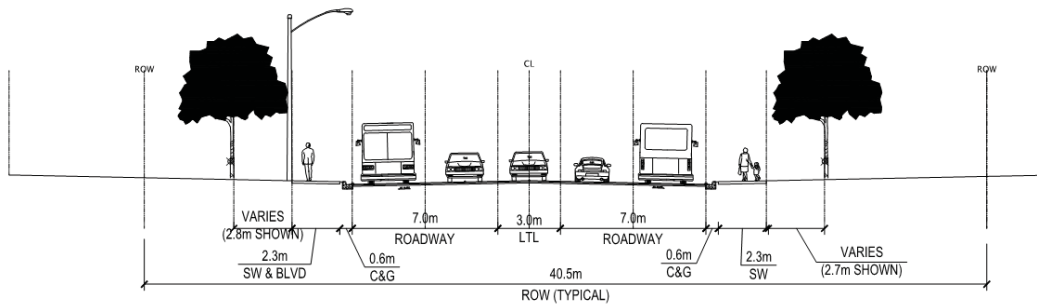


#3 | Centre-running BRT w. 4 regular vehicle lanes

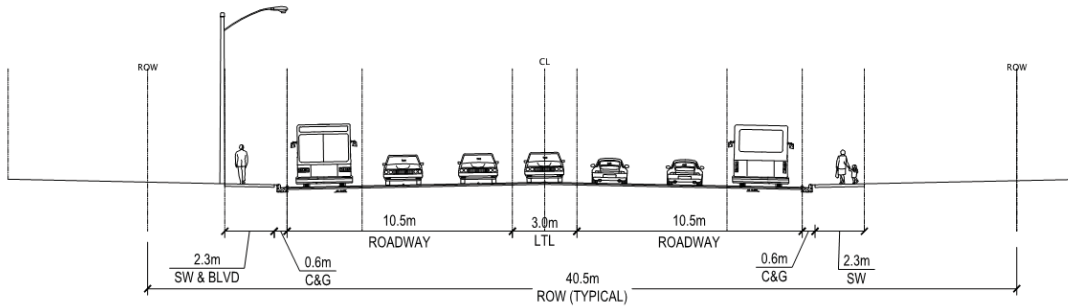


Curbside BRT: 2 vs 4 Regular Vehicle Lanes

#2 | Curbside BRT w. 2 regular vehicle lanes



#4 | Curbside BRT w. 4 regular vehicle lanes



Curbside BRT: 2 vs 4 Regular Vehicle Lanes

How do land needs compare?

#2 | Curbside BRT w. 2 regular vehicle lanes



#4 | Curbside BRT w. 4 regular vehicle lanes



PIC#5 – Comparing Options Along the Corridors

Richmond:
Option 1, 2, 3 and 4

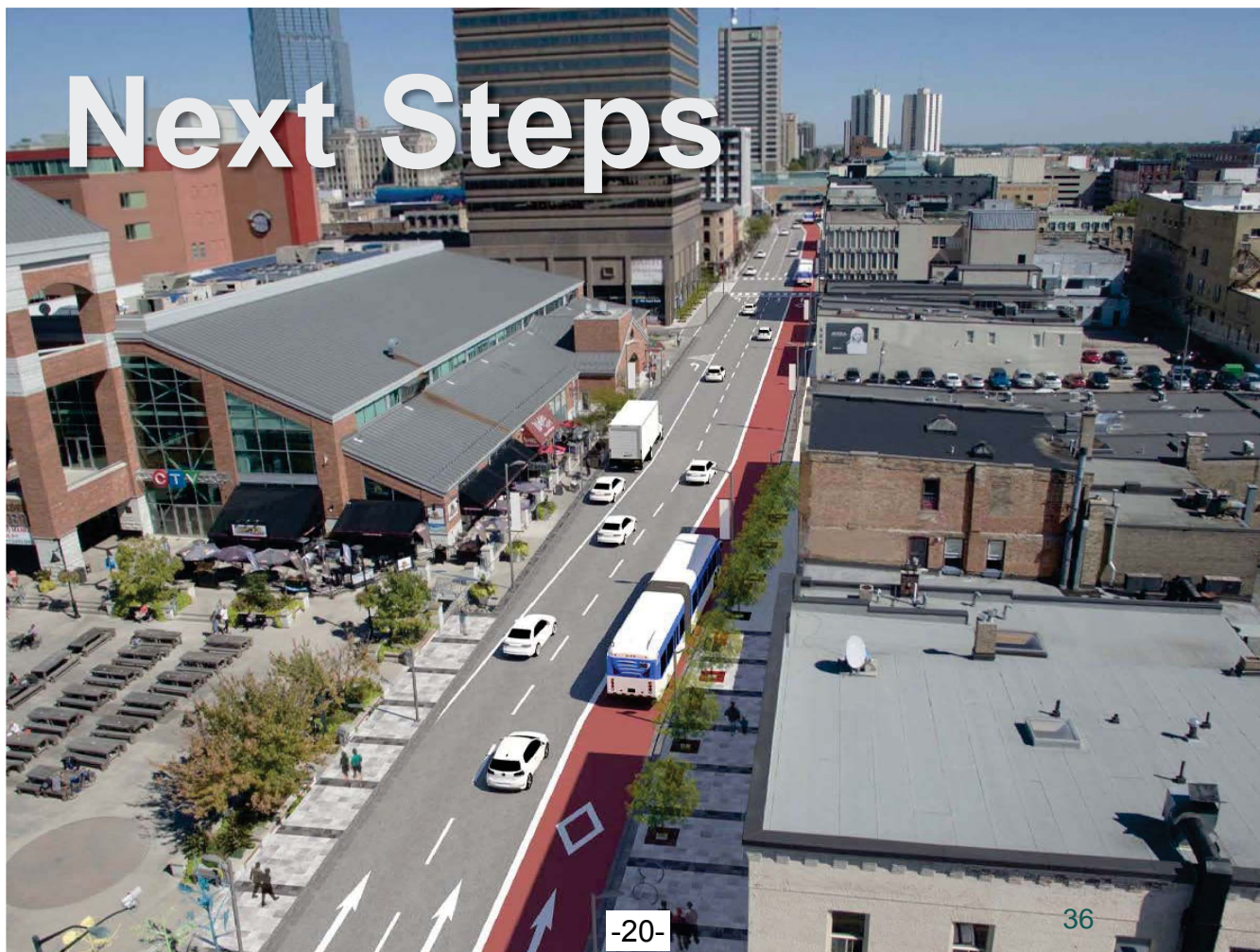
**Plus additional
Key Focus Areas
along the Corridors.**

With supporting information for consideration:

- Traffic Analysis
- Property Impacts
- Tree impacts
- Cultural heritage
- Natural heritage
- Land Acquisition
- Operation & Maintenance



Next Steps



Public Information Centre

December 11 - 15 | Locations across London

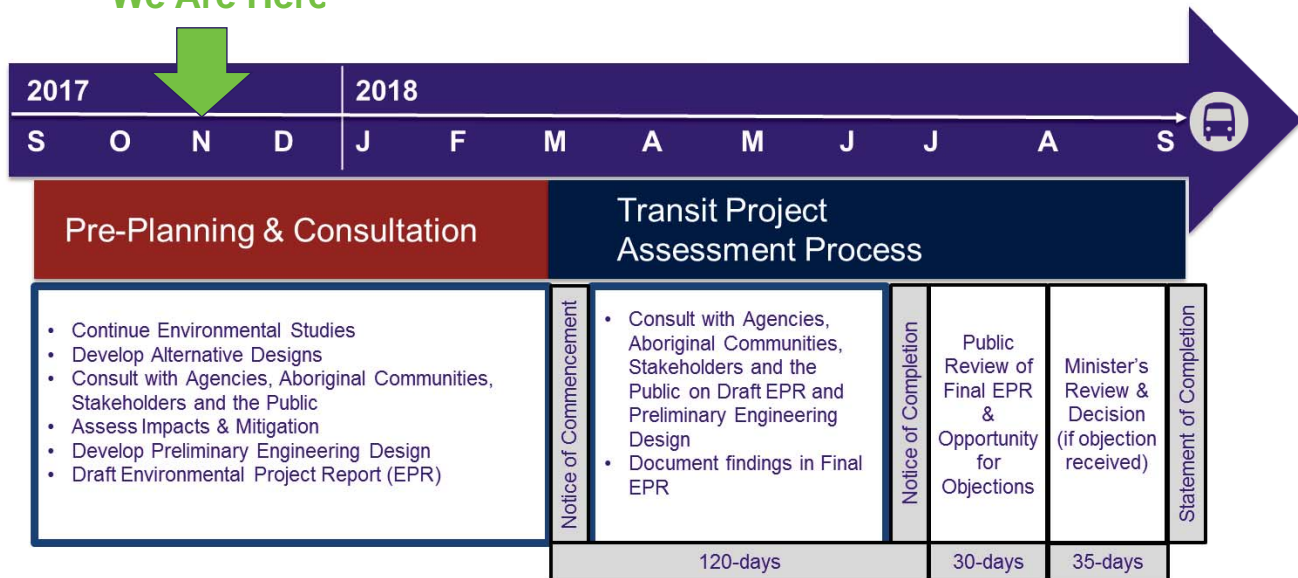
Five meeting times will be offered the Week of December 11th.

Goals of PIC #5:

- 1) Present alternative design concepts along BRT corridors
- 2) Present assessment and analysis of impacts for concepts
- 3) Seek public's feedback to aid in evaluation of design concepts

Next Steps

We Are Here



Thank you.



LONDON'S BUS RAPID TRANSIT SYSTEM

November 9, 2017

39



7TH REPORT OF THE
RAPID TRANSIT IMPLEMENTATION WORKING GROUP

Meeting held on October 12, 2017, commencing at 4:32 PM, in Council Chambers, Second Floor, London City Hall.

PRESENT: S. Rooth (Acting Chair); Councillors J. Helmer, P. Hubert, T. Park, H. L. Usher and M. van Holst; D. Sheppard and E. Southern and J. Martin (Secretary).

ABSENT: Mayor M. Brown; Councillors B. Armstrong and P. Squire.

ALSO PRESENT: G. Barrett, A. Dunbar, J. Fleming, J. Ford, S. Galloway, K. Paleczny, J. Ramsay, M. Ribera, A. Rosebrugh and E. Soldo.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. Rapid Transit Implementation - Consultation and Technical Update

That it BE NOTED that the presentation with respect to the Rapid Transit Implementation - Consultation and Technical Update, from J. Ramsay, Project Director Rapid Transit, was received.

III. CONSENT ITEMS

3. 6th Report of the Rapid Transit Implementation Working Group

That it BE NOTED that the 6th Report of the Rapid Transit Implementation Working Group, from its meeting held on September 14, 2017, was received.

IV. ITEMS FOR DISCUSSION

None.

V. DEFERRED MATTERS/ADDITIONAL BUSINESS

None.

VI. ADJOURNMENT

The meeting adjourned at 5:32 PM.

NEXT MEETING DATE: November 9, 2017