

Western Road / Sarnia Road / Philip Aziz Avenue Environmental Assessment



Public Information Centre #2

June 23, 2022

Engagement Guidelines



- Please use the Q&A button to ask a question at any time.
- All questions will be answered after the presentation, during the Q&A Session.



- This meeting is being recorded and will be posted online at **getinvolved.london.ca/westernsarnia**

Project Team



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Agenda

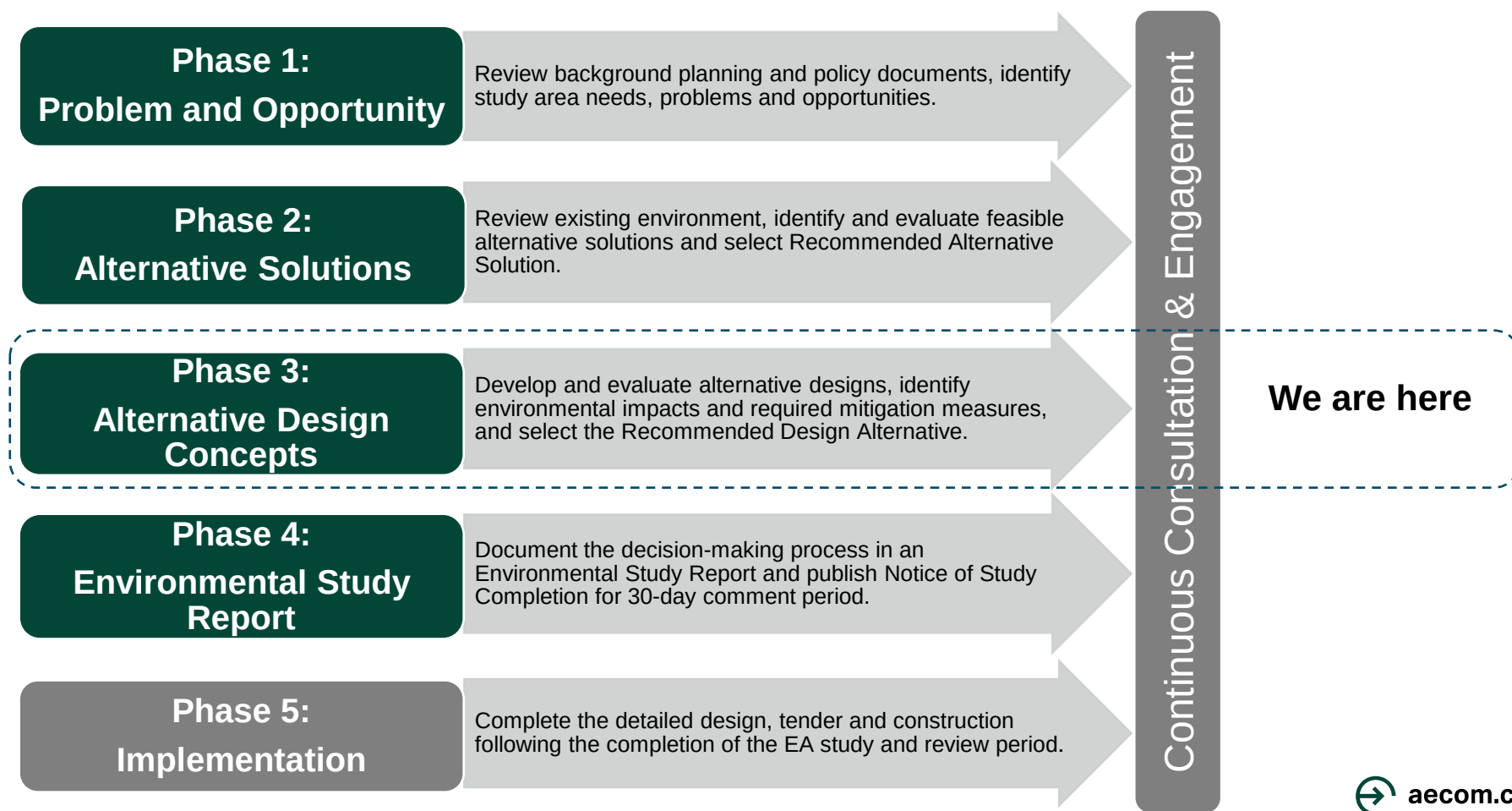
- Introductions and purpose
- Presentation (approximately 45 minutes)
- Questions and answer period

Public Information Centre (PIC) Purpose

1. Introduce the Project;
2. Provide an overview of the Municipal Class Environmental Assessment (MCEA) process;
3. Provide a summary of PIC1;
4. Describe the updated Problem and Opportunity Statement;
5. Present the design alternatives, evaluation and preliminary recommendations; and
6. Meet the project team and get your feedback.

Municipal Class EA Study Process

The Class EA study will be completed in accordance with the **Ontario Environmental Assessment Act** and will fulfill the requirements of the Municipal Class EA process for **Schedule C** projects. At the end of the EA process, an **Environmental Study Report** will be prepared for public review and comment to document the planning process followed.



PIC #1 Summary

- PIC#1 was held on December 1, 2021
- Existing conditions and project background were presented:
 - In 2015, the City of London initiated the Western Road and Sarnia Road/Philip Aziz Avenue Improvements Municipal Class EA (MCEA).
 - In 2016, the MCEA was put on hold when alternatives for transit routes through the study area were being considered as they related to Rapid Transit (RT).
 - Now that the north leg of rapid transit is not proceeding, the City is restarting the MCEA and invites you to participate in the process.

PIC #1 Summary - Problem/Opportunity Statement

Problem

- The City of London Transportation Master Plan (2030 TMP) identified the need to improve the Western Rd and Sarnia Rd/Philip Aziz Ave intersection in the next 5 years.
- This intersection accommodates pedestrians, cyclists, significant transit routes and numerous vehicles (per day).
- The intersection experiences traffic congestion, safety concerns, increased delays and decreasing levels of service for all users and this will continue if left untreated.
- The existing storm drainage in the area does not meet current design standards and requires upgrades.

Opportunity Statement

- Develop a range of planning and design alternatives that can improve pedestrian and cyclist facilities and safety, improve intersection operations, and provide additional capacity by removing constraints.
- Improve continuity with Western Road north and south of the study area, address stormwater drainage and enhance streetscape conditions.
- Consult the public and agencies and solicit feedback to select the best plan for the future.
- Follow the City of London's 'Complete Streets' guidelines, 'Urban Design' guidelines, and Western University's Master Plan Vision, to potentially create a gateway to the campus.
- Create a street/intersection that is as functional and comfortable as possible for all users (students, children, seniors, cyclists, motorists, transit users and pedestrians)

PIC #1 Summary Recommended Planning Solutions

The Recommended Planning Solution is a combination of:

- **Expand Pedestrian, Bicycle, Transit Use**
- **Operational Improvements**
- **Improvements to Access Management**
- **Improvements along Philip Aziz Avenue**

Additional Study Area Limits

Project Extents

- Western Rd from Huron College entry (north) to Platts Ln (south)
- Sarnia Rd / Philip Aziz Ave corridor from Sleightholme Ave (west) to the Thames River (east)
 - Coombs Ave to Sleightholme Ave was added after PIC#1
 - This additional piece of Study area allows for the existing cycling lanes to the west to be extended all the way to the East Limits of the Study Area
- Coombs Ave (previous west limits)



Design Alternatives

Sarnia Rd

1. Maintain existing road section with sidewalks (no dedicated bicycle lanes)
2. Full Urban Cross Section with bicycle lanes extended to Sleightholme
Recommended

Philip Aziz Ave

1. Full Urban Cross Section with reconstructed entrance to Philip Aziz property.
2. Full Urban Cross Section with relocated entrance to Philip Aziz property.
Recommended

Western Rd

1. Extended South bound right turn lane **Recommended**
2. Added bus bays **Recommended**
3. Active transportation improvements: **Recommended**
4. Active Transportation in Right of Way. **Recommended**

Intersection

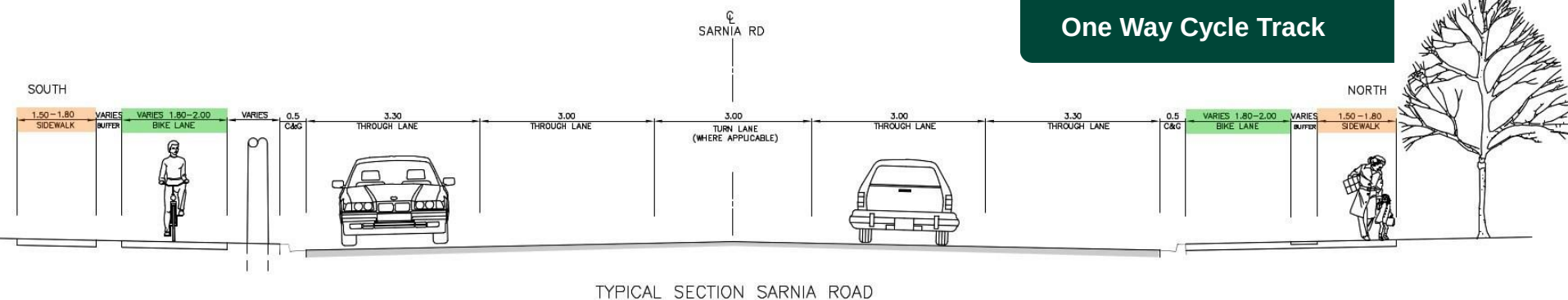
1. Roundabout
2. Pedestrian Tunnel
3. Double left turn lane vs Single left turn lane (**Recommended**)
4. Typical Pedestrian Crossway with protected intersection design features (**Recommended**) vs Scramble

Sarnia Rd – Design Summary

- Maintain the current 4 lane configuration.
- Extend bicycle lanes to Sleightholme Ave to connect to the existing lanes.
- Bicycle lanes will be raised.
- Utilizes existing generous ROW for improving active transportation.
- No utility relocation, except for minor work involving relocation of guy poles.
- Minor regrading adjacent to existing retaining wall on north side.
- Some (minor) loss of trees along the corridor.
- Small property taking area on north side.
- Reconstruction of bus stops (with bus pads).



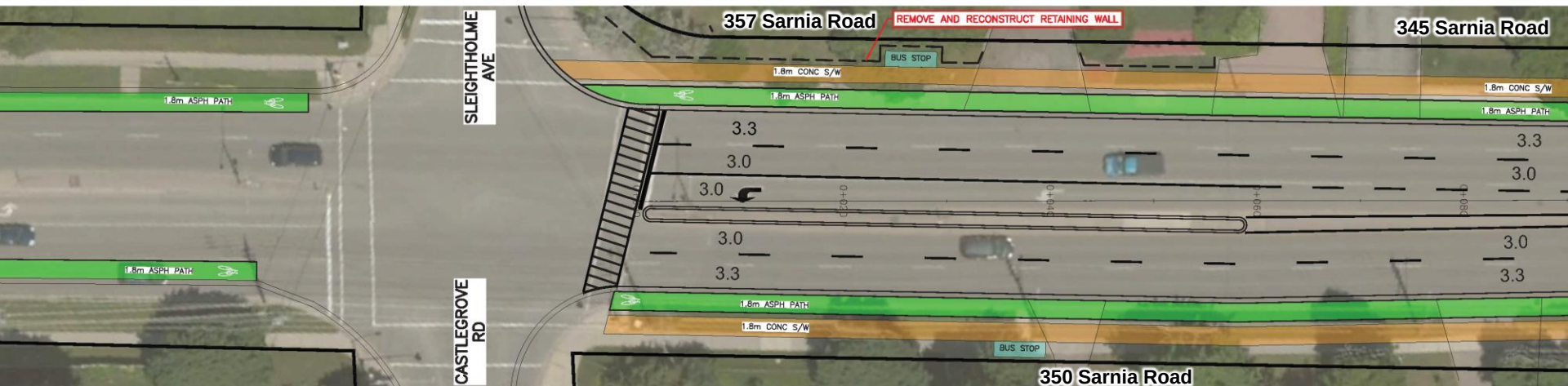
One Way Cycle Track



Sarnia Rd – Concept Layouts

LEGEND

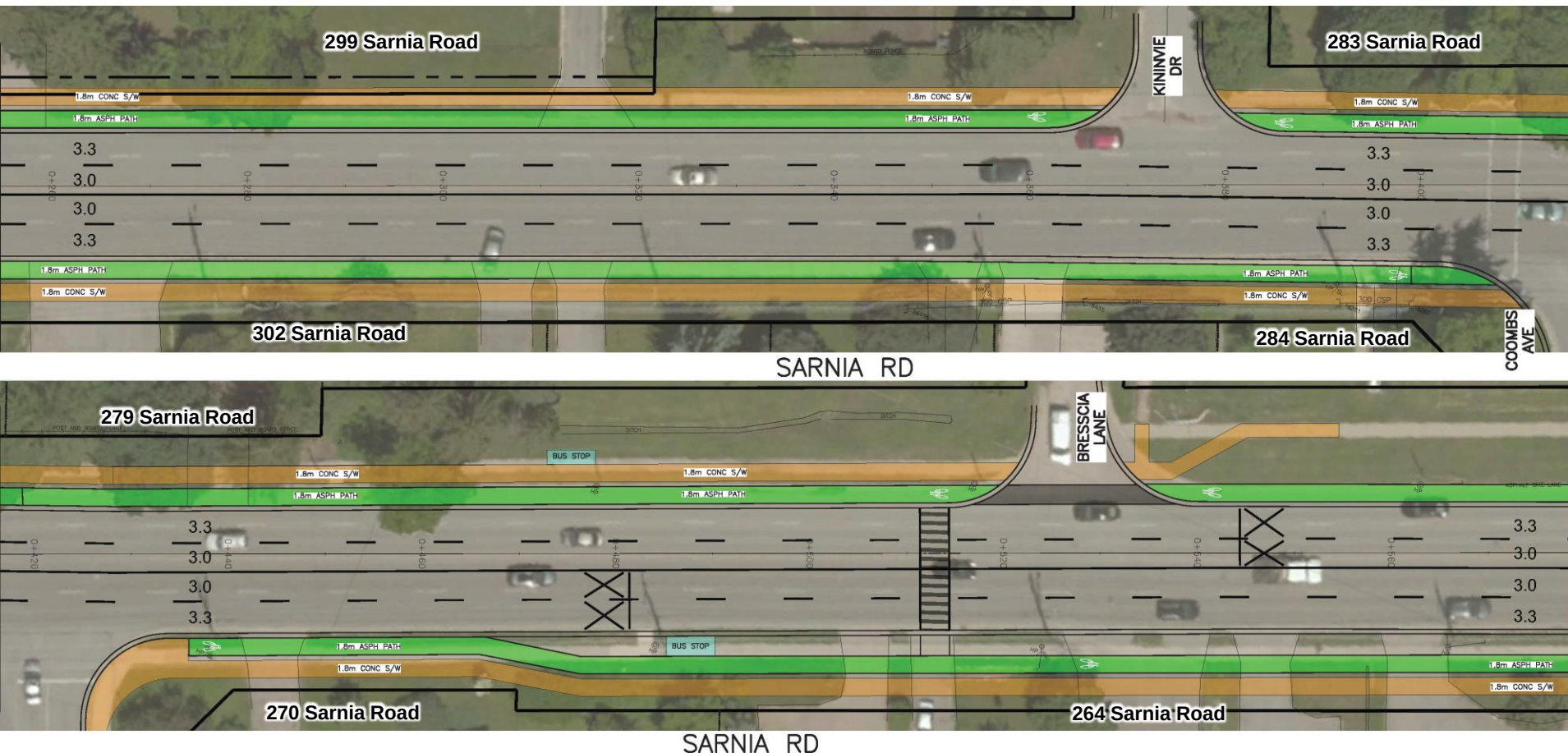
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-  PROPOSED CONCRETE SIDEWALK
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Sarnia Rd – Concept Layouts

LEGEND

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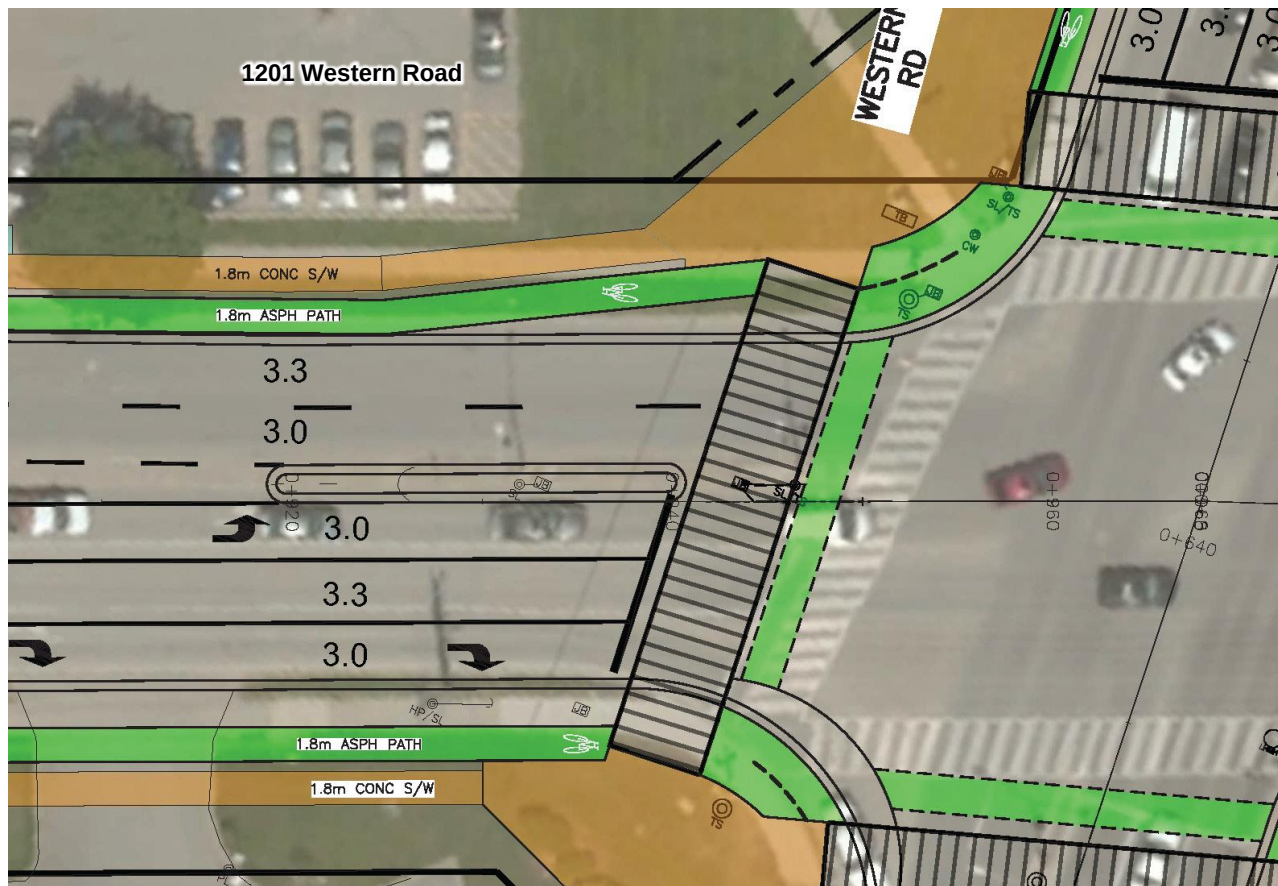




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Sarnia Rd – Concept Layouts



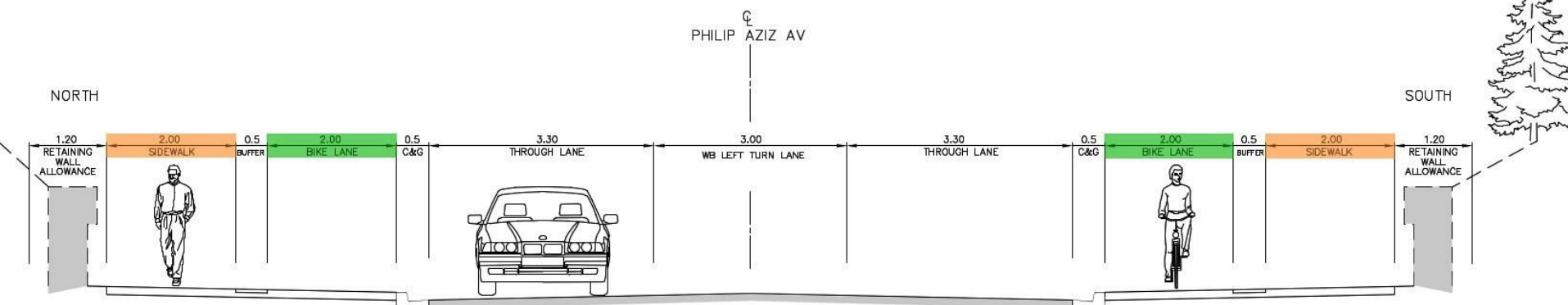
Philip Aziz Ave - Existing

- Two lanes, short left turn lane to Western Rd, no sidewalks, no bike lanes.
- Gabion wall, heritage property entrance, overhead hydro, undersized storm sewer.

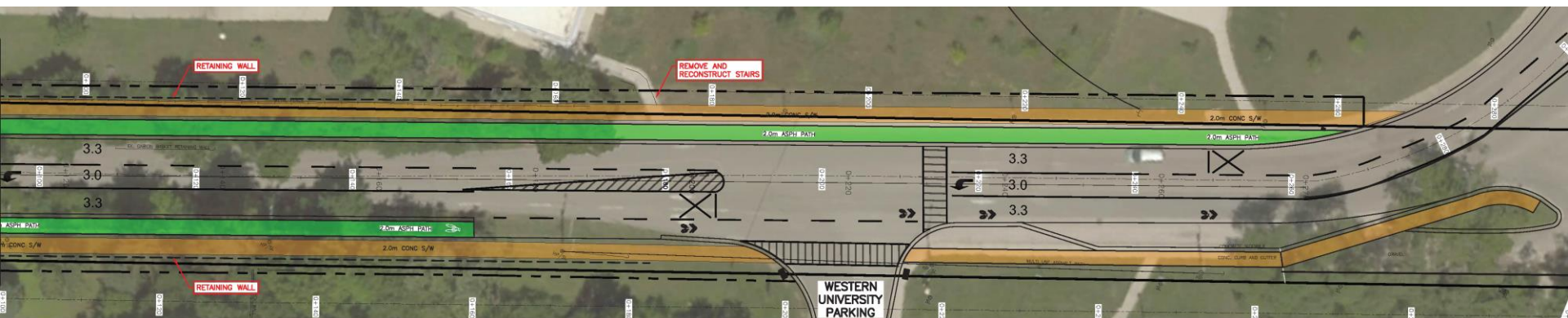
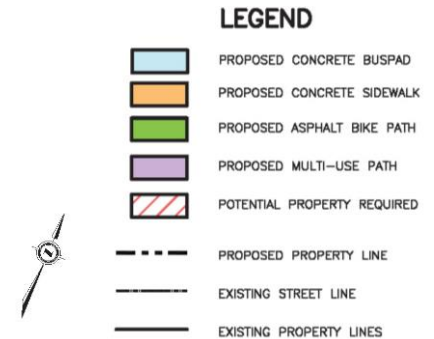
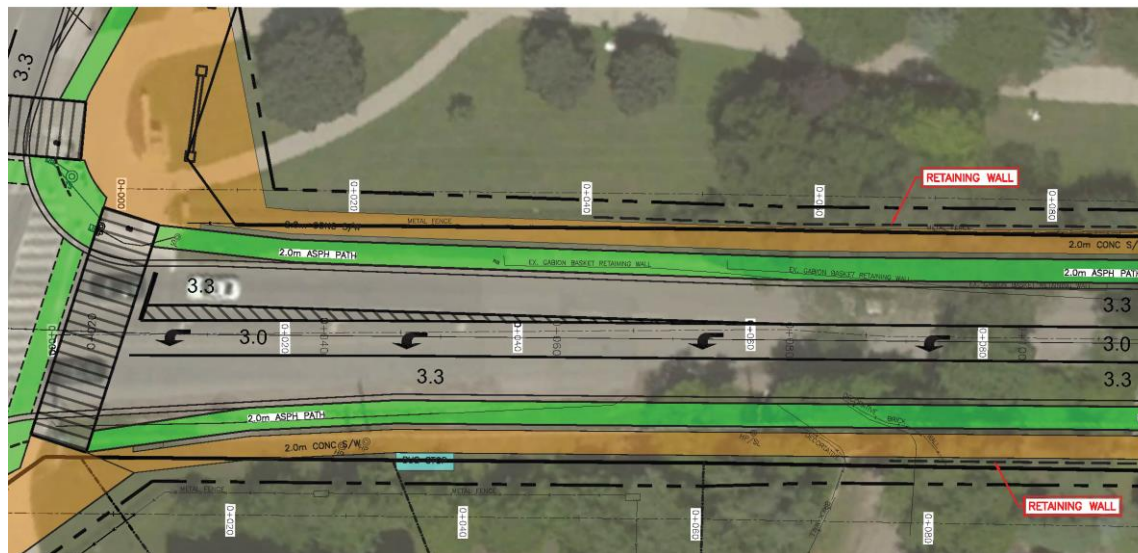


Philip Aziz Avenue – Design Summary

- Urban Cross Section with reconstructed/realigned Philip Aziz property entrance
- Overhead Services (south) relocation
- Retaining walls (N+S) with fence
- Increased left turn lane length
- Loss of vegetation (no SARs)
- Property requirement
 - N+S sides of road
 - Area at Thames River
- Stormwater Outfall relocation
- Reconstruct bus stop (just east of Western Rd)



Philip Aziz Ave - Concept Layouts



PHILIP AZIZ AVE



- [illegible]



Philip Aziz Ave – Existing Outfall

- Two existing Storm Sewer Outfalls at end of Philip Aziz Ave at Thames River



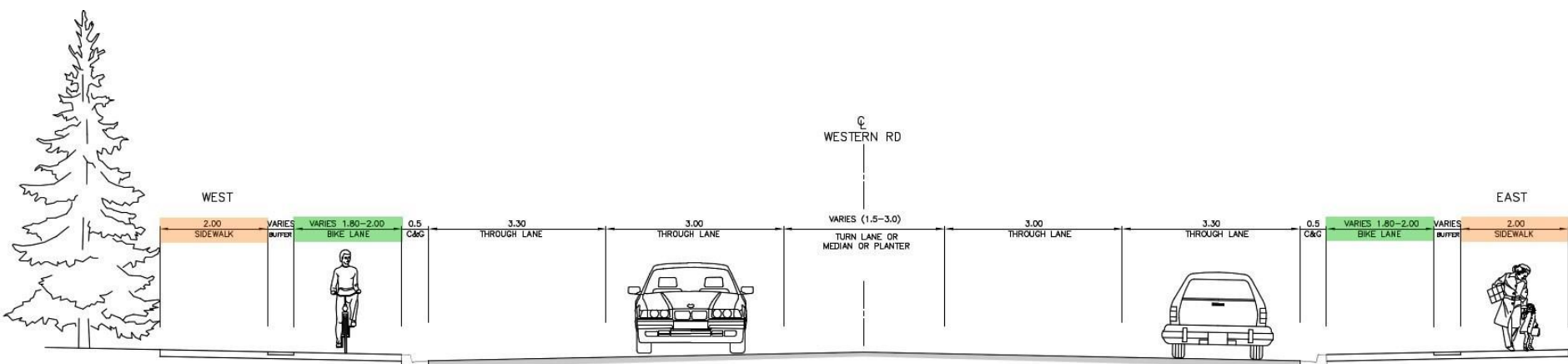
Philip Aziz Ave – 1050 mm diameter Outfall

- Relocate outfall 50 m to south (requires property)
- Benefits: reduces conflicts with other buried services and improves hydraulic flow
- Existing outfall and portion of sewer to remain (plugged and not functional)
- Campus outfall still present
- Thames R. provides Critical Habitat under Species at Risk Act (Silver Shiner, Black Redhorse)



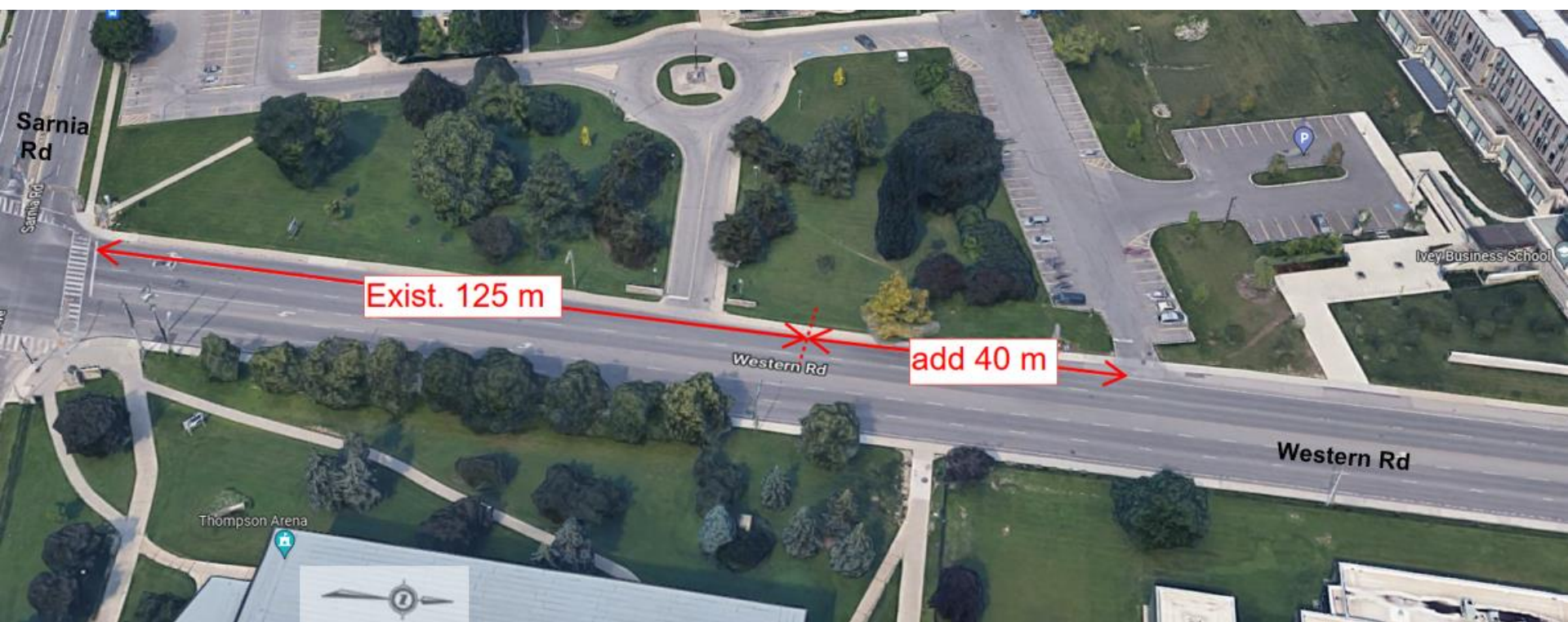
Western Rd – Design Summary

- Connections with existing active-transportation facilities (N+S ends)
- Extended Southbound Right Turn Lane
- Adding bus bays (requires property) and maintaining other bus stops
- Active transportation in ROW
- Opportunity for median planters south of Lambton Drive (~30 m)
- Introduction of curb and gutter, storm sewer to meet current design standards
- Relocation of street light poles and guy poles/wires along entire length
- Hydro pole relocation – east side (from Essex Hall to Philip Aziz Ave)
- Property required throughout the corridor



Western Rd – Extended SB Turn Lane

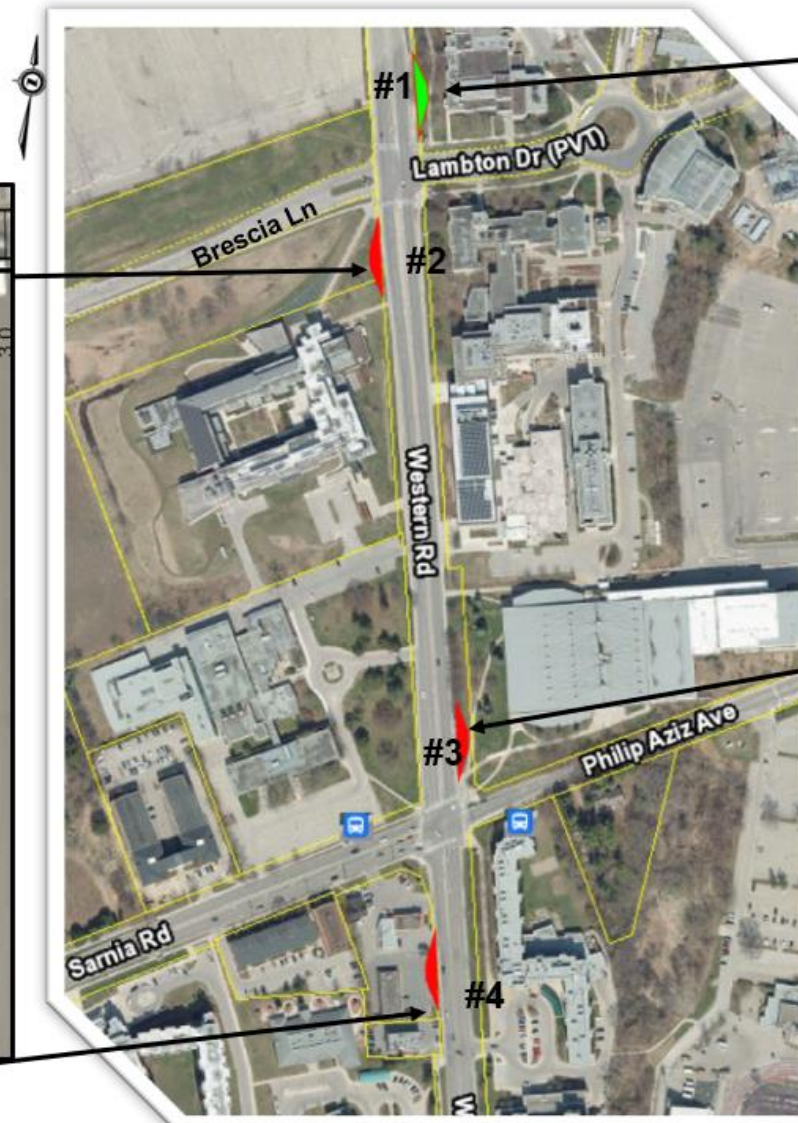
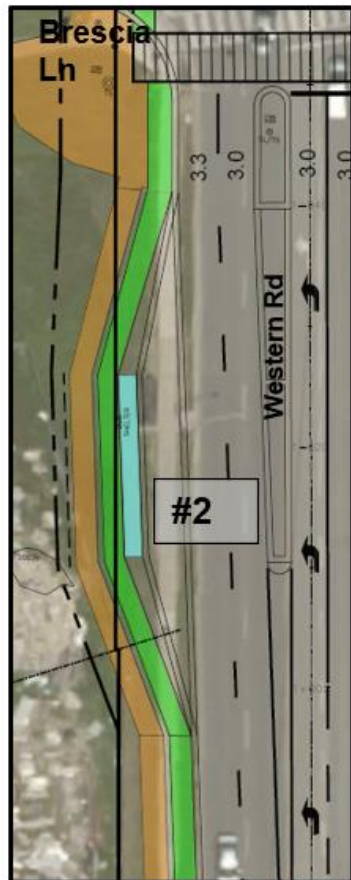
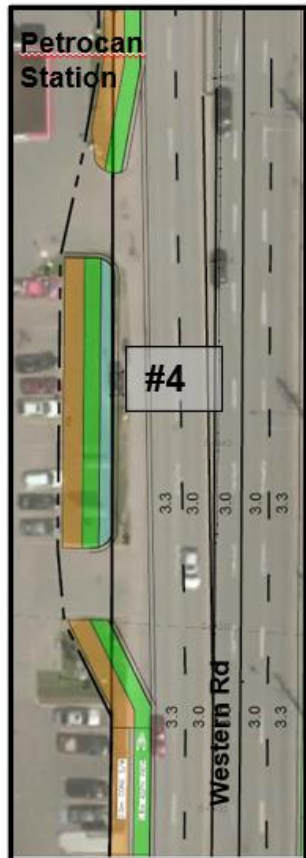
- Extend to Ivey Business School parking (+30% added length with minimal disruption)
- Requires section of property, to suit widened road platform with active transportation
- Extended turn lane will improve queue delay including southbound through lanes.



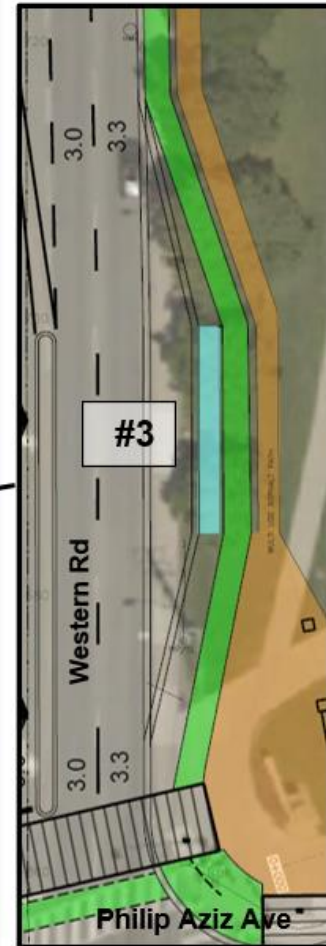
Proposed Bus Bays

- Property required for all locations
- All locations **recommended**

LTC to confirm bus bay usage to determine size (eg double vs articulated buses)



Existing Bay (north of Lambton Dr to be reconstructed)

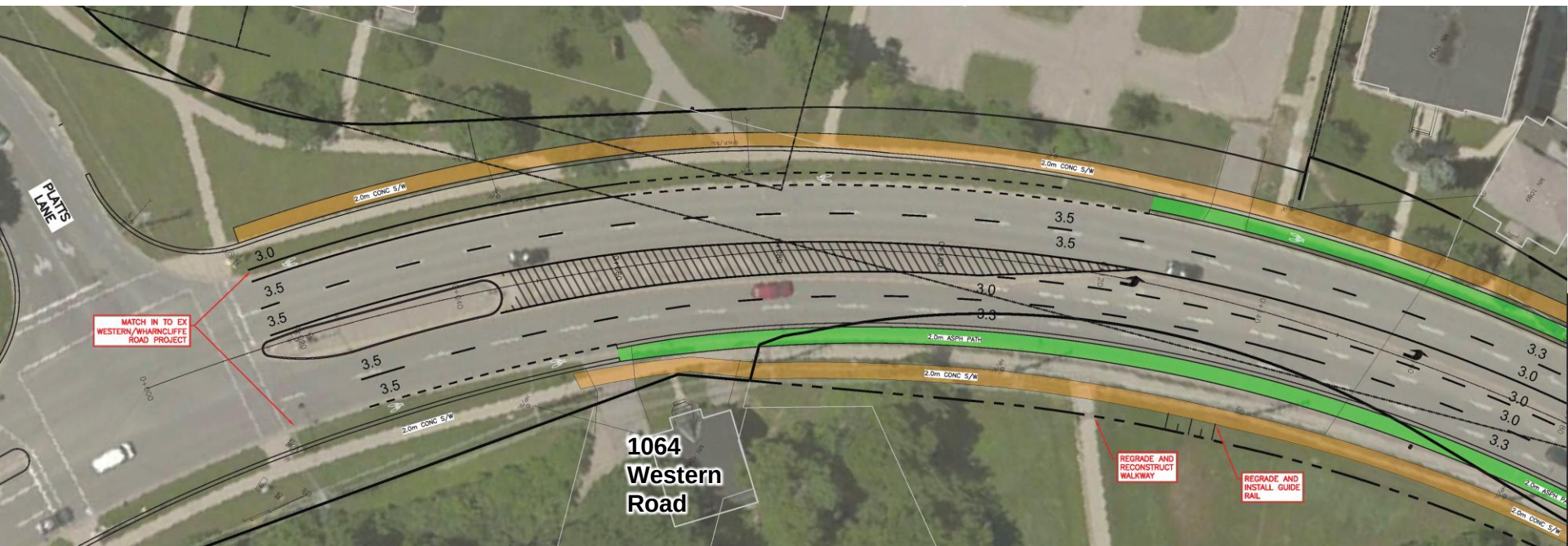


Western Rd at Platts Lane - Concept Layout

- Tight clearances at 1064 Western Rd (but no property required)
- East side requires grading for ± 140 m and property taking
- Regrading and reconstruction of the walkway to Western Un. fields

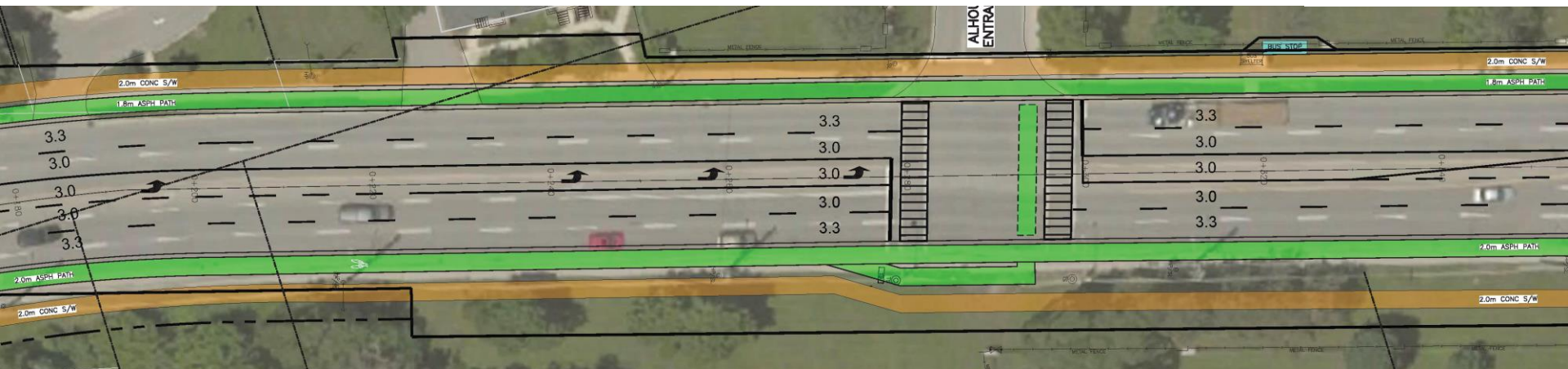
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Western Rd - Concept Layouts

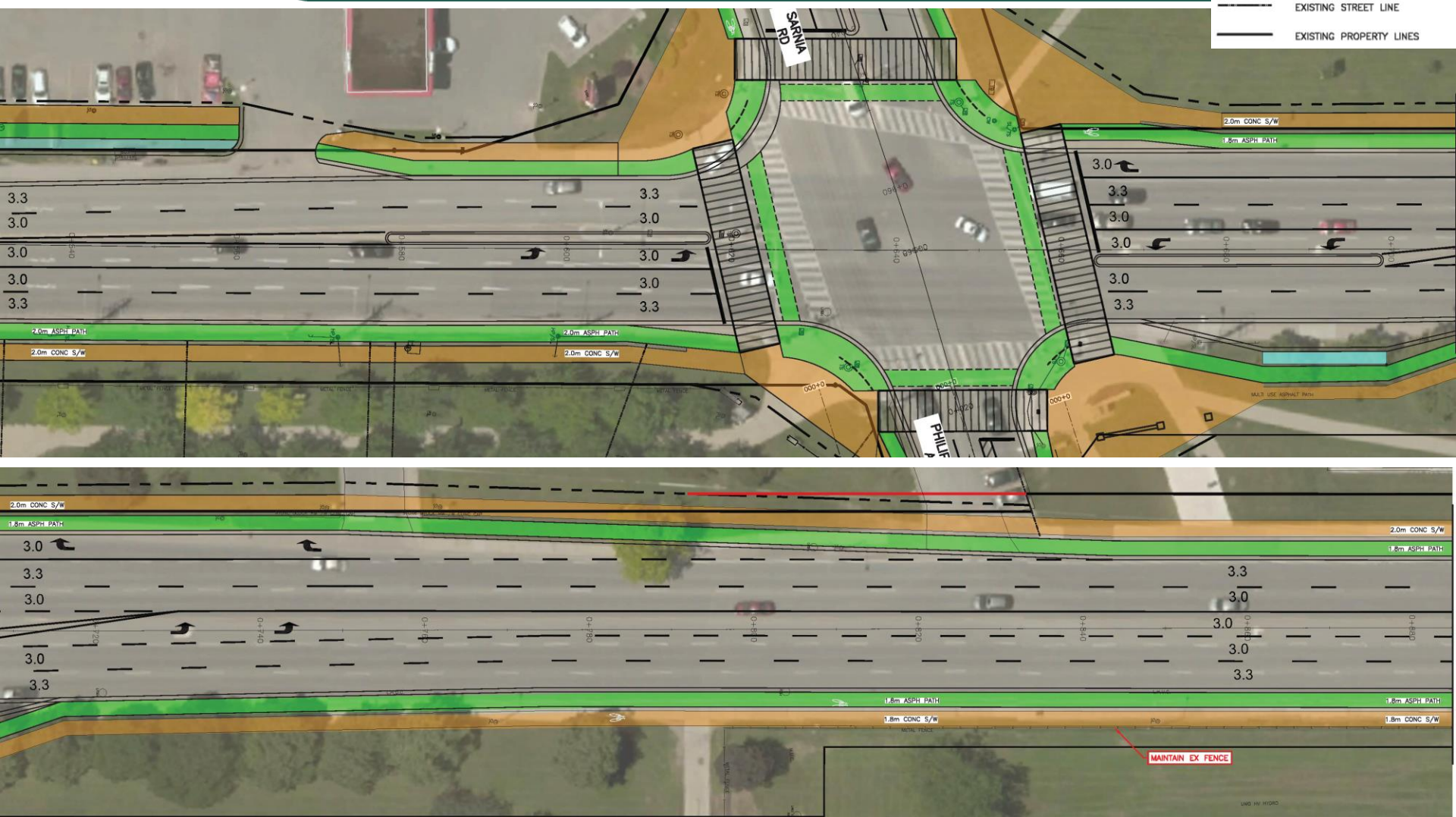
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Western Rd - Concept Layouts

- ## LEGEND
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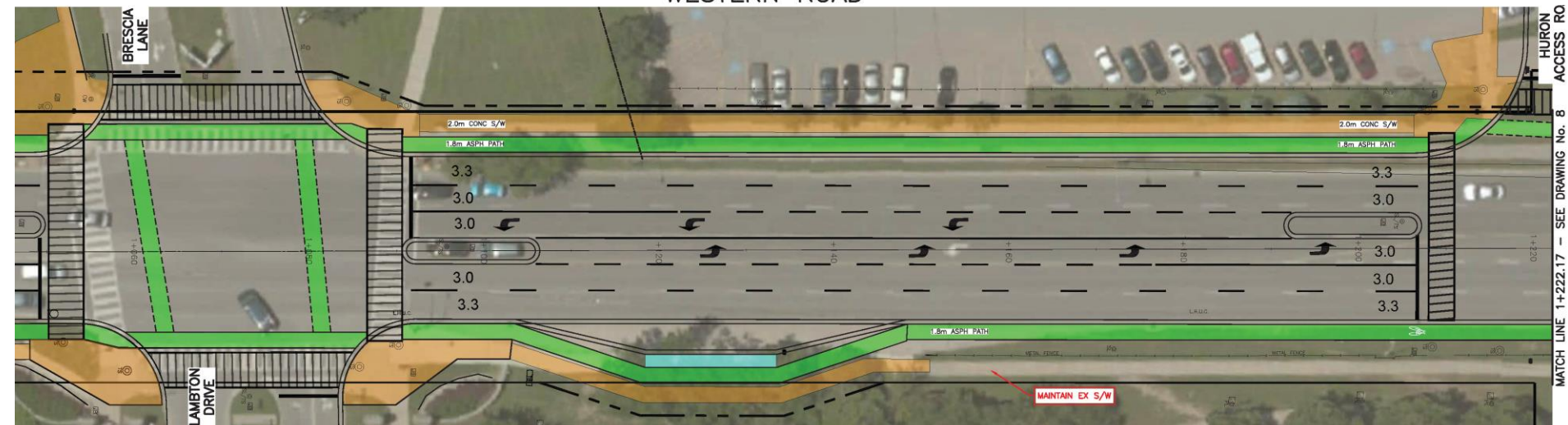


Western Rd - Concept Layouts

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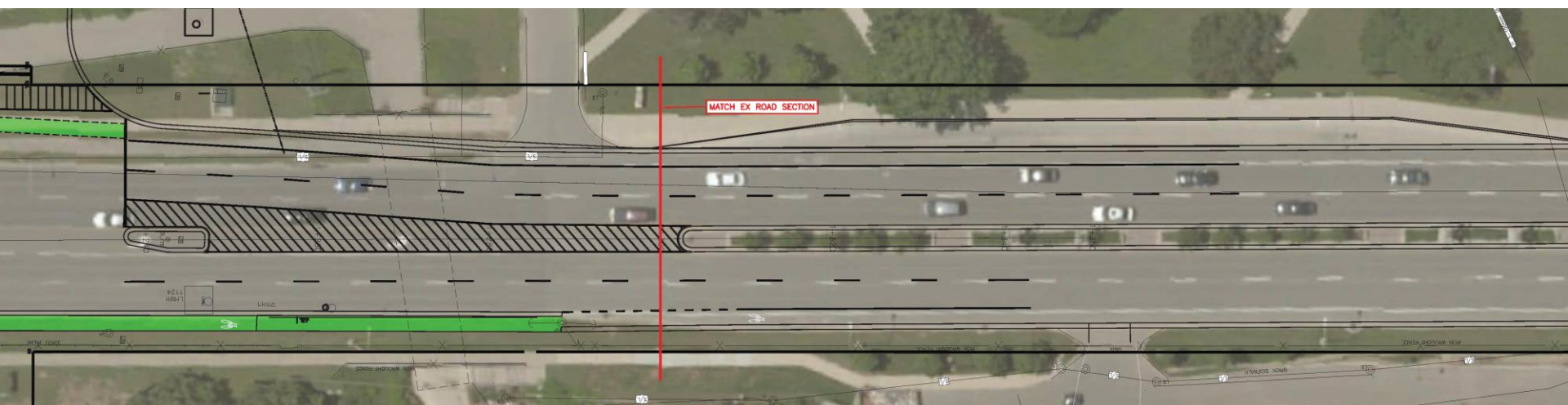
WESTERN ROAD



Western Rd - Concept Layouts

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Intersection Area - Traffic Considerations

Vehicular Traffic

- Western Rd – 28,500 vehicles per day
- Sarnia Rd – 24,000 vehicles per day

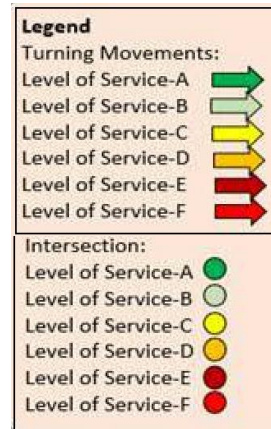
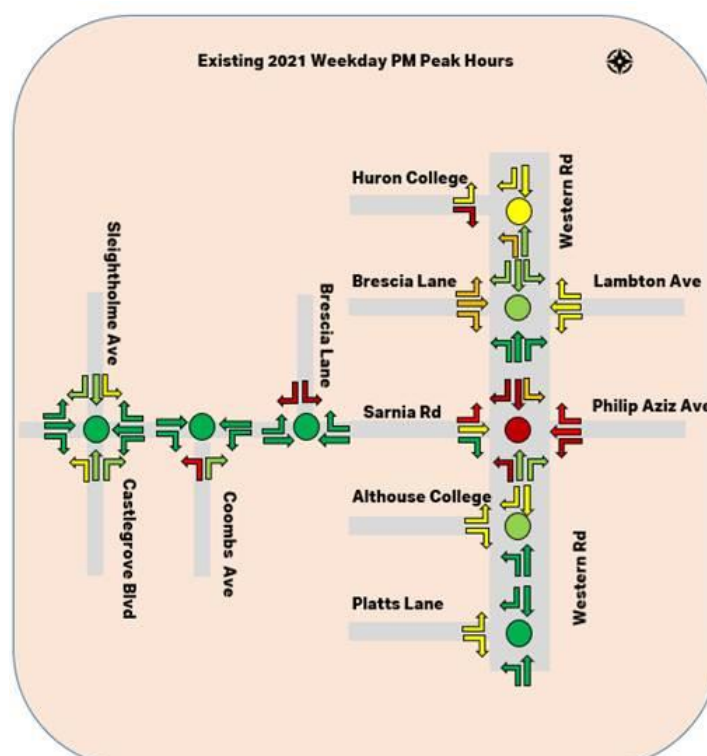
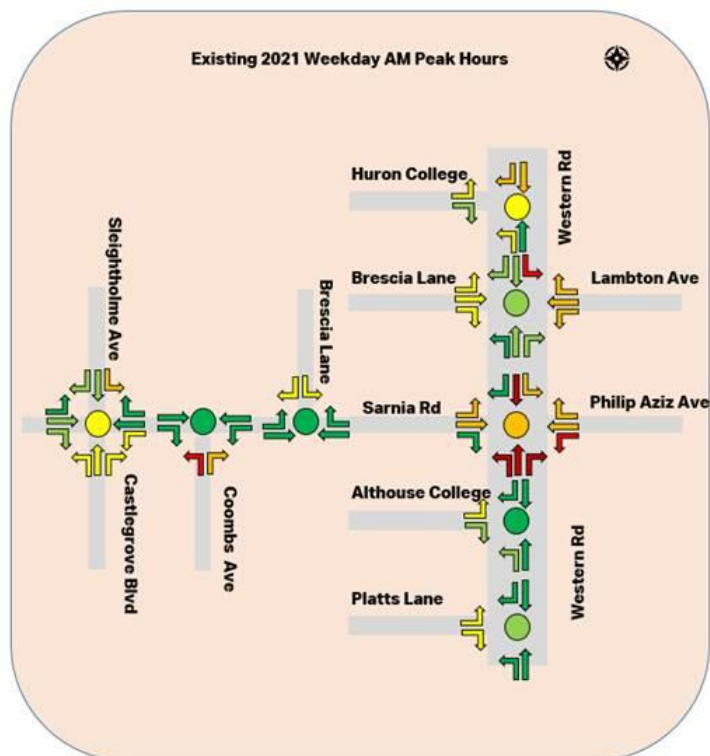
Pedestrian Volume

- < 1000 per hour (any direction), peak times per day and varies through the year

Primary trip generating/destination area

- Springett parking lot

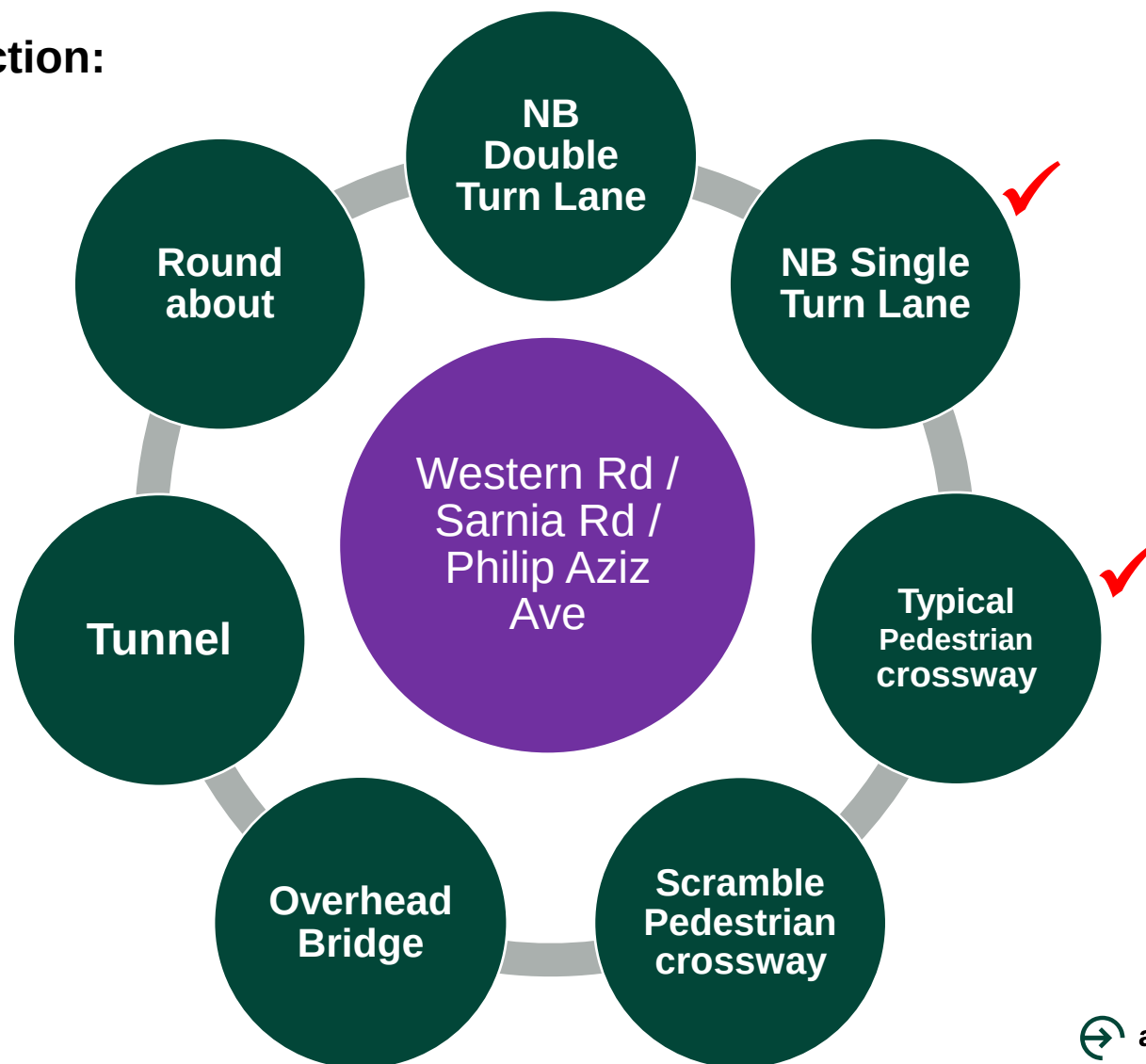
The current LOS along the study corridor is illustrated in these figures for the peak travel times: morning (AM) and evening (PM).



Intersection - Alternatives

Challenging Intersection:

- Many competing interests for usage
- All forms of transportation
- Very different during times of the day and during the year
- Generally constrained with different property owners/functions
- How will the future change area, usage and the way we travel?





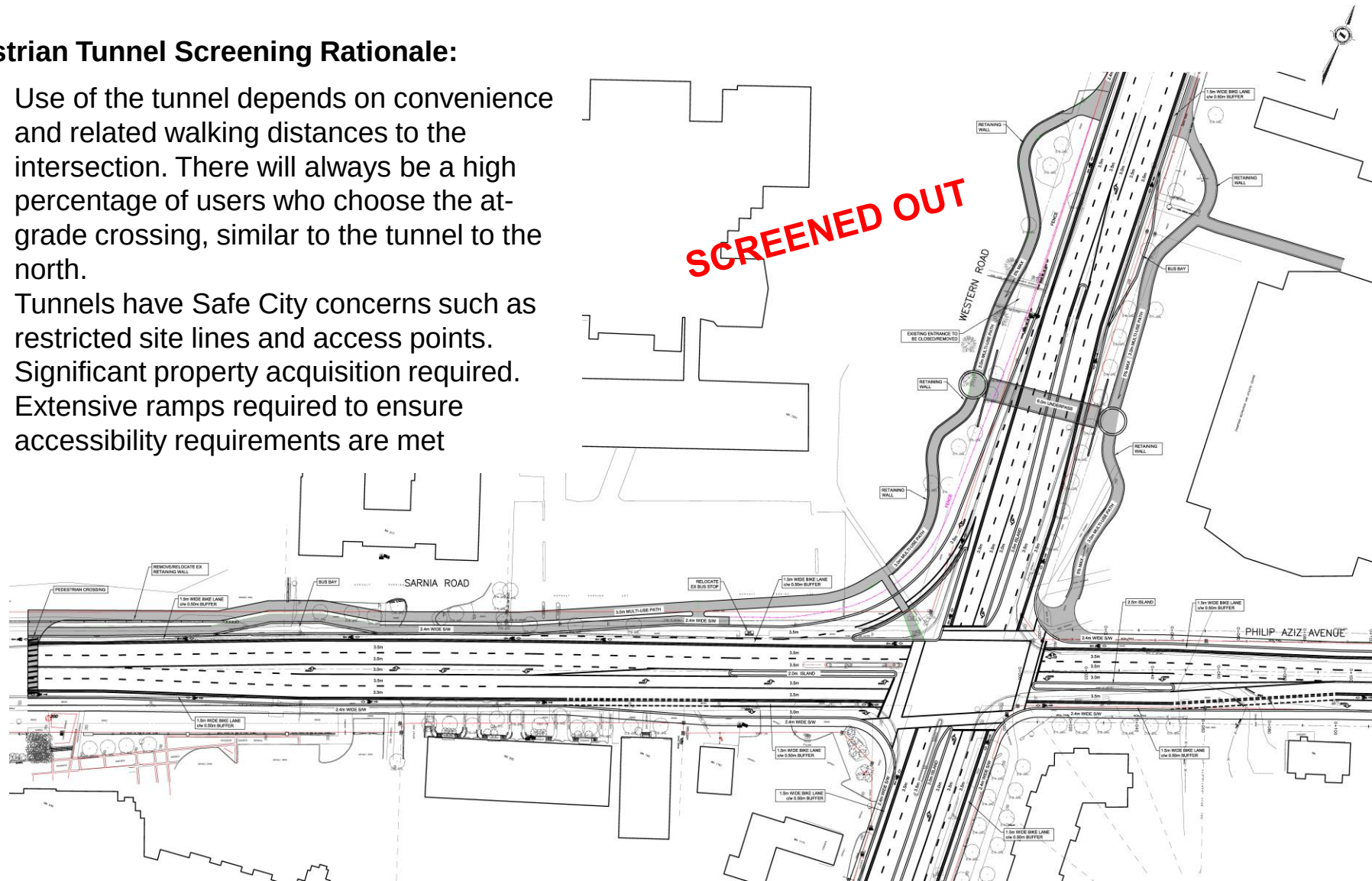
1. Insufficient Level of Service increase.
2. Lack of benefit to active transportation users.
3. High cost to implement
4. Significant property acquisition required



Intersection – Screened Alternatives

Pedestrian Tunnel Screening Rationale:

1. Use of the tunnel depends on convenience and related walking distances to the intersection. There will always be a high percentage of users who choose the at-grade crossing, similar to the tunnel to the north.
2. Tunnels have Safe City concerns such as restricted site lines and access points.
3. Significant property acquisition required.
4. Extensive ramps required to ensure accessibility requirements are met



Intersection – Screened Alternatives

Overhead Structure Screening Rationale:

1. Use of the overhead structure would depend on convenience and related walking distances to the intersection. High percentage of users who choose the at grade crossing (similar to the tunnel to the north).
2. An overhead structure requires fully accessible with ramps at 8% slope. Due to required height over roadway, >75 m long approach ramps required both ends.
3. Structure arrangement represents a significant disruption to intersection and property acquisition required.

SCREENED OUT

Double Left Turn Lane:

1. Only minimal improvement to vehicular level of service.
2. Reduced vehicular level of service in Off-peak hours
3. Negligible difference in the pedestrian Level of Service between double and single left turn lanes
4. Double left turn lanes add to the travel distance and related pedestrian cross times.

SCREENED OUT

Intersection – Screened Alternatives

Scramble Intersection:

1. Safety concerns with bicycle movements.
2. Difficulty integrating Accessibility for Ontarians with Disabilities Act (AODA).
3. Insufficient number of pedestrians using the intersection to meet the threshold used to warrant a scramble intersection.



Intersection – Recommended Improvements



- Pedestrians: extra wide crossings (5 m), larger waiting areas, improved sight lines
- Bicycles: improved connectivity, waiting areas, better flow and markings
- Traffic: Improved through traffic flow with bus bays, added queue length on right turn lane
- Potentially some signal optimization
- Designed with features to address safety concerns such as:
 - Protected intersection design
 - Adoption of latest Book 18 design approaches
 - Islands to provide better safety for cyclists and pedestrians
 - Reduced turning radii to manage vehicle speeds

Other Work

- Watermain replacement on Western Rd from Platts Ln to Sarnia Rd.
- Sanitary sewer connection from sanitary lift pump station on Philip Aziz Ave to Western Rd.
- Stormwater sewer: Sarnia Rd, Western Rd and Philip Aziz Ave (to Thames River).
- Replacement of some streetlights and hydro poles: Western Rd and Philip Aziz Ave

Summary of Improvements

- This project is currently being scoped through the EA Study and can improve active transportation and localized operational issues in the area of Western University, the University Hospital and emergency access. This project will improve mobility and access for major destinations while also examining connectivity and improved safety for active transportation. Improvements to drainage infrastructure will also provide opportunities for increased resiliency to respond to climate change. As we finalize consultation and identify the EA recommendations, the project will be reviewed consistent with our climate emergency screening process and documented in the environmental study report.
- Highlights:
 - Wider pedestrian sidewalks with larger waiting areas at intersections
 - Protected bicycle lanes and connectivity through the corridor (Western Road, Sarnia Road and Philip Aziz Avenue)
 - Intersection improvements (safety and flow)
 - New bus bays
 - Stormwater sewer improvements

Alternative Route Through University / College

- An alternative access point to the City street network was not part of this study. As part of future campus developments, Western University likely to explore alternatives for a connection to Sarnia Road.
- The City would cooperatively review these future plans to bring traffic to Sarnia Road while ensuring there is no cut-through traffic onto the adjacent low traffic volume residential streets.

Next Steps

Summer 2022 **Collect input from PIC #2**

Receive and consider input from the public, agencies and stakeholders to confirm the preferred planning alternatives

Summer / Fall 2022 **Environmental Study Report**

Prepare Environmental Study Report

Report will be available for Public Review for 30-Days.

If no issues are raised within the 30-day review period and subject to MECP acceptance, the City can proceed to detailed design



Stay Connected

Visit our Get Involved website, **getinvolved.london.ca/westernsarnia** where you can:

- Ask questions and leave comments for the project team
- View the latest project materials
- Access a recording of this meeting

You can also reach us any time with comments or questions, using the contact information below. This presentation can be made available in alternative formats upon request.

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