Appendix B-13: Community Stakeholders Group Meeting Materials and Minutes
Community Stakeholder Group Meeting

Summary Report for October 3, 2017 at 9:00 am.

On Tuesday, October 3, 2017, the City of London hosted a meeting with the Community Stakeholder Group. Major property owners within the study area were invited to select a representative to participate in the Community Stakeholder Group. The meeting was held at the Central Library, 251 Dundas Street, London. The meeting was hosted by a panel of staff from the City, LTC and the Consultant.

The meeting ran from 9:00 am to 11:00 am and a total of 14 representatives signed in at the meeting.

Project Director, Jennie Ramsay welcomed attendees and provided an introduction to the meeting, noting that City staff and the Consultant team are here to provide a project update and listen to comments and concerns.

Jennie Ramsay started the meeting with an overview of the project, including information on SHIFT and the approved Bus Rapid Transit network. Information on the Transit Project Assessment Process was provided, including anticipated timelines. The Group reviewed the elements of bus rapid transit systems with examples from other cities in North America and examined a sample of the Rapid Transit Master Plan concept drawings. Other information communicated to the Community Stakeholder Group included:

- The current state of design is conceptual, and understanding concerns now will help to shape the preliminary engineering design to mitigate impacts.
- The Project Team is currently working on developing alternative design solutions for the 24 kilometre network with 9 focus areas identified as a priority.
- The role of the Community Stakeholder Group was provided:
  - Ask questions and provide input to help us develop and evaluate designs and identify mitigation measures.
  - Share your concerns related to potential construction and operational impacts.
  - Bring information back to your company / agency / board at key points in the process.
  - Review and comment on draft materials in advance of broader public meetings.
  - Consider the many elements within the road right-of-way that must be balanced to minimize negative impacts and provide high quality transit service.
- Next steps include future meetings with the Community Stakeholder Group to present technical recommendations and gather feedback.
- For the latest information and updates visit the SHIFT website at www.SHIFTLondon.ca or contact the SHIFT project team at shift@london.ca or (519) 661-4889.
- SHIFT is on social media: @shiftldnont
Throughout the meeting, attendees asked questions and provided feedback. The following summary of questions/comments and responses is a combination of the individual feedback and discussions. Additional individual meetings are planned with many of the stakeholders in the coming months to review specific concerns.

<table>
<thead>
<tr>
<th>Question / Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What were LTC’s 2016 transit ridership numbers?</strong></td>
<td>LTC ridership on conventional and specialized transit services in 2016 was approximately 22.9 million.</td>
</tr>
<tr>
<td><strong>How will Rapid Transit be integrated with local transit?</strong></td>
<td>The LTC’s Rapid Transit Integration Framework Report is available online: <a href="http://www.ltconline.ca/Pubs/RapidTransitIntegrationFramework.pdf">http://www.ltconline.ca/Pubs/RapidTransitIntegrationFramework.pdf</a></td>
</tr>
<tr>
<td></td>
<td>LTC has started this work. Further review will be conducted as part of the TPAP.</td>
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<tr>
<td><strong>Will Brescia University College be served by Rapid Transit?</strong></td>
<td>Discussions are on-going to determine a solution that best balances transit service and transit access.</td>
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<tr>
<td><strong>Can the platforms have electric charging stations?</strong></td>
<td>Platform amenities will be decided later on in this study phase.</td>
</tr>
<tr>
<td><strong>Will the system be accessible?</strong></td>
<td>The system will be compliant with AODA standards, complete with accessible ramps, tactile strips and other features.</td>
</tr>
<tr>
<td><strong>How will snow removal be facilitated?</strong></td>
<td>Snow removal details will be determined as the design is advanced. Talks are on-going with City departments.</td>
</tr>
<tr>
<td><strong>How will Rapid Transit attract more ridership?</strong></td>
<td>Rapid Transit will help build ridership by attracting choice riders who are more influenced by travel time, convenience and comfort than by cost.</td>
</tr>
<tr>
<td><strong>Will park and ride facilities be built?</strong></td>
<td>Currently, one park-and-ride facility is being considered at the south terminus of the Wellington Road corridor. For the north, east, and west terminals, the integration of local transit will provide connections to Rapid Transit stations, and park-and-ride facilities are not planned at this time.</td>
</tr>
</tbody>
</table>
Agenda

1. Introductions
2. Study Overview & Process
3. Role of Community Stakeholders Group
4. Review of RTMP Concept Drawings
5. Discussion and Questions
6. Next Steps
Introductions

Community Stakeholder Group (CSG): Representatives from major property owners within the project area.

Jennie A. Ramsay, P.Eng.
Project Director, Rapid Transit
Environmental & Engineering Services
City of London
Ph. (519) 661-CITY (2489) ext. 5823
What is Shift?

Shift is a bold and important initiative for transportation for London. Investing in Rapid Transit as part of the transportation system, along with cars, buses, bikes and pedestrians, to help our city grow and prosper.

Bus Rapid Transit (BRT) is public transit designed for higher capacity and increased reliability using dedicated lanes, transit priority at intersections, new technology and real-time information to attract riders.

The London Plan sets the vision for the next 20 years, with goals to encourage higher density, infill development, protect agricultural land, and create a more sustainable, vibrant and livable city.

The Rapid Transit Master Plan was approved by Council in July 2017. Public comment period lasted 45-days, and feedback received will help to refine the designs in the next study phase.
Background

- Approval of the RTMP confirmed the BRT Network and its corridors.
- The RTMP is wrapping up a 45-day Public Review Period.
- Feedback we’ve received will help to refine the conceptual level designs of the RTMP through the next phase of the study.
- Ontario’s EA Process for transit projects is structured into five technical phases.

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Needs and Justification</th>
<th>} Completed with Approval of RTMP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 2</td>
<td>Alternative Solutions</td>
<td>} Current Project Assignment (TPAP)</td>
</tr>
<tr>
<td>Phase 3</td>
<td>Pre-planning for TPAP</td>
<td>* Detailed Design &amp; Construction</td>
</tr>
<tr>
<td>Phase 4</td>
<td>TPAP &amp; Environmental Project Report</td>
<td></td>
</tr>
</tbody>
</table>
Transit Project Assessment Process (Phase 3)

• **Phase 3 TPAP Pre-planning Activities** will identify and evaluate design alternatives to develop preferred alternative.

• This phase includes:
  – conducting public and stakeholder consultation
  – identifying impacts and related mitigation measures
  – additional assessment of impacts to natural, cultural, archaeological and socio-economic environments.
  – updating and completing a range of technical analysis.
  – PIC #5 to obtain feedback from the public to aid in the evaluation of design alternatives

• The outcome of Phase 3 is a draft Environmental Project Report (EPR) with supporting technical appendices, preliminary engineering design, and a consultation summary.
Transit Project Assessment Process (TPAP)

• Phase 4 TPAP and Environmental Project Report (EPR) provides a formal opportunity for stakeholders and the public to comment on the draft EPR.
• This phase includes:
  – Notice of TPAP Commencement to trigger the 120-day TPAP period following review of the Draft EPR by the MOECC.
  – 120-day period formal public consultation including PIC #6.
  – Final EPR documenting consultation and findings of the 120-day period.
  – Notice of EPR Completion to trigger a 30-day formal review period during which objections may be submitted to the MOECC.
  – 35-day period for the Minister to give notice if objection received.
• The outcome of Phase 4 is a Final Environmental Project Report (EPR) and issuance of a Statement of Completion.
Transit Project Assessment Process (TPAP)

We Are Here

Pre-Planning & Consultation
- Continue Environmental Studies
- Develop Alternative Designs
- Consult with Agencies, Aboriginal Communities, Stakeholders and the Public
- Assess Impacts & Mitigation
- Develop Preliminary Engineering Design
- Draft Environmental Project Report (EPR)

Transit Project Assessment Process
- Consult with Agencies, Aboriginal Communities, Stakeholders and the Public on Draft EPR and Preliminary Engineering Design
- Document findings in Final EPR

Notice of Commencement: 120-days
Notice of Completion: 30-days
Public Review of Final EPR & Opportunity for Objections: 35-days
Minister’s Review & Decision (if objection received): Statement of Completion
TPAP: Matters of Provincial Importance

Natural Heritage
- Park, conservation reserve or protected area
- Extirpated, endangered, threatened, or species of special concern and their habitat
- Wetland, woodland, habitat of wildlife or other natural heritage area
- Area of natural or scientific interest
- Stream, creek, river or lake containing fish and their habitats

Hydrogeology
- Area or region of surface water or groundwater or other important hydrological features
- Areas that may be impacted by a known or suspected on- or off-site source of contamination such as a spill, a gasoline outlet, an open or closed landfill site, etc.

Heritage & Archaeology
- Protected heritage property
- Built heritage landscapes
- Archaeological resources and areas of potential archaeological interest

Aboriginal Affairs
- Constitutionally protected Aboriginal or treaty rights and areas of concern
Approved BRT Network
Approved BRT Network

- 22.5 km of dedicated median transit lanes
- 1.5 km of transit operating in mixed traffic
- 35 BRT stations, including 1 Central Transit Hub, where the corridors all meet, near King Street and Wellington Street
- 28 articulated buses, forming a new BRT fleet, which may include fully electric buses
- Local intersection improvements for pedestrians and cyclists, plus transit signal priority measures
- Construction could start in 2019 and take 7 or 8 years to complete, in phases
Newmarket, ON (median)
Study Process Summary

The following reports were developed based on the BRT network approved in the Rapid Transit Master Plan:

*Rapid Transit Corridors EA Project Management Plan: Updated and Expanded Scope & Shift Communications and Consultation Plan*

These reports were presented to Council in September 2017, and addresses both matters of provincial importance and due diligence for planning and design matters that address local public interests.

These reports are available on our website: [shiftlondon.ca](http://shiftlondon.ca)
Rapid Transit Corridors EA: Project Management Plan
Updated & Expanded Scope

• The Rapid Transit Corridors EA: Project Management Plan has been updated based on the approved Rapid Transit Master Plan (RTMP)
• The updated Project Management Plan provides a guide to remaining deliverables included in TPAP
• Planned technical studies include:
  – Civil and Structural engineering
  – Station and Streetscape design
  – Traffic modelling
  – Geotechnical and Contamination assessment
  – Utility impacts and stormwater management
  – Natural, social and economic assessments
  – Cultural heritage and archaeology
  – Noise, vibration, and air quality analysis
Rapid Transit Corridors EA: Project Management Plan
Updated & Expanded Scope

• A Consultation and Communications Plan was presented to Council in September 2017
• Consultation is planned in the coming months with residents, Aboriginal (First Nations) communities, government and technical agencies, and other stakeholders to develop the preliminary engineering design
• Creation of Community Stakeholders Group, Municipal Advisory Group, and Technical Agencies Group
• PIC #5 is planned for December 2017, prior to TPAP commencement
• PIC #6 is planned for May 2018, during the 120-day time-limited TPAP
Phase 3: Developing alternative designs

• The project team has begun developing alternative design solutions for many areas of the approved BRT corridors

• Alternative designs will be evaluated against a wide range of criteria, based on the following principles:
  – Community building and revitalization
  – Transportation capacity and mobility
  – Ease of implementation and operational viability
  – Natural environment and climate change
  – Economic development and city building

• Design decisions will need to be made that are complex
Focus Areas

FOCUS AREAS

1. WESTERN UNIVERSITY
2. RICHMOND ST. NORTH
3. RICHMOND ROW
4. DOWNTOWN
5. FORKS OF THE THAMES
6. WELLINGTON SOUTH
7. OLD EAST VILLAGE
8. POTENTIAL PARK N’ RIDE
9. FANSHAWE COLLEGE

LEGEND

- NORTH-EAST BRT ROUTE
- WEST-SOUTH BRT ROUTE
- MIXED TRAFFIC OPERATION
- RAPID TRANSIT STATION
- CENTRAL TRANSIT HUB
- TRANSIT VILLAGES & DOWNTOWN
Role of Community Stakeholder Group

• Ask questions and provide input to help us develop and evaluate designs and identify mitigation measures
• Share your concerns related to potential construction and operational impacts
• Bring information back to your company / agency / board at key points in the process
• Review and comment on draft materials in advance of broader public meetings
• Consider the many elements within the road right-of-way that must be balanced to minimize negative impacts and provide high quality transit service
RTMP Concept Drawings
Discussion and Questions
What’s Next?

• Meetings to gather information
• Technical work will continue, including traffic, natural environment, cultural heritage, utility and stormwater, among others
• Alternative designs will be developed
• Project team will evaluate the designs and make technical recommendations
• Meet with this group to present the technical recommendations and gather feedback
• Present a recommended design to the public at PIC #5 for review and feedback
Stay Connected

Website: shiftlondon.ca
Email: shift@london.ca

Facebook: shiftldnont
Twitter: @shiftldnont
Instagram: shiftldnont
Community Stakeholder Group Meeting


On Tuesday, November 21st, 2017, the City of London hosted a meeting with the Community Stakeholder Group. Major property owners within the study area were invited to select a representative to participate in the Community Stakeholder Group. The meeting was held at the Central Library, 251 Dundas Street, London. The meeting was hosted by a panel of staff from the City, LTC and the Consultant.

The meeting ran from 9:30 am to 11:30 am and a total of 11 representatives signed in at the meeting.

Project Director, Jennie Ramsay welcomed attendees and provided an introduction to the meeting, noting that City staff and the Consultant team are here to provide an update on the project, and listen to comments and concerns from the Community Stakeholder Group.

Jennie Ramsay started the meeting with a brief overview of the project, followed by an overview of consultation activities undertaken to date and proposed for the near future. Notably, the City has met with a number of Technical Agencies and Stakeholder Groups, Colleges and Universities, and key Shopping Centres and hotels, to present early design concepts and consult on potential impacts in an effort to better understand the impacts and identify a preferred concept. A public workshop was also recently held to get input on the design of the stations (including passenger amenities and accessibility features), streetscaping concepts, and opportunities to incorporate heritage elements into the project.

The City has not yet met with individual property owners who may be directly affected by the project.

The next round of Public Information Centres are planned for December 9th, 12th, 13th (West), 13th (North), 14th (Downtown), and 14th (South). Additional PICs will be held in January to supplement the December sessions.

A summary of design activities completed following the previous meeting was provided, noting the following key items:

- Advanced conceptual design concepts
- Progressed traffic analysis
- Completed structural assessments and developed bridge widening/replacement concepts
- Utilities coordination
- Advanced Rapid Transit Stop design concepts

The presentation then moved into a review of the design concepts under consideration for select key areas of the project. The focus of the design presentation was on the critical Richmond North corridor, including conceptual design options, their operation, potential implications, and benefits, for discussion. It was noted that the issues discussed for the Richmond North corridor apply to other sections of the project as well. The four design concepts for BRT on Richmond Road were presented, including:

- Two centre-running BRT lanes, with two General Purpose Lanes;
- Two centre-running BRT lanes, with four General Purpose Lanes;
- Two curb-running BRT lanes, with two General Purpose Lanes and a shared, two-way left-turn lane; and
• Two curb-running BRT lanes, with four General Purpose Lanes and a shared, two-way left-turn lane.

A brief review of design alternatives being considered for a number of other focus was provided, including:

• Richmond Row – Curb vs centre-running BRT
• Dundas Street – Curb vs centre-running BRT
• Wellington South – Modifications to the roadway alignment presented in the Shift Master Plan document, between (approximately) Wellington Crescent and Emery Street
• Oxford Village West – Alternatives to better accommodate the eastbound-to-southbound bus movement from Oxford to Wharncliffe
• Transit Village Turnarounds – Alternative location and design concepts for bus loops / turnarounds at:
  o Masonville Place;
  o Fanshawe College;
  o White Oaks Mall; and
  o Oxford Street at Wonderland Road
• Western University (Update)

Next Steps

• Next steps include future meetings with the Community Stakeholder Group to present technical recommendations and gather feedback.

• For the latest information and updates visit the SHIFT website at www.SHIFTLondon.ca or contact the SHIFT project team at shift@london.ca or (519) 661-4889.

• SHIFT is on social media: @shiftldnont

Throughout the meeting, attendees asked questions and provided feedback. The following summary of questions/comments and responses is a combination of the individual feedback and discussions. Additional individual meetings are planned with many of the stakeholders in the coming months to review specific concerns.
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<tr>
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<tbody>
<tr>
<td>Was there a utility inventory as part of the design effort?</td>
<td>A utility inventory was undertaken as part of the City’s central servicing strategy, and the information gathered is informing the BRT project.</td>
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<tr>
<td>Is a Hydrogeological study being completed?</td>
<td>Yes, the current project scope includes a hydrogeology study.</td>
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<tr>
<td>What will be the impact on trees in the corridor?</td>
<td>The project team is assessing the potential for impacts to trees in the Richmond corridor. The impacts to trees under the options with two general purpose lanes are considerably lesser than those under the options that retain four general purpose lanes. The results will be presented at PIC 5 in December.</td>
</tr>
<tr>
<td>Would the overall width of the road remain the same?</td>
<td>No, under the curb BRT option, the road would be widened to accommodate an additional centre left-turn lane throughout the corridor. Under the centre-running BRT option, the roadway would be widened to accommodate a 1.5m (min) width barrier midblock, and to accommodate auxiliary lanes and stop platforms at signalized intersections.</td>
</tr>
<tr>
<td>Can other vehicles use the BRT lanes?</td>
<td>The BRT lanes will only be open to transit services, and emergency services responding to a situation.</td>
</tr>
<tr>
<td>Has the routing of local LTC services been determined yet?</td>
<td>LTC did a study to look at the future route network, but also reviews their service plan every five years.</td>
</tr>
<tr>
<td>Under the centre-running BRT option, there is a continuous median. Does that mean traffic can’t turn left?</td>
<td>Left turns and u-turns will be restricted to signalized intersections, and will operate on a protected signal phase.</td>
</tr>
<tr>
<td>How do passengers access the stop platforms under the centre-running BRT option?</td>
<td>Passengers would access the platforms via signalized pedestrian crossings at signalized intersections.</td>
</tr>
<tr>
<td>If there is only one general traffic, a collision or delivery vehicle would block traffic.</td>
<td>Yes. The City is reviewing experience in other jurisdictions with similar facilities to identify the most appropriate method of operating under such a situation.</td>
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<td>Question / Comment</td>
<td>Response</td>
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<tr>
<td>Why isn’t there an HOV option?</td>
<td>The focus of the project is on improving the speed and reliability of transit. The presence of HOVs in the proposed BRT lanes could result in reduced reliability, increased conflicts, and potential enforcement challenges.</td>
</tr>
<tr>
<td>Under the centre-running BRT option, does the median need to be 1.5m wide?</td>
<td>The 1.5m is required to accommodate signage and street lighting poles.</td>
</tr>
<tr>
<td>Which safety features will be incorporated into the median stops to protect waiting passengers from traffic?</td>
<td>The median stop platforms will have bollards / concrete walls along the front of the platform (similar to the Viva Rapidway stations), and a concrete barrier along the rear of the platform.</td>
</tr>
<tr>
<td>For curbside stops, how does the sidewalk interact with the stop area? There is concern of large groups of waiting passengers blocking the sidewalk.</td>
<td>Other jurisdictions have applied different approaches where the sidewalk carries through the stop area in front of the passenger shelter, or behind the shelter. This will be further developed in the preliminary and detailed design phase of the project.</td>
</tr>
<tr>
<td>The curbside stop option is preferred for people with disabilities.</td>
<td>All stops will be fully-accessible and AODA compliant. The median stops under the centre-running option will require passengers to cross part of the roadway to access on both ends of their trip, but the curbside stop option will require passengers to cross the entire roadway on only one end of their trip.</td>
</tr>
<tr>
<td>What is the status of the traffic modeling? Do we know how each option will function?</td>
<td>The traffic simulation is underway, and the results will be presented at PIC 5 in December.</td>
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<tr>
<td>Does the modeling take into consideration future growth?</td>
<td>The model is using population and employment forecasts from the London Plan, and reflects anticipated 2034 horizon forecasts.</td>
</tr>
<tr>
<td>Is it possible to get a study to determine the impact on property values?</td>
<td>It is too early in the project to make an estimate of the potential property-value impacts of the project.</td>
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<td>Question / Comment</td>
<td>Response</td>
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<tr>
<td>Taking away one lane of traffic on Richmond Street is going to upset people. How will you convince them that we need BRT?</td>
<td>The goal isn’t to get everybody out of their car an on transit, but by providing improved transit service options, we anticipate an increase in transit use in the City.</td>
</tr>
<tr>
<td>How much of the project cost will come from property taxes?</td>
<td>The majority of the project will be funded by federal and provincial budgets, with additional support coming from development charges. Approximately $12M of funding is anticipated from property taxes.</td>
</tr>
<tr>
<td>London Development Institute supports the BRT initiative. Developers recognize that it will support intensification.</td>
<td>Noted.</td>
</tr>
<tr>
<td>Is the Wellington Street Bridge being widened?</td>
<td>Yes.</td>
</tr>
<tr>
<td>Could the project include a grade-separated walkway from the proposed transit turnaround at Masonville Place to the shopping centre?</td>
<td>A grade-separated pedestrian walkway is not proposed as part of the scope of this project.</td>
</tr>
<tr>
<td>Is the University Drive bridge going to be closed to general traffic?</td>
<td>Yes, Western University is planning to create car-free areas of campus, and will be closing the University Drive bridge to general traffic as part of that initiative. The current plan is to maintain only bus, pedestrian, and cyclist traffic on the bridge.</td>
</tr>
</tbody>
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Appendix B-14: Emergency Services Meeting Materials and Minutes
Emergency Services Meeting

Summary Report for October 4, 2017 at 1:00 pm.

On Wednesday, October 4, 2017, the City of London hosted a meeting with representatives from the City’s Emergency Services. The meeting was held at the Central Library, 251 Dundas Street, London. The meeting was hosted by a panel of staff from the City, LTC and the Consultant.

The meeting ran from 1:00 pm to 3:00 pm and a one representative from each of the London Fire Department, London Police Service, Middlesex-London Emergency Medical Service, and the London Community Emergency Management Program attended the meeting.

Project Director, Jennie Ramsay welcomed attendees and provided an introduction to the meeting, noting that City staff and the Consultant team are here to provide a project update and listen to comments and concerns.

Jennie Ramsay started the meeting with an overview of the project, including information on SHIFT and the approved Bus Rapid Transit network. Information on the Transit Project Assessment Process was provided, including anticipated timelines. Other information communicated to the group included:

- The current state of design is conceptual, and understanding concerns now will help to shape the preliminary engineering design to mitigate impacts.
- The Project Team is currently working on developing alternative design solutions for the 24 kilometre network with 9 focus areas identified as a priority.
- Next steps include future meetings to present technical recommendations and gather feedback. If any service would prefer to meet individually, that can be arranged.

The following is a summary of questions/comments and responses.

<table>
<thead>
<tr>
<th>Question / Comment</th>
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</tr>
</thead>
<tbody>
<tr>
<td>How will the transit signal priority affect Opticom?</td>
<td>A different system is used for buses to trigger dedicated bus signal phases. The Opticom system will override the transit signal. The technology for Bus Rapid Transit vehicles to call the transit phase has not yet been determined.</td>
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<td>The group discussed concerns over pedestrian clearance times at signals which delays signal change for emergency vehicle pre-emption. The project team will investigate and report back.</td>
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<td>It was also noted the existing transit signal on Sarnia Road is part of the standard signal cycle.</td>
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<tr>
<td>Will speed bumps and other traffic calming measures be built on side streets as part of Rapid Transit?</td>
<td>The Project Team is aware that traffic calming measures on side streets may impact emergency services’ operations. The impact to emergency services will be part of the evaluation criteria used to assess design alternatives for the Rapid Transit corridors.</td>
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<tr>
<td>Question / Comment</td>
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<tr>
<td>What communications will be provided as part of the Rapid Transit stations?</td>
<td>Rapid Transit is envisioned to include off-board fare collection systems and smart technologies such as real-time traveller information. Platform amenities will be decided as the design is advanced. The Project Team is planning a workshop on platform design and will invite representatives from the Emergency Management Program.</td>
</tr>
<tr>
<td>How will emergency access be maintained during construction? Rail and water crossings are especially important.</td>
<td>The Project Team will work with emergency services to develop an emergency access plan to be implemented during the construction phase. This will likely occur after the Transit Project Assessment Process is complete.</td>
</tr>
<tr>
<td>Will the design allow for winter maintenance?</td>
<td>Snow removal details will be determined as the design is advanced. Talks are on-going with City departments.</td>
</tr>
<tr>
<td>Will the centre platforms increase the number of pedestrian crossings at intersections?</td>
<td>There is no net increase in the number of pedestrian crossings when centre platforms are implemented.</td>
</tr>
<tr>
<td>How will fire apparatus be accommodated?</td>
<td>Each station design will be reviewed with Fire Services to ensure that fire apparatus’ can be accommodated. The project team is working on the preliminary engineering design and will have updated drawings to share with this group. This review may occur in a separate meeting with London Fire Services.</td>
</tr>
<tr>
<td>How will emergency services use the Rapid Transit lanes?</td>
<td>Emergency services will be able to use the dedicated transit lanes when responding to an emergency. This is similar to use in York Region and other municipalities with dedicated transit lanes. The City will determine the mechanism for this, which may be a municipal by-law.</td>
</tr>
<tr>
<td>How will emergency access be maintained when there is a raised median?</td>
<td>The group discussed and concluded that U-turns for ambulance and fire vehicles is problematic. Crossing a raised median is also a concern for potential vehicle damage. Emergency vehicles may need to be co-ordinated through dispatch. London Fire raised particular concerns over the required response times, and would like more information on how response times may be affected during and after construction.</td>
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<td>Question / Comment</td>
<td>Response</td>
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<tr>
<td>How do emergency services function in other cities with rapid transit?</td>
<td>The Project Team will provide contact information for London’s emergency services with Waterloo and/or York Region emergency services to get input on lessons learned from rapid transit implementation.</td>
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<tr>
<td>How can emergency services be more pro-actively involved in the design phase?</td>
<td>Emergency services will be invited to attend upcoming station and streetscape design workshops.</td>
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</tbody>
</table>
| How will access from stations be affected?                                      | The Project Team reviewed each fire station, police station and hospital along the approved Bus Rapid Transit corridors. The following design elements will be considered:  
- Consider operation of southbound left at University Hospital entrance: emergency vehicles only or general traffic?  
- Flush median on Wellington at fire station  
- Flush median on Oxford at fire station  
- Provide median break on Western at fire station, consider signal activation methods |
Emergency Services

TPAP Pre-Planning Consultation
October 2017
Agenda

1. Introductions
2. Study Overview & Process
3. Review of RTMP Concept Drawings
4. Discussion and Questions
5. Next Steps
Introductions

Jennie A. Ramsay, P.Eng.
Project Director, Rapid Transit
Environmental & Engineering Services
City of London
Ph. (519) 661-CITY (2489) ext. 5823
What is Shift?

Shift is a bold and important initiative for transportation for London. Investing in Rapid Transit as part of the transportation system, along with cars, buses, bikes and pedestrians, to help our city grow and prosper.

Bus Rapid Transit (BRT) is public transit designed for higher capacity and increased reliability using dedicated lanes, transit priority at intersections, new technology and real-time information to attract riders.

The London Plan sets the vision for the next 20 years, with goals to encourage higher density, infill development, protect agricultural land, and create a more sustainable, vibrant and livable city.

The Rapid Transit Master Plan was approved by Council in July 2017. Public comment period lasted 45-days, and feedback received will help to refine the designs in the next study phase.
Background

- Approval of the RTMP confirmed the BRT Network and its corridors.
- The RTMP is wrapping up a 45-day Public Review Period.
- Feedback we’ve received will help to refine the conceptual level designs of the RTMP through the next phase of the study.
- Ontario’s EA Process for transit projects is structured into five technical phases.

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Transit Project Assessment Process (Phase 3)

- Phase 3 TPAP Pre-planning Activities will identify and evaluate design alternatives to develop preferred alternative.
  - This phase includes:
    - conducting public and stakeholder consultation
    - identifying impacts and related mitigation measures
    - additional assessment of impacts to natural, cultural, archaeological and socio-economic environments.
    - updating and completing a range of technical analysis.
    - PIC #5 to obtain feedback from the public to aid in the evaluation of design alternatives.
  - The outcome of Phase 3 is a draft Environmental Project Report (EPR) with supporting technical appendices, preliminary engineering design, and a consultation summary.
Transit Project Assessment Process (TPAP)

- Phase 4 TPAP and Environmental Project Report (EPR) provides a formal opportunity for stakeholders and the public to comment on the draft EPR.

- This phase includes:
  - Notice of TPAP Commencement to trigger the 120-day TPAP period following review of the Draft EPR by the MOECC.
  - 120-day period formal public consultation including PIC #6.
  - Final EPR documenting consultation and findings of the 120-day period.
  - Notice of EPR Completion to trigger a 30-day formal review period during which objections may be submitted to the MOECC.
  - 35-day period for the Minister to give notice if objection received.

- The outcome of Phase 4 is a Final Environmental Project Report (EPR) and issuance of a Statement of Completion.
Transit Project Assessment Process (TPAP)

We Are Here

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Pre-Planning & Consultation
- Continue Environmental Studies
- Develop Alternative Designs
- Consult with Agencies, Aboriginal Communities, Stakeholders and the Public
- Assess Impacts & Mitigation
- Develop Preliminary Engineering Design
- Draft Environmental Project Report (EPR)

Transit Project Assessment Process
- Consult with Agencies, Aboriginal Communities, Stakeholders and the Public on Draft EPR and Preliminary Engineering Design
- Document findings in Final EPR

Notice of Commencement
120-days

Notice of Completion
30-days

Public Review of Final EPR
Minister’s Review & Decision (if objection received)

Opportunity for Objections

Statement of Completion
35-days

Our Rapid Transit Initiative
October 3, 2017
TPAP: Matters of Provincial Importance

Natural Heritage
- Park, conservation reserve or protected area
- Extirpated, endangered, threatened, or species of special concern and their habitat
- Wetland, woodland, habitat of wildlife or other natural heritage area
- Area of natural or scientific interest
- Stream, creek, river or lake containing fish and their habitats

Hydrogeology
- Area or region of surface water or groundwater or other important hydrological features
- Areas that may be impacted by a known or suspected on- or off-site source of contamination such as a spill, a gasoline outlet, an open or closed landfill site, etc.

Heritage & Archaeology
- Protected heritage property
- Built heritage landscapes
- Archaeological resources and areas of potential archaeological interest

Aboriginal Affairs
- Constitutionally protected Aboriginal or treaty rights and areas of concern
Approved BRT Network
Approved BRT Network

- 22.5 km of dedicated median transit lanes
- 1.5 km of transit operating in mixed traffic
- 35 BRT stations, including 1 Central Transit Hub, where the corridors all meet, near King Street and Wellington Street
- 28 articulated buses, forming a new BRT fleet, which may include fully electric buses
- Local intersection improvements for pedestrians and cyclists, plus transit signal priority measures
- Construction could start in 2019 and take 7 or 8 years to complete, in phases
Study Process Summary

The following reports were developed based on the BRT network approved in the Rapid Transit Master Plan:

- Rapid Transit Corridors EA Project Management Plan: Updated and Expanded Scope
- Shift Communications and Consultation Plan

These reports were presented to Council in September 2017, and addresses both matters of provincial importance and due diligence for planning and design matters that address local public interests.

These reports are available on our website: shiftlondon.ca
Rapid Transit Corridors EA: Project Management Plan
Updated & Expanded Scope

• The Rapid Transit Corridors EA: Project Management Plan has been updated based on the approved Rapid Transit Master Plan (RTMP)
• The updated Project Management Plan provides a guide to remaining deliverables included in TPAP
• Planned technical studies include:
  – Civil and Structural engineering
  – Station and Streetscape design
  – Traffic modelling
  – Geotechnical and Contamination assessment
  – Utility impacts and stormwater management
  – Natural, social and economic assessments
  – Cultural heritage and archaeology
  – Noise, vibration, and air quality analysis
Rapid Transit Corridors EA: Project Management Plan
Updated & Expanded Scope

• A Consultation and Communications Plan was presented to Council in September 2017
• Consultation is planned in the coming months with residents, Aboriginal (First Nations) communities, government and technical agencies, and other stakeholders to develop the preliminary engineering design
• Creation of Community Stakeholders Group, Municipal Advisory Group, and Technical Agencies Group
• PIC #5 is planned for December 2017, prior to TPAP commencement
• PIC #6 is planned for May 2018, during the 120-day time-limited TPAP
Phase 3: Developing alternative designs

• The project team has begun developing alternative design solutions for many areas of the approved BRT corridors

• Alternative designs will be evaluated against a wide range of criteria, based on the following principles:
  – Community building and revitalization
  – Transportation capacity and mobility
  – Ease of implementation and operational viability
  – Natural environment and climate change
  – Economic development and city building

• Design decisions will need to be made that are complex
RTMP Conceptual Section
Operations

• Emergency vehicles will be able to access dedicated lanes to respond to calls
• Raised median between bus lanes will convert unsignalized intersections and driveways to right-in / right-out
• Signalized intersections will have dedicated left-turns lanes and protected left-turn signal
Emergency Services

![Map of Emergency Services with labels for Emergency Medical Services, Fire Services, Police Services, Hospitals, and Approved Routes.]}
RTMP Concept Drawings
Discussion and Questions
What’s Next?

• Develop designs based on today’s discussions
• Meet again to present the technical recommendations and gather feedback
• Present a recommended design to the public at PIC #5 for review and feedback
Stay Connected

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