Western

UNIVERSITY DRIVE BRIDGE

PUBLIC INFORMATION CENTRE NO. 1: QUESTIONS AND ANSWERS

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INTRODUCTION

Western thanks all those who attended the University Drive (UD) Bridge Public Information Centre No. 1 (PIC 1) held November 17th, 2022, and appreciates the interest in this very important project.

The existing bridge is nearing the end of its service life as a vehicular bridge and is unable to accommodate all transportation modalities safely in its current form. A Municipal Class Environmental Assessment (Class EA) is underway to develop a multi-modal crossing of the Thames River at UD.

The work completed to date focused on Phase 1 & Phase 2 of the Class EA, including preliminary works to gather information, identify problems and opportunities, and develop alternative planning solutions. The next steps will include additional information gathering to facilitate detailed planning and decision making for a solution that balances the key considerations and regulatory requirements.

The "Big Moves" from Western's Open Space Strategy (OSS) are key considerations (design drivers) for this project, and include:

- Prioritize Pedestrians
- Accommodate Transit
- Reduce Cut-Through Traffic
- Position Parking on the Perimeter
- Maintain Vehicle Access
- Allow for Service and Emergency Access
- Improve Accessibility
- Complete Bicycle Network
- Emphasize Landscape
- Engage the River

This report summarizes the feedback received during the public consultation period for the PIC 1. PIC 1 invited the Western community to share input, and attracted a diverse group including: students, faculty, staff, the London community, Indigenous stakeholders (as identified by the Ministry of the Environment, Conservation and Parks (MECP) and Western's Office of Indigenous Initiatives), and regulatory authorities. The comments and questions received during PIC 1 reflect a multitude of perspectives that illustrate the complexity of this project and sensitivity required in developing a solution that addresses Western's short- and long-term needs.

Information on the project is available on the Western University Facilities Management website at the following link: https://uwo.ca/fm/projects/capital_projects/ud_bridge.html

EXECUTIVE SUMMARY OF RESPONSES

The comments and questions received during the PIC 1 process are categorized into the following themes:

1. Transportation
2. Bridge
3. Environment & Sustainability
4. Archaeology
5. Indigenous Stakeholders
6. Heritage
7. General

This Executive Summary provides general responses to topics in these seven categories. These responses have been used to reply directly to each of the questions and comments received during PIC 1, as shown in pages 6 through 32 below.

Transportation

The University is committed to a multi-modal crossing of the Thames River at University Drive (UD) connecting the campus across the Thames River. Vehicular access alternatives (transit, emergency, service vehicles, accessibility needs, etc.) are a functional requirement of the project. However, operational functions of the river crossing are beyond the scope of the Class EA. The next phases in the Class EA will gather additional information to facilitate detailed planning (and decision making) for a solution that balances the key considerations and regulatory requirements. Flexibility for operations is a consideration as the needs of campus may change in the future.

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD), guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine bridge alignments near the existing bridge, including ways to safely convey all transportation modalities for the river crossing. The existing Talbot parking lot is anticipated to remain; however, it may be reconfigured based on the preferred solution and may be unavailable during construction.

The City of London (the City) has two Class EA's underway near Western University's Campus, these are:

- Windermere Road Improvements
- Western Road, Sarnia Road and Philip Aziz Avenue Improvements

Similar to the Class EA for the UD Bridge, Western and other stakeholders have the opportunity to provide questions and comments for the City's Class EAs. The City's staff are also engaged in the Class EA for the UD Bridge.

Bridge

The next steps in the Class EA will gather additional information to facilitate detailed planning (and decision making) for a solution that balances the key considerations and regulatory requirements. The next phases of the Class EA will examine bridge span arrangements and structure type. The work completed in Phase 1 & 2 of the Class EA indicate the existing bridge was maintained, and is suitable for active transportation. A rehabilitation and maintenance plan will be developed as part of Western's capital renewal plan for all campus infrastructure. Rehabilitation of the existing bridge (including steel, concrete, and masonry components) is anticipated to improve its long-term durability.

Environment

The effect on the natural environment is of primary importance to the success of this project. The Class EA process requires that regulatory agencies oversee the detailed planning (and decision making) of the adopted solution. The

next phases of the Class EA will gather additional information on the existing natural environment to inform, mitigate and minimize the impact.
The Environmental Study Report (ESR) will include a high-level remediation plan, insofar as documenting species composition used to re-establish disturbed soils. A remediation plan and corresponding monitoring plan will be prepared during detail design including review and approval from regulatory authorities. Consultation with Upper Thames River Conservation Authority (UTRCA) is underway. The UTRCA will inform detailed planning (and decision making) of the adopted solution.

Sustainability

Sustainability is a core component of Western's operations and strategic priorities. The next phases of the Class EA will examine ways to safely convey all transportation modalities, encouraging and providing safe active transportation options at this location.

Archaeology

A Stage 1 Archaeological Assessment was completed and submitted to the Ministry of Citizenship and Multiculturalism (MCM). The next phases of the Class EA will inform the requirements of a Stage 2 Archaeological Assessment.

Indigenous Stakeholders

Indigenous stakeholders were contacted at the Notice of Study Commencement, and in advance of PIC 1. Involvement from Indigenous stakeholders will continue throughout the Class EA, including invitations to participate in environmental and archaeological fieldwork, as well as distribution of related reports for review and comment.

Heritage

A Cultural Heritage Evaluation Report (CHER) was completed and identified heritage attributes of the existing bridge. The next phases of the Class EA will gather additional details on the bridge setting, materials, and views to/from the bridge. A Heritage Impact Assessment (HIA) will be completed to guide the detailed planning (and decision making) of the adopted solution.

Architectural and heritage best practices will inform decisions related to the heritage attributes of the existing bridge. Preliminary work has identified the importance of the bridge setting, materials and views to/from the bridge. A Heritage Impact Assessment (HIA) will be completed to guide the detailed planning (and decision making) of the adopted solution.

General

The Municipal Class Environmental Assessment (Class EA) is a sequential decision-making process including public review and comment at each stage of the project. At PIC 1, the project team presented an initial assessment of Alternative Planning Solutions, and preliminary recommendations for comment. Public and agency comments will be included in the Record of Public Consultation for the project team's consideration.

Information on the project is available on the Western University Facilities Management website at the following link: https://uwo.ca/fm/projects/capital_projects/ud_bridge.html

Thank you for your interest regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). If you require additional information or wish to provide additional comments during the Class EA, please contact us anytime at: westernubridge@uwo.ca.

QUESTION & RESPONSE LOG

The log below includes all comments and questions received during the PIC 1 process. All personally identifiable details have been redacted, as have salutations and signoffs received in written submission. Public submissions received as part of the PIC 1 process are shown in bold typeface, with Western's responses shown in normal typeface. Horizontal lines delineate the start and end of distinct submissions.

What considerations will be given to ensure the twinned bridge suits the architectural character of the University?

Architectural and heritage best practices will inform decisions related to the heritage attributes of the existing bridge. Preliminary work has identified the importance of the bridge setting, materials and views to/from the bridge. A Heritage Impact Assessment (HIA) will be completed to guide the detailed planning (and decision making) of the adopted solution.

How will the restoration and possible twinning of these bridges impact the Thames River? And what measures will be taken to protect the natural wildlife habitat in this area?

The effect on the natural environment is of primary importance to the success of this project. The Class EA process requires regulatory agencies to oversee the detailed planning (and decision making) of the adopted solution. The next phases of the Class EA will gather additional information on the existing natural environment to inform, mitigate and minimize the impact.

What will happen to the Talbot Lot? Will the bridge impact the use of this parking lot?

The next phases in the Class EA will gather additional information to facilitate detailed planning (and decision making) of a solution that balances the key considerations and regulatory requirements. The existing Talbot parking lot is anticipated to remain, however, it may be reconfigured based on the preferred solution and may be unavailable during construction.

Will the bridge and the study area be evaluated for heritage value or interest?

A Cultural Heritage Evaluation Report (CHER) was completed and identified heritage attributes of the existing bridge. The next phases of the Class EA will gather additional details on the bridge setting, materials, and views to/from the bridge. A Heritage Impact Assessment (HIA) will be completed to guide the detailed planning (and decision making) of the adopted solution.

Why are we not just closing the bridge for pedestrian access only and restrict vehicles from cutting through the campus?

The existing bridge is nearing the end of its service life as a vehicular bridge, and the University is committed to a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. Flexibility for operations is a consideration as the needs of campus may change in the future.

Will this area have an Archaeological Assessment completed?

A Stage 1 Archaeological Assessment was completed and submitted to the Ministry of Citizenship and Multiculturalism (MCM). The next phases of the Class EA will inform the requirements of a Stage 2 Archaeological Assessment.

What information will be made available and where will it be available?

Information on the project is available on the Western University Facilities Management website at the following link: https://uwo.ca/fm/projects/capital_projects/ud_bridge.html

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I'd like to advocate for the removal of non-transit vehicle access across the bridge, and I support the twinning option that allows for the bridge to become a fully pedestrianized public space. The location is beautiful and the quality-of-life events that could go on as it naturally connects to the new plaza could be simply amazing.

The existing bridge is nearing the end of its service life as a vehicular bridge, and the University is committed to a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. Flexibility for operations is a consideration as the needs of campus may change in the future.

Can I ask why the solution of transforming the existing bridge into a pedestrian / cycling bridge without building a bridge for vehicular traffic was not considered? The Open Space strategy (2018) suggests to reduce / remove cut-through traffic and I know that the city considers rerouting the major bus route along Western Road (with drop-off points at the University drive). Would this not be an important opportunity for the University to really be a leader in sustainability and encourage active transportation on and around campus. Given the large financial savings, reduction in environmental impact, and positive effects on the character of the campus. Was there a careful study of this solution?

The existing bridge is nearing the end of its service life as a vehicular bridge, and the University is committed to a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. Flexibility for operations is a consideration as the needs of campus may change in the future. The design solution of the bridge will consider long-term functional requirement to support a life expectancy of 100 years.

The effect on the natural environment is of primary importance to the success of this project. The Class EA process requires regulatory agencies to oversee the detailed planning (and decision making) of the adopted solution. The next phases of the Class EA will gather additional information on the existing natural environment to inform, mitigate and minimize the impact.

I would like to hear more about the methods for restricting vehicle traffic across the bridge that are being considered. This seems like a central part of the Open Space Strategy, plus it would help Western meet its climate change mitigation goals and increase campus safety. Yet the sketches of the three alternatives all show the bridges being crossed by cars. Can you confirm that restricting vehicle access is being taken seriously in this planning process, and explain how that will be achieved in the recommended alternative?

The University is committed to a multi-modal crossing of the Thames River at University Drive (UD to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, accessibility needs, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. The next phases in the Class EA will gather additional information to facilitate detailed planning (and decision making) of a solution that balances the key considerations and regulatory requirements.

How does the 'conserve and twin' option come out neutral on natural environment when it will clearly disturb much more habitat and lock in future greenhouse gas emissions by providing a new bridge solely dedicated to vehicular traffic, which would surely encourage higher traffic flows?

The effect on the natural environment is of primary importance to the success of this project. The Class EA process requires regulatory agencies to oversee the detailed planning (and decision making) of the adopted solution. The next phases of the Class EA will gather additional information on the existing natural environment to inform, mitigate and minimize the impact.

What would the intersections on each side of the bridge look like for each of the proposed options? The current intersection on the campus side of the bridge is very dangerous for pedestrians. We need to be able to see how a new option will be safer before moving ahead.

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

I thought this was a public consultation, but it sounds like the decision has already been made. Why was feedback not invited before reaching this level of finalization?

The Municipal Class Environmental Assessment (Class EA) is a sequential decision-making process including public review and comment at each stage of the project. At PIC 1, the project team presented an initial assessment of Alternative Planning Solutions, and preliminary recommendations for comment. Public and agency comments will be included in the Record of Public Consultation for the project team's consideration.

Michael's answer to the question about reducing cut-through vehicle traffic did not actually address cut-through vehicle traffic. Does that mean that the goal of reducing external vehicle traffic on campus has been discarded? Can he (or someone else) please speak to this important topic?

The University is committed to a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, accessibility needs, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. The next phases in the Class EA will gather additional information to facilitate detailed planning (and decision making) of a solution that balances the key considerations and regulatory requirements.

How would the surface of the pedestrian structure (specifically, the cycling part) be maintained in the winter?

The future phases of the Class EA will develop detailed planning (and decision making), including construction materials. However, operational functions of the river crossing are beyond the scope of the Class EA.

What are the anticipated impacts to existing vegetation beside the bridge, and what will be done to mitigate or compensate for mature tree loss?

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How will the bridge design control water flowing from the bridge surface into the river below? I'm specifically about winter road salt and other pollutants associated with vehicles that flow off the bridge during rainfall.

The future phases of the Class EA will develop detailed planning (and decision making).

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At what time of year will construction take place?

The future phases of the Class EA will develop construction timing, as it pertains to regulated environmental windows. Construction is subject to the approvals at various stages of the project.

Has Western evaluated how the designated uses of the bridge moving forward will influence Scope 3 emissions on campus associated with people using personal vehicles to get to and from campus?

Sustainability is a core component of Western's operations and community. The next phases of the Class EA will examine ways to safely convey all transportation modalities, encouraging active transportation at this location. However, operational functions of the river crossing are beyond the scope of the Class EA.

Look forward to receiving answers to my questions in writing. Thanks!

Why was a southern alignment of the new span in 4B selected over a northern alignment? What modelling was done around conflict points generated between those two alignments, especially with the intersection of the TVP?

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

What is being considered in changing the deck surface of the existing bridge? What separation will occur between pedestrian and cycling modes?

The future phases of the Class EA will develop detailed planning (and decision making), including construction materials.

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

Following up on the Southern & Northern alignment, I am confused about the crossing of major modal corridors in the current 4B proposal. The vast majority of pedestrian and cycling traffic comes from the South, and the new plaza is at the South. Meanwhile almost all car traffic (especially emergency, transit, and university service traffic) enters from the east, and then would move to the west or north with very little to the south.

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Ok but if you start with a poor design concept and alignment, the detailed design isn't going to fix the problem!

The issue is with the basic alignment of the bridges that result in crossing of modes at both sides of the river. Detailed design would just be mitigating the safety risks caused by a flaw in the starting alignment.

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

In a climate emergency why are we building more auto infrastructure?

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1. What will be done to avoid the tree(s) that are there that are listed as endangered?

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2. Does the preferred alternative require new piers in the River? If so, why not an alternative that does not?

The next steps in the Class EA will gather additional information to facilitate detailed planning (and decision making) of a solution that balances the key considerations and regulatory requirements. The next phases of the Class EA will examine bridge span arrangements and structure type.

3. Will there be consultation with First Nations. The City requires it for projects within 120 m of the River.

Indigenous stakeholders were contacted at the Notice of Study Commencement, and in advance of PIC 1. Involvement from Indigenous stakeholders will continue throughout the Class EA, including invitations to participate in environmental and archaeological fieldwork, as well as distribution of related reports for review and comment.

4. Clearly there will be vegetation removal to build a new structure.

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5. Will the remediation and monitoring plan be included in the ESR or only at detail design?

The Environmental Study Report (ESR) will include a high-level remediation plan, insofar as documenting species composition used to re-establish disturbed soils. A remediation plan and corresponding monitoring plan will be prepared during detail design including review and approval from regulatory authorities.

6. Will there be a separate Environmental Impact Study available prior to the ESR being put on the public record?

The Environmental Study Report (ESR) will include a high-level remediation plan, insofar as documenting species composition used to re-establish disturbed soils. A remediation plan and corresponding monitoring plan will be prepared during detail design including review and approval from regulatory authorities.

Thank you for the presentation.
The study area shown early in the presentation seemed focused on University Bridge. How many different potential alignments of a new bridge crossing are being considered?

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

The current University Bridge is corroding and there is little maintenance done (at least visible). What is your long-term corrosion and maintenance plan to conserve the bridge for many decades for active transportation?

The work completed in Phase 1 & 2 of the Class EA indicate the existing bridge was maintained, and is suitable for active transportation. A rehabilitation and maintenance plan will be developed as part of Westerns capital renewal plan for all campus infrastructure. Rehabilitation of the existing bridge (including steel, concrete, and masonry components) is anticipated to improve its long-term durability.

So far, there are no concrete plans for intersection prioritization prior and after the vehicular bridge. If active transportation is not prioritized there, there will be no win compared to what exists today, and it could even be worse. We have already a lot of harassment, injuries, and even deaths, caused by vehicles on campus. This needs to change. There need to be low prioritization for non-emergency vehicles compared to active transportation such as wheelchairs, bicycles, and pedestrians. And there need to be engineered solutions to slow down vehicles to avoid injuries and deaths. Don't blame drivers or police - this is a responsibility for engineers and designers.

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

The existing bridge is nearing the end of its service life as a vehicular bridge, and the University is committed to a multi-modal crossing of the Thames River at University Drive (UD). Vehicular access alternatives (transit, emergency, service vehicles, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. Flexibility for operations is a consideration as the needs of campus may change in the future.

Which technical methods would you be considering to exclude non-university vehicles?

The University is committed to a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, accessibility needs, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. The next phases in the Class EA will gather additional information to facilitate detailed planning (and decision making) of a solution that balances the key considerations and regulatory requirements.

The existing bridge provides a viewing opportunity for spiny softshell turtles, sunning on the rocks to the south - i.e., where the twin might be positioned. Just something to consider during construction.
On a separate note, I would argue for a single lane bridge for one-way (alternating) buses only, with no regular vehicular traffic.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

What is the impact of a twinned bridge going to have on the experience of cyclists and pedestrians trying to access campus within the Lambton/Perth perimeter? What will cyclists and pedestrians have to navigate to get past those streets?

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine bridge alignments near the existing bridge, including ways to safely convey all transportation modalities for the river crossing.

Will adding a new bridge to facilitate the flow of cars through campus exacerbate existing traffic problems at the corner of Sarnia and Western?

The existing bridge is nearing the end of its service life as a vehicular bridge, and the University is committed to a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. Flexibility for operations is a consideration as the needs of campus may change in the future.

The City of London (the City) is underway with two Class EA's near Western University's Campus:
- Windermere Road Improvements
- Western Road, Sarnia Road and Philip Aziz Avenue

Similar to the Class EA for the UD Bridge, Western and other stakeholders have the opportunity to provide questions and comments for the City's Class EA's. The City's staff are also engaged in the Class EA for the UD Bridge.

With the twinned bridge, is it possible to do quite an exact restoration of the original bridge (I liked Wendy's comments on the 1924 photograph) or will the project still be subject to the National Standards advocating a structure "distinguishable" from the original?

Architectural and heritage best practices will inform decisions related to the heritage attributes of the existing bridge. Preliminary work has identified the importance of the bridge setting, materials and views to/from the bridge. A Heritage Impact Assessment (HIA) will be completed to guide the detailed planning (and decision making) of the adopted solution.

When previous efforts to reduce on-campus traffic were made, a major problem was the lack of bridges across the river between Oxford Street and Fanshaw Park Road. Both Oxford and Fanshaw are now more crowded than ever. Does the city have possible cures in mind?

The City of London (the City) is underway with two Class EA's near Western University's Campus:
- Windermere Road Improvements
- Western Road and Sarnia Road/Philip Aziz Avenue

Similar to the Class EA for the UD Bridge, Western and other stakeholders have the opportunity to provide questions and comments for the City's Class EA's. The City's staff are also engaged in the Class EA for the UD Bridge.

It seems that ecology was considered, but not addressed much in the presentation today. Can you comment on ecological considerations particularly with the twin bridge option.

The effect on the natural environment is of primary importance to the success of this project. The Class EA process requires regulatory agencies to oversee the detailed planning (and decision making) of the adopted solution. The next phases of the Class EA will gather additional information on the existing natural environment to inform, mitigate and minimize the impact.

Would the pedestrian walkway be better connected to the residences on that side of campus, to separate traffic and the large number of students walking to/from? Or prioritized at intersections?

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

Will there be an opportunity to include better recreational water access (e.g., canoeing, kayaking), when building/rehabilitating the bridge?

The future phases of the Class EA will develop detailed planning (and decision making).

Where will tonight's presentation be available to view later?

Information on the project is available on the Western University Facilities Management website at the following link: https://uwo.ca/fm/projects/capital_projects/ud_bridge.html

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Thanks. Well done.

Thank you for the presentation. Interesting to see a preferred alternative so early in the EA process. I also appreciate some of the answers provided to my questions in the Q and A such as there are no plans for new piers in the river and the consultation with First Nations. However, I would appreciate a clearer answer to the following. I look forward to your response.

1. As an endangered tree species was located during the City's BRT project, its location should be known to the Western Bridge project team at this point. What are the potential impacts to this tree from the preferred option?

The Environmental Study Report (ESR) will include a high-level remediation plan, insofar as documenting species composition used to re-establish disturbed soils. A remediation plan and corresponding monitoring plan will be prepared during detail design including review and approval from regulatory authorities.

2. Will the remediation plan and the monitoring plan be available with the ESR or only at detail design?

The Environmental Study Report (ESR) will include a high-level remediation plan, insofar as documenting species composition used to re-establish disturbed soils. A remediation plan and corresponding monitoring plan will be prepared during detail design including review and approval from regulatory authorities.

3. Will a separate Environmental Impact Study with Net Affects be available prior to the posting of the ESR on the public record ?

The Environmental Study Report (ESR) will include a high-level remediation plan, insofar as documenting species composition used to re-establish disturbed soils. A remediation plan and corresponding monitoring plan will be prepared during detail design including review and approval from regulatory authorities.

4. Will <name> at the UTRCA be consulted given his expertise in reptile species at risk in this run of the river? If he will be consulted, at what stages are you anticipating seeking his opinions?

Consultation with Upper Thames River Conservation Authority (UTRCA) is underway. The UTRCA will inform detailed planning (and decision making) of the adopted solution.

Thank you again for your attention to these questions.

Good morning,
Thank you for the presentation in PIC for University Bridge.
I am in support of the preferred alternative to retain the existing University Bridge (for active transportation) and to twin the crossing with a new structure. I was particularly encouraged by the ideas shared by Wendy Shearer to restore the period features of University Bridge. I look forward to seeing more information presented in the Heritage Impact Assessment.
The study area on the map presented during the PIC appeared very focused on the existing area of University Bridge. What potential river crossing points were/are being considered for the proposed new twinned structure? Has a website for this EA been established? If so, could you please share the link?

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine bridge alignments near the existing bridge, including ways to safely convey all transportation modalities for the river crossing.

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Good morning,
Thank you for the opportunity to give some feedback. As a staff member, I regularly park at Medway and walk across the bridge into campus. I fully enjoy the beautiful scenery in that area on my way in. Here are some things I think are important:
- **Wider pedestrian walkways**
- **A barrier protected bike lane**
- **It should look beautiful**
- **Western has beautiful architecture for the most part. The bridge is often the one of the first things visitors see and it should have an impressive first impression. It would be great if it looked more like the 1937 photo.**

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

The future phases of the Class EA will develop detailed planning (and decision making).

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

Thank you very much for providing an opportunity to comment about this project.
The only thing I'd like to remind the community (and decision makers) about is the traffic outcomes when the bridge was closed for emergency maintenance a few years ago. The repercussions on traffic around the university were nothing short of chaos in all directions. One couldn't get down Perth Drive toward Windermere in less than 15-20 minutes, which I imagine was a huge problem for University Hospital access. Going in the other direction down Lambton was also a nightmare and made Alumni Circle impossible for both pedestrians and drivers. There were simply no good options and it resulted in making other parts of the campus--and I might add those areas include far more central and beautiful areas of campus than the University Bridge area--much worse for pedestrians and drivers alike.

I drive some days and walk other days, so I see both sides of the problem. I totally understand the motivation to get cars off the campus, but I really don't think the answer is closing University Bridge to traffic for those needing to be on the campus. I think there are other more creative ways to approach this without shutting off a major artery into campus. I can certainly imagine closing University Drive beyond the Perth/Lambton line. There is no real need to go through here except for busses and deliveries and this would make a central part of our beautiful campus even more amazing.

Decreasing traffic east of University Bridge is not the real problem. The area is on the edge of campus and sidewalks here are already wide. Everyone already expects to walk on the sidewalks coming from the residence halls there and to cross the bridge on the sidewalks. The areas that will be affected by increased traffic if the bridge were closed are far more central and more a part of the iconic beauty of Western (e.g. Alumni Circle) or a major resource of the University (e.g. the hospital).

It's also worth looking at how many of your faculty and staff live in Old North and other neighbourhoods east of University Bridge and, therefore, use the bridge daily. Think about not only people who drive and park but students who take Ubers/taxis to get to their jobs off campus, emergency vehicles, delivery trucks. Again, I too would love to see all these vehicles out of the core of the campus, but not to the detriment of other, more central areas of campus, and not if the trade off is the traffic nightmare that we saw a few years ago. Everyone has noticed that traffic in London over the past 6-12 months has ramped up significantly. Please don't add to this frustration with something that makes the campus traffic and the major arteries nearby untenable.
What about having a fob to get us into campus on University drive if we belong on campus and not just driving through? Yes, a real problem for a few weeks while people who don't belong there realize this, but that's going to happen when you close the bridge anyway for those people who don't belong and don't receive campus-wide emails (I think that's primarily who you're trying to keep off the roads anyway, right?). Put the gates just beyond Sunset St. so those going into Medway Lot can turn right without hindrance and those who didn't realize they can't go through and don't have appropriate access can turn left down Sunset. Everyone will become accustomed to this quickly, just like when the bridge was suddenly shut (although hopefully a young person doesn't drive straight into the jersey barrier this time!).

Please be wonderfully creative and find a solution that does not mean closing down University Bridge to university traffic."

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

Your information has been added to the study's contact list to receive future notices regarding this initiative. If you require additional information or wish to provide additional comments during the Class EA, please contact us anytime at: westernubridge@uwo.ca.

Good morning,
Thank you for the opportunity to give some feedback. As a staff member, I regularly park at Medway and walk across the bridge into campus. I fully enjoy the beautiful scenery in that area on my way in. Here are some things I think are important:
• Wider pedestrian walkways
• A barrier protected bike lane
• It should look beautiful
• Western has beautiful architecture for the most part. The bridge is often the one of the first things visitors see and it should have an impressive first impression. It would be great if it looked more like the 1937 photo.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

The future phases of the Class EA will develop detailed planning (and decision making).

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

Thank you for accepting feedback and commentary on University Bridge changes.
The biggest comment I would like to share is that I think that all vehicular traffic should continue to be able to travel through this artery. I have seen some suggestions that this bridge is made accessible to only public transit vehicles and pedestrian traffic. I think that would just make traffic flow terrible for other arteries on campus and you have now closed the only eastside access.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

The University Drive bridge should be closed to vehicular traffic. No replacement should be built. The university is well aware that much of the traffic over the bridge is from non-UWO drivers cutting through campus from Sarnia Road to Richmond (or vice versa). By reducing this traffic, which includes long queues of cars in the morning and evening commutes, we would reduce emissions from gas & diesel powered vehicles and make an important contribution to reducing air pollution. Removing this commuter route would also make travel safer for pedestrians and cyclists who are attempting to cross campus intersections in the face of speeding cars and cars that simply do not see them. As a pedestrian commuter to campus, I see near misses almost every day - especially as winter approaches and people complete their commutes in darker conditions. In addition, removing this traffic from campus would help busses run in a timely manner, making them a more viable form of commuting.

This bridge closure should be part of a broader strategy to enhance the environmental quality of our beautiful campus. That strategy should prohibit most private vehicular traffic on campus and instead route this traffic to lots on the campus perimeter. The existing parking on campus could then be turned into green space, natural habitats, and used for additional campus buildings the university wants to build. Campus shuttles could help people cross campus and provide close building access for disabled students and staff. Roadways would then be maintained for facilities management, deliveries, emergency vehicles, mobility vehicles, busses, campus police, and perhaps very special private commuters (e.g., the University's President and Provosts). By eliminating other traffic, more people would walk around the campus instead of trying to drive, and the campus population would become healthier, less stressed, and higher in wellbeing, according to research by the HEAL Lab.

Finally, the Thames river is home to an amazing variety of animals and plants. Adding another car bridge would further reduce habitat for the creatures who call LondON home, some of whom are in precarious positions due to habitat loss elsewhere. Western seems very happy to Tweet about its sustainability initiatives and awards. For campus members, however, the story looks less like action and more like greenwashing. The green-bin program does not seem to have made it inside my building (although there is a green bin hiding back behind the loading dock it is not accessible where it needs to be). The recycling program has very nice bins near the elevators, but I see housekeeping staff putting the contents of those bins into the same trash bag bound for landfill. If Western is truly interested in reducing its environmental impact instead of merely greenwashing, it needs to take big, bold steps, that are consistent with its open space plan, environmentally sustainable and responsible. Making the decision to cut traffic through campus would be a big step in that direction.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

I've lived in NW London since 1995 and frequently use the University Bridge on my bicycle and in my vehicle. I support recommended planning solution 4B.

The bridge is currently not safe for cyclists. Maintaining the current bridge for active transportation would alleviate this problem.

However I strongly urge you to continue to allow public vehicular access to the proposed new bridge. There are currently few east-west routes over this branch of the Thames.

South of campus the closest east-west road is Oxford St (1.7 km south).

There is already traffic deadlock on Oxford St, especially during rush hours.

The 'next' east-west road to the north, Windermere Rd, is not much better, especially since it is only one lane each way with irregular left/right turn lanes at Perth Dr. And Windermere Rd is only an east-west through-street from Western Rd to Adelaide.

Fanshawe Park Rd is the next closest east-west through-street north of campus. It is very busy as well, and is more than 3 km north of University Bridge!

Especially given the continuing population growth in NW London, closing the proposed new University Bridge to public through-access from the west to the east side of campus would unnecessarily contribute to traffic gridlock in NW London at a time when solutions are needed!

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

I cycle across the University Bridge on a daily basis. It's not a pleasant experience due to drivers passing you, and speeding. So I definitely agree with the idea of keeping the bridge, and only allowing pedestrians and cyclists.

As you note there is a fair amount of traffic on the bridge today that uses it as a shortcut that generates quite a bit of traffic on campus. I definitely hope that this can be addressed in the new design of the twinning bridge. For example with a type of barrier that can only be crossed by a bus and other prioritized vehicles. For example movable bollards or other types of obstacles that cannot be crossed by personal vehicles that want to take a shortcut through campus.

One thing that also would appreciate, as new intersections will be constructed, are traffic signals that react to cyclists. This is not always the case, so sometimes you have to get over and press the beg button if you want the signal to switch. For example at Sunset St/University Dr.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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The future phases of the Class EA will develop detailed planning (and decision making).

I am compelled to offer just a few thoughts on the importance of the University bridge to my bike commute everyday. It is my access point to the TVP.

I would submit that Wonderland road and University bridge are the two most dangerous segments of my commute.

Each morning, I cross around 6:45am, long before most students are traversing campus. A week does not go by when a car does not pass me despite the signs. It's not busy, so I assume drivers feel they have the freedom to jeopardize the safety of myself or another cyclist coming from the opposite direction. I've taken to riding right in the middle to avoid these situations.

Each late afternoon or evening, I return to a much different picture with traffic backed up beyond Sydenham Hall. Trying to merge into that chaos is maddening where I am sandwiched between bumpers. Drivers give no leeway for pedestrians who might not cross at a stoplight.

There have only been a couple of times where I had the absolute pleasure of riding the bridge when closed to traffic. Imagine removing the bottleneck of traffic. Imagine how much more inviting that gateway to campus would become for pedestrians and cyclists. Campus should be a walkable space. Keep drivers to the edges in the parking lots.

Lastly, the University should invest in its connection to and protection of the Thames River. Removing traffic from more spaces on campus, and specifically from this bridge, would show a commitment to the relationship between people and the river's eco niche.

The bridge is the threshold of access to the university. Protect pedestrians, cyclists, and the river by closing the bridge to car traffic.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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The effect on the natural environment is of primary importance to the success of this project. The Class EA process requires regulatory agencies to oversee the detailed planning (and decision making) of the adopted solution. The next phases of the Class EA will gather additional information on the existing natural environment to inform, mitigate and minimize the impact.

A colleague alerted me to the call for comments on the EA for the WesternU Bridge. Otherwise, I would not have known about it. It has not been widely communicated to the Western Community, and I see the deadline for feedback is Wednesday.

I have just reviewed all the slides and am excited by the possibilities! As a person who commutes to campus on a bicycle, I feel nervous every time I cross the bridge, as drivers frequently ignore the many signs instructing them not to pass cyclists on the bridge.

I love the Conserve and Twin solution, as long as vehicular traffic using campus as a short cut is limited significantly. I think it would be great to limit access to public transit vehicles.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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The future phases of the Class EA will develop detailed planning (and decision making).

Please add me to the email list to be kept up-to-date with the University Bridge project.
Thank you!

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

Your information has been added to the study's contact list to receive future notices regarding this initiative. If you require additional information or wish to provide additional comments during the Class EA, please contact us anytime at: westernubridge@uwo.ca.

I would like to register my preference for not closing the bridge to car traffic.

Such a closure would limit the number of cars that cut through campus. While there are many who want to have a car-free campus, many studies show quite conclusively that the mere presence of car traffic greatly reduces the number of crimes committed, in particular, crimes of sexual assault. Given Western's ongoing issues with respect to gender-based violence, I would be strongly opposed to reducing car traffic in and around campus. If the bridge were closed, the area in front of a number of campus residences, including Medway-Sydenham Hall, would receive little to no car traffic as well.

Thank you for providing the opportunity to give feedback. Before any decision is made regarding the bridge is made, I hope there will be further opportunity to give feedback as this opportunity was not well advertised and, in fact, was buried in an "Inside Western" mass email.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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I'm writing to provide input to the EA for the new University Bridge.

While I appreciate that the proposed Alternative 4B: Conserve and Twin provides space exclusively for active transportation, I have serious concerns about how this proposed solution would integrate active transportation and private vehicular traffic at either end of the bridges. Under the current design, the most dangerous areas for cyclists and pedestrians are at the intersections at either end of the bridge—this is where the vast majority of collisions and near-misses happen, as active transportation users and private vehicle users are forced to interact due to road design. In the drawing offered in the EA presentation, pedestrian and bicycle traffic travelling from the south on the Thames Valley Parkway would need to cross several lanes of traffic to access the active transportation bridge when entering campus, and depending on their campus destination, would need to cross that traffic again once they have exited the active transportation bridge, as well as repeating the same process when leaving campus. This presents many opportunities for the types of collisions and near-misses that we currently see on a day-to-day basis at the existing intersections.

The primary source of danger for those seeking to enter Western's campus via University Bridge is private vehicle traffic. As such, I'm confused as to why installing a second bridge—at great expense, I'm sure—is being considered, when closing this route to private vehicles would be the simplest, cheapest, and safest option available for the University. We know that much of the traffic travelling over University Bridge is using our beautiful campus as a cut-through not a destination, which does a disservice to Western. We can prioritize the safety of Western's community members and fulfill Western's goals around sustainability by re-routing private vehicles around campus, and prioritizing active transportation modes for accessing central campus.

In connection to this concern, I have three questions:

1. How will the new bridge design ensure the safety of those using active transportation modes to enter Western's campus? What infrastructure will be installed to protect cyclists and pedestrians?

2. Why is closing the existing bridge to private vehicular traffic without building an additional bridge, and simply requiring that private vehicular traffic use alternate routes to access campus not presented or assessed as an option within the EA?

3. Has a study been done to determine the impacts of closing the bridge to private vehicular traffic (remaining open for busses), and re-routing campus traffic to alternative routes? If so, can the results be shared?
Looking forward to your response,

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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I have read through the University Drive Bridge Class Environmental Assessment (EA). I am not in favour of any of the proposed solutions. I feel that a very cost-effective, environmentally friendly, and pedestrian and cycling friendly option has been overlooked:

Leave one lane of the existing bridge roadway open to traffic, only for the use of transit and service vehicles.
Use the 2nd lane for non-walking active transportation, divided by direction.
Use the north sidewalk for walking into campus (or bi-directional for both sidewalks as it is now)
Use the south sidewalk for walking out of campus
Improve connections to active transportation on both sides.

Thanks for receiving my feedback, and you can add my email address to the contact list.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

The existing bridge is nearing the end of its service life as a vehicular bridge, and the University is committed to a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. Flexibility for operations is a consideration as the needs of campus may change in the future.

Thanks for your presentation. At future presentations I hope to hear more about ecological concerns related to the building of the second bridge which were mostly absent from the meeting. Western is trying to connect closely to the river and I have concerns about losing gains we have with endangered river species with the creation of the second bridge.

I would like to see us seriously limit through traffic other than transit and city vehicles. I hear your arguments around accessibility but with 3000 vehicles a day being through traffic I think we can promote accessibility without allowing free for all traffic through campus across the new bridge.

Additionally, there are serious accessibility concerns with having heavy traffic through campus so the simple argument that some people need to drive close to their building is not a reason to allow 3000 people per day to drive through campus without stopping.

I would like to see the bridge be a part of a complete shift in how we support more sustainable practices on our campus. Therefore the main university bridge should be entirely bike and pedestrian focused and part of a bigger active transportation plan.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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The effect on the natural environment is of primary importance to the success of this project. The Class EA process requires regulatory agencies to oversee the detailed planning (and decision making) of the adopted solution. The next phases of the Class EA will gather additional information on the existing natural environment to inform, mitigate and minimize the impact.

I have a long and proud association with Western - as a student, an alumnus, and have maintained an ongoing relationship through Western in a number of ways. I have the opportunity to be on campus several times a year and have continued to enjoy the beauty of the campus and the wonderful environment that it provides students and other community members engaging with the university.

As an active commuter, most of my trips to campus are on bicycle or sometimes even running there.
I am thrilled to have the opportunity to provide comments on the future renovation of the bridge. I was particularly excited to see that Western is considering a pedestrian only option and strongly urge the university to proceed with that. Key issues behind this for me are as follows.

- safety - as an active commuter, I've encountered several times when vehicles have passed on the bridge, or sped towards the bridge to "get ahead" before I've been on the bridge - contributing to the safety concerns for me and other active commuters and pedestrians.

- environmental issues - Western is a leader in sustainability. Reducing vehicle access to campus will reduce GHG's from vehicles on campus, promote active transportation and promote Western's sustainability leadership.
- enhanced campus beauty - the western campus is known for its beauty. Creating a car-free zone at the existing bridge site would greatly enhance that beauty and provide a far more pleasant experience for all campus users.
Thank you for the opportunity for input into this important project. I strongly urge Western to take the bold move to eliminate vehicle traffic in a renewed University Bridge.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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I want to add my voice to the consultation on the future of University Bridge.

I strongly support a closure of the bridge to individual car traffic. Such a closure would have multiple benefits:
1) reduce greenhouse gas emissions, especially when combined with strengthening of public transport and cycling and walking infrastructure to campus.

2) increase safety on campus. There have been several serious accidents, and many more close calls, on or close to the bridge over the last years.

3) make the campus more lively. The University has invested in making its spaces more welcoming. Inclusion of the bridge in these efforts would make perfect sense, especially in light of the current work along University Hill.
4) reduce vehicle shortcuts through campus, which further increases pollution and risks on campus..

Over my 21 years at Western I have commuted to campus most often by bike, but also by car, foot, and public transport. I firmly believe that closing the bridge to individual cars (and possibly maintaining bus traffic) is the right thing to do. The University should be a leader in sustainability within the London community, and this is one opportunity to take such leadership.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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The University Drive bridge is a part of my daily commute to and from Western University. As a pedestrian, the bridge needs improvements for pedestrian safety and comfort.

The sidewalks on the approach to the bridge have a comfortable width, with wide margins between the road and sidewalk. However, on the bridge, the sidewalks are narrow and pen pedestrians between two metal railings, with only room for two people to walk abreast. This issue is exacerbated at either end of the bridge, where the stone pillars and the metal railings overlap, creating an even narrower passage.

By making room for pedestrians, walking on the bridge will feel safer and more comfortable. New students and alumni alike would enjoy walking to Western's campus. The experience of looking up UC hill and at UC tower is far more impactful when viewed on foot rather than through a car windshield.

Another issue is the iciness of the bridge during freezing temperatures. As cars drive across the bridge, water is splashed on the sidewalk, freezing quickly and becoming ice. Facilities Management works hard to de-ice the bridge using salt, but many may walk on the slippery bridge before it is salted. In addition, the salt falls into the river, which may have negative environmental impacts.

The bridge also places large vehicles near pedestrians. The loud sounds not only remove the possibility of peaceful strolls but also detract from the beautiful views of Deshkan Ziibiing / Thames River. The bridge is truly one of the most picturesque parts of Western's campus, with the view from either side a painting of nature, but loud vehicle noises – along with the narrow sidewalk – make it difficult to appreciate the beauty surrounding Western's campus.

Hopefully, the reimagining will include an improved method to deal with bridge icing and the proximity in which pedestrians are placed to vehicles.

In addition to pedestrian safety, cyclist safety should also be a priority. I have seen dangerous situations where personal vehicles overtake cyclists on the bridge. This overtaking is often done at high speed, endangering both people on the cycle and in the vehicle. Signs are not enough to deter unsafe passing, but implementing infrastructure that disallows this behaviour would stop these situations from being created.

I hope that the issues I have presented will be addressed and that this reimagining leads to the best use of the University Drive bridge for all its users.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

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please find attached a summary of our feedback on the Public Information Center for the University Drive Bridge Class Environmental Assessment. I am submitting this on behalf of the Western Active Transportation Society, which consists of ~200 students, staff and faculty from the Western University community.

I would like to thank you for involving us at relatively early stages of the public consultation and look forward to continuing this conversation, not only about the specific Bridge design, but about the transportation strategy for campus in general.

Attached Word Document Information:
London, November 29th, 2022
Dear project committee,
On behalf of the Western Active Transportation Society (WATS), we would like to provide input to the Environmental Assessment (EA) of the University Drive bridge.

Our main concern is that one important alternative solution was not seriously studied: namely to transform existing bridge into a bridge for pedestrian and cyclists (as suggested in solution 4B), but not to build a new bridge for vehicular traffic. We believe that this solution would have substantial advantages over all other studied solutions and that it would be most consistent with the stated goals of the University's open space strategy. In short, we do not believe that the EA has presented enough evidence that there is a need to maintain vehicular traffic across a University Drive bridge.

Why do we think this solution is possible?
The "Big Moves" in Western's Open Space Strategy (2018) propose to reduce cut-through traffic across campus, to situate parking at the perimeter (for example by construction of a parking garage on Medway parking lot), and to provide drop-off points for pedestrians to reduce traffic and parking on campus. If the University is still aiming to reach these goals in the foreseeable future, it is not clear that there is a need for maintaining access for private motorized vehicles across the University bridge. Vehicular access to campus and the University hospital is well served by Western Road from the west and Perth Drive from the north. While the drive from, for example, University Drive / Richmond intersection to the Chemistry parking lot would increase by 600m, we believe that the change would lead to more people to choose active transportation alternatives for shorter distances, ultimately removing capacity concerns. The EA has not shown that this would on balance not lead to better transportation outcomes.

A main goal for the University must be to improve public transportation connectivity. The original north-branch of the BRT proposal was not approved, but alternatives for high-frequency bus services to campus remain a priority for the City of London. It has not been clearly demonstrated by the EA that buses must cross the river at the University Drive Bridge to achieve this goal. High-frequency bus services running on Western Road with a branch on Philip Aziz and Perth Road, plus bus service on Richmond Street (with a bus hub on the east side of the University Bridge) would likely be competitive solution in terms of travel times and a substantial improvement on the current situation.

What advantages would this solution have?
The transformation for the existing University Drive Bridge into a structure dedicated to active transportation has substantial advantages from a safety and heritage standpoint, most of which are already pointed out in the EA. Not having to build and maintain a bridge for vehicular traffic would remove the adverse impact on the sensitive ecosystem of the river (apart from having clear financial and health advantages). We estimate that closure of the bridge would lead to a substantial mode shift from cars to active transportation, with the associated reductions in CO_2 emissions and substantial health benefits for Western's students and staff. Individual and community net health benefits of a mode shift to active transportation include up to one year longer life expectancy, lower cancer and cardiovascular risks, less days of absence, and better memory. Restricting vehicle access to one of the most iconic and most beautiful parts of our campus will create a livable and safe space that will transform the

campus experience for everyone. We believe these advantages alone warrant a serious consideration of this solution.

Importantly, the University Bridge has been a major safety hazard in the past, with numerous car-pedestrian and car-cyclist collisions occurring on the associated intersections (many of which are unreported). The proposed solution 4B has the potential to remedy some of these concerns. However, the blending of vehicular traffic, buses, and active transportation both on the west and east side of the bridge remains unsolved, and we anticipate this to cause safety problems in the future. Removing vehicular traffic across the river would make it much easier to provide a truly safe environment for the campus community.

Conclusion
We agree with the committee that, from the proposed solutions, a "conserve and twin" approach (solution 4B) is the most promising to ensure safe campus access for active transportation users. However, we would request that the EA include a clear consideration of the suggested alternative: not to maintain vehicular traffic across the river. We believe that when planning a structure as impactful and long-lasting as a second bridge, the University needs to provide more clarity on their transportation plan for the next decade. Is the University willing to be more serious about preventing cut-through traffic? Will the University move parking to the perimeter? Is the University committed to encouraging active transportation and environmental sustainability? The construction of a new 2-lane bridge designed for individual motorized traffic appears to maintain the status quo. We urge the University to seriously consider taking the opportunity offered by the end-of-life of the current bridge to accelerate their environmental and transportation vision and to look at more sustainable, future-oriented and sustainable solutions.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

The existing bridge is nearing the end of its service life as a vehicular bridge, and the University is committed to a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital. Vehicular access alternatives (transit, emergency, service vehicles, etc.) is a functional requirement of the project, however, operational functions of the river crossing are beyond the scope of the Class EA. Flexibility for operations is a consideration as the needs of campus may change in the future.

The Class EA is underway to develop a multi-modal crossing of the Thames River at University Drive (UD) to service both sides of the university's campus and to ensure continued access to University Hospital, guided by the Open Space Strategy's "Big Moves". The next phases in the Class EA will examine ways to safely convey all transportation modalities for the river crossing.

The effect on the natural environment is of primary importance to the success of this project. The Class EA process requires regulatory agencies to oversee the detailed planning (and decision making) of the adopted solution. The next phases of the Class EA will gather additional information on the existing natural environment to inform, mitigate and minimize the impact.

Be bold, be a mustang, twin that bridge. Hope your day is going as planned,

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

To whom it may concern,
I am writing to submit comments to the ongoing public consultation about the Environmental Assessment (EA) for the University Drive bridge project.
[*Redacted*]

Please find a question, as well as comments and recommendations listed below:

1. Question: The University Drive bridge EA is one of three studies associated with major upcoming roadwork around the University's campus, including Western/Sarnia/Philip Aziz and Windermere Road. How do these projects link together? Each of these projects will have implications for how people move on and through the campus, yet the plans appear to be developing independently and it is unclear what the cumulative impacts on campus mobility will be. For example, if the new University Drive bridge were to restrict through access for personal vehicles, would it make sense to add extra lanes for vehicles elsewhere?

Recommendation: whatever the new concept for the bridge may be, that it should remain permanently closed to personal vehicles at all times. Exemptions should be made for emergency vehicles, buses, vehicles associated with university facilities management and on a case-by-case basis for accessibility reasons. There are numerous possible ways that this could be enforced, such as monitoring using traffic cameras, installing a parking barrier gate. A traffic alert system (e.g., lights, sounds) should be implemented to alert pedestrians and cyclists on the bridge to an oncoming vehicle such as a bus or ambulance.

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The City of London (the City) is underway with two Class EA's near Western University's Campus:
- Windermere Road Improvements
- Western Road and Sarnia Road/Philip Aziz Avenue

Similar to the Class EA for the UD Bridge, Western and other stakeholders have the opportunity to provide questions and comments for the City's Class EA's. The City's staff are also engaged in the Class EA for the UD Bridge.

2. Recommendation: If the bridge is closed permanently to personal vehicles, then a designated passenger pickup/drop-off area should be created between the current bridge and Richmond St to the east. The University could facilitate faster access to main campus from Richmond St through dedicated shuttles that could transport people across the bridge and throughout main campus areas.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

3. Recommendation: Before carrying out the any survey protocols for the Environmental Assessment, it is recommended that the consultant should check citizen science databases such as iNaturalist and eBird (per the City of London Environmental Management Guidelines, Appendix C, Data collection standards, Guidelines for Data Collection) for records of species at risk near the bridge, and include a summary of relevant historical citizen science records (i.e., species at risk observations) in your report.

Thank you for your email regarding the University Drive Bridge Municipal Class Environmental Assessment (Class EA). Your comments will be included in the Record of Public Consultation for the project team's consideration.

4. Recommendation: On the southeast side of the bridge, there is currently a massive sprawling patch of invasive English Ivy and Lesser Periwinkle on Western's property that is spilling into the riparian corridor. If restoration and

plantings occur in areas surrounding the bridge to remediate negative impacts, it is recommended that this patch of invasive species should be managed as well.

Recommendation: The University Drive bridge currently lacks any signage to acknowledge the Thames River running below it that gives Western's campus and the vista of the bridge its character. There may be an opportunity through the new bridge to orient the community to the river in a way that is engaging and educational.

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5. Comment: The University Drive bridge and roadways surrounding it are currently some of the most dangerous spaces for pedestrians and cyclists on campus. I have personally been nearly struck by vehicles passing over the bridge at least 3 times during my 6 years at Western. There is plenty of historical evidence to indicate that the existing design and traffic calming measures are insufficient to keep people safe (for example, collisions in 2015, in 2018, in 2022). It is reasonable to assume that many traffic incidents and near-misses are never reported. Many in our community at Western share stories of close calls with cars around the bridge.

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6. Comment: Use of personal vehicles is one of the leading contributors to greenhouse gas emissions in London and significantly elevates Scope 3 emissions on Western's campus – indirect emissions created by campus users but not by the University itself. Designing the new University Drive bridge in a way that promotes use of active transportation and public transit, discourages use of personal vehicles and improves public safety is consistent with Western's Strategic Plan, Open Space Strategy and various commitments to climate change mitigation and adaptation.

Thank you for the opportunity to submit feedback on the bridge project. I look forward to participating in subsequent stages of the EA.

Sustainability is a core component of Western's operations and community. The next phases of the Class EA will examine ways to safely convey all transportation modalities, encouraging active transportation at this location.

We are writing as representatives of the Architectural Conservancy of Ontario, London Branch, regarding your public presentation about the redesign of the University Drive Bridge. We enthusiastically endorse several aspects of your plans as they have developed so far: the decision to emphasize the bridge's role as a gateway to what is now the inner core of the campus and to retain its view of the iconic University College tower; the intention to maintain the Collegiate Gothic style of the bridge, in keeping with the dominant style of the historic campus; and, in the favoured option of twinning the bridge, the plan to effect a complete restoration of the original bridge. We do have two important questions about the preferred option, however, one concerning proposed traffic plans and the other a recommendation about the proposed placemaking function of the bridge.

As persons with long-standing affiliations with Western, we are aware of the problems with non-University traffic through the campus and with unsuccessful former attempts to curtail it. The problem arises, of course, because of the lack of bridges across the Thames River in the steadily expanding neighbourhoods north Oxford Street. Oxford Street, Richmond Street, and Wharncliffe Road are all regularly blocked or slowed by traffic bottlenecks of historic dimensions now, which will become worse if traffic is severely limited on the University Bridge (especially if, as seemed suggested at the presentation on November 17, even faculty members living east of the river are prohibited from using the bridge). To make plans for a bridge of substantially restricted use without consultation with the City seems short-sighted and possibly counter-productive even in connection with the University's own employees.

(As mentioned on November 17, a bridge at Huron Street might be a logical solution, given that the University already owns the property on which a link to Sarnia Road would sit. If a bridge were to be built in this location, would a twinned bridge at University Drive even be necessary?)

Finally, we look forward to hearing more about the ways in which the placemaking aims associated with the bridge may be fulfilled. One feature we would like to see incorporated is an area (platform, plaza, clearing, etc.) from which the restored bridge can be well viewed. Right now the best public place from which to get a comprehensive view of the bridge is the bicycle path below the bridge; a higher and less interrupted viewing site could also allow space for some of the other suggested placemaking initiatives.

Thank you for considering these suggestions and for providing the opportunity for us to make them.

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The future phases of the Class EA will develop detailed planning (and decision making).

I strongly support eliminating car traffic for the new bridge design and designating it solely for transit, cycling and pedestrians. As a former Western student one of my favourite times was the brief period a few years ago when the bridge was closed to car traffic for construction, making the campus feel incredibly safe, quiet and peaceful to travel through - a sentiment shared by many of my fellow students. With the return of cars students and staff were forced back on to the bridge's incredibly narrow sidewalks - bumping and squeezing past each other in single file lines. Reinforcing the bridge to support a potential future LRT should be considered.

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