

**City of London's Bus Rapid Transit Proposal to Route "Through Campus"
Western's Conditions to the City**

Western supports the introduction of Rapid Transit in London and supports rapid transit coming to its campus. Western also supports our students' desire to see improvement in transit services.

The University's preference is to have BRT "come to campus" as opposed to "through campus". However, if the University agrees to accept BRT "through campus", then the following constraints/requirements must be met by the City:

1. **There is only one BRT route on campus** – from Richmond Street over the University Drive Bridge, on to Lambton Drive, through Alumni Circle, to Western Road, and by Windermere Road – with a two-way flow.
2. The number of BRT trips should be **limited to no more than 8 per hour** (each way).
3. There will be **no other bus traffic** in the core campus – with the possible exception of a route to service UH. However, other options must first be fully explored.
4. The City must fully support **the University's medium-to-long-range plan to eliminate vehicular traffic (except for emergency/service vehicles and accessibility requirements) in the core campus**.
5. Western requires the City's support to develop parking structures and buildings in flood fringe designated areas where dry access can be provided and where compliance with floodplain policy can be obtained. This may require the re-designation and rezoning of some flood fringe areas from Open Space to Regional Facilities. As part of the campus site plan and development agreement set out in condition # 13 below, the issue of development on flood fringe areas which comply with flood plain policy need to be addressed.
6. The City must **enhance pedestrian mobility and safety infrastructure at high-traffic intersections** (both pedestrian and vehicular) on Western Road (at Sarnia Road, Brescia Lane, Elgin Drive) and Richmond Street (at University gates) – including the construction of enforced underground tunnels.
7. The City must widen and enhance **Philip Aziz Drive** – to improve safety. We should seek ownership of the road in the future.
8. **BRT must run within the existing road infrastructure on campus**. That is, BRT cannot take up additional land on the core campus.
9. **BRT is responsible for all costs** associated with implementation of BRT through the campus – including BRT terminals, University Drive bridge improvements, traffic lights, and signage. This includes Western Road – between Sarnia Road and Windermere Road.
10. **BRT is also responsible for all future operating costs** within the core campus – including cleaning, infrastructure repairs, and road maintenance/snow removal. This work should be co-ordinated with the University – to ensure that similar standards are achieved.

11. **BRT must use vehicles that produce low noise levels and air emissions.** When running through campus, BRT must operate at **speeds less than 35 kph.**
12. BRT must not cost the University any resources.
13. That in keeping with development agreements practices that are in place between some other municipalities and universities in Ontario, the City of London and Western University enter into a campus-wide site plan and development agreement that would preclude the need for further site plan and design approval for each new building or major renovation project, thereby allowing Western to proceed directly to building permit application.
14. BRT will not be convertible at any point in the future to light rail.
15. BRT is responsible for improvements to the public realm along the proposed BRT route, including but not limited to boulevards, sidewalks, landscaping, gateways, lighting, wayfinding and signage.