![Western University Canada logo]

MINUTES OF THE MEETING OF THE BOARD OF GOVERNORS

January 26, 2017

The meeting was held at 1:00 p.m. in Room 4155 Stevenson Hall.

PRESENT: Mr. H. Hassan, Chair
             Ms. I. Birrell, Secretary

Mr. J. Adams	Mr. P. Jenkins
Dr. P. Bishop	Ms. C. Karakatsanis
Ms. W. Boye	Mr. J. Knowles
Mr. M. Brown	Mr. R. Konrad
Ms. C. Burghardt-Jesson	Mr. M. Lerner
Dr. A. Chakma	Dr. K. Mequanint
Ms. K. Cole	Ms. N. Noonan
Dr. J. Deakin	Ms. C. Stephenson ☎
Ms. L. Gainey	Mr. K. Sullivan
Mr. K. Gibbons	Dr. J. Toswell
Dr. R. Giffin	Mr. M. Wilson
Mr. M. Helfand	

By Invitation: K. Campbell, R. Chelladurai, J. Grieve, S. Jarrett, P. Kulig, L. Logan, J. Meister, K. Ricks (☎), P. White

BG.17-01   **Welcome to New Board Member**

On behalf of the Board, the Chair welcomed Kevin Sullivan to his first meeting.

BG.17-02   **Land Acknowledgement**

H. Hassan read the Land Acknowledgement.

BG.17-03   **Adoption of the Agenda**

The Board agreed to the request that the agenda be amended to allow consideration of the Bus Rapid Transit Routing proposal as the first item in the Report of the Property & Finance Committee, Appendix II.

BG.17-04   **REPORT OF THE PRESIDENT**

The President's report, distributed with the agenda, consisted of the following topics: extension of the tuition framework, funding formula review and Strategic Mandate Agreement (SMA) renewal update, revisions to the Sexual Violence Policy, employee engagement survey, hosting of the Prime Minister's town hall, leadership update, and activities of the President since the November 2016 meeting. Commenting on the Prime Minister's recent visit to campus for a town hall meeting, he praised the members of the university's staff who worked very hard on extremely short notice to make the event a success.

BG.17-05 **UNANIMOUS CONSENT AGENDA** [Appendix I]

It was moved by M. Wilson, seconded by L. Gainey,

> That, with the exception of item 11. Introduction of the new Master of Data Analytics Program, the twelve items listed in Appendix I, Unanimous Consent Agenda, be approved or received for information by the Board of Governors by unanimous consent.

> CARRIED

BG.17-06 **Minutes of the Previous Meeting**

The open session minutes of the meeting of November 24, 2016 were approved as circulated.

REPORT OF THE PROPERTY & FINANCE COMMITTEE [Appendix II]

BG.17-07 **Bus Rapid Transit Routing Proposal**

L. Logan, Associate Vice-President (Finance & Facilities) and P. White, Executive Director, Government Relations & Strategic Partnerships, provided an overview of the bus rapid transit routing proposal referencing slides attached as **Appendix 1** to these minutes. They elaborated on the background context and timelines, the consultation process, and feedback received from the Western and external communities. They reviewed the technical assessment criteria and evaluation metrics. The five alternative routes were highlighted, noting that the Lambton Drive route was preferred. Issues that Western has identified that should be resolved were also discussed.

A member said that with the majority of London Transit ridership coming from the Western student body, the rapid transit project may be the most important issue the city and Western have addressed and that in order to move forward with rapid transit plans for campus, it will require compromise and cooperation from both sides of the table.

The Mayor concurred, noting that today is an important day for London and for Western, given that this is the largest project the community has ever contemplated. Mutual co-operation will be needed to meet the project's completion timeline which is scheduled for 2025-26.

It was moved by M. Lerner, seconded by R. Konrad,

> That the Board of Governors endorse the proposal of the corporation of the City of London for the Lambton Drive Bus Rapid Transit route through campus, subject to but not limited to the resolution of the issues identified in Annex 4 and such further issues that might arise, to the University's satisfaction.

During the discussion it was acknowledged that the key imperative for the University is providing a safe campus environment for its students. The University and the City are collaborators in this project and there is interest on both sides in finding a solution that works for all. The list of issues in Appendix II, Annex 4 are those that have been identified so far as matters that have to be resolved as the project moves forward, but the project is at stage where there are still a great many unknowns and the Board's motion reflects that.

The question was called and CARRIED (Unanimously)

The Vice-Chair of the Board, P. Jenkins, assumed the chair while H. Hassan left the room to meet with media representatives with respect to the transit decision.

BG.17.08   **Renaming and Revisions to MAPP 1.13 – Policy on Computing, Technology & Information Resources**

It was moved by K. Gibbons, seconded by R. Giffin,

> That the Board of Governors approve the renaming and revisions to MAPP 1.13 – Policy on Computing, Technology & Information Resources, attached as Annex 1, effective March 15, 2017.

J. Grieve, Executive Director, Information Technology Services, provided an overview of the revisions and renaming of MAPP 1.13, Computing, Technology & Information Resources, noting that three objectives were key to this exercise: consolidate multiple policies, simplify and streamline language, and separate policy principles from technical procedural details to enable the University to be nimble in responding to new cyber security technology threats with more advanced technical controls. The overall intention was to consolidate and streamline rather than to substantively change content, other than to more formally recognize Western's Data Classification Standards which were developed and published in 2014/15.

Referencing item 2. of Section III in the Policy, a member asked if Definitions include wifi networks relative to "legal and ethical behavior", specifically, how would that be judged and by whom? For example, would someone using wifi for private facebook postings on their own personal device be captured by this item? J. Grieve replied that the principal of privacy is paramount to this policy and that the policy is limited to Western's computing and information systems and records, including email.

The question was called and CARRIED.

BG.17-09   **Information Items Reported by the Property & Finance Committee**

The Report of the Property & Finance Committee, detailed in Appendix II, contained the following items that were received for information by unanimous consent:

- Annual Report on Trademark Licensees Doing Business with the Western Book Store
- Ancillary Financial Report
- Quarterly Ratio Report on Non-Endowed Funds
- Investment Committee Report
- New Scholarships and Awards

The Chair of the Board, H. Hassan, resumed the chair.

REPORT OF THE GOVERNANCE & BY-LAWS COMMITTEE [Appendix III]

BG.17-10   **Information Item Reported by the Governance & By-Laws Committee**

The Report of the Governance & By-Laws Committee, detailed in Appendix III, contained the following item that was received for information by unanimous consent:

- Regulations Governing Senate and Board Student Elections

BG.17-11   **Governance Updates**

The Chair of the Governance & By-Laws Committee provided an update on the activities of the Committee including board evaluation and orientation processes and continued discussions involving revisions to By-Law No.1.

REPORT OF THE SENIOR POLICY & OPERATIONS COMMITTEE [Appendix IV]

BG.17-12   **MAPP 1.52 Policy on Sexual Violence**

At its meeting of November 24, 2016, the Board delegated to the Senior Policy & Operations Committee authority to approve revisions to MAPP 1.52 – Policy on Sexual Violence that would make Western fully compliant with new regulations brought in by the provincial government and meet the deadline of January 1, 2017. The revised policy is found at http://www.uwo.ca/univsec/pdf/policies_procedures/section1/mapp152.pdf

At the time of the delegation, it was noted that discussions were ongoing with campus groups about additional amendments. The University Legal Counsel, S. Jarrett, provided an oral update on those negotiations with a view to bringing further changes forward for approval at the Board's meeting on May 4, 2017. He said that the Sexual Violence Policy Working Group (SVPWG) continues to receive input on the policy. The government has mandated consultation with student groups and has developed a process for this directive. He noted that the response to the policy has been very positive.

Responding to the suggestion that this policy be reviewed more frequently, S. Jarrett said that since the policy was first posted there has been an increase in the number of reports of sexual violence. This has caused continued assessment of processes for dealing with cases and he expected that would continue.

Responding to a question about reporting an incident to Campus Police or London Police, S. Jarrett said that the decision to disclose and the decision to report are separate decisions. Subject to the University's legal obligations, a disclosure does not trigger a report being made or initiate an investigation. One of the principles of the policy is that it is survivor-centred so it is up to the survivor to decide what happens. It is important to keep in mind that the range of offences included in the term "sexual violence" is enormous and that requires flexibility and a wide range of ways of dealing with them.

REPORT OF THE AUDIT COMMITTEE [Appendix V]

BG.17-13   **Information Item Reported by the Audit Committee**

The Report of the Audit Committee, detailed in Appendix V, contained the following item that was received for information by unanimous consent:

- Office of the University Ombudsperson Annual Report 2015-16

REPORT OF THE FUND RAISING AND DONOR RELATIONS COMMITTEE [Appendix VI]

BG.17-14   **Information Item Reported by the Fund Raising & Donor Relations Committee**

The Report of the Fund Raising & Donor Relations Committee, detailed in Appendix VI, contained the following item that was received for information by unanimous consent:

- Fund Raising Activity Quarterly Report to October 31, 2016

ITEMS REFERRED BY SENATE [Appendix VII]

BG.17-15   **Articulation Agreement Between Western University, Brescia University College, King's University College, And Lambton College regarding the Transfer of Credit for Students in the Liberal Studies Program**

It was moved by M. Wilson, seconded by L. Gainey,

> That effective September 1, 2016, the Board of Governors approve the Articulation Agreement between Western University, Brescia University College, King's University College, and Lambton College regarding the transfer of credit for students in the Liberal Studies Program, as shown in Appendix VII, Annex 1, as recommended by Senate.

> CARRIED (By Unanimous Consent)

BG.17-16   **School of Graduate and Postdoctoral Studies: Introduction of the new Master of Data Analytics (MDA) Program**

A member asked for further details surrounding the creation of the Master of Data Analytics (MDA) program. The Provost explained that the MDA program is a professional master's program with a hub-and-spoke design, consisting of a set of core (hub) courses that focus on fundamental data analytics and professional skills, and specialty field (spoke) courses that are specific to a particular application domain. The external reviewers were very excited about this program because of its originality and the fact that there is no other program like this in Canada. The program will have close ties with an Industrial Advisory Council. This is seen as a strength and will assist in developing the program which will help position Western as a leader in data science. The President added that these types of programs are in response to changes in the market place but also recognize the continuing importance of core elements.

It was moved by P. Jenkins, seconded by R. Konrad,

> That, pending Quality Council approval, the new Master of Data Analytics (MDA) program be introduced effective January 1, 2017, as set out in Appendix VII, Annex 2, as recommended by Senate.

The question was called and CARRIED

BG.17-17   **Report on Recruitment and Retention**

The Report on Recruitment and Retention, detailed in Appendix VII, Annex 3, was received for information.

K. Campbell, Vice-Provost (Academic Planning, Policy and Faculty) provided an overview of the Report on Recruitment and Retention by highlighting several slides contained in the agenda package. She reviewed the data on probationary and tenured faculty, limited-term faculty, part-time faculty and full-time clinical faculty. Discussion of the report included among other issues, the data surrounding the cohort aged 60 or greater and the cohort that continues to work beyond age 65. K. Campbell explained that faculty are evaluated through the annual performance evaluation process and the student evaluation program and should that score fall below a certain level, the faculty member is required to meet with the dean to implement remediation measures. She noted that many faculty in the post-60 cohort are doing some of the best work of their careers. Also, deans are asked to identify potential individuals who might be open to a retirement incentive.

Asked about concerning trends among the data, the Provost noted the following: the salary mass associated with the over 65 cohort is significant; the issue of female professors relative to the rates of promotion and tenure; and the retention of female faculty; with respect to the part-time teaching cohort, she noted that a significant number of part-time instructors are either graduate students, or, in the professional faculties, professionals in full-time occupations who teach a course at Western. Most part-time faculty at Western do not teach for more than a year or two and are not teaching more than one course. The small proportion who have been teaching for many years and who also carry heavier teaching loads are concentrated in Social Sciences and Arts and Humanities.

K. Campbell said that every appointments committee is sensitive to the gender equity issue. When a search committee decides to recruit and submits an advertisement for posting, it is a requirement that the department has done its due diligence and reviewed the potential female applicant pool. Information is available on the Faculty Relations website to assist committees with searches. Employment equity guidelines are updated regularly and are circulated to appointment/search committees. After a decision is made regarding an appointment, a report is submitted to Faculty Relations from a search committee explaining the search results.

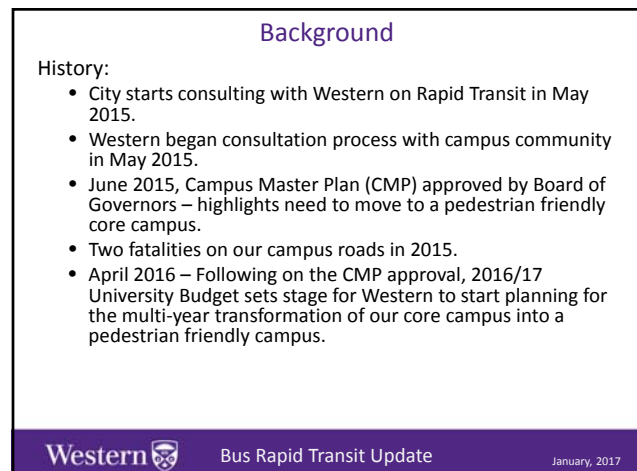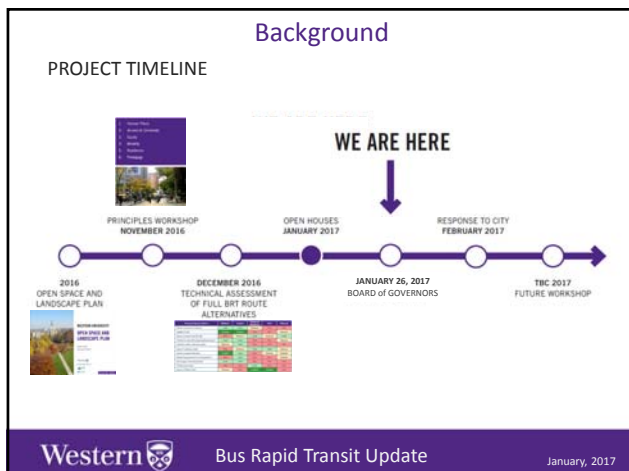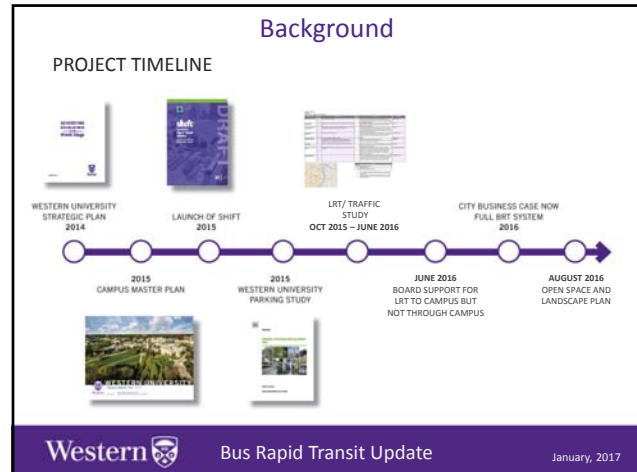BG.17-18   **Information Items Reported by Senate**

Appendix VII, Items referred by Senate, contained the following items that were received for information by unanimous consent:

- Announcements
- Report of the Academic Colleague

The meeting adjourned to the *confidential session* at 3:10 p.m.

_____   _____
Hanny Hassan   I. Birrell
Chair   Secretary

Slide 1

Bus Rapid Transit Update
January, 2017

Western

Slide 2

Background

PROJECT TIMELINE

WESTERN UNIVERSITY STRATEGIC PLAN 2014

LAUNCH OF SHIFT 2015

LRT/ TRAFFIC STUDY OCT 2015 – JUNE 2016

CITY BUSINESS CASE NOW FULL BRT SYSTEM 2016

2015 CAMPUS MASTER PLAN

2015 WESTERN UNIVERSITY PARKING STUDY

JUNE 2016 BOARD SUPPORT FOR LRT TO CAMPUS BUT NOT THROUGH CAMPUS

AUGUST 2016 OPEN SPACE AND LANDSCAPE PLAN

Western Bus Rapid Transit Update January, 2017

Slide 3

Background

PROJECT TIMELINE

WE ARE HERE

PRINCIPLES WORKSHOP NOVEMBER 2016

OPEN HOUSES JANUARY 2017

RESPONSE TO CITY FEBRUARY 2017

2016 OPEN SPACE AND LANDSCAPE PLAN

DECEMBER 2016 TECHNICAL ASSESSMENT OF FULL BRT ROUTE ALTERNATIVES

JANUARY 26, 2017 BOARD of GOVERNORS

TBC 2017 FUTURE WORKSHOP

Western Bus Rapid Transit Update January, 2017

Slide 4

Background

History:
- City starts consulting with Western on Rapid Transit in May 2015.
- Western began consultation process with campus community in May 2015.
- June 2015, Campus Master Plan (CMP) approved by Board of Governors – highlights need to move to a pedestrian friendly core campus.
- Two fatalities on our campus roads in 2015.
- April 2016 – Following on the CMP approval, 2016/17 University Budget sets stage for Western to start planning for the multi-year transformation of our core campus into a pedestrian friendly campus.

Western Bus Rapid Transit Update January, 2017

Background

June 2016: Board of Governors Recommendations

- Western supports the introduction of rapid transit in London.
- **Western supports rapid transit coming to its campus**.
- Western supports its students' desire to see improvements in transit services. Western supports options for light rail or bus rapid transit to service the campus via routings on Richmond Street and Western Road.
- **Western does not support light rail traversing through campus**, nor bus rapid transit traversing through campus if it is a condition precedent that such bus rapid transit be convertible to light rail.
- That prior to taking a formal position on bus rapid transit traversing through campus, the university **develop the plan for a pedestrian-focused campus**, with limitations on vehicular traffic.

Western 🛡   Bus Rapid Transit Update   January, 2017

Background

Bus Rapid Transit Update

- City Business Case now **full BRT** system
- **Final routing** no later than Q1 2017
- **Open Space Master Plan** underway
- Multi-year transformation of our core campus into a pedestrian-friendly campus
- **Technical assessment** of full BRT route alternatives
- **Evaluate against objectives** of Strategic Plan, Campus Master Plan and emerging Open Space Plan

Western 🛡   Bus Rapid Transit Update   January, 2017

Open Space and Landscape Plan: Committee Members

Carmen Bertone, Executive Director, Facilities Operations
Chris Bumbacco, Director, Facilities, Housing & Ancillary Services
Dr. Karen Campbell, Vice-Provost (Academic Planning, Policy & Faculty)
Ruban Chelladurai, Associate Vice-President (Institutional Planning & Budgeting)
Jamie Cleary, Vice-President, University Students' Council
Helen Connell, Associate Vice-President (Communications & Public Affairs)
Dr. Jason Gilliland, Department of Geography
Dr. Dale Laird, SCUP Representative
Martin Lefebvre, Society of Graduate Students Representative
Lynn Logan, Associate Vice-President (Finance & Facilities) (Chair)
Mike Lunau, Manager, Landscape Services
Mike McLean, Director, Facilities Planning & Design
Lesley Oliver, Equity Services
Dan Redmond, Director, Campus Community Police Services
Dr. Alan Salmoni, School of Kinesiology
Sab Sferrazza, London Health Sciences Centre
Peter White, Executive Director, Government Relations & Strategic Partnerships
Resource :
Tammy Johnston, Coordinator to the Vice-President (Resources & Operations)
Stephen Ledgley, Senior Media Relations Officer

Western 🛡   Bus Rapid Transit Update   January, 2017

BRT Consultations

AVP Managers Meeting	December 5, 2016
PVP Meeting	December 9, 2016
LHSC	December 4, 2016
Deans' Meeting	January 3, 2017
Open Meeting	January 5, 2017
VP Meeting	January 5, 2017
Huron University College	January 6, 2017
SCUP	January 9, 2017
Open Meeting	January 10, 2017
King's University College	January 10, 2017
Brescia University College	January 11, 2017
USC Advocacy Committee	January 11, 2107
P&F	January 17, 2017
Associate Deans Research	January 18, 2017
PVP Meeting	January 20, 2017
Alumni Executive Board	January 20, 2017
Senate	January 20, 2017
Campus Council	January 25, 2017
Board of Governors	January 26, 2017

Western 🛡   Bus Rapid Transit Update   January, 2017

BRT Analysis: Vision & Objectives

Strategic Plan Goals (2013)	Campus Master Plan (2015)	Emerging Open Space Plan Principles (2016)
▪ **Raise Expectations:** Create a world-class research and scholarship culture ▪ **Lead in Learning:** Provide Canada's best education for tomorrow's global leaders. (international attraction, diversity, sustainability ethos) ▪ **Reach Beyond Campus:** Engage alumni, community, institutional and international partners. ▪ **Take Charge of Destiny:** Generate and invest in new resources in support of excellence.	**Core Principles** ▪ Support academic mission ▪ Provide the best student experience ▪ Guide growth and change ▪ Enhance quality of campus environment ▪ Support interdisciplinary study and interaction ▪ Ensure safety, health, access and mobility ▪ Incorporate sustainability **Key Initiatives** ▪ Intensify the Core Campus ▪ Improve pedestrian environment of Western Road ▪ Promote parking management and alternatives ▪ Improve campus connectivity (particularly within campus) ▪ Create high quality public spaces ▪ Identify/define campus gateways	▪ **Human Place:** People are the priority on campus. It must be safe and inviting, encouraging interaction of the diverse campus community. ▪ **Access:** University should be connected to the larger London community by a diversity of modes. ▪ **Equity:** All people are valued. Access, use, enjoyment and learning on the campus should be available to all irrespective of culture, income or physical ability. ▪ **Mobility:** The campus is a connected place where people move easily between buildings and through spaces via a variety of modes. Physical activity is valued to promote health of body and mind. ▪ **Resilience:** The campus has and will endure change. Redundancies and flexibility ensure durability. ▪ **Pedagogy:** The campus is a place of learning. Spaces and systems must support the educational mission and promote learning.

Western   Bus Rapid Transit Update   January, 2017

BRT Analysis: Technical Assessment Criteria

- **Stations:** The number and location of proposed rapid transit stations servicing the campus.
- **Route Length:** The length of the route from Richmond Street at Huron Street to Western Road at Windermere Road.
- **Travel Time:** The approximate transit travel time along the route (assuming a top operating speed of 35 km/hour on campus streets).
- **Ridership:** The sum of transit boardings at existing stops within 400 m of the proposed BRT stations.
- **Access:** The estimated walk time from the McIntosh Gallery (the geographic centre of campus utilized by the City of London) to the closest rapid transit station.

Western

BRT Analysis: Evaluation Metrics

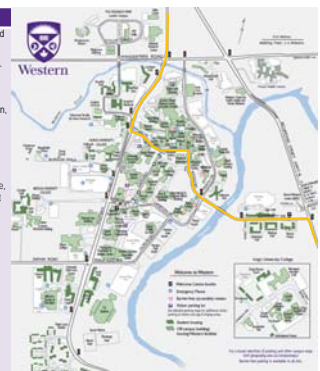| Plan Principle/Objective	Qualitative Evaluation Measure(s)
Attract top talent: strengthen the ability of the University to compete in attracting leading faculty and top scholarship students from across Canada and the globe.	▪ Efficiency of connection to the Downtown and other key regional destinations. ▪ Legibility of route and access to destinations.
Lead in Learning: Support leading research and teaching	▪ Potential impacts on sensitive research and other activities
Promote sustainability: Reduce environmental impacts with regard to transportation-related emissions and stormwater from surface runoff.	▪ Ability to support a mode shift among the university community to reduce vehicle kilometers traveled (VKT). ▪ Potential to enable reduction in impervious surface area dedicated to vehicle demand such as travel way widths and surface parking
Promote a pedestrian-oriented campus: Support and enable the reduction or elimination of private vehicle traffic in the core of the campus	▪ Potential to negatively impact pedestrian safety ▪ Potential to provide a non-auto alternative to access campus destinations
Enable sustainable growth: Support planned campus growth by providing access, especially by non-auto means	▪ Potential to reduce vehicle trip generation rates at planned campus expansion sites ▪ Potential to reduce parking demand
Campus connectivity: Strengthen the connection and accessibility between campus precincts.	▪ Viability to use the proposed alignment to meet intra-campus connection demands
Quality of place: Facility design compliments visual character of the campus and campus landscape	▪ Potential to negatively impact or degrade elements that contribute to campus identity and pride ▪ Potential to lead to improvement of Western Road

Western   Bus Rapid Transit Update   January, 2017

1. Middlesex Drive Alternative

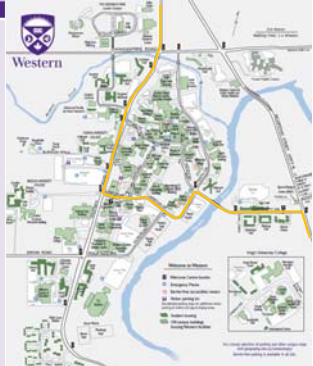| Potential Benefits	Potential Impacts
▪ High level of service to major campus trip generators ▪ Convenient stop location to service students, faculty and staff ▪ Maintains existing transit hub location ▪ Partially serves planned campus expansion areas ▪ Relatively short segment of Western Road impacted. ▪ If autos are prohibited in core campus area, provides best connectivity and service to highest density of uses. ▪ If autos are prohibited in core campus area, proposed route and stop location have strong potential for place-making as unique, high quality and identifiable transit plaza and corridor.	▪ Proximity to sensitive research and arts facilities could impact these activities, although with substantially less impact than LRT ▪ Stop location could further exacerbate already significant modal conflicts (bicycle, pedestrian, transit and vehicle) at Oxford/Middlesex/Elgin intersection. ▪ Initial concepts from the city may require reconstruction or potential widening of University Drive bridge, reconstruction of Richmond Street gates and potential widening of other campus streets. Mitigations are available that could eliminate the need for major widening and avoid impact to the gate. ▪ Requires operational changes to provide two way transit service on Middlesex Drive and Elgin Road. ▪ Could result in conflicts between transit and bicycle facility on Middlesex Drive. ▪ Potential widening of Western Road.

Western   Bus Rapid Transit Update   January, 2017

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2. Lambton Drive Alternative

Potential Benefits	Potential Impacts
▪ Good service to major campus trip generators ▪ Generally removed from sensitive research activities ▪ Convenient stop location to service students, faculty and staff ▪ Maintains existing transit hub location ▪ Good connectivity to planned campus expansion areas ▪ If autos are prohibited in core campus area, provides good connectivity and service to highest density of uses. ▪ Has strong potential to maintain excellent access if autos are prohibited in core campus area. ▪ Strong potential to support/enable removal of autos from core campus and thus greatly reduce pedestrian/vehicle conflict/risk ▪ Corridor and Alumni Circle have strong potential as unique and high quality transit plaza space; could remove substantial impervious surface around the Circle.	▪ Longer segment of Western Road is impacted ▪ Conflicts would remain between pedestrians, bicycles and transit – particularly at Alumni Circle ▪ May require reconstruction/potential widening of University Drive bridge and potential widening of other campus streets (if vehicles are not prohibited). ▪ Stop location is further from campus core. ▪ Slightly longer transit travel time.

Western — Bus Rapid Transit Update — January, 2017

3. Richmond/ Windermere Alternative

| Potential Benefits	Potential Impacts
▪Little to no impact on university street or campus ▪Fast travel time to the Downtown ▪No change required in University Drive bridge ▪Little impact on Western Road ▪Generally removed from sensitive research activities ▪Few additional conflicts between pedestrians and vehicles	▪ Stop locations are generally inconvenient for students, faculty and staff ▪ Does not well serve planned campus expansion areas ▪ Does not serve areas with highest density of uses. ▪ Does little to support removal of cars from core campus or replace lost connectivity if cars are prohibited from campus ▪ Stop locations are less obvious and intuitive. ▪ Lower projected transit ridership

Western — Bus Rapid Transit Update — January, 2017

4. Perth Drive Alternative

Potential Benefits	Potential Impacts
▪ Limited impact on streets within the main campus ▪ Fast travel time to the Downtown ▪ Little to no impact on Western Road ▪ Generally removed from sensitive research activities ▪ Few additional conflicts between pedestrians and vehicles	▪ Stop locations are generally inconvenient for students, faculty and non-hospital affiliated staff ▪ Numerous curb cuts on corridor could make station siting difficult ▪ Does not well serve planned campus expansion areas ▪ Potential for a high level of pedestrian conflict at the intersection of University, Perth, and Middlesex Drives. ▪ Does little to support removal of cars from core campus or replace lost connectivity if cars are prohibited from campus. Could harm concepts to restrict auto access only to periphery streets if BRT operations constrain the street. ▪ Stop locations are less obvious and intuitive.

Western — Bus Rapid Transit Update — January, 2017

5. Philip Aziz Alternative

Potential Benefits	Potential Impacts
▪Excellent connectivity to student housing ▪Good connectivity to athletic facilities ▪Good potential access to planned university expansion areas ▪Generally removed from sensitive research activities	▪ Stop locations are less convenient to academic centre ▪ Could exacerbate pedestrian movement and safety at intersection of Philip Aziz and Western University traffic. ▪ Does little to support removal of cars from core campus or replace lost connectivity if cars are prohibited from campus. Could harm concepts to restrict auto access only to periphery streets if BRT operations constrain the street. ▪ Long travel time to the Downtown.

Western — Bus Rapid Transit Update — January, 2017
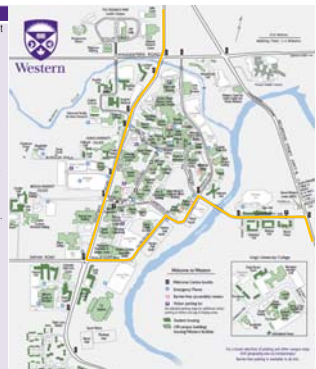
BRT Analysis: Summary Evaluation

| University Objectives Metrics	Middlesex	Lambton	Richmond/ Windermere	Perth	Philip Aziz
Efficient connection to Downtown	Good	Good	Moderate	Poor	Poor
Legibility of route	Excellent	Excellent	Poor	Poor	Moderate
Impact on research and other labs	Poor	Moderate	Good	Moderate	Good
Potential for mode shift (reduced parking demand)	Good	Good	Poor	Poor	Moderate
Potential to reduce impervious surface	Moderate	Good	Poor	Poor	Poor
Impact on pedestrian safety	Poor	Moderate	Good	Good	Moderate
Access to campus destinations	Excellent	Good	Poor	Moderate	Moderate
Reduced trip generation for new development	Poor	Good	Poor	Poor	Moderate
Intra-campus connectivity potential	Good	Good	Poor	Poor	Poor
Potential visual impact	Poor	Poor	Good	Poor	Poor
Impact on Western Road	Moderate	Poor	Excellent	Excellent	Poor

Western ☗ Bus Rapid Transit Update   January, 2017

BRT Analysis: Preferred Alternative

The Lambton Drive alternative:

- Provides the highest level of connectivity to existing and future trip generators
- Minimizes impacts to sensitive activities
- Supports the objectives of a largely vehicle-free core campus while retaining critical access to and through the campus.
- Provides a strong opportunity for the creation of a signature transit corridor through campus from the iconic gateway on Western Road
- Could lead to much needed improvements along the southern portion of Western Road
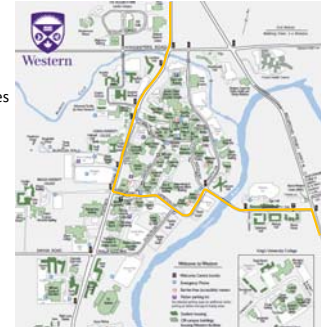
Western ☗ Bus Rapid Transit Update   January, 2017

BRT: Western's Conditions to 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. The City must support **the University's plans to construct parking structures and buildings** in flood fringe designated areas.
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.

Western ☗ Bus Rapid Transit Update   January, 2017

BRT: Western's Conditions to the City

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. The City and Western will enter into a campus-wide site plan and development agreement.
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.

Western ☗ Bus Rapid Transit Update   January, 2017