

Agenda

Rapid Transit Implementation Working Group

5th Meeting of the Rapid Transit Implementation Working Group

November 8, 2018, 4:30 PM

Council Chambers

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	Pages
1. Call to Order	
1.1 Disclosures of Pecuniary Interest	
2. Scheduled Items	
2.1 4:30 PM J. Ramsay, Project Director - Bus Rapid Transit Project Update	2
3. Consent	
3.1 4th Report of the Rapid Transit Implementation Working Group	7
4. Items for Discussion	
4.1 Bus Hailing Web Application being Tested in the City of Bellville	
4.2 Test of Driverless Shuttles Performed in the City of Edmonton during the week of October 9, 2018	
4.3 Potential Rapid Transit Overlap with Opportunities for London as part of the Autonomous Vehicle Innovation Network	
(Note: Please see link www.AytonomousLondon.ca)	
4.4 Request an Expert on the Autonomous Field to Speak to the Committee	
5. Deferred Matters/Additional Business	
6. Adjournment	



AGENDA

- TPAP update
 - Feedback
 - Safety audit
 - Heritage
- What's next
 - Quickstart update
 - Coordination with downtown works
 - Procurement options analysis
- Update: LTC Integration Plan



TPAP

- 3 phases
- Includes formal consultation with public and agencies



PUBLIC FEEDBACK

- 2 Open Houses, 10 Transit Tuesdays + online components
- Tracking all input for Final EPR
- Helped refine designs:
 - Added bike lanes and paths on Ridout and Dundas
 - Parking, loading and delivery areas



AGENCY FEEDBACK

- Feedback from provincial ministries and agencies on:
 - ✓ Record of consultation & engagement
 - ✓ Noise and vibration
 - ✓ Air quality
 - ✓ Environmental impacts
 - ✓ Stormwater management
 - ✓ Geotechnical
 - ✓ Archaeology
 - ✓ Cultural heritage
- Minimal ministry comments (addressed)



SAFETY AUDIT

- Independent design review can be done at several design stages
- Provides fresh lens for key design elements
- Finds opportunities to enhance safety
- Where feasible, refinements incorporated into Draft EPR design
- Examples of design refinements coming out of the Safety Audit:
 - Tighten curb radii
 - Extend medians past crosswalk to provide pedestrian refuge at long crossings
 - Clarity where crosswalks and cycling facilities may conflict

CULTURAL HERITAGE WORK

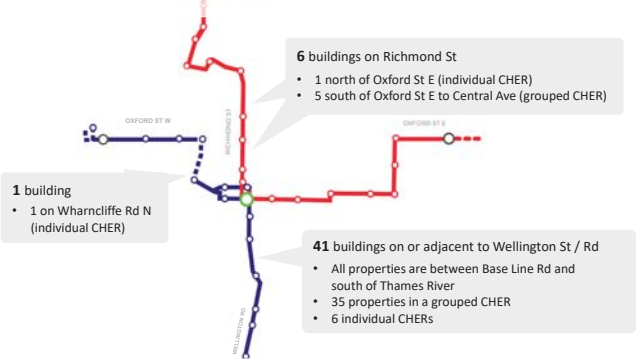


EXPANDED CULTURAL HERITAGE SCREENING REPORT

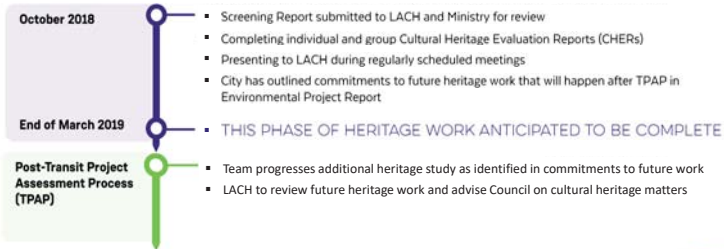
NUMBER	MUNICIPAL ADDRESS	DATE LISTED	IMAGE	DESCRIPTION	IMPACT DETAILS	LEVEL OF IMPACT	MITIGATION RECOMMENDATIONS
1000-001	1000-001	1980		Historic building, constructed in 1980, featuring a gabled roof, brick walls, and a prominent chimney. The property is located in a residential area and is currently occupied by a family.	Proposed development includes a new addition to the rear of the property, which would increase the height and footprint of the building. This could potentially impact the historic character of the property and the surrounding area.	High	Recommendations include: 1. Retain the historic structure and incorporate the new addition in a way that respects the original design. 2. Conduct a detailed heritage assessment of the property and the surrounding area. 3. Consult with the Heritage Committee and the public on the proposed development.
1000-002	1000-002	1980		Historic building, constructed in 1980, featuring a gabled roof, brick walls, and a prominent chimney. The property is located in a residential area and is currently occupied by a family.	Proposed development includes a new addition to the rear of the property, which would increase the height and footprint of the building. This could potentially impact the historic character of the property and the surrounding area.	High	Recommendations include: 1. Retain the historic structure and incorporate the new addition in a way that respects the original design. 2. Conduct a detailed heritage assessment of the property and the surrounding area. 3. Consult with the Heritage Committee and the public on the proposed development.
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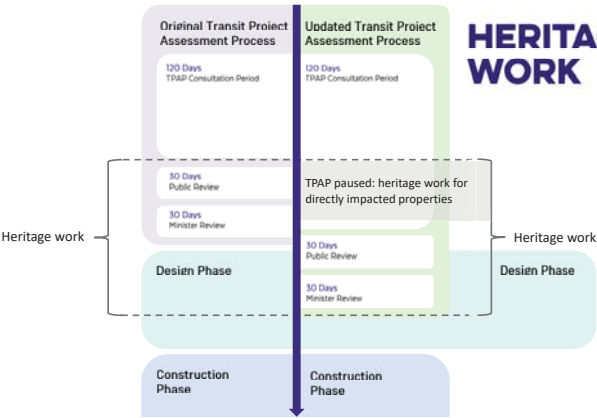
48 DIRECT IMPACTS



NEXT STEPS



HERITAGE WORK



LOOKING AHEAD TO 2019

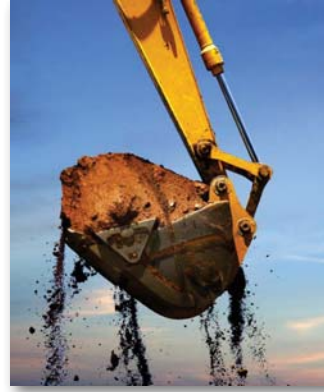
- Quickstart
- Construction coordination
- Procurement options





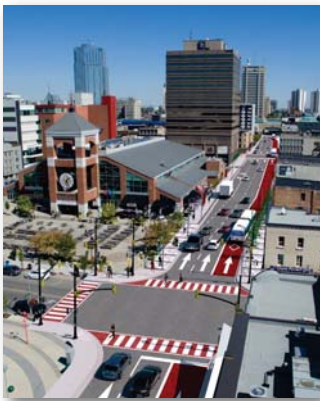
QUICKSTART

- Options considered:
 - Operational Quickstart
 - Quickstart with early construction elements
- Challenges:
 - Construction feasibility
 - Avoiding “throw-away” costs
 - Minimizing social impacts
- Expanding opportunities for construction coordination



CONSTRUCTION COORDINATION

- Opportunities to coordinate with other planned City projects:
 - King Street
 - Clarence Street
 - Wellington Street
- Benefits of coordinating construction
 - Financial
 - Minimize disruption
- Allows time for thorough, transparent procurement process

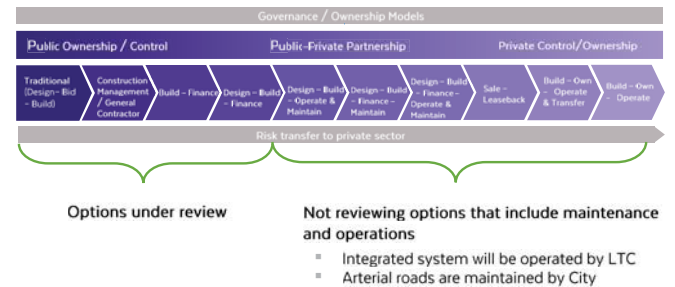


PROCUREMENT OPTIONS

- Key influencing factors:
 - Project size
 - Legislative and regulatory requirements
 - Tolerance for risk
 - Schedule
 - Local market knowledge
 - Desired level of involvement
- Informed decision-making
- Finding the best fit for London and this project

MODELS UNDER CONSIDERATION

Broad spectrum of delivery models:



MODELS UNDER CONSIDERATION



Options under review include procurement models focusing on:

- Designing
- Building
- Financing



MODELS UNDER CONSIDERATION

Design-Bid-Build (DBB)	Construction Management/General Contractor (CMGC)	Design-Build-Finance (DBF)
PROS: <ul style="list-style-type: none"> • Well understood, historically well-executed by the City • Project remains in City control • More flexibility for changes during construction phase CONS: <ul style="list-style-type: none"> • Slower construction time • Higher potential for adversarial relationship between consultant and contractor 	PROS: <ul style="list-style-type: none"> • Harnesses contractor knowledge and experience in design phase • Highly collaborative • Contracts can be structured to provide price guarantees • Potential to accelerate schedule CONS: <ul style="list-style-type: none"> • No financing option • Less industry experience 	PROS: <ul style="list-style-type: none"> • Compressed construction schedule • Strictest schedule adherence • Third-party financing CONS: <ul style="list-style-type: none"> • Longer, more complex procurement process • Least control by the City • Biggest benefits come with innovation; very little to innovate in this contract



NEXT STEPS

- Continue learning about models, interviewing industry experts
- Fit models to London's BRT system
- Determine recommended model and schedule



GOING FORWARD



QUESTIONS?

LTC Rapid Transit Integration Strategy Update



STUDY UPDATE

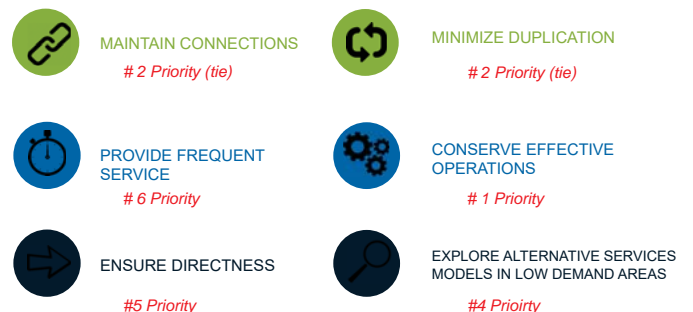
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- Public and operator engagement summary – rapid transit integration principles
- Confirmation of design principles
- Integration of proposed 2019 service plan
- Small changes to the proposed 2035 network based on feedback
- Impacts to service hours, bus requirements and recommendations
- Financial plan



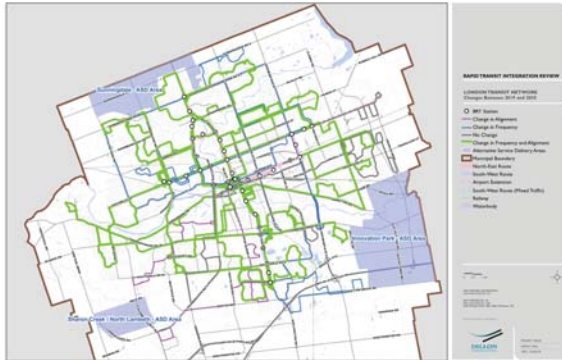
DESIGN PRINCIPLE ENGAGEMENT

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CHANGES TO FREQUENCY AND ALIGNMENTS

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REVENUE SERVICE HOURS

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System	2018	2019	2035
Local-Fixed Routes	627,480	646,140	704,090
Community Bus	15,297	15,505	15,505
Local ASD Services	-	2,008	6,024
North-east BRT Route	-	-	50,630
South-west BRT Route	-	-	32,760
Total	642,777	663,653	809,009



FINANCIAL PLAN

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System	2017	2035
Population	389,000	458,698
Annual Revenue Service Hours	614,210	809,009
Revenue Passengers	22,918,096	31,762,070
Boardings Per Capita	58.92	69.24
Boardings Per Revenue Service Hour	37.31	39.26
Financial Performance		
Annual Revenue	\$32,333,199	\$57,747,143
Annual Operating Cost	\$64,854,162	\$113,569,000
Total Revenue/Total Operating Cost Ratio	49.86%	50.85%
Net Operating Cost	\$32,520,963	\$55,821,857



2019 Draft Service Plan Highlights

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- Extended Service Day to 1am Monday through Saturday
- Sunday service beginning at 7am on remaining routes
- Introduction of 2 new Express Routes
 - 93 connecting White Oaks Mall to Masonville Place via Wharnccliffe
 - 94 connecting Argyle Mall and Western University via Dundas & Western/Wharnccliffe
- Introduction of a Community Bus in the Berkshire Village Area
- Adjustments to route alignments in effort to simplify the network
- Frequency and schedule improvements on many routes to address on time performance and overcrowding

Rapid Transit Implementation Working Group

Report

4th Meeting of the Rapid Transit Implementation Working Group
July 5, 2018
Council Chambers

Attendance PRESENT: S. Rooth (Chair), Mayor M. Brown, Councillors J. Helmer, and H.L. Usher; D. Sheppard and E. Southern, and B. Westlake-Power (Acting Secretary).

ABSENT: Councillors P. Hubert , T. Park, M. van Holst and P. Squire.

ALSO PRESENT: A. Kemick, K. Paleczny, A. Rammeloo, J. Ramsay, M. Ribera, A. Rosebrugh and K. Scherr.

The meeting was called to order at 4:59 PM.

1. Call to Order

1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Scheduled Items

2.1 J. Ramsay, Project Director - Bus Rapid Transit Project Updates

That it BE NOTED that the Bus Rapid Transit Project Update presentation from J. Ramsay, Project Director, as included on the July 5, 2018 Rapid Transit Implementation Working Group Agenda, was received.

2.2 Josipa Petrunic - Executive Director and CEO of the Canadian Urban Transit Research and Innovation Consortium (CUTRIC)

That it BE NOTED that the attached presentation from J. Petrunic, Executive Director and CEO of the Canadian Urban Transit Research and Innovation Consortium (CUTRIC), with respect to the Pan-Canadian Electric Bus Demonstration and Integration Trial: Phase I, was received.

3. Consent

3.1 3rd Report of the Rapid Transit Implementation Working Group

That it BE NOTED that the 3rd Report of the Rapid Transit Implementation Work Group, from its meeting held on March 8, 2018, was received.

4. Items for Discussion

4.1 Briefing Package - Upcoming Public Consultation for London's Bus Rapid Transit System

That it BE NOTED that the Briefing Package with respect to the Upcoming Public Consultation for London's Bus Rapid Transit System, from J. Ramsay, Project Director, was received.

5. Deferred Matters/Additional Business

5.1 Update on Proposed Audit - Rapid Transit Project

That it BE NOTED that a verbal update from K. Scherr, Managing Director Environmental & Engineering Services and City Engineer, with respect to the rescheduling of the proposed internal audit of the Rapid Transit Project, on the recommendation of the outsourced internal auditor, was received; it being noted that the adjusted schedule is expected to better align to milestones the audit was originally matched to.

6. Adjournment

The meeting adjourned at 6:19 PM.