

Agenda Including Addeds

Integrated Transportation Community Advisory Committee

The 4th Meeting of the Integrated Transportation Community Advisory Committee

September 21, 2022, 3:00 PM

Advisory Committee Virtual Meeting - Please check the City website for current details

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Metis and Inuit people today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

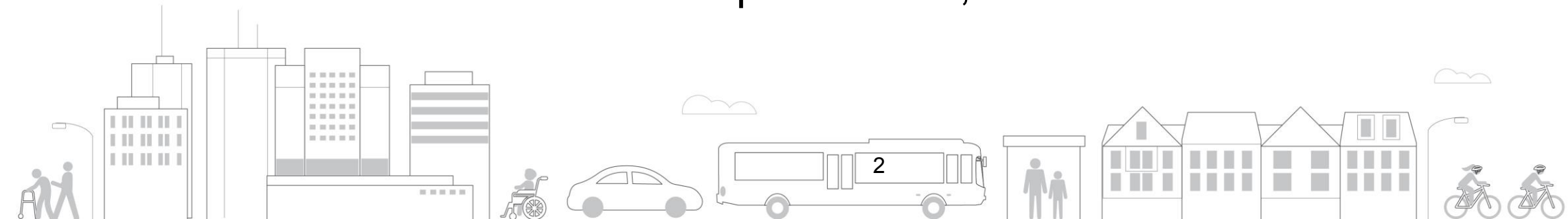
The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact advisorycommittee@london.ca.

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1. Call to Order	
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Mobility Master Plan

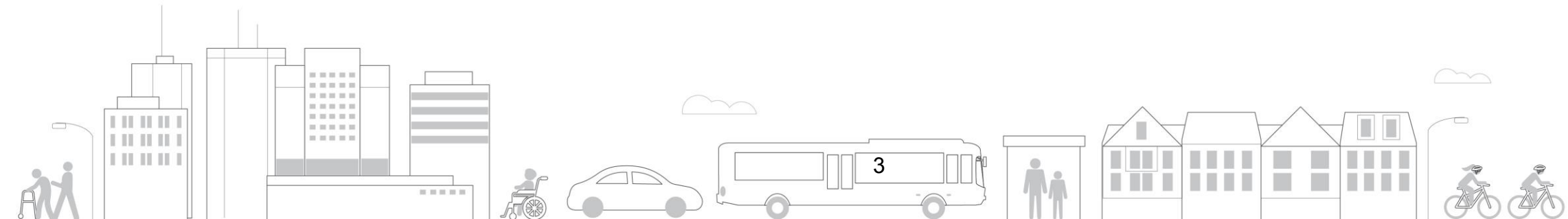
Presentation to ITCAC
September 21, 2022



What is Mobility?

“Mobility is the movement of people and goods through, and beyond, the city from one location to another in a safe, accessible, convenient, and affordable manner”

-The London Plan (2016)

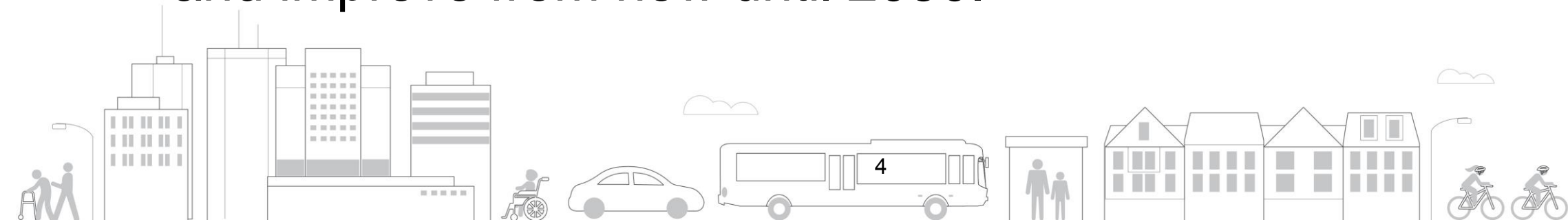


What is The Mobility Master Plan?

We move around the City using streets and multi-use paths.

We move by walking, cycling, transit, car and truck.

We're planning how we're going to build and improve from now until 2050.

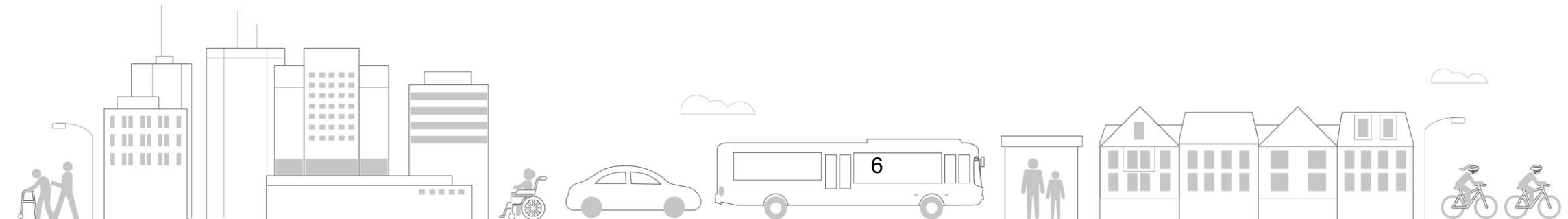
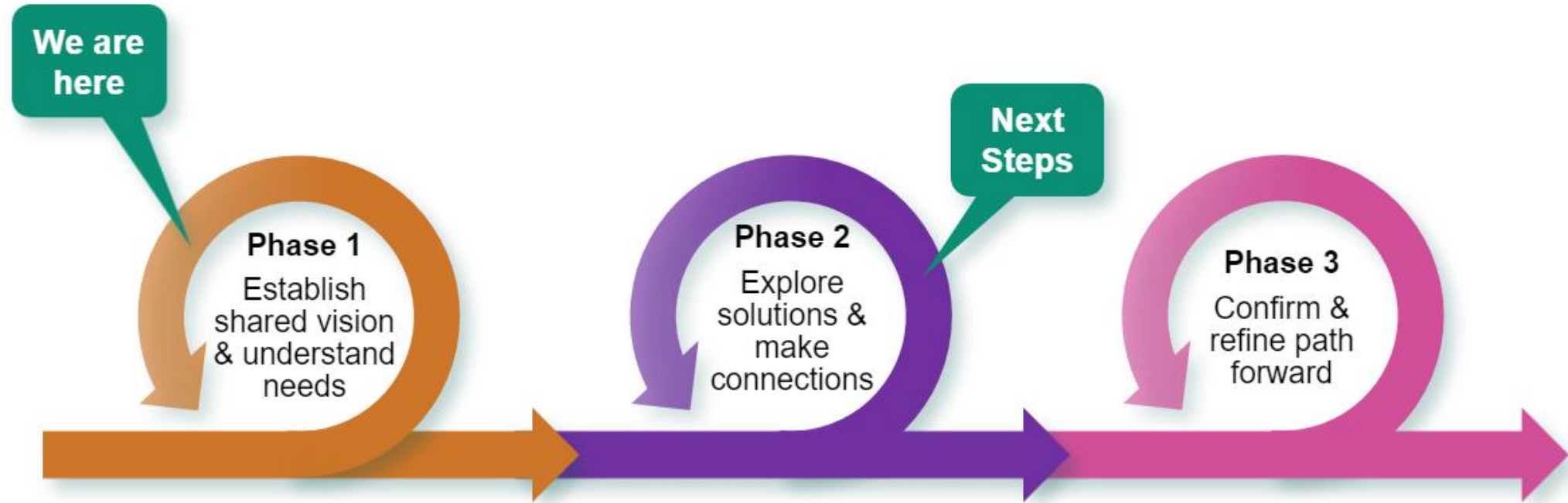


What's Different?

- Recognizes difference between “transportation” and “mobility”
- Embeds equity
- Increased focus on public health
- Incorporates learnings from the COVID-19 pandemic
- Supports significant population growth
- Working towards Climate Emergency Action Plan goals

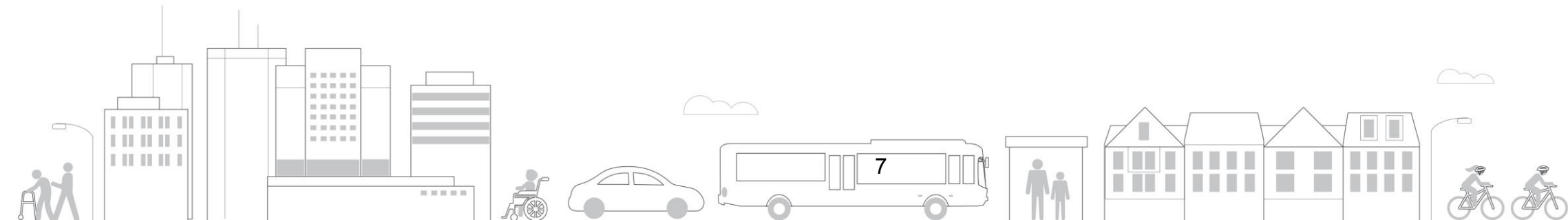


Timeline

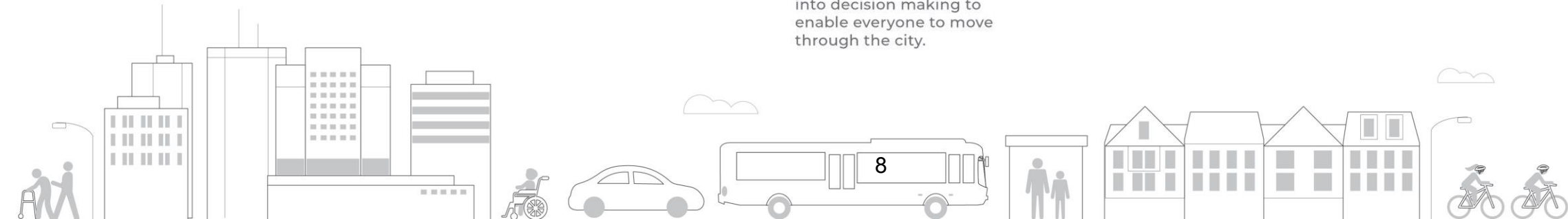
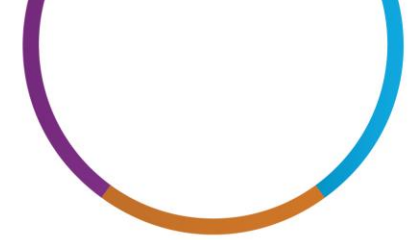


Draft Vision

“In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.”

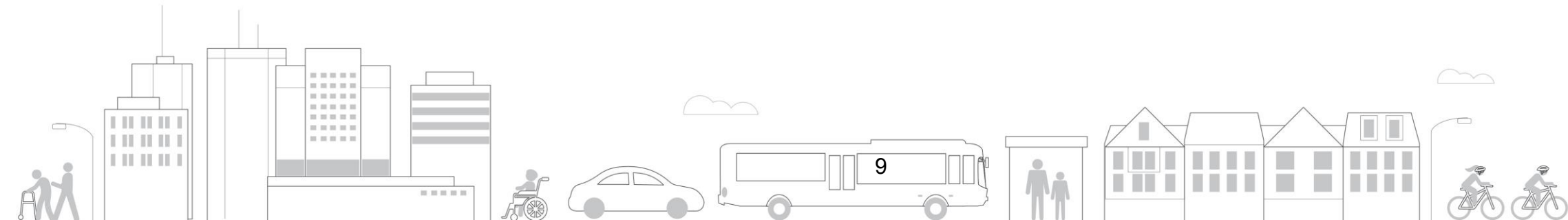


Draft Guiding Principles



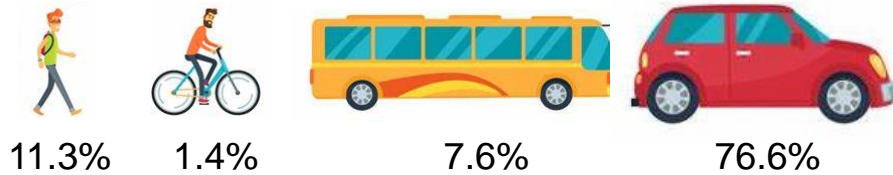
The London Plan & Mobility

- Walkable neighbourhoods (help more people be within 10-15 minutes of shops, services and everyday needs)
- Better serve and get people to densely populated areas
- Fill gaps in connectivity within existing neighbourhoods



What we know...

- Transportation is responsible for 1/3 of our GHG emissions
- The average in-town trip is 5.8km in length
- Daily trips are taken by:

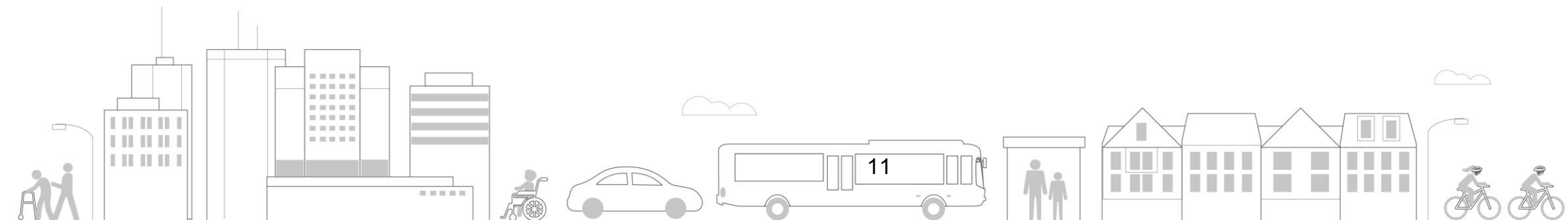


- There is a link between access to transportation and London labour market participation
- Violence is most often experienced when moving around the city
- Increase in people working from home as a result of the pandemic



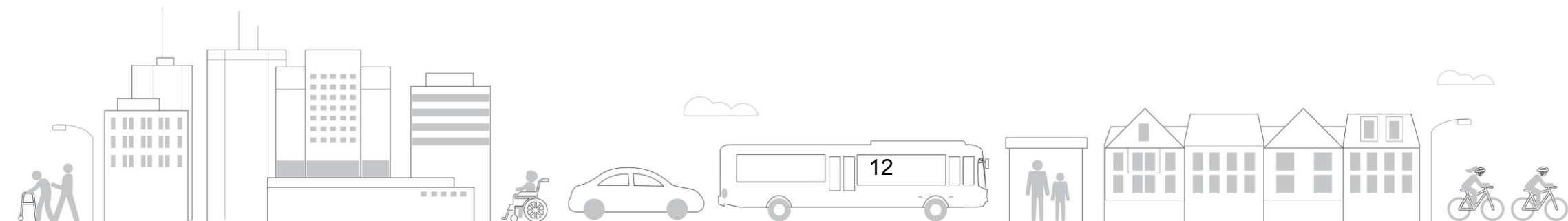
Some of what we've heard so far...

- Transit frequency, travel times and cost
- Transit service areas
- Para transit improvements
- Gaps in the Active Transportation network
- Safety concerns



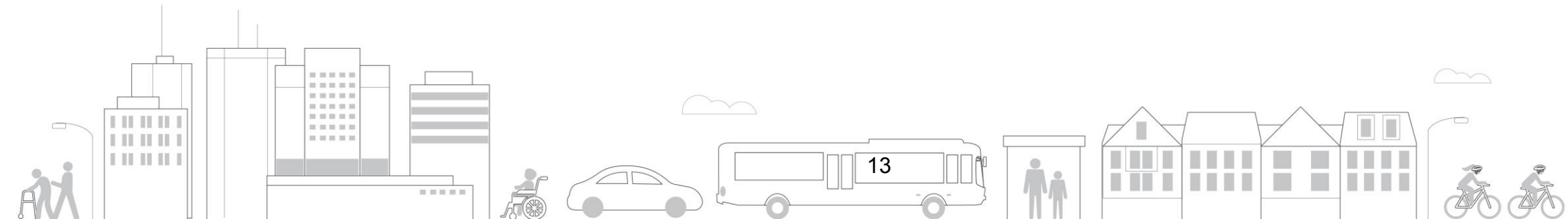
Some of what we've heard so far...

- Congestion on roadways
- Mobility challenges in the winter
- Improved pedestrian environment
- Improving accessibility
- Access to information



Other work in progress...

- Accessibility assessment for cycling and transit
- Fact sheets
- Needs and Opportunities Report
- Revisiting previously engaged communities
- Qualitative data analysis



Keeping the conversation going

- How do you move around the City? What influences these choices?
- What is your experience getting around the city like?
- What would make getting around the city easier?
- What is one piece of advice you would give to the City of London for its new mobility plan?
- Have you ever shared feedback with the City before? Why or why not?

Feedback form:

Mobility Master Plan

Feedback Form

As part of our commitment to building healthy and safe communities, the City of London is collecting information from individuals to help us understand who has completed the survey, address gaps in participation and ensure we are reaching a wide range of Londoners. All information collected will be pooled together and would not be used to identify an individual person. Providing this information is completely optional. You may skip any question.

1. Age: ☐ Prefer not to share

2. I identify as: ☐ Male ☐ Female ☐ Transgender ☐ Gender non-conforming ☐ Prefer not to share

Other (please specify):

3. Do you identify as a person of colour? ☐ Yes ☐ No ☐ Prefer not to share

4. Do you identify as Indigenous: First Nations, Métis or Inuit? ☐ Yes ☐ No ☐ Prefer not to share

5. Do you identify as a member of the 2SLGBTQIA+ community? ☐ Yes ☐ No ☐ Prefer not to share

6. Do you identify as a person with a disability? ☐ Yes ☐ No ☐ Prefer not to share

7. Do you speak a language other than English at home? ☐ Yes ☐ No ☐ Prefer not to share

8. Were you born in Canada? ☐ Yes ☐ No ☐ Prefer not to share

9. If born outside of Canada, what year did you move to Canada?

10. What is your annual household income, before taxes? ☐ Under \$50,000 ☐ \$50-\$100,000 ☐ Over \$100,000 ☐ Prefer not to share

11. Are you currently employed? ☐ Yes ☐ No ☐ Prefer not to share

12. Please enter any other information you would like us to know about your identity:

Getting Around London

The City of London is exploring how to improve streets, sidewalks, cycling infrastructure, transit routes and paths. We are working towards a future where Londoners of all identities, abilities, and means have the options they need to move through the city safely and efficiently. By completing the questions below, you will help the City of London refine the Vision and Guiding Principles for the plan as well as identify key issues and opportunities to be explored.

13. On most days, what are your primary ways of getting around? Please select all that apply.

☐ Walk ☐ Wheelchair, scooter or mobility aid ☐ Bike ☐ Bus ☐ Para-transit

☐ Car (passenger) ☐ Car (driver) ☐ Taxi/Uber ☐ Other:

london.ca

14. Why do you move around in these ways?

15. What is your experience getting around the city like?

16. What would make getting around the city easier?

17. What is one piece of advice you would give to the City of London for its new mobility plan?

18. Have you ever shared feedback with the City of London before? Why or why not?

To submit your response:

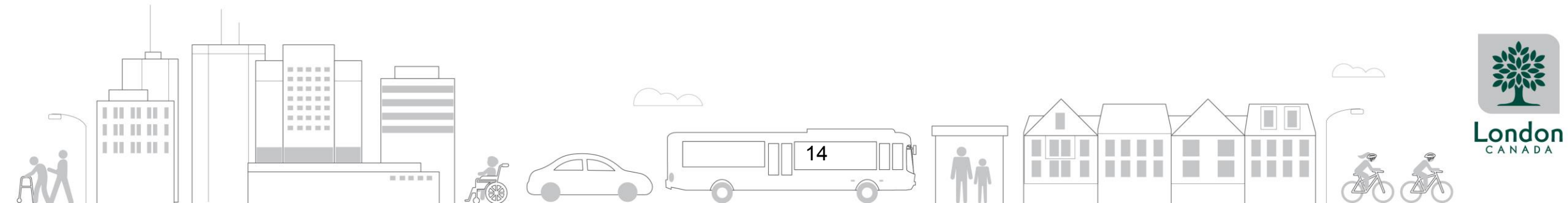
Mail: Transportation & Mobility, City of London
300 Dufferin Avenue
P.O. Box 5035
London, ON, N6A 4L5

Email: info@london.ca

Online: getinvolved.london.ca/mobility-master-plan

Call: 519-661-4580

london.ca

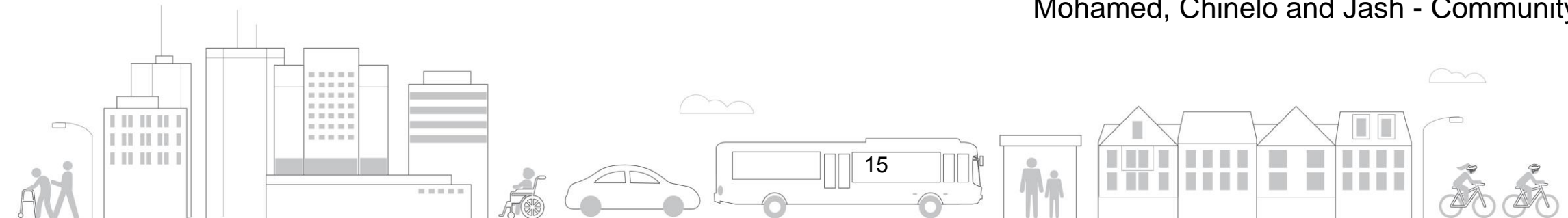


Keeping the conversation going

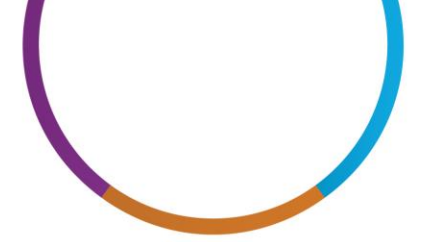
- Webinar
- Advisory Committee meetings
- Toolkit (coming soon!)
- Focus groups
- Survey
- Pop-up events
- Other education & promotion initiatives
- Keeping Council informed
 - upcoming report



Mohamed, Chinelo and Jash - Community Connectors



Upcoming Events

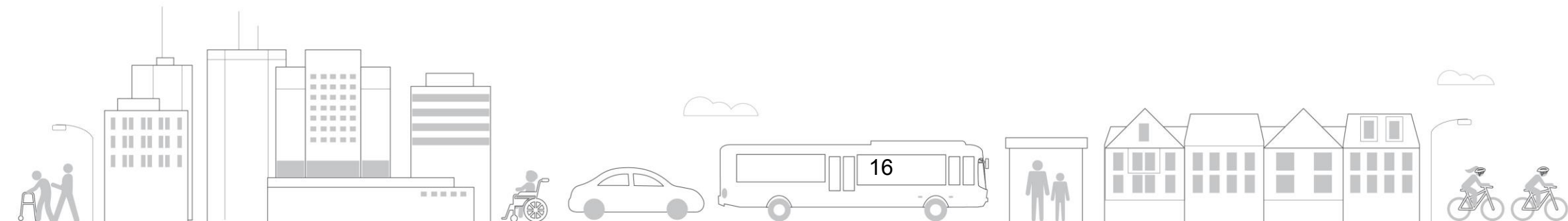


Live Webinar

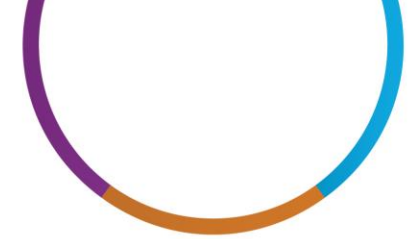
A Community Conversation: Transportation & Mobility

Wednesday, September 28 at 7:00 pm

Save the date!



Resources



Mobility Survey:



Integrated Transportation Community Advisory Committee

Report

August 17, 2022
Advisory Committee Virtual Meeting - Please check the City website for current details

Attendance PRESENT: T. Khan (Chair), R. Buchal, R. Cabunoc, J. Collie, E. Eady, D. Foster, A. Husain, T. Kerr, S. Leitch, V. Lubrano III, D. Luthra, A. Santiago, J. Vareka; A. Pascual (Committee Clerk)

ABSENT: M. Malekzadeh

ALSO PRESENT: J. Bos, G. Dales, J. Gardiner, D. Hall, K. Scherr and B. Westlake-Power

The meeting was called to order at 3:00 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 New Sidewalk Prioritization

That it BE NOTED that the presentation, as appended on the Agenda, from D. Hall, Program Manager, Active Transportation, with respect to New Sidewalk Prioritization, was received.

2.2 Bradley Avenue Cycle Track Project

That it BE NOTED that the presentation, as appended on the Agenda, from J. Gardiner, Transportation Technologist, with respect to the Bradley Avenue Cycle Track Project, was received.

2.3 Colborne Bike Lane North Extension

That it BE NOTED that the presentation, as appended on the Agenda, from J. Bos, Senior Technologist and D. Hall, Program Manager, Active Transportation, with respect to the Colborne Bike Lane North Extension, was received.

3. Consent

3.1 2nd Report of the Integrated Transportation Community Advisory Committee

That it BE NOTED that the 2nd Report of the Integrated Transportation Community Advisory Committee, from its meeting held on July 13, 2022, was received.

3.2 Letter of Resignation

That it BE NOTED that the Letter of Resignation from the Integrated Transportation Community Advisory Committee from S. Rooth, was received.

4. Sub-Committees and Working Groups

None.

5. Items for Discussion

5.1 Review of 610-620 Beaverbrook Avenue

That the communication from J. Vareka, with respect to the Review of 610-620 Beaverbrook Avenue, BE RECEIVED and BE REFERRED to the Vision Zero Sub-Committee for further refinement and consideration of a recommendation for the Civic Works Committee.

6. (ADDED) Deferred Matters/Additional Business

6.1 (ADDED) Notice of Planning Application - Zoning By-Law Amendment - 3480 Morgan Avenue

That it BE NOTED that the Notice of Planning Application, dated August 4, 2022 from M. Johnson, Senior Planner, related to a Zoning By-Law Amendment for the property located at 3480 Morgan Avenue, was received.

6.2 (ADDED) Notice of Planning Application - Draft Plan of Subdivision, Official Plan and Zoning By-Law Amendments - 3350, 3480 Morgan Avenue and 1363 Wharncliffe Road South

That it BE NOTED that the Notice of Planning Application, dated August 4, 2022 from M. Johnson, Senior Planner related to Draft Plan of Subdivision, Official Plan and Zoning By-Law Amendments for the properties located at 3350, 3480 Morgan Avenue and 1363 Wharncliffe Road South, was received.

7. Adjournment

The meeting adjourned at 4:48 PM.

Hello Audrey,

Please accept this email as my resignation from the Integrated Transportation Community Advisory Committee.

I also would like to provide some feedback on the advisory committees.

It also seems as though there is a general misunderstanding on the scope and purpose of the Advisory Committee as there have been multiple discussions that have taken place, where to my observations should be outside of the directive of the committee. There also seems to be confusion amongst the membership of what community consultation has already happened as there seems to be a desire to treat all presentations coming forward as the first time any citizen is seeing these plan when I understand that significant resources have already been used to gather community feedback.

The current structure of the advisory committee seems to operate in a way that challenges diverse voices from coming forward. Roberts rules can be used effectively to provide some order to meetings, however it can also be used to suppress voices by not giving adequate space for a natural discussion to take place. It also limits individuals who are not as familiar with Robert's rules to participate in the discussion, but this should also be the responsibility of the chair to inform all members of how to appropriately engage and contribute.

The unlimited time structure challenges also poses a barrier for the committee to have diverse voices. With a meeting that can go on for hours, those with structured employment requirements or childcare are unable to sit and contribute to these committees. For myself, I now have a work conflict over our typical meeting time, but even if we were to change the meeting time, I am not optimistic I would be able to balance it alongside my full-time work schedule, while also pursuing my Masters. This meeting structure also places a barrier for those with childcare responsibilities, which will also impact women at a disproportionate rate. While I do not have childcare responsibilities, I am not surprised that with my departure there are no longer any women-identified members of the committee. That, in combination with the challenges for working individuals to participate result in the make-up of the committee to be fairly homogeneous and not representative of the London population's age, gender, and racial diversity.

In my opinion, these committees would better serve the community if they were facilitated by a knowledgeable city staff member who can redirect the conversation appropriately, ensure the meetings are functioning as needed, and can remind members of what is within and outside of the scope of the committee. Alternatively, I would encourage the city to consider the desired purpose of these committees, and if there are other methods of achieving these outcomes.

Audrey, thank you for everything that you have done for the committee so far. The long work hours, providing guidance on operating structure, and organizing meetings do not go unnoticed. Please also share my appreciation to the city staff who have been able to provide insightful presentations and demonstrate incredible patience and professionalism during the advisory committee meetings. If any further feedback is desired on the advisory committees, please let me know and I would be happy to engage in a discussion with yourself or city staff.

Kind regards,
Rachel Cabunoc

Jerri,

I would ask that you include the attached as a Consent Item for the next ITCAC meeting so I can move a motion as former TAC Chair to have ITCAC officially receive the staff report and presentation made by Doug MacRae relating to the Master Mobility Plan contained therein and refer them to our Sub Committee(s) as we see fit.

Cheers, Dan

Dan Foster

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee
From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure
Subject: Initiation of the Mobility Master Plan Development
Date: November 2, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the development of the Mobility Master Plan:

- a) The following Draft Vision and Guiding Principles for the development of the Mobility Master Plan as follows **BE ENDORSED** for consultation and feedback through a community engagement program, noting that the final Vision and Guiding Principles will be brought forward for approval after the community engagement:

Draft Vision Statement:

In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.

Draft Guiding Principles:

- Environmentally Sustainable
- Equitable
- Financially Sustainable
- Healthy and Safe
- Integrated and Connected;

- b) The general framework for the community engagement program, as presented in this report, **BE APPROVED**; and,
- c) The general scope for the consultant assignment to assist in preparation of the Mobility Master Plan, as presented in this report, **BE APPROVED**.

Executive Summary

Purpose

This report recommends the approval of the Draft Vision and Guiding Principles for the development of the Mobility Master Plan. Following Council approval, the Draft Vision and Guiding principles would be subject to public consultation prior to finalizing.

The report also outlines the general framework for the community engagement program.

This report also recommends the general scope for the engineering consultant assignment to assist in preparation of the Mobility Master Plan. The engineering consultant selection procedure for the assignment will utilize the two-step procurement process in accordance with Section 15.2(e) of the Procurement of Goods and Services Policy.

Context

The City of London manages a transportation network that provides for the movement of people and goods. This is done with a focus on equity, the environment and the economy. The system provides opportunity for the main mobility modes – walking, cycling, transit, movement with mobility devices and motorized vehicle movement.

The London Plan identifies that a Transportation Master Plan may be prepared and updated regularly, to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. Future mobility planning is prudent considering that London’s population is anticipated to grow between 66,000 and 139,000 people over the next 20 years. As well, master planning forms the basis for capital plans and policies and is often required to support applications to senior government infrastructure funding programs.

The purpose of this project is to create a new integrated Mobility Master Plan that builds on and supersedes the current Smart Moves London 2030 Transportation Master Plan and the London ON Bikes Cycling Master Plan and identifies the policy framework, infrastructure programs and supportive programs with a 25-year horizon. The plan will be created using a thorough consultation process, technical analysis, and consideration of The London Plan, Council’s Strategic Plan and associated initiatives such as the Climate Emergency Action Plan.

Linkage to the Corporate Strategic Plan

The Mobility Master Plan will advance and support numerous strategies under the City’s Areas of Focus:

- Strengthening Our Community
- Building a Sustainable City
- Growing Our Economy
- Creating a Safe London for Women and Girls
- Leading in Public Service
- Commitment to Anti-Racism and Anti-Oppression

Analysis

1.0 Background Information

The current Smart Moves London 2030 Transportation Master Plan was approved by Council in 2012 with a horizon year of 2030. Smart Moves identifies a shift to a more sustainable transportation system including a transit focused strategy that uses a rapid transit network as the backbone for transit service enhancement, complimentary road capacity, and policies to make transportation efficient and green while contributing to a liveable city. The London ON Bikes Cycling Master Plan was approved in 2016 and provides similar strategies for cycling infrastructure, policies and programs. The comprehensive City-wide cycling network accommodates both commuter and recreational cyclists. It includes the recreational pathway system which consists of the Thames Valley Parkway and secondary connections that are integrated with the active transportation facilities on streets.

1.1 Previous Reports Related to this Matter

- June 19, 2012, Civic Works Committee, London 2030 Transportation Master Plan
- March 3, 2014, Civic Works Committee, London Road Safety Strategy
- Planning and Environment Committee – June 13, 2016 – The London Plan
- September 7, 2016, Civic Works Committee, London ON Bikes Cycling Master Plan
- May 28, 2018, Civic Works Committee, Smart Moves 2030 Transportation Master Plan Accomplishments
- August 13, 2018, Civic Works Committee, Complete Streets Design Manual
- August 31, 2021, Civic Works Committee, Outcome of Climate Lens Screening Applied to Major Transportation Projects

2.0 Discussion and Considerations

2.1 Draft Vision Statement and Guiding Principles

As identified in The London Plan, a Transportation Master Plan may be prepared and updated regularly to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. The Draft Vision for the Mobility Master Plan is as follows:

In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.

Five Draft Guiding Principles, as shown in Figure 1, have been prepared to establish the framework for the decision-making process for the development of the Mobility Master Plan. They are proposed to ensure that the policies and actions developed through the Mobility Master Plan work towards achieving the Vision. The Draft Guiding Principles are based on the City of London's existing policies and plans including The London Plan, Council's Strategic Plan and the Climate Emergency Action Plan.

The Draft Guiding Principles were refined based on input from staff in various departments, and in consideration of transportation feedback received over the years including from Municipal Council, Council Advisory Committees, community and business groups and the broader public. Guiding principles from other completed and on-going mobility master plans in Canada were also reviewed as part of the process.

Figure 1: Mobility Master Plan Draft Guiding Principles



The Draft Guiding Principles will be reviewed and refined as appropriate through community and stakeholder input and will be presented to the Civic Works Committee and Municipal Council at a future date in 2022 for approval.

2.2 Framework for Community Engagement

Throughout the process to develop the Mobility Master Plan, the primary source of information will be online, using the City’s engagement portal, GetInvolved (<https://getinvolved.london.ca/>) This will be updated regularly with information about the process, clear information about engagement opportunities, and updates about how community feedback has been used.

The Mobility Master Plan engagement process

Throughout this process, it will be critical that engagement is equitable and accessible to ensure that feedback and input throughout the development of the Mobility Master Plan reflects the diverse needs of the community and contributes to the success of all Londoners. Using guidance from the International Association for Public Participation (IAP2) Equitable Engagement Best Practices and applying an Environment, Social, and Governance (ESG) lens, the consultation will be rooted in community collaboration, beginning with the engagement process itself.

Co-creating the engagement plan

Before the first phase of broad public consultation begins, City staff and partners will focus on networking and strengthening community connections. As per best practices, it is recommended that the community co-designs the engagement framework and participates in a task force. To do this, staff will:

- **Leverage existing structures** (e.g., advisory committees, third-party organizations with established community networks) to ensure a range of perspectives and experiences are leveraged throughout the process.
- **Form a Community Advisory Panel** in partnership with London's Community Diversity and Inclusion Strategy (CDIS) working groups to develop, review and implement engagement plans.
- **Prepare a thorough stakeholder list** in consultation with the Community Advisory Panel to ensure representation from all groups.
- **Complete an Environics demographic data analysis** in partnership with the City's Planning and Economic Development team to understand geography and movements of Londoners and identify critical populations and locations for focusing data collection.
- **Ensure representation from Indigenous people, Black people and people of colour on the project team** by expanding the City's Community Connector program and ensuring the expanded project team provides a range of lived experience.
- **Identify existing and historical engagement barriers** as community connections are made, and form plans to remove/address them proactively.
- **Clearly define where each task lands on the [spectrum of public participation](#)** to ensure there is a mutual understanding between practitioners, decision makers and the community about how input will be used.

Recognizing that everyone holds a unique lived experience related to mobility, it will be critical to collect feedback from a diverse range of individuals with different (often intersecting) identities. To do this, the City plans to empower members of its Community Advisory Panel to develop, and in some cases lead, engagement exercises required as part of the Mobility Master Plan process. The City is prepared to support the unique needs of community groups, understanding that the nature of each session (i.e., the tools, activities, supports and adaptations) will vary.

Recognizing that mobility planning requires enterprise-wise support, an internal project team has been formed to help guide the study. This team includes senior representatives from numerous City service areas and promotes continuous collaboration to ensure the creation of a holistic Mobility Master Plan.

Phases of Engagement

Engagement for the Mobility Master Plan has been broken into three phases as shown in the chart below. The specific timing of tasks identified under each phase and the tactics used will remain flexible based on the project plan, emerging needs that may arise, and continuing pandemic constraints.

Phase 1: Establish shared vision & understand needs (Fall 2021 – Spring 2022)

- Establish community connections
- Provide education opportunities
- Consult on vision and guiding principles
- Learn about mobility experiences, goals, and barriers

Phase 2: Explore solutions & make connections (Summer 2022 – Winter 2023)

- Identify opportunities and challenges
- Link feedback to existing policies, plans and programs and identify gaps
- Collect people-trip information
- Develop options for future mobility networks
- Identify opportunities for community empowerment

Phase 3: Confirm & refine the path forward (Spring 2023 – Winter 2024)

- Begin drafting Mobility Master Plan
- Forecast budgets needed to carry out the plan
- Revisit recommendations with most impacted groups
- Present & publish final plan

Engagement Touchpoints

The City is committed to completing all work on the Mobility Master Plan with transparency. A clear feedback loop will be established to ensure consistency for each phase of engagement. This includes:

- Attending meetings with a variety of advisory committees at the outset and scheduling follow-up meetings as needed with specific advisory committees
- Providing results to council after each phase of engagement
- Sharing links to critical Mobility Master Plan education and promotional materials as they are created
- Listing all engagement sessions in a publicly accessible online calendar
- Creating a process to direct informal feedback that may be provided through any number of channels (telephone calls, emails, Service London, social media) to be captured and considered as part of the process).

Above are the baseline touchpoints. Engagement will take place in multiple locations and in multiple forms during each phase of the Mobility Master Plan process and the team will identify topics and challenges that may require additional, in-depth discussion. The process and opportunities for engagement will be well documented throughout.

2.3 Scope for the Consultant Assignment

This section provides a summary of the general scope and requirements for the consultant assignment to assist in preparation of the Mobility Master Plan.

Overview

The Mobility Master Plan will build on the Smart Moves London 2030 Transportation Master Plan and continue to focus on a more sustainable mobility system including transit. The Mobility Master Plan will build on the Rapid Transit Master Plan and Transit Project Assessment Process with consideration of the Downtown Loop, East London Link and Wellington Gateway projects, and will further consider alternatives for improved higher-order transit solutions in the north and west areas of the city. The plan will also have regard for the London Community Recovery Network (LCRN) action item related to improved transit access to the downtown.

The Mobility Master Plan will also build on the London ON Bikes Cycling Master Plan with an increased focus on walking and cycling. The Mobility Master Plan should also consider current and future demographics, including the needs of those with mobility challenges (e.g. wheelchairs and other mobility aids).

From a employment support perspective, the recent PwC report that identified a link between London labour market non-participation and access to transportation will inform this work. Support for the Industrial Land Development Strategy and the movement of goods will also be assessed as part of the project.

The Plan creation will have consideration for the 2021-2024 Safe Cities London Action Plan and the findings of the Safe Cities London Scoping Study which identified in transit (in transition from one place to another) as the most common public place and space where respondents reported experiencing or witnessing an incident of violence.

The process will also consider the survey of discrimination experienced by immigrants, racialized minorities, and Indigenous people that was conducted in partnership with the London Middlesex Local Immigration Partnership. The survey identified some of the most likely places to experience discrimination include while using public transit and while in a store, bank or a restaurant.

While automobiles will continue to be a factor in the planning of London's mobility infrastructure, the sustainability of adding traffic lanes to roadways will be scrutinized in conjunction with consideration of complete streets principles. A balanced mobility system is required which integrates all modes of travel and minimizes individual reliance on automobiles. Further to recent Council direction, the Wonderland Road corridor will be a focus area for creative solutions.

As part of the Mobility Master Plan priority networks shall be identified for the various mobility modes including pedestrian, cycling, transit, goods movement and automobiles. Priority networks represent a combination of streets or corridors for each mode where that mode will receive high-quality infrastructure and/or service. With limited road right-of-ways, trades-off will be required to provide facilities for the various modes of mobility. In some instances, narrowing roads and/or reallocating automobile lanes may be considered to balance modal priorities and provide facilities for cycling and walking.

Municipal Class Environmental Assessment Process

The Municipal Class Environmental Assessment (Municipal Class EA) process is applicable to the Mobility Master Plan. This means that the Mobility Master Plan process must follow the master planning process outlined through the Municipal Class EA, including full documentation of the process and providing a traceable rationale for conclusions reached. Phase I and II of the Municipal Class EA will be satisfied for recommended infrastructure improvements. This involves the identification of the problem or opportunity and development of alternative solutions.

Equity and Inclusion

Mobility and infrastructure planning decisions have significant equity impacts that relate to housing accessibility, land values and local economic activity. The quality of mobility infrastructure available affects people's economic and social opportunities. Consistent with the City's Community Diversity and Inclusion Strategy (CDIS), it is necessary to ensure that all current and future mobility options are reviewed by, and easily available and accessible to, seniors, persons with disabilities, and newcomers. The Proponent shall work with the City's Strategic Communications and Government Relations team to implement a Public Engagement and Communication Strategy which meets the requirements of the Municipal Class EA and that is reflective of the City's equity values. It will also be their responsibility to ensure the plan identifies deliverables related to universal accessibility and mobility equity.

Climate Change

Consistent with Council's declaration of a climate emergency in 2019, climate goals will be a significant factor in the planning of London's mobility infrastructure. The goals of the Climate Emergency Action Plan (which is anticipated to be finalized in the near-term) are to improve London's resilience to climate change impacts, reduce London's greenhouse gas emissions by at least 37% below 1990 levels by 2030 and reach net-zero emissions by 2050.

Currently, the transportation sector is the largest contributor of greenhouse gas emissions and personal mobility creates approximately 1/3 of the total emissions. As part of the Mobility Master Plan, the forecasting of greenhouse gas emissions will be considered to inform mode share targets and mobility infrastructure planning to ensure that it is consistent with the goals of the Climate Emergency Action Plan.

Educational Material

For the Mobility Master Plan to be successful, community support and understanding will be critical. Providing clear and accessible educational material related to policies, plans and programs relevant to the Mobility Master Plan will be necessary throughout the engagement and consultation process to ensure participants are well-informed. The Proponent shall be prepared to provide and/or source the full range of supports individuals might need to participate in the process and/or consume the information (e.g. AODA-compliant documents, captions, translation, and ASL interpreters as required).

Data Collection and Modelling

Data collection will be required to set a baseline of current mobility use, to forecast future mobility needs, and as a measure of success of the of the Mobility Master Plan goals. Data collection will need to include pedestrians and cyclists in addition to cars, trucks, and transit. A comprehensive household travel survey was conducted in 2016. A cost-effective method to update this data with consideration of current pandemic-related volatility in travel patterns will be explored as part of the Mobility Master Plan process. A public travel survey is also anticipated to be required to gain a better understanding of what modes of mobility Londoner's are currently using, the preferred mobility modes, and barriers to achieving them.

The Covid-19 pandemic has changed the way many people travel in London and across the country. It is expected that some of the changes will be temporary in nature while others will have permanent, lasting effects to traffic volumes, travel behavior and mode choice. Unique challenges and opportunities that the pandemic presents for forecasting mobility needs and setting mode share targets, including targeted scenarios reflecting likely potential impacts of COVID-19, will need to be considered.

Consideration will be given to the forecasting and impacts of emerging connected and automated vehicle (CAV) technologies and their potential/likely impacts in the coming decades.

Transportation Demand Management (TDM) policies and programs

TDM policies and programs are required to accommodate growth while relieving congestion and minimizing travel time by supporting the various modes of mobility. As part of the Mobility Master Plan, current TDM policies and programs will be reviewed, updated and supplemented as required. With limited public space, trade-offs will be required to accommodate the various mobility modes. Modal priorities will need to be set for corridors and achievable level of service (LOS) targets set.

Financial Considerations

Implementation plans for the various capital programs that support all modes of mobility are to be developed as part of the Mobility Master Plan. The coordination of proposed improvements and prioritization of modes within corridors shall be based on an understanding of London Plan street classifications. Asset management shall be considered, and the estimated costs of capital implementation and associated operating are to be developed.

Measures of success

A successful plan will include clearly defined indicators that will monitor and evaluate progress towards the vision and objectives of the Mobility Master Plan. Key performance indicators must rely on readily available data sources that are both meaningful and quantifiable.

Project Schedule

The selected consultant that will help create the Mobility Master Plan is anticipated to be awarded in early 2022. Extensive public consultation and engagement will be required. The Mobility Master Plan is anticipated to deliver key recommendations throughout 2023 and be finalized and documented in early 2024. Key milestones include the identification of mobility growth projects and programs by Spring 2023 and capital and operating costs by Summer 2023.

3.0 Financial Impact/Considerations

Funds are identified in the capital budget for the creation of the Mobility Master Plan. There are no financial approvals being requested at this time.

4.0 Key Issues and Considerations

Based on the declaration of a Climate Emergency in 2019, Council directed staff to complete an initial screen of current major transportation projects using the interim Climate Emergency Screening Tool. A report to the Civic Works Committee on August 31, 2021 identified the outcomes of this review and next steps to consider climate change mitigation and adaptation to ensure resiliency of critical transportation infrastructure. The Mobility Master Plan will provide an opportunity to further review major transportation projects in alignment with Council's Climate Emergency Action Plan and create new initiatives with a climate change and sustainability perspective.

Conclusion

As identified in The London Plan, a Transportation Master Plan may be prepared and updated regularly, to implement the mobility policies of the plan including supporting sustainable land use, mobility choices and safety. The purpose of this project is to create a new integrated Mobility Master Plan that builds upon the current Smart Moves 2030 Transportation Master Plan and London ON Bikes Cycling Master Plan and identifies the policy framework and infrastructure programs with a 25-year horizon. The plan will be created using a thorough consultation process, technical analysis, and consideration of The London Plan, Council’s Strategic Plan and associated initiatives such as the Climate Emergency Action Plan. Numerous reports to Civic Works Committee will be submitted to ensure that Council members are both engaged with and informed about the Mobility Master Plan as it progresses. Extensive public consultation and engagement will be required through all three phases of this process.

As part of the initiation of the Mobility Master Plan, endorsement for consultation and feedback is being sought for the Draft Vision and Guiding Principles. Additionally, approval of the general framework for the community engagement program and scope for the engineering consultant assignment to assist in preparation of the Mobility Master Plan are recommended.

- Prepared by:

Sarah Grady, P. Eng, Traffic and Transportation Engineer
- Prepared by:

Megan Fontaine, Manager, Public Engagement
- Submitted by:

Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility
- Recommended by:

Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure

November 23, 2021/

- c:

Mobility Master Plan Internal Steering Committee
Transportation Advisory Committee
Cycling Advisory Committee



Mobility Master Plan

Transportation Advisory Committee
November 30, 2021



Presentation Overview

- Context
- Scope
- Engagement
- Schedule
- Draft Vision & Guiding Principles



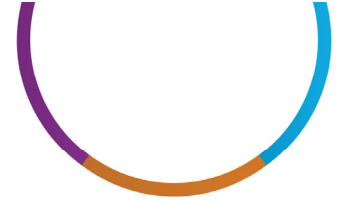


“Mobility is the movement of people and goods through, and beyond, the city from one location to another in a safe, accessible, convenient, and affordable manner”

-The London Plan (2016)



Context



- Smart Moves Transportation Master Plan (2013)
- London Road Safety Strategy (2014)
- The London Plan (2016)
- London ON Bikes Cycling Master Plan (2016)
- Rapid Transit Master Plan (2017)
- Complete Streets Design Manual (2018)
- Council Strategic Plan (2019 – 2023)
- Community Diversity and Inclusion Strategy (2019)
- Safe Cities London Action Plan (2020)
- Multi-Year Accessibility Plan (in development)
- Climate Emergency Action Plan (in development)



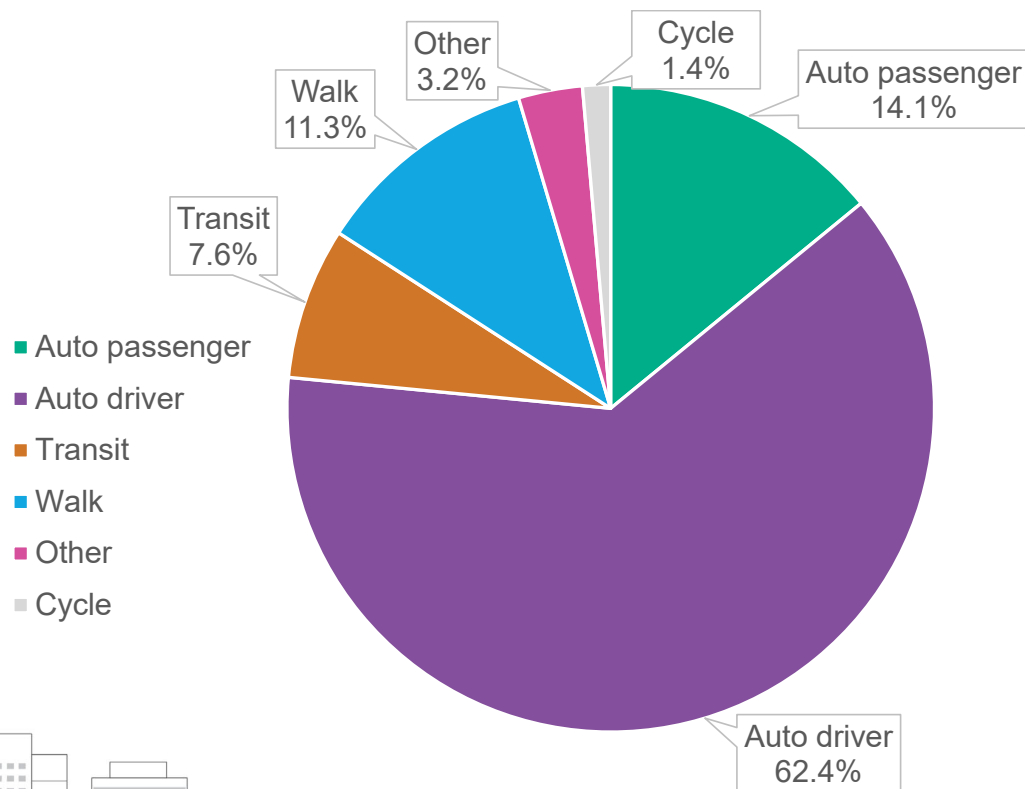
Mobility Facts



- Londoners make an average of 3.4 trips per day; that adds up to 1.63 million trips each day
- 5.2 km is the average trip distance within London
- 273,000 vehicles are registered in London (almost one per adult)
- COVID-19 has resulted in reduced transit and automobile travel and increased walking and cycling
- Automobile use has declined but still generates more than 1/3 of greenhouse gas emissions
- Access to transportation is linked to low London labour market participation

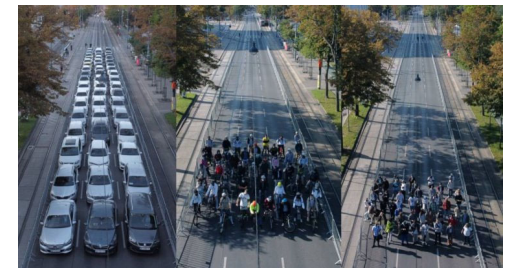
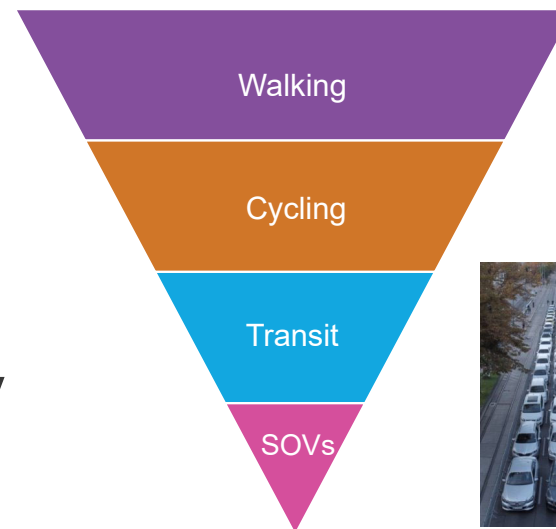


2016 Daily Mode Share



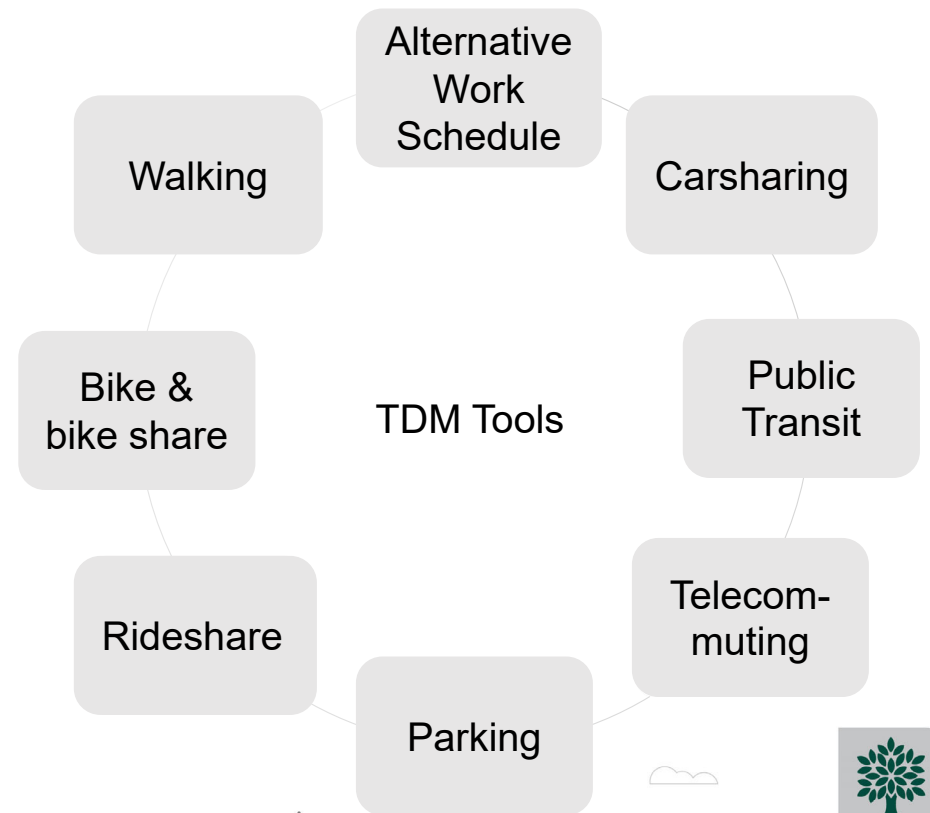
Scope Considerations

- Moving people
- Multi-modal level of service
- Equity and inclusion
- Link to land use
- Reducing auto-dependency

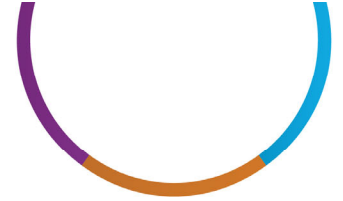


Scope Considerations

- Climate lens
- Transportation Demand Management (TDM)
- Data collection and modelling
- Operations & winter maintenance
- Financial implications



Engagement Framework



- Follow equitable engagement best practices
- Use IAP2 Spectrum of Public Participation
- Leverage existing networks (e.g., Advisory Committees)
- Form a Community Engagement Panel
- Recruit Community Connectors
- Complete a demographics data analysis
- Ensure representation from Indigenous people, Black people, people of colour and other equity-deserving groups
- Identify and address engagement barriers
- Establish clear feedback loops



Schedule



Phase 1: Establish shared vision & understand needs

Fall 2021 – Spring 2022

- Establish community connections
- Provide education opportunities
- Consult on vision and guiding principles
- Learn about mobility experiences, goals, and barriers

Phase 2: Explore solutions & make connections

Summer 2022 – Winter 2023

- Identify opportunities and challenges
- Link feedback to existing policies, plans and programs and identify gaps
- Collect people-trip information
- Develop options for future mobility networks
- Identify opportunities for community empowerment

Phase 3: Confirm & refine path forward

Spring 2023 – Winter 2024

- Begin drafting Mobility Master Plan
- Forecast budgets needed to carry out the plan
- Revisit recommendations with most impacted groups
- Present & publish final plan



Draft Vision Statement

“In 2050, Londoners of all identities, abilities and means will have viable mobility options to allow them to move throughout the city safely and efficiently. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development.”

Feedback invited!





Environmentally sustainable:

Take bold action to address climate change and design and move in ways that protect and enhance the natural environment.

Integrated, connected and efficient:

Strengthen community and the economy with better access to people, places, goods and services as London grows.

Mobility Master Plan Guiding Principles

Financially sustainable:

Ensure mobility and its infrastructure is affordable for current and future generations.

Healthy and safe:

Promote and protect the physical, mental and social wellbeing of all and encourage active living.

Equitable:

Recognize diverse mobility needs and embed equity into decision making to enable everyone to move through the city.

Feedback invited!



Staying Connected



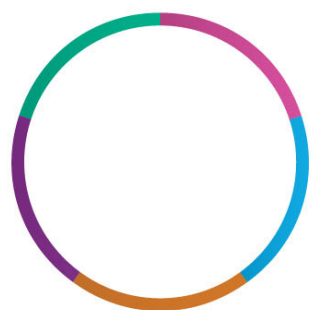
To get project info:

- Subscribe for project updates
- getinvolved.london.ca/mobility-master-plan

To contact the team:

- mmp@london.ca
- 519-661-4580





A Better London For All

Mobility Master Plan



Good afternoon,

On behalf of the ITCAC Active Transportation Subcommittee, I would like to submit two motions to be included on the agenda for the ITCAC September Meeting. Please list them in #5, Subcommittees. If you need any other information further to this, please let me know.

Motion #1

On the recommendation of it's Active Transportation/Cycling Sub Committee, the ITCAC requests that the Civic Works Committee recommend that Council DIRECT the Civic Administration to provide ITCAC with a detailed update on the Mobility Master Plan at the October 19th ITCAC meeting and also highlight the possible potential areas where input and expertise of ITCAC members may be availed.

Motion #2

On the recommendation of it's Active Transportation/Cycling Sub Committee, the ITCAC requests that the Civic Works Committee recommend that Council DIRECT the Civic Administration to keep ITCAC on-board during the development of the proposed draft bylaw on e_Scooters.

Vincent Lubrano III

Good Afternoon Jerri,

Due to the fact that we are going to have an update on the MMP as part of the meeting on Wednesday, we need to make a change in the motion #1 that was submitted on behalf of the Active Transportation Subcommittee that was to ask for such an update. Please replace the original motion with the one below. If you have any questions, please let me know.

Thank you.

The new motion:

ITCAC highly appreciates the update provided by the staff on the Master Mobility Plan. On the recommendation of its Active Transportation/Cycling Sub Committee, the ITCAC requests that the Civic Works Committee recommend that Council DIRECT the Civic Administration

- a) to keep ITCAC on board during all "Advisory Committee Consultation Phases".
- b) identify specific areas of MMP where ITCAC may provide its input, expertise and support to MMP Project Team and/or the Community Engagement Panel on on-demand as well as regular basis.

Thank you.

Vincent Lubrano III