

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: Mobility Master Plan Phase 2 Update

Date: October 22, 2024

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, that this report **BE RECEIVED** for the purpose of providing Municipal Council an update on the Mobility Master Plan ongoing and upcoming Phase Two community engagement and consultation.

Linkage to the Corporate Strategic Plan

The completion of the MMP is specifically identified in the Strategic Plan within the Mobility and Transportation Area of Focus as a strategy to increase access to sustainable mobility options. The completion and implementation of the MMP will advance and support numerous strategies under several Areas of Focus including Wellbeing and Safety, Climate Action and Sustainable Growth, Economic Growth, Culture and Prosperity, Housing and Homelessness and a Safe London for Women, Girls and Gender-Diverse and Trans People.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- November 2, 2021, Civic Works Committee, Initiation of the Mobility Master Plan Development
- March 1, 2022, Civic Works Committee, Mobility Master Plan Appointment of Consultant
- April 20, 2022, Civic Works Committee, Appointment of Transportation and Mobility Big Data Provider – Irregular Result
- November 29, 2022, Civic Works Committee, Mobility Master Plan Update
- July 18, 2023, Civic Works Committee, Mobility Master Plan Update: Strategies, Mode Share Target Options and Project Evaluations Frameworks
- October 24, 2023, Civic Works Committee, Mobility Master Plan 2050 Mode Share Target
- March 26, 2024, Strategic Priorities and Policy Committee, Mobility Master Plan 2050 Mode Share Target

2.0 Discussion and Considerations

2.1 Purpose

The purpose of this report is to provide Municipal Council with an update on the Mobility Master Plan (MMP) Phase Two community consultation and next steps. The engagement has been supporting the development of policies and actions. The next steps will layer on consultation on the development of priority networks for the various mobility modes to inform infrastructure project recommendations.

2.2 Context

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. This is particularly prudent now with London's rapid growth and in light of the Climate Emergency Action Plan (CEAP).

The Council-approved vision for the MMP is rooted in providing people with more choices for how they move around London. Key considerations are safety, sustainability, equity, efficiency and affordability. The plan is being created using a thorough consultation process, technical analysis, and consideration of The London Plan, Council's Strategic Plan and associated initiatives such as the CEAP.

2.3 Overview

The creation of the MMP is in the second of three phases which is focussed on exploring solutions and making connections as illustrated in Figure 1 below.

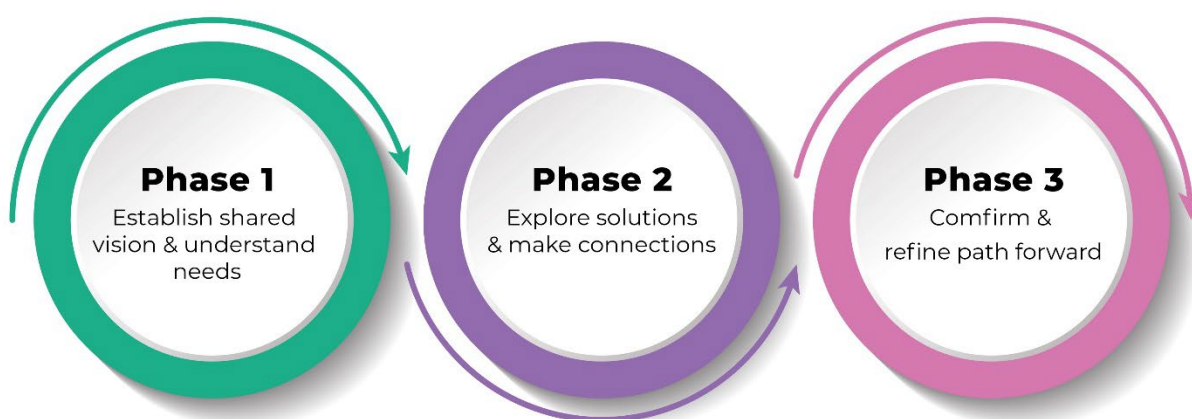


Figure 1: Mobility Master Plan Process

Phase 1 was initiated in April 2022 and included the development of the MMP Vision and Guiding Principles which were approved by Council in December 2022.

Phase 1 included extensive community consultation to provide a deeper understanding of what the community cares about, uses, has challenges with and wants out of a transportation and mobility system. This information is summarized in the Phase 1 Engagement Summary Report which can be found on the project website at london.ca/mobility.

Phase 1 also included extensive technical analysis of mobility patterns and trends, the existing mobility system and infrastructure, land use, current and forecasted population and employment distribution, policy direction, broader societal conditions and future mobility planning considerations. This information is summarized in the Needs and Opportunities Report which can also be found on the project website.

Development of the MMP is in Phase 2. A key Phase 2 decision point was Council's identification of the mode share target on April 2, 2024. This has informed the project modelling and analysis to determine mobility system pressures and constraints based on future forecasted population and employment growth.

The evaluation of potential mobility infrastructure projects is ongoing as discussed in Section 2.4 of this report. In parallel to the infrastructure planning, the MMP team has also been working on the development of policies and actions to compliment the mobility system infrastructure.

2.4 Development of Policies and Actions

Achieving London's mobility vision for the future and the 2050 mode share target will require policies and actions to integrate with recommended infrastructure. Multi-modal

considerations need to be embedded in the planning, programming and design decision making process through policies and actions.

Policies are our city building rules. They are the primary considerations, or directions, for how we grow as a city. The policy framework for all planning in the City of London is The London Plan. Examples of existing mobility related policies in The London Plan include:

- 698. We will build our city to facilitate active mobility. The city will be designed to provide infrastructure such as sidewalks, bicycle lanes and pathways, to locate amenities within neighbourhoods so that they are accessible, and to achieve levels of density and connectivity that minimize travel distances between destinations.
- 706. Our rapid transit routes will connect our major educational, research and health care institutions.
- 337. A Transportation Master Plan may be prepared and updated regularly, to conform with the policies of this Plan and implement these policies in a more detailed way.

Actions are generally more specific and have a defined scope or purpose. Examples of actions include:

- creating, implementing and/or updating guidelines, manuals, standards and other design or decision-making tools
- programs such as a road safety program, bike share program and Smart Commute London

The draft policies and actions are being developed and organized under the eight Areas of Focus as outlined below. More information on the policies and actions in development can be found in the project website videos which have been prepared for each Area of Focus.

1. Land Use: Using the mobility system to support London's desired future land use covers actions and potential policy amendments that recognize the relationship between land use and mobility. The plan recognizes that community planning can play an important role in the range and sustainability of the future resident's mobility options.
2. Transit: Making transit the option of choice for more trips covers key directions about transit strategy that will influence future LTC planning activities. The goal is to support and attract transit users with an improved service and supportive infrastructure.
3. Walking and Cycling: Making walking and cycling attractive mobility options to meet daily travel needs addresses topics related to incentives, improvements and programs necessary to improve walking and cycling conditions. The actions and policies aim to improve the convenience and comfort of the experience through improved infrastructure management and supporting culture through partnership programs.
4. Road Capacity: Managing road capacity strategically is central to creating a highly-functional, connected and efficient mobility network. It includes topics such as network design criteria, transportation management policies, minimizing construction impacts and curb management to optimize street space. Goods movement and supporting employment lands is also a consideration.
5. Regional Transportation Hub: Supporting London's role as a Regional Hub recognizes London's importance in Southwest Ontario. It covers the critical role of mobility hubs in a multi-modal network, inter-community transit as well as actions to improve connectivity to surrounding regions via the train station and London Airport.

6. Putting People First: Putting people first in London's mobility system identifies items related to road safety, programming and communications, enabling seamless multimodal travel, and transportation demand management supports that can leverage and improve the service and experience.
7. Equity: Providing a mobility system that enables more equitable participation in city life recognizes mobility poverty. This section of policies and actions identifies actions and policy changes that embed equity into transportation planning process, identifies actions specific to equity-denied populations and promotes public health.
8. Climate Change: Preparing for change builds upon the Climate Emergency Action Plan and identifies actions and policies to help London achieve its GHG emissions targets and create a system that is more adaptive and resilience to climate change. It also looks forward to emerging technologies and prepares for change such electric mobility and connected and automated vehicles.

The long list of actions and policies under each of these headings will continue to be developed in conjunction with the creation of the networks that they are intended to support.

2.5 Community Engagement Overview

Consultation on the draft policies and actions in development began in June 2024. This phase of engagement aims to raise awareness about the draft policies and actions in development while giving the public a chance to provide input on each of the eight focus areas. It helps the project team understand how important each area and its proposed actions are to the community. Online feedback forms and in-person conversations also enable staff to compile additional ideas that would help accomplish mobility goals and identify missing and necessary improvements to draft policies and actions.

Consultation has been undertaken through a variety of channels including the project website, social media outreach, targeted meetings with organizations and associations, community events, ward meetings and four community advisory committees. During this time, staff also participated in the Fanshawe College and Thames Valley District School Board (TVDSB): Innovation Valley 2024 project and received training from 8:80 Cities to explore new youth-centred community engagement techniques as an ongoing focus for the project team. The following is some metrics associated with the above:

- 20 community events
- 34,500 engagements on social media
- 14,500 people prompted with a project email
- More than 4,800 web page and video views
- 1,121 online feedback form responses
- More than 300 conversations with members of the public at MMP events

This now brings the total number of feedback forms from Phase 1 and Phase 2 to more than 3,500. Staff have attended more than 110 events and the project website has been visited more than 25,000 times since the beginning of the project.

In partnership with the City's Neighbourhood and Community-Wide Services, Planning and Economic Development, and Anti-Racism and Anti-Oppression Division, additional focus groups, survey distributions and pop-up events are being planned.

Opportunities to engage on the draft policies and actions will continue into the fall and winter. Londoners interested in providing feedback specific to any of the eight areas of focus continue to be encouraged to visit london.ca/mobility to complete a feedback form.

2.6 Development of Priority Networks

In parallel to the development of policies and actions, the MMP team has been actively working on the development of preliminary infrastructure project recommendations in support of providing complete networks for each mode of mobility which will integrate into one multi-modal network. These recommendations are being developed based on a future 2050 scenario where the vision of the MMP has been achieved and people are choosing to walk, cycle or take transit for 32.5% of their trips as per Council's 2050 mode share target. The mobility networks are being developed based on the following:

- **Complete Streets**: As part of the MMP a holistic review of our entire roads network is being undertaken to identify a range of needs including increased safety, vehicular capacity, walking and cycling connectivity, and access to transit. A range of projects have been identified for consideration and with the community's input, will result in a number of recommended complete streets projects which include a variety of improvements such as strategic road capacity improvements, transit measures, and urbanization with curbs, storm sewers, sidewalks and cycling facilities.
- **Transit**: A transit priority network is being planning out to 2050 which builds on the current rapid transit projects in implementation. The recommendations will include a range of transit priority levels and will be complimented by local transit routes. Corridor recommendations will range from isolated transit priority measures such as queue jump lanes and transit priority signals, to dedicated transit lanes where appropriate.
- **Cycling**: The MMP will recommend a cycling network which builds on, and ultimately supersedes, the 2016 Cycling Master Plan. All ages and abilities are being considered as part of the development of the cycling recommendations which will include the identification of new cycling connections as well as upgrades to current cycling infrastructure based on the 2021 Ontario Traffic Manual Book 18 on Cycling Facilities.
- **Walking**: Walking infrastructure includes sidewalks and pathways. The London Plan policy is that sidewalks shall be located on both side of all streets, with a few exceptions, so new developments support walking. Sidewalk gaps in the existing major road network will be considered through the complete streets projects noted above. Various other capital programs address existing walking infrastructure gaps including neighbourhood connectivity plans, the infrastructure lifecycle renewal program, local road reconstruction program, the new sidewalks program and pathway development. The actions being developed as part of the MMP include a review of these programs to identify potential improvements and ways to expedite the process.
- **Goods Movement**: Goods movement is important to support London's economic growth and job creation. Considerations such as connecting employment lands with efficient supply chain routes is being layered into the considerations for the complete streets network of road improvements.

The identification of potential infrastructure projects is informed by community input, technical analysis, The London Plan, Council's Strategic Plan and associated initiatives such as the CEAP. The team is currently evaluating various alternative infrastructure improvement projects based on the guiding principles and project mode share target.

2.7 Next Steps

A preliminary version of the mobility networks to form one complete integrated multi-modal network will be shared with the community in December 2024, with an opportunity for Londoners to provide input. This will include in-person public meetings, online content available on the project website, and a variety of methods for providing

feedback online, in-person, via email or phone. The mobility networks will be refined based on community feedback and subsequently presented to Council for approval in Spring 2025.

Conclusion

Phase 2 in the creation of the MMP is exploring solutions and making connections. Recent engagement activities have been focussed on informing the development of policies and actions, grouped into eight areas of focus. Phase 2 will culminate with sharing and consultation on the draft mobility networks in December 2024.

The plan will continue to be informed by public feedback and the final recommended networks are anticipated to be presented to Council for approval in Spring 2025. The finalization of actions and policies will proceed in parallel to compliment the infrastructure networks. The MMP is planned to be presented to Council for approval in Summer 2025.

Prepared by: Sarah Grady, P. Eng, Transportation Design Manager

Megan Fontaine, Senior Communications Advisor

Garfield Dales, P. Eng., Division Manager,
Transportation Planning & Design

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

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

cc: Mobility Master Plan Internal Steering Committee Members:
Kelly Scherr, Deputy City Manager, Environment & Infrastructure
Eliza Bennett, Director, Strategic Communications
Garfield Dales, Division Manager, Transportation, Planning & Design
Megan Fontaine, Senior Communication Specialist
Sanjay Govindaraj Director, Anti-Racism, Anti Oppression
Sarah Grady, Manager, Transportation Design
Doug MacRae, Director, Transportation & Mobility
Heather McNeely, Director, Planning & Development
Kelly Paleczny, General Manager, London Transit Commission
Jay Stanford, Director, Climate Change, Environment & Waste Mgmt.
Integrated Transportation Community Advisory Committee