Report to Strategic Priorities and Policy Committee

To: **Chair and Members**
Strategic Priorities and Policy Committee

From: **Kelly Scherr, P. Eng., MBA, FEC**
Deputy City Manager, Environment & Infrastructure

Subject: **Mobility Master Plan Mobility Network Maps**

Date: **March 25, 2025**

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** regarding the Mobility Master Plan Network Map infrastructure recommendations attached in Appendix A:

a) the Roads Projects maps **BE APPROVED**;

b) the Transit Priority Network maps **BE APPROVED**;

c) the Cycling Network maps **BE APPROVED**;

d) the Sidewalk Gaps on Major Roads maps **BE APPROVED**;

it being noted that the maps will form part of the Mobility Master Plan final report; and,

it also being noted that the maps will inform the creation of the 2028 Development Charges Background Study currently underway and budgeting processes may influence project prioritization.

Executive Summary

On December 9, 2024 the draft Mobility Master Plan (MMP) Mobility Network Maps with infrastructure recommendations for roads, transit, cycling and sidewalk infrastructure were released for public review and input.

Development of the MMP infrastructure recommendations drew from two-and-a-half years of public feedback, existing city plans, and technical analyses that highlighted key areas of need. The projects were then evaluated based on their alignment with council-approved MMP guiding principles, which were informed by community feedback. These principles ensure that all initiatives address pressing issues such as population growth, equitable access, congestion and sustainability, while supporting the vision for London's future mobility landscape.

Consultation on the draft infrastructure recommendations was extensive. Feedback was collected through various in-person events across the city and via tools available on the project website through to the end of January 2025. The extensive feedback was used to further refine the network recommendations.

This report provides a description of the maps, a summary of the key feedback themes and map modifications as a result of the consultation. The report also includes an initial estimate of the magnitude of project capital costs recognizing that the MMP is a strategic growth plan and more detailed cost estimating will occur through subsequent budget processes. Attached in Appendix A are the MMP Mobility Network Maps which are recommended for Council approval.

With this approval, the maps would form part of the MMP Report to be finalized later this year and would inform the creation of the 2028 Development Charges (DC) Background Study which is underway. This high-level infrastructure planning allows administration to further develop projects for future Council consideration.

Linkage to the Corporate Strategic Plan

The development 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
- October 22, 2024 - Civic Works Committee - Mobility Master Plan Phase 2 Update

1.2 Purpose

The purpose of this report is to request Council approval of the MMP Mobility Network Map infrastructure recommendations described herein. The recommendations are illustrated in four sets of maps attached in Appendix A. Upon council approval, the projects identified on the maps will form part of the complete MMP Report anticipated for completion later this year. The maps will also be used in the creation of the 2028 Development Charges (DC) Background Study and DC By-law.

The recommendations described in this report, along with the accompanying MMP policies and actions that are also in development, responds to council resolutions from April 10, 2019 regarding the assessment of high-occupancy vehicle lanes, September 14, 2021 regarding actions to address traffic congestion areas on Wonderland Road, and June 25, 2024 directing staff to report back on transit, road network and active transportation planning for West London. The June 25, 2024 resolution also includes a clause regarding mitigating cut-through traffic resulting from the opening of Beaverbrook Avenue and Westfield Drive. That issue is being addressed through the development approval process associated with those streets.

2.0 Discussion and Considerations

2.1 Development of Infrastructure Recommendations

The creation of the MMP Mobility Network infrastructure recommendations considered existing City plans, technical analysis of projected growth and an extensive public consultation process. The recommendations were developed to support 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 projects were then evaluated based on their alignment with the council-approved MMP guiding principles. These principles ensure that all initiatives address pressing issues such as equitable access, congestion, connectivity, sustainability, safety and financial value, while supporting the vision for London's future mobility landscape and land use.

The recommendations are divided into four sets of maps for legibility and consultation attached in Appendix A. Together they form an integrated and coordinated set of mobility infrastructure recommendations to be implemented between now and 2050. Phasing maps are included which use the following timeframe designations – Near Term (to 2035), Medium Term (2035 to 2045) and Long Term (2045 to 2050). Some maps also include a few projects beyond 2050. The maps are described as follows:

Roads: The projects on the Roads Maps are proposed reconstructions of existing roads and new alignments that will provide capacity improvement and complete streets infrastructure. The projects will help manage congestion, improve connectivity and emergency response, improve road safety and support growth areas. The projects include:

- Road Expansions are typically widening existing two-lane roads to four-lanes. These usually include the addition of complete streets elements such as stormwater management, safety improvements, sidewalks, streetlighting and cycling facilities.
- Road Improvement projects will be scoped in the design phase of each project based on the specific needs. These are often in developing areas and corridors with growing road use. Projects would include the addition of operational improvements and also complete streets elements such as sidewalks, streetlighting, cycling facilities, stormwater management, safety improvements. Some of these projects create coordination opportunities to support the development and servicing of adjacent lands. Many of these projects will provide a structural strengthening of road structures as traffic volumes grow in developing areas.
- New Roads, Realignments and Extensions include major roads such as the Bradley Avenue extension to Bostwick Road and the Commissioners Road realignment and widening around "Snake Hill". The map also includes proposed neighbourhood connectors in developing areas, many of which will be implemented by developers.
- Localized improvements shown on the map as circles represent intersection improvements such as roundabouts and intersection reconfigurations, new interchanges and railway grade separations.

A goods movement network focussed on logistics and truck movements was developed to help inform the Roads recommendations and will also inform the design criteria of relevant projects. Near-term developer-implemented neighbourhood connector streets are also shown on the map.

Transit: The Transit Maps identify a transit priority network to improve reliability, support population growth, access to employment and daily needs and improve accessibility for all ages and abilities. The map identifies three levels of recommendations as follows:

- Rapid Transit Corridors envision road widenings to provide dedicated bus lanes as much as possible.

- Transit Priority Corridors would implement infrastructure only where needed and would improve transit service via queue-jump lanes, regulatory measures and transit signal priority.
- Transit Friendly Corridors are focused on enhanced transit operations such as express routes and transit signal priority.

Local transit routes are planned through London Transit Commission 5-year Service Planning process and, while they will be planned to integrate into the priority network, were not part of this planning process.

Cycling: The Cycling Maps identify cycling facilities along streets and multi-use paths in parks and other connections in the pathway network. It is recognized that multi-use paths also support walking. These projects create the ability for residents to complete more short trips in a low-cost, healthy and environmentally friendly mode. Cycling improvements were previously well detailed in the comprehensive Cycling Master Plan. Recognizing this, the Cycling map illustrates the previous plan and the recommendations are additions and subtractions from the previous plan. The phasing map illustrates the projects recommended for implementation in the Near Term (2025 to 2035).

Sidewalks: The planning of sidewalks focussed on major streets recognizing that existing programs are in place to determine pedestrian infrastructure within neighbourhoods. The maps identify needs on major roads within the urban growth area without sidewalks. Implementation of sidewalks at these locations will improve accessibility for all ages and abilities and will support healthier lifestyles and environments. Future designs will also be informed by the identification of enhanced pedestrian environment areas.

Subject to Council approval, the MMP Mobility Network Maps will be used to develop the more detailed phasing and costing of many projects as required for the Development Charges Background Study and multi-year budgeting processes.

Achieving London's mobility vision for the future and the 2050 mode share target will require policies and actions to support the recommended infrastructure. Multi-modal considerations need to be embedded in the planning, programming and design decision making process through policies and actions. Consultation on the development of MMP policies and actions commenced in June 2024 and continued in parallel to the infrastructure recommendation consultations through to the end of January. Refinement of the draft policies and actions is ongoing, and the full final draft will be shared with the public.

2.2 Community Engagement

An equitable, city-wide engagement strategy is a critical pillar of the MMP, developed in collaboration with team members from Strategic Communications, Anti-Racism and Anti-Oppression Division and Neighbourhood and Community-Wide Services. To date, the project team, with the support of the Community Connector outreach team, has had a presence at more than 125 community events, obtained approximately 4,300 feedback submissions and continued to have dialogue with Londoners through all phases of the multi-year project.

The most recent phase of engagement in December and January for the Mobility Master Plan network recommendations included:

- An updated website that was visited more than 6,500 times during the two-month engagement period. The website provided a shareable online video that received 17,000 views.
- Four public meetings at locations around the city selected considering equity indicators, walkability, bus route access, and vehicle and bike parking. A Ward 7 and 8 meeting was also supported.

- Over 14 pop-up events at locations around the city such as Western University, Fanshawe College, shopping centres, transit terminals and other gathering places.
- Email updates to subscribers, targeted outreach to groups, and presentations to interested communities and organizations.
- Presentations to Community Advisory Committee meetings.

The project website provided introductory information, maps to illustrate the recommended projects and timelines and an online mapping tool for pinning location-specific comments. The information and maps were also printed on large display boards for public meetings. Public feedback was collected via comment sheets at public meetings and pop-up events, the project email inbox (mmp@london.ca), and through the online mapping tool.

2.3 Feedback themes

Feedback received on the infrastructure recommendations was generally constructive and re-affirmed the guiding principles which were the foundation for development of the recommendations. Residents were often interested in hearing more details about the improvements recommended in close proximity to where they called home. There were some common themes in the feedback received and more information on those topics is provided below.

2.3.1 Safety

Safety was one of the most common feedback themes throughout the last two and half years including the consultation and engagement focused on the infrastructure recommendations. The comments and questions related to road safety as well as personal safety. People were interested in how safety was considered and proposed to be addressed through the MMP.

As one of the five guiding principles, Healthy and Safe has been a paramount consideration in the development of the MMP. Various safety metrics were included in the project evaluation criteria including:

- Potential for Safety Improvements (PSI) ranking, indicating where the safety of road users could potentially see the greatest increase. The PSI network screening and ranking process is informed by collision history details such as collision classification, impact type, environmental conditions, road surface conditions, lighting conditions, time of day, day of week and season;
- Consideration of whether a project on a major road provides an opportunity to provide a sidewalk and/or illumination where none currently exists; and,
- Consideration of whether a project provides an opportunity to provide new or improved cycling facilities on routes recommended by the Cycling Master Plan and recommended MMP amendments.

In addition to informing the infrastructure recommendations, safety has also been a key consideration in the ongoing development of the draft MMP actions and policies. Some examples include:

- Update the Road Safety Action Plan and regularly assess progress towards London's Vision Zero goals;
- Prioritize the implementation of sidewalk and illumination at transit stops and the walking routes which connect with them;

- Support safe and convenient bicycle and pedestrian access to transit stops, including providing pedestrian crossings at stops, appropriate bicycle parking facilities and improve accessibility through parking lots;
- Continue to proactively implement traffic calming in school zones as per Council's Strategic Plan;
- Create an increased awareness of LTC's Travel Safe program; and,
- Implement public education campaigns in response to key issues and concerns related to road safety and personal safety.

2.3.2 Wonderland Road Improvements

There was a notable number of comments and questions about traffic congestion on the busiest sections of Wonderland Road. There were many who were in support of the recommended Rapid Transit improvements and a comparative number of people who commented that they would prefer road widening for general traffic lanes. People were often interested in more information on the corridor recommendations, how they would help manage congestion and what other alternatives were considered.

2.3.2.1 Wonderland Road Rapid Transit Corridor Recommendation

Wonderland Road from Fanshawe Park Road to Southdale Road is recommended on the Transit Maps as a Rapid Transit Corridor. General details of the proposed improvements and benefits include:

- Rapid Transit corridors provide bus-only lanes via widening which provide high-capacity public transportation connecting more people to more places, using frequent and more reliable service.
- The project connects the Mobility Hub at Oxford Street and Wonderland Road, other strategic growth areas, the recommended Oxford Street Rapid Transit corridor and recommended Fanshawe Park Road and Sarnia Road Transit Priority corridors.
- Removal of transit vehicles from through lanes frees up more space and eliminates delays to through traffic from busses having to stop to pick-up/drop-off passengers, or merge with traffic from bus-bays.
- The recommendation supports Council's 2050 mode share target and our climate action goals by providing Rapid Transit where forecasted transit demand is high.
- The recommendation is in alignment with equity goals by providing an efficient, reliable and affordable travel option.
- Analysis shows that a relatively high proportion of trips along Wonderland Road start and end in relatively close proximity to Wonderland Road making travel by transit a more feasible option than trips which start or end further away.
- The project will create better access management for traffic operations. This would include consolidating entrances and better accommodating turning movements to minimize disruptions to through traffic and improve safety, particularly in the areas with commercial uses such as between Beaverbrook Avenue and CN Rail and the area around Westmount Mall.
- The project provides an opportunity to improve existing operational traffic deficiencies such as providing expanded northbound left-turn capacity and storage at the Wonderland Road / Sarnia Road intersection and improving east-west operations at Beaverbrook Avenue.
- Emergency vehicles have unrestricted access to bus-only lanes which improves emergency response times.

Opportunities would be sought to initiate the project detailed planning in the near-term to further develop the design considerations above to support interim operational improvements where possible and position the project for senior government funding programs. If widening at specific locations is determined to be cost prohibitive, bus-only lanes in a transit corridor can merge with general traffic lanes for those short sections as a part of a phased or permanent approach. This would be a consideration at high-cost locations such as the CN Rail overhead crossing on Wonderland Road south of Oxford Street and the Wonderland Road Guy Lombardo Bridge over the Thames River. Merging transit lanes at pinch-points can be less impactful to corridor operations as compared to the bottlenecks in general-purpose lanes.

2.3.2.2 Wonderland Road Alternatives and Considerations

The Mobility Map recommendations identify improvements to north-south capacity in the west half of the city. These include

- Widening of the Wharncliffe Road Underpass at the CN Railway to remove a bottleneck and create a continuous four-lane major road corridor for north-south travel.
- Widening of Sanitorium Road and Boler Road with a wider Thames River bridge will create additional network capacity across the river.
- Improvements to Westdel Bourne including a new connection to Highway 402 as described further in the next section of map updates.

High Occupancy Vehicle (HOV) lanes were considered as an alternative for Wonderland Road and London's broader transportation network and are not recommended. A jurisdictional review was completed. Current industry feedback is that municipal HOV lanes provide limited effectiveness. Compliance studies are limited but anecdotally observed to be poor. Enforcement is challenging and resource-intensive on municipal road corridors with frequent access points because drivers need to enter HOV lanes to make turns. Operational concerns can occur with inconsistent merging due to variable interpretation and non-compliance with the turn distance a driver is permitted to use the HOV as prescribed by municipal bylaw. Currently there is no automated municipal HOV enforcement options. Additionally, a significant HOV network, including connections to other HOV facilities on major roads and/or freeways, would be required to achieve the intended incentive to car-pooling.

Widening Wonderland Road to six-lanes for general traffic was also considered, however widening for rapid transit was preferred for reasons such as:

- The transportation network model predicts that Wonderland Road with six general-purpose lanes would return to current levels of congestion by the mid 2030's making it a very costly short-term solution. In comparison, Rapid Transit significantly increases the long-term people moving capacity of the corridor as travel by transit is significantly more space efficient.
- The forecasted 2050 afternoon travel time benefits for general traffic are marginal. The current average travel time along Wonderland Road from Fanshawe Park Road to Southdale Road is 24 minutes. In 2050, the vehicular travel time if widened to six continuous general-purpose lanes is forecasted to be 23 minutes. This is a benefit of only 2 minutes when compared to the vehicular travel time of 25 minutes forecasted with the Rapid Transit recommendation. Furthermore, transit travel time in six general traffic lanes would be 63 minutes which is significantly longer than the forecasted transit travel time with the recommended Rapid Transit corridor which is 32 minutes. This information is summarized in Table 1 below:

Table 1: Forecasted 2050 Afternoon Travel Times
Wonderland Road (Fanshawe Park Road to Southdale Road)

	Traffic Travel Time	Transit Travel Time
Rapid Transit Corridor	25 minutes	32 minutes
Six General Purpose Lanes	23 minutes	63 minutes

- A widening for general purpose lanes is anticipated to incur a larger impact to the municipal budget based upon the eligibility parameters of historical senior government infrastructure funding programs that have favoured transit projects. Additionally, the costs associated with providing six continuous lanes across the two railways (particularly the CN Rail crossing south of Oxford Street) and the Thames River, will be significant. If widening to six lanes at any of these locations was determined to be cost prohibitive, merging general traffic lanes would create bottlenecks. In comparison, the merging of transit with general traffic lanes within a Rapid Transit corridor would be more feasible with less overall impact.
- Emergency service responses times would be longer in six lanes of general traffic without the option for emergency services vehicles to utilize dedicated bus-lanes.

2.3.3 Historical "Ring Road" Concept

There were a number of inquires about the historical "ring road" concept and if it had been considered and why it was not being recommended. This was also a common theme during the engagement and consultation process as part of the development of the London Plan, the City's Official Plan.

Generally, Londoners who expressed a desire for a ring road cited the desire to get around the City easier or the desire to get from the north end of the City to the south end. In 2001, the City conducted a study to determine the opportunity for a ring road. That study clearly showed that a ring road would not be beneficial for London. At that time, the cost of such a road was estimated to be in the order of $500 million; it would be significantly more today given the growth of the city and cost escalation in the intervening 24 years. More importantly, it would not help Londoners move more easily around the City. The road would be too far removed from the built-up part of the City to be a useful time saver – even 75 years into the future. Traffic modelling showed very little city traffic generated on this ring road even at this long-term future date. Analysis completed as part of the MMP development was consistent with this determination. The need for a separate "ring road" is not precluded in the longer term by this plan; however, the City, Middlesex County, and possibly MTO would have a role in determining the need for, location, and timing for a facility of this nature as it its primary value would be in serving traffic that wishes to avoid London altogether while travelling between external locations.

Better connectivity between the northern part of the City and Highway 401 is recognized on the Roads Map with a plan to establish interchanges along the Veterans Memorial Parkway. The Roads Map has also been modified as described in the next section to create an additional Highway 402 connection at Westdel Bourne on the west side of the city.

2.3.4 Transit Priority Network Expansion

A lot of positive feedback was received on the recommended Transit Priority Network recommendations and there were some requests for further extension of the transit priority recommendations along certain corridors including:

- Extend the recommended Rapid Transit corridor on Oxford Street westerly to Hyde Park Road.
- Extend the recommended Rapid Transit corridor Oxford Street easterly to the Airport.
- Extend the Rapid Transit corridor on Wellington Road southerly to the industrial area south of Highway 401.
- Extend the recommended Transit Priority corridor along Highbury Avenue southerly to the 'Flying J' service centre, south of Highway 401.

In developing transit priority network recommendations for corridors such as Oxford Street, a number of factors were considered, including the corridor's potential for reducing transit delay, encouraging additional ridership, providing access to a diversity of destinations, and providing service for equity denied populations. A key focus of the network development process was determining the right level of transit infrastructure investment to enable fast and reliable transit service on a given corridor.

Oxford Street west of Wonderland Road is expected to see conditions that are best suited to a Transit Priority Corridor – a corridor with a series of transit priority measures that help buses by-pass congestion at intersections to maintain reliable service. Oxford Street from First Street east to the airport performed well in the MMP model as a Transit Friendly Corridor and provides a strategic connection to the airport. Traffic volumes and road congestion on Oxford Street east of First Street decline and therefore only moderate transit priority measures are required to help buses by-pass isolated points of congestion and provide reliable travel times.

Providing reliable connections to jobs is an important component of the MMP. It is expected that rapid transit on Wellington Road will provide significant travel time savings and reliability improvements. Buses operating in mixed-traffic on Wellington Road south of Exeter Road are expected to encounter minimal risk of congestion-related delay throughout most of the day and transit priority measures are not required to provide competitive transit travel times. Additionally, planning is underway for a mobility hub park-and-ride facility at the end of the rapid transit corridor. Transit service frequency and service area will be reviewed through LTC's annual service plan review process.

Transit priority measures on Highbury Avenue south of Bradley Avenue were considered but are not required in order to provide a high transit level of service. This section of Highbury Avenue is classified as an expressway which prioritizes the movement of through traffic with interchanges and no access to abutting lands. As transit stops on an expressway are not permitted, transit travel times along this corridor would be consistent with vehicular travel times, and transit priority infrastructure is not required.

The MMP and all network recommendations will be reviewed during program delivery, project planning and analysis and in subsequent MMP updates, enabling adjustments to recommendations in response to changing conditions.

2.3.5 Transit Route Planning

Throughout the course of the development of the MMP there were also inquiries about route planning, service areas and service hours.

The intent of the MMP is to determine our mobility infrastructure, policies and actions from now until 2050. With respect to infrastructure planning, the MMP is focused on

transit priority infrastructure improvements (such as queue jump lanes, transit priority signals and/or dedicated transit lanes) to improve transit travel time and reliability. The transit maps show which corridors are recommended for transit priority infrastructure. They do not show existing or planned transit routes. However existing routes have been considered in the development of the recommendations as well as various other factors such as future potential ridership, and connections with key destinations such as downtown, transit villages, educational and health care institutions and the airport.

Route planning is considered as part of LTC's annual service plan review process. LTC is part of the MMP project team and has been involved in the development of the MMP infrastructure recommendations which will feed into LTC's annual service plan review process to define frequency and route alignments.

With respect to mobility policies and actions, there are several draft transit related policies and actions in development including:

- Work with LTC to explore ways of providing increased transit service to employment areas in London, such as via on-demand Alternative Service Delivery;
- Explore opportunities to provide transit service in the early occupancy stage of new developments to encourage transit use in new communities, including sustainable funding opportunities; and,
- Support ambitions to increase the frequency of transit routes which connect with rapid transit to be no less than double the headway of rapid transit.

2.3.6 Cycling Network

Throughout the development of the MMP there has been consistent requests for a more connected network of comfortable cycling road and park infrastructure. People expressed concerns with bike lanes ending abruptly requiring them to merge with traffic. People were happy to see that the Cycling Master Plan and Proposed Revisions included plans to address critical gaps in the cycling network which would provide comfortable access to a variety of destinations. Many commented that the relatively quick and cost-efficient implementation of dedicated cycling facilities on existing neighbourhood connectors with wide pavement widths would have immediate benefits and should be prioritized.

The park pathway system, especially the Thames Valley Parkway, was heralded as an enjoyable and functional part of the cycling network and requests were heard to expand and improve it. Slightly more than half of the financial investment associated with the Cycling Maps is associated with off-road park pathways that serve both recreational and transportation users.

There was also interest in what cycling facility type will be recommended for each corridor. This level of detail will be established in a subsequent phase and refined in the design and consultation phases for the projects. There were also requests for a map showing existing comfortable cycling routes combined with the recommended Near Term (to 2035) cycling projects which is under consideration with future development of communication tools and maps.

There were some questions about Bill 212, Reducing Gridlock, Saving You Time Act introduced by the Ontario government and how it could impact proposed cycling infrastructure in London. The Act includes an approval requirement for prescribed municipalities for the installation of new bike lanes that would result in the removal of lanes for traffic. The future introduction of regulations is required to determine implications on City of London projects. At this time, it is anticipated that few recommended projects would be subject to this legislation. In a limited number of projects where constraints exist, the recommended cycling facilities will be subject to

further detailed study and consultation. The City will continue to monitor provincial requirements as details are provided by the province.

2.3.7 Windermere Road to Gainsborough Road Active Transportation Connection

Throughout the development of the MMP, there were many who expressed support for the proposed multi-use pathway connection over Medway valley between Gainsborough Road and Windermere Road. East-west pedestrian and cycling connectivity between the Medway and Masonville communities is limited, with active transportation linkages restricted to high-volume arterial roads. Both of these communities also contain existing and future residential and employment growth areas.

An active transportation connection between Windermere Road and Gainsborough Road is a strategic linkage and a beneficial opportunity to provide infrastructure supportive of the mode shift objectives of the MMP. With an appropriate design, a pedestrian and cycling bridge could connect communities, support economic development and tourism, improve accessibility, expand the pathway system and reduce carbon emissions.

The Medway Valley Heritage Forest Environmentally Significant Area (ESA) is one of London's most important natural areas. It is vital that the ecological integrity and ecosystem health of the ESA be preserved as the first principle for the proposed Gainsborough-Windermere active transportation connection. This need was strongly received through the community consultations, with understandable concerns about previous proposals for a pathway connection that did not fully reflect landscape ecology best practices. Through further evaluation, a bridge structure will need to avoid localized ecological impacts as well as avoiding the potential of splitting the ESA into two features. As such, the bridge structure will need to sit above the ESA, rather than running through it. Encroachment into the valley will be avoided and supporting piers will be only considered if technically necessary and based on robust ecological analysis.

The inclusion of this transformative project is only the beginning of the technical review and community conversations, recognizing that it would be built more than a decade from now. Future decision points will include inclusion of the linkage in The London Plan mapping, updates to the Medway Heritage Forest ESA Conservation Master Plan, and various environmental and engineering technical studies. While project funding is anticipated to be from both tax and Development Charge sources, it is anticipated that the scale and cost of the project will rely on external funding, such as community contributions and senior government active transportation programs.

2.4 Infrastructure Map Updates

Changes to the Mobility Network Maps that were released in December as a result of the recent consultation and further scrutiny of the infrastructure recommendations are summarized in the following sections.

2.4.1 Roads Network Updates

- In response to community desire for increased traffic capacity and north-south connections in the west end of the city, the proposed limits of Westdel Bourne road improvements have been extended southerly to Highway 402 with the identification of a future interchange at Westdel Bourne and Highway 402. The extension of corridor improvements and future connectivity to the provincial freeway network will provide additional north-south travel options in the west of the city. Benefits also include mitigation of increased travel demand along Colonel Talbot Road through Lambeth. The connection to Highway 402 is subject to Ministry of Transportation approval and will be pursued subject to council approval.

- To improve connectivity to a more functional Westdel Bourne corridor and the future Highway 402 interchange, the extension of Pack Road from Homewood Lane to Westdel Bourne has been incorporated into the recommendations. This is consistent with Map 3 of the London Plan (Street Classifications).
- Additional developer-led neighbourhood connectors which have received draft plan approval through the subdivision planning process and construction is yet to be completed have been added to the map. This includes the extension of Superior Drive, Appletree Gate, Callingham Drive, Pelkey Road, Buroak Drive, Evans Boulevard, Gatestone Road and Reardon Boulevard.

2.4.2 Transit Priority Network Updates

- While there were requests for transit priority measures to be further extended along certain corridors, there are currently no changes to the recommended Transit Priority Network proposed. Modifications and refinements to the Transit Priority Network may be considered through the more detailed planning of the network and also through future Mobility Master Plan updates as appropriate.

2.4.3 Cycling Network Plan Updates

- A cycling route was added on Ashland Ave from Frances Street, northly to Gleeson Street to connect a planed route on Frances Street and the future "Green Link" that was identified in the McCormick Secondary Plan.
- An off-road multi-use path connection was added between the Murray Marr Drain path and the proposed Dingman Drive Sports Complex at 3640 Dingman Drive.
- Halls Mill Road from Commissioners Road to Boler Road was added to the Map and Commissioners Road from Halls Mill Road to Boler Road was removed to accurately reflect the previously approved Cycling Master Plan.
- The implementation timing of cycling facilities along Valetta Street from Hyde Park Road to Oakridge Drive was moved forward to the Near Term Map to respond to requests for an improved connection to Riverside Drive via Oakridge Drive and Warren Road.
- More planned projects to extend pathway networks have been brought forward to the Near Term Map noting that the timing of these are often dictated by the pace of development and property acquisition.

2.4.4 Sidewalk Updates

- The implementation timing of a sidewalk on Bradley Avenue from Jackson Road to east of Veterans Memorial Parkway was changed from Medium Term to Timeline To Be Determined because of location and limited forecasted pedestrian demand.

2.5 Financial Considerations

The Mobility Master Plan will serve as a long-term strategic growth plan to inform a variety of capital and operational programs. The detailed cost estimating and identification of financial sources for most capital projects will occur through the Development Charges (DC) Background Study and future Multi-Year Budgeting processes.

Initial estimating of total capital costs for the projects recommended between now and 2050 has been undertaken to provide an approximate magnitude of required investments. Given the city-wide nature of master planning, these estimates were developed at a cursory level using draft unit rates based on project category and length. Further scrutiny of projects and the individual components and cost factors is necessary through the DC Background Study process and project scoping through planning

studies. The initial estimated cost of the projects within the 2050 horizon year are in Table 2 below:

Table 2: Initial Estimates of MMP Project Capital Costs 2025 - 2050

Map	Capital Cost (2025 $)	Commentary
Roads *	$1,600 – 1,700 M	A portion of the budget of some Near Term projects is already approved in the 2024-2027 Multi-Year Budget. Projects to be implemented within the timeframe of the next DC Background Study (2028-2047) will be further detailed in the future. Additional DC process scrutiny will identify individual implementation year and detailed cost estimates, which will then inform future Multi-Year Budgets. Delivery of the Highbury Avenue South Improvements would be contingent on senior government funding.
Transit	$950 - 1,050 M	Most of these projects will flow into the DC Background Study process, noting that some are already included in the current DC Background Study. All of these projects will be contingent on senior government funding contributions.
Cycling	$180 - 200 M	This cost is approximately equally split between road cycling facilities and parks pathways and bridges. Growth improvements planned for implementation within the 2028-2047 timeframe would flow into the 2028 DC Background Study process for Roads, and Parks and Recreation Services. These types of projects have historically received senior government funding assistance.
Sidewalks	$20 M	The MMP sidewalk assessment was limited to major roads. A similar magnitude of needs exists on neighbourhood streets based on the current New Sidewalk Program list. A portion of the identified amount on major roads would flow into the 2028 DC Background Study process under Minor Roadworks. These projects may also benefit from senior government funding opportunities.

* Developer-implemented neighbourhood connector streets identified on the maps are not included in cost estimates. The cost of projects identified beyond 2050 are also not included.

Further financial analysis upon approval of the maps and through the 2028 DC Background Study process may affect the prioritization of projects. The above costs do not include operating costs, which are generally pursued through the annual assessment growth process.

3.0 Next Steps

Subject to Mobility Map approval, the work to complete the Mobility Master Plan is anticipated to be presented to Council later this year. Between now and then, items to

be researched and finalized by the project team include the list of policies and actions, and an MMP Monitoring Plan.

This report recommendation supports the creation of the 2028 DC Background Study, which will inform the 2028-2031 Multi-Year Budget process. The MMP Mobility Maps are the primary input into the Transportation DC growth master plan and also components of the Parks and Recreation DC growth master plan. Work on these and other service area components of the 2028 DC Background Study are well underway, with DC Study Community Reference Group feedback on draft results scheduled for this coming Fall. Final service area growth master plans are required to be complete January 2026.

Conclusion

The Mobility Network Maps recommended in this report are the product of council's vision statement, guiding principles and mode share target combined with detailed analysis and extensive community consultation. The maps are recommended for approval to form the infrastructure component of the Plan. Other Plan components such as policies and actions, monitoring plan and other information to support implementation will be packaged into a committee report for approval later this year.

The recommendation to approve the Mobility Network Maps is another incremental approval step towards a final Plan. The recommendation also enables progress on the creation of the 2028 DC Background Study and Bylaw.

Prepared by:	**Sarah Grady, P. Eng, Transportation Design Manager**
Submitted by:	**Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility**
Recommended by:	**Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager, Environment and Infrastructure**

Appendix A: MMP Mobility Network Maps

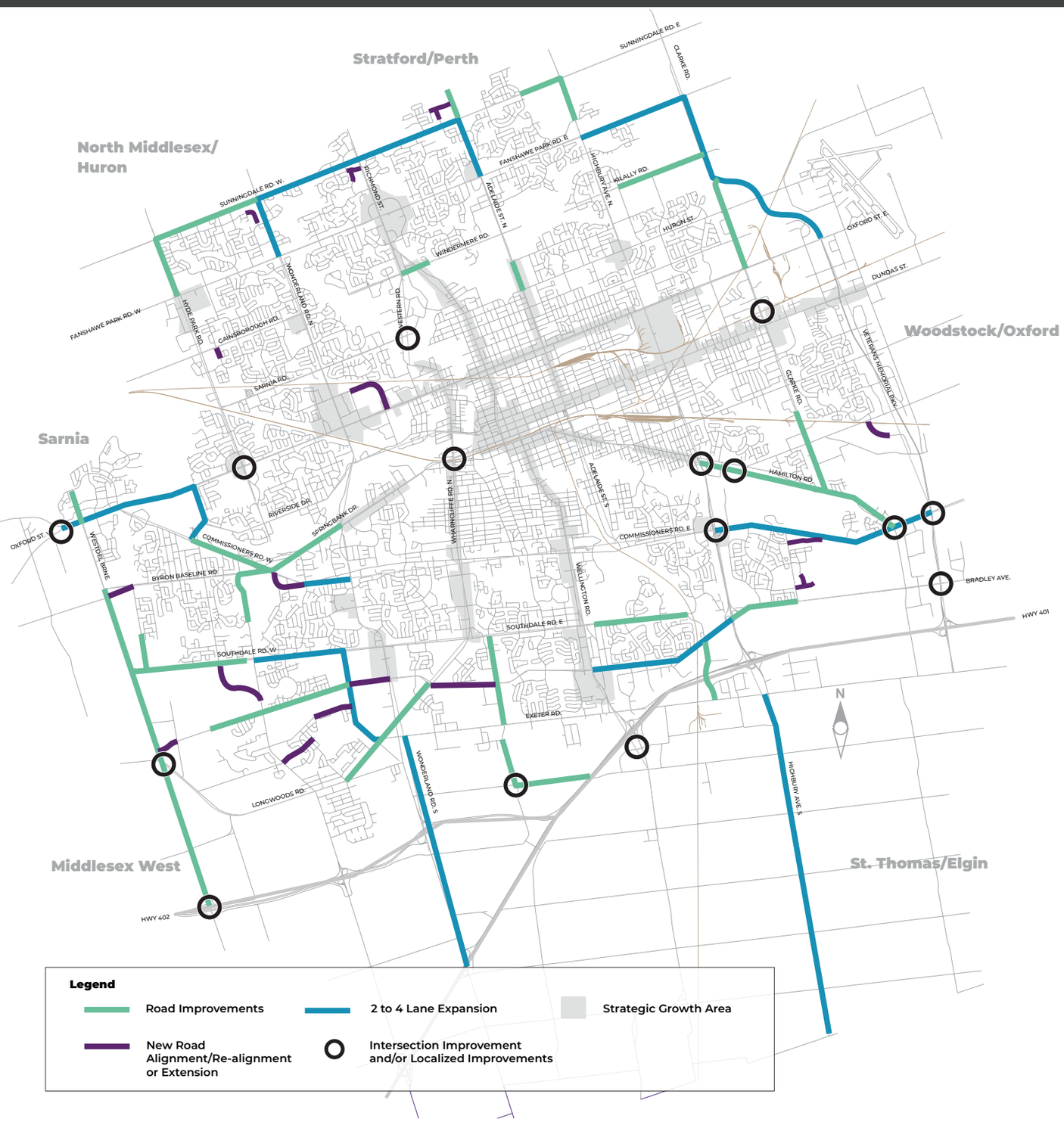
- Roads – Project Map and Phasing Map
- Transit – Project Map and Phasing Map
- Cycling – Amendments to the London Plan Active Mobility Map and 10-year Project Map
- Sidewalks – Map with Major Road Sidewalk Gaps and Phasing Map

c: Mobility Master Plan Internal Steering Committee Members:

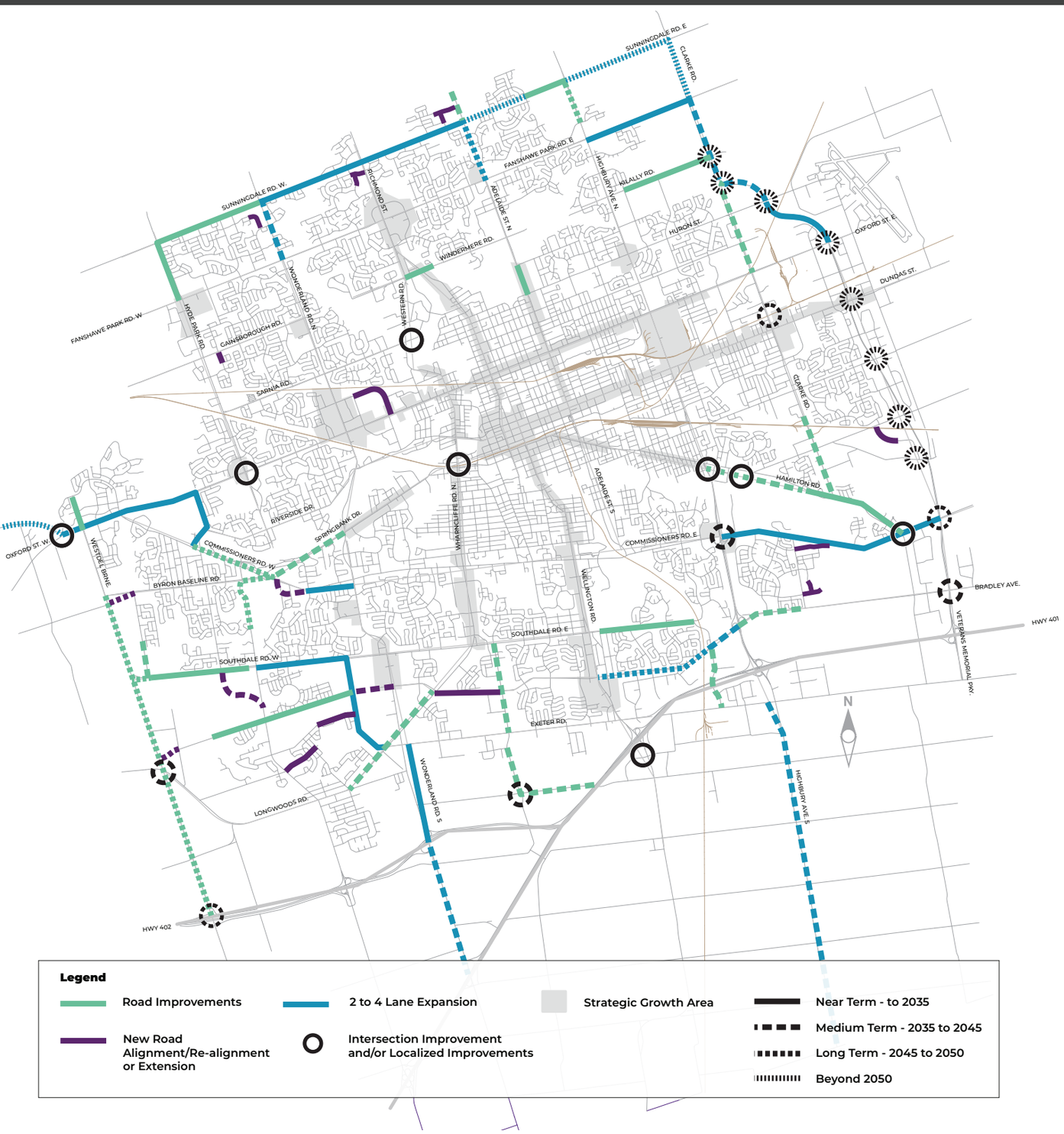
Kelly Scherr, Deputy City Manager, Environment & Infrastructure
Eliza Bennett, Director, Strategic Communications
Garfield Dales, Division Manager, Transportation, Planning & Design
Megan Fontaine, Senior Communication Specialist
Sanjay Govindaraj Director, Anti-Racism, Anti Oppression
Sarah Grady, Manager, 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

Appendix A: MMP Mobility Network Maps

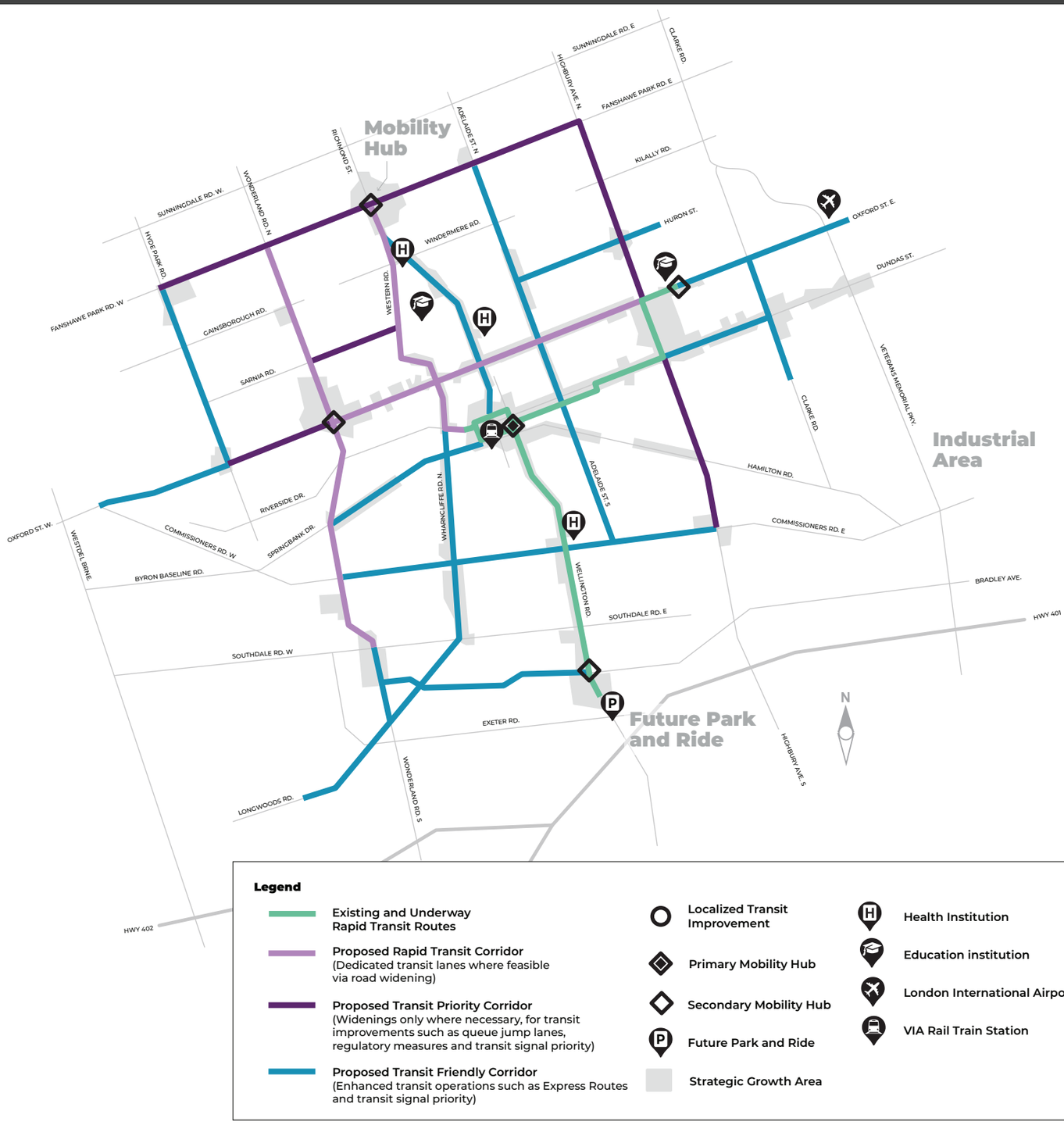
Road Projects



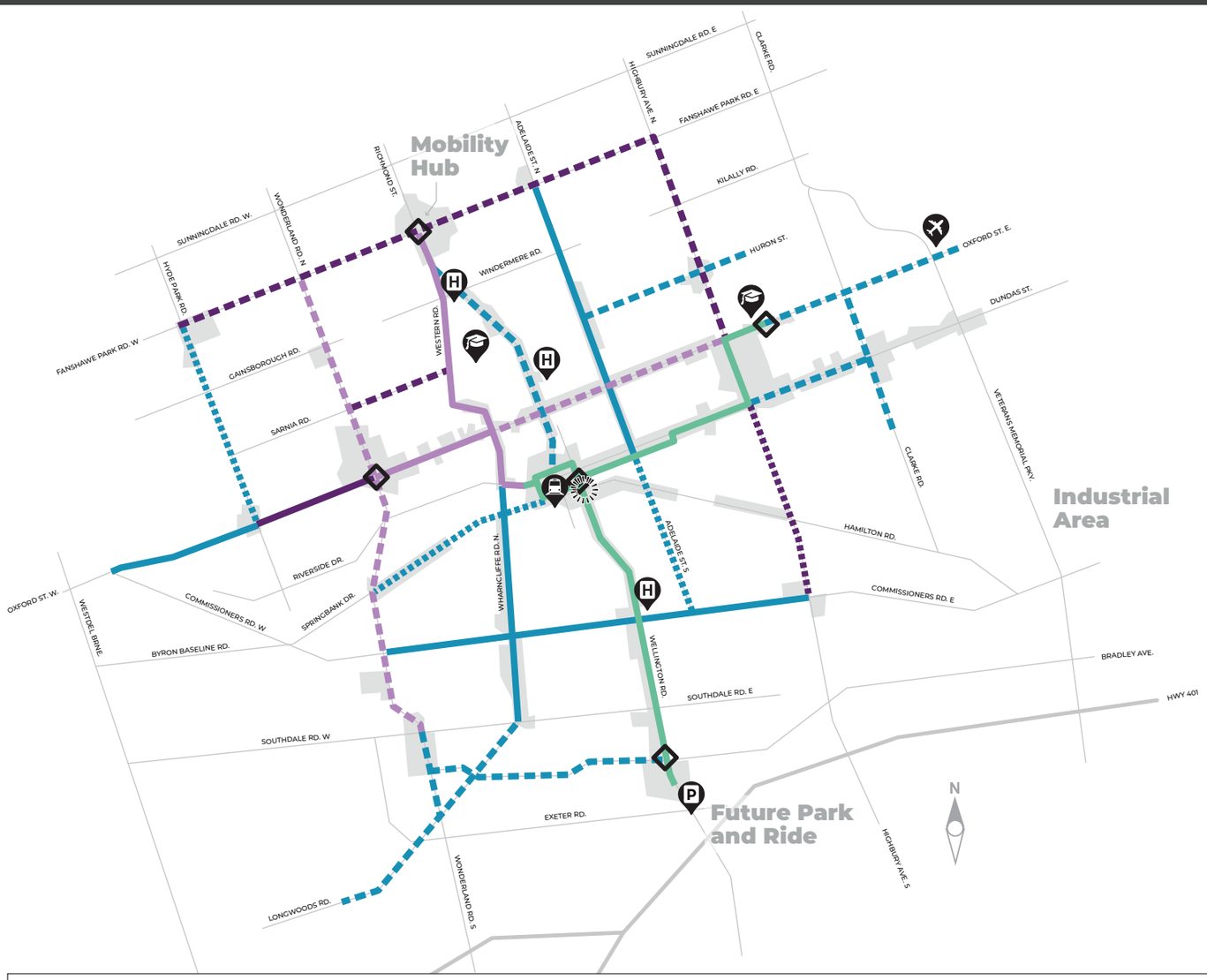
Road Projects Timeline



Transit Priority Network



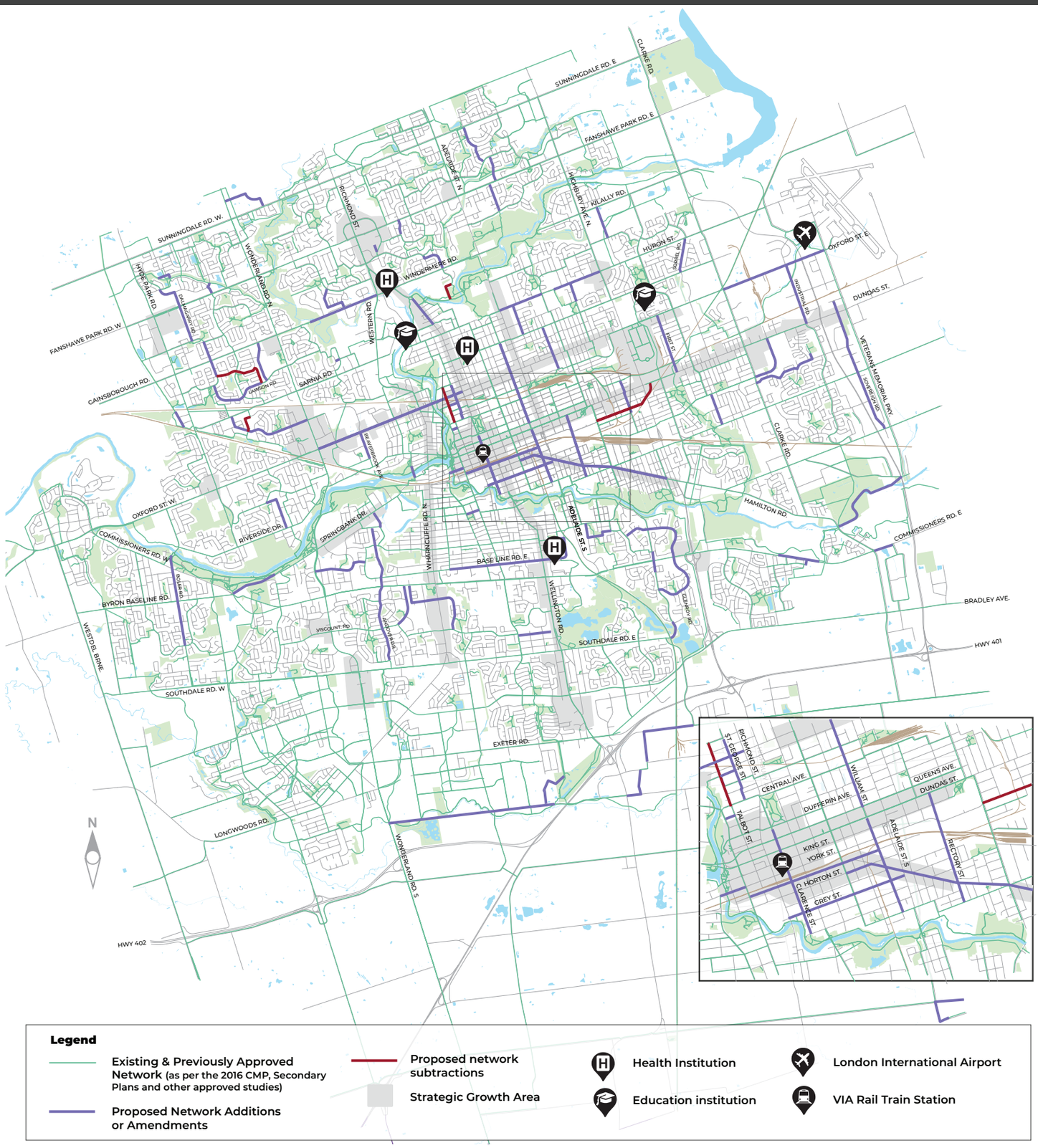
Transit Priority Network Timeline



Legend

- Existing and Underway Rapid Transit Routes
- Proposed Rapid Transit Corridor (Dedicated transit lanes where feasible via road widening)
- Proposed Transit Priority Corridor (Widenings only where necessary, for transit improvements such as queue jump lanes, regulatory measures and transit signal priority)
- Proposed Transit Friendly Corridor (Enhanced transit operations such as Express Routes and transit signal priority)
- Localized Transit Improvement
- Primary Mobility Hub
- Secondary Mobility Hub
- Future Park and Ride
- Strategic Growth Area
- Health Institution
- Education institution
- London International Airport
- VIA Rail Train Station
- Near Term - to 2035
- Medium Term - 2035 to 2045
- Long Term - 2045 to 2050
- Beyond 2050

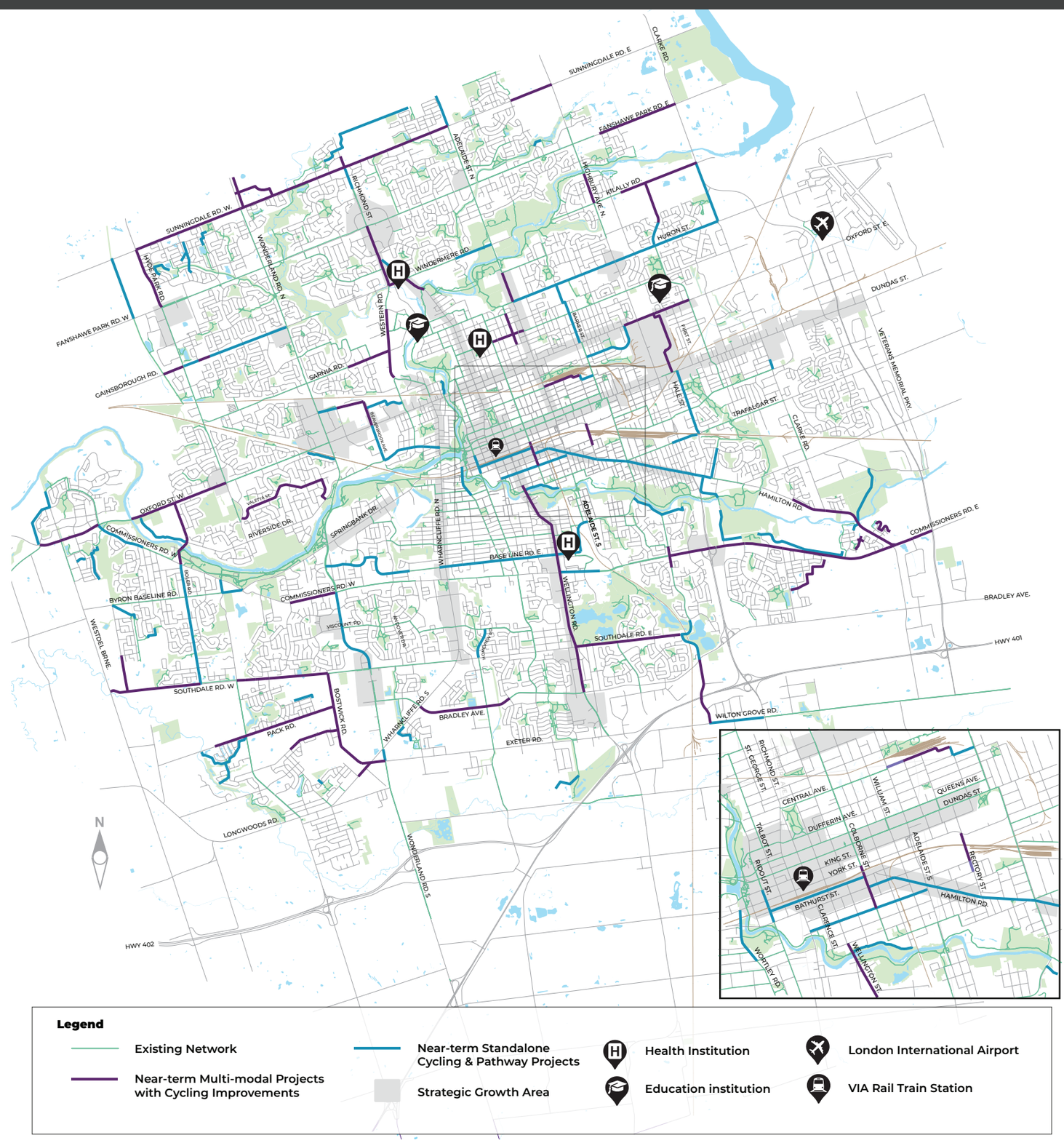
Cycling Network Plan and Proposed Revisions



Legend

- Existing & Previously Approved Network (as per the 2016 CMP, Secondary Plans and other approved studies)
- Proposed Network Additions or Amendments
- Proposed network subtractions
- Strategic Growth Area
- Health Institution
- Education institution
- London International Airport
- VIA Rail Train Station

Cycling Network Near Term Projects



Legend

- Existing Network
- Near-term Multi-modal Projects with Cycling Improvements
- Near-term Standalone Cycling & Pathway Projects
- Strategic Growth Area
- Health Institution
- Education institution
- London International Airport
- VIA Rail Train Station

Sidewalk Gaps on Major Roads

Sidewalk Gaps on Major Roads Timeline