

## LTC LONG TERM GROWTH WORKING GROUP

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September 16, 2014



## LTC Long Term Growth Working Group

- **Task Update – Development of Bus Rapid Transit Strategy**
  - **Business Case**
  - **Route Review**
  - **Environmental Assessment**
  - **Development Charges – By-law**
  - **Federal/Provincial investment programs**
  - **Communication Strategy**
  - **Interim service changes**

## Update – BRT Strategy

- The Rapid Transit strategy is an integral part of London's 2030 Transportation Master Plan
- A number of activities are in progress supporting the development and implementation of BRT Strategy. This includes:
  - Business Case
    - Completed and approved
    - Business case provides a 11.3% rate of return over a 30 year period or \$1.80 of benefits for every \$1 invested. The strategy supports capital cost avoidance of \$290 million in road widening.
    - The Business Case is a key input to gain Federal and Provincial support for investment

## Update – BRT Strategy

- Route Review - contract awarded. Review in progress – report and recommendations scheduled for the first quarter of 2015.
  - 3 parts to the review
    - Route system assuming BRT corridors
    - Route system with no BRT
    - Development of service standards – defines the development, delivery and performance of the service
  - Route review inputs
    - 2030 TMP
    - Downtown Plan
    - London Plan
    - Consultation with community groups, drop-in sessions, online survey, and customer contacts

## Update – BRT Strategy

- Environmental Assessment
  - Contract award for completion of the required Rapid Transit Corridors Environmental Assessment
  - The north/south corridor is being completed first
  - Will be done in 2 phases – approximate 2 year process
    - Overall need and justification for Rapid Transit and Form
    - Design for the implementation along the north-south corridor
  - Project in progress – with early work defining the processes to be employed
- New Development Charges – By-law
  - New Development Charges – By-law has been approved
  - No appeal of the By-law
  - The By-law provides the basis for Development Charges funding (a key source of City investment share) supporting the BRT Strategy

## Update – BRT Strategy

- **Federal/Provincial investment programs**
  - Federal
    - Reviewing investment access programs, including application requirements and decision metric
    - Key program – New Building Canada Plan 2014-2024 ( open to applications – April 2014)
      - Plan has 2 elements:
        - National infrastructure component (\$4 billion)
        - Provincial- territorial infrastructure component (\$10 billion)
    - Transit is identified under both programs – with funding ranging from 1/3 to 1/2

## Update – BRT Strategy

- **Federal/Provincial investment programs**
  - Provincial
    - Discussion including program identification is delayed given Provincial election
    - New program has been established – \$29 billion fund - \$14 billion of which applies to Transportation/Transit Infrastructure Programs outside the GTHA
    - Program particulars and decision points being developed
    - Initial discussions with Ministry of Infrastructure and Ministry of Transportation, on behalf of the transit industry, providing input to program objective and metrics
      - Evidenced based program
      - Clear linkage to Official Plan (land use) and TMP
      - Business Case – measuring economic, environmental and social impact/benefits
    - Follow-up discussions anticipated

## Update – BRT Strategy

- **Communication Strategy – Transit in General and BRT Specifically**
  - Initial meetings with Province, Community Groups on BRT and Business Case
  - One page – information/fact sheet on BRT- wide distribution – community group meetings, drop-in sessions
  - Driving Change – transit fact book – distribution to all individuals seeking seat on Municipal Council, local area MP's and MPP's, community groups (i.e. rate payer groups, Urban League, Chamber of Commerce etc.)
  - Series of "Transit Talk" publications to be released
  - Bus and shelter board promotion campaign
  - The underlying objective of the strategy
    - provide a common understanding
    - support informed discussion
    - promote transit as an investment vs. expense
    - support for the BRT Strategy

## Update – BRT Strategy

### ***Other Activities***

- Commencing in 2014 more aggressive addition of service hours i.e. from the traditional 6,000 per yr. to approx. 18,000 hours per yr.
- Added hours supported by increased dependency on PGT and City investment
- 2014 Plan included:
  - 90 Express – extended to White Oaks and headway improve service frequency from 30 minutes to 20 minutes (1 day count 1,600 boardings up from 800 )
  - Addition of 91 Express – Wonderland Rd to Fanshawe College along Oxford (1 day count – 700 boardings over a 5 hr. service period)
- Working with City on installing transit signal priority on Richmond corridor from Masonville to downtown
- Preliminary discussion on other transit priority initiatives at critical intersections throughout the City (e.g. queue jumps) and extending transit signal priority along Wellington corridor