Our Rapid Transit Initiative

Moving London Forward

LTC Long Term Working Group
Now

- 40% of London is considered rural and located outside of the Urban Growth Boundary.
- Only 1.5% of land in Canada is considered Class 1 agricultural land.
- About 90% of the land London annexed in 1993 is considered Class 1 agricultural land.
- 1 in 3 Londoners are Millennials: born between 1980 and 2000.

**Transit Ridership**

- In 1996, 12.4 million rides were taken in London.
- In 2014, ridership grew by 94% to 24.1 million rides.

More than 60% of Londoners live alone or with only one other person.
2035

- **115,000** people will live within a 10 minute walk of London’s proposed RT lines

- **84,000** people will work within 10 minutes of the RT lines

- Our population will grow by **77,000** people
- Employment will grow by **43,000** new jobs

- Approximately 1 in 3 people in the labour force will be **FOREIGN-BORN**

- We have choices in how we will grow...

- It will cost more than 3x as much as a compact growth pattern to develop & operate

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<thead>
<tr>
<th>Scheme</th>
<th>Capital Costs</th>
<th>Operating Costs</th>
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<tbody>
<tr>
<td>Compact</td>
<td>$7.06B</td>
<td>$3.09B</td>
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<tr>
<td>Hybrid</td>
<td>$6.37B</td>
<td>$5.98B</td>
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<td>Spread</td>
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<td>$9.09B</td>
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What is Shift?
The Smart Moves 2030 Transportation Master Plan focused on enhanced mobility choices in London to create a multi-modal transportation system. The plan sets a 20% mode share target for public transit, up from 12.5% today.
Objectives for Rapid Transit

• Cities build rapid transit to achieve many objectives – economic growth, mobility, community building

• The prioritization of these objectives can, and should, influence the design of rapid transit

ECONOMIC DEVELOPMENT & CITY BUILDING FOCUS

TRANSPORTATION CAPACITY & MOBILITY FOCUS

COMMUNITY BUILDING & REVITALIZATION FOCUS
What is Rapid Transit?

- **Means the movement of many people, at the same time, and at higher speeds using vehicles such as buses or trains**
  - vehicles operating on designated rights of way
  - queue jump lanes at key intersections to allow transit vehicles to get ahead of traffic
  - high capacity vehicles
  - high frequency service
  - traffic signal priority at intersections to assist transit vehicles in maintaining their schedule
  - quality passenger amenities including enhanced stations, real time information and automated fare purchase stations
Project Study Area and Potential Corridors
Ongoing Public Engagement Initiative

- 13 events so far, reached 3800 individuals
- 10 upcoming events planned, listing on website
- Engagement planned for Fanshawe, festivals, sporting events, interest groups
- Over 730 followers on Twitter
- Over 300 followers on Facebook
- Initial feedback survey has over 700 responses
- Survey is online
- Over 1600 contacts in database
Feedback to Date

How You Think Rapid Transit Can Benefit London?

We’ve received over 600 responses to this question as part of the launch of Shift, reflecting a wide range of potential benefits.

<table>
<thead>
<tr>
<th>Percentage of Responses to Date</th>
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<tr>
<td>0%</td>
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<td>90%</td>
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<td>100%</td>
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- **Reduce Emissions**: 4%
- **Increase People Activity**: 6%
- **Reduce Congestion**: 8%
- **Provide Speed, Comfort, Reliability**: 9%
- **Save Money**: 15%
- **Protect Farmlands**: 16%
- **Create Jobs**: 18%
- **Develop Walkable Communities**: 24%
Project Engagement

Get involved, be part of the

2013
Council approves “Smart Moves” Transportation Master Plan

2014
“The London Plan,” the City’s new Official Plan (draft), establishing a vision for future growth, is introduced.

February 2015
Shift is launched with public information centre at Central Library.

Early-Mid 2015
Assessments of preferred alternatives for technology and alignment

Mid-Late 2015
Preferred corridor for Environmental Assessment selected

Early 2016
Detailed design for the RT route and plans for construction / funding

2020
A new rapid transit system is up, running and ready for riders in London

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