

Welcome

Thank you for attending the second Public Information Centre for Shift – Our Rapid Transit Initiative

Shift is a bold and important initiative for transportation for London. It focuses on rapid transit as part – along with cars, bikes and pedestrians – of the transportation system that will help our city grow and prosper.

Shift will define where Rapid Transit will go, what it will look like, and how it will be implemented.

We need your input on:

- How we've summarized the input so far
- The preliminary recommended network
- Technology options
- How you may benefit or be affected



Why Rapid Transit?

Is London Ready for Rapid Transit?

Yes! Rapid Transit will provide a new mobility choice that will be up to 50% faster than existing transit service and help to attract residents out of their car.



Rapid Transit can move more people in less space, at high speeds

Rapid Transit provides an efficient solution to move a large number of commuters in less space. It can become an integrated part of the transportation network – which includes automobiles, transit, pedestrians, cyclists, and goods– to keep London moving.

London's current transit characteristics make it similar or better than other Canadian cities that have or are building Rapid Transit systems.

	Population	Annual Ridership (millions)	Annual Ridership per Capita	Existing/(Planned) Rapid Transit
Saskatoon	222,200	9.4	42.3	BRT
Waterloo Region	507,100	22	43.4	(BRT/LRT)
Hamilton	520,000	22	42.3	(LRT)
Mississauga	668,600	29	43.4	BRT/(LRT)
Winnipeg	694,700	45	64.8	BRT
York Region	1,016,400	23	22.6	BRT
Ottawa	1,130,800	95	84.0	BRT/(LRT)
LONDON	366,200	24	63.0	TBD

Why Rapid Transit?

Foundation for Rapid Transit



The foundation for Rapid Transit was set in the Smart Moves 2030 Transportation Master Plan. The plan will create an integrated, multi-modal transportation network that provides enhanced travel options to Londoners.

The London Plan (draft) calls for the City to reshape how it grows by directing 40% of new development downtown and along the Rapid Transit corridors. Rapid Transit will play an integral part in shaping how and where London will grow.

By 2031, London will add 77,000 new residents, resulting in 25% more vehicles on local roadways.

Even with expensive road widening projects, commuters and freight will face increased congestion unless there is a change in how residents travel.

Study Process and Accomplishments

Study Process

Shift Timeline

- 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 and technology for Environmental Assessment selected. Early 2016
- Detailed design for the RT route and plans for construction / funding. 2020 - 2025
- A new rapid transit system is up, running and ready for riders in London

← We are here

Consultation Activities to Date

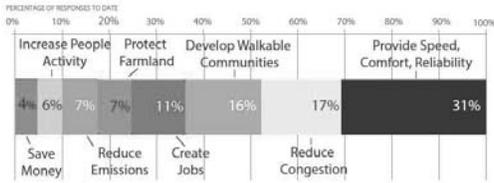
- 35 events have so far reached over 6,100 individuals
- Over 890 followers on Twitter
- Over 370 followers on Facebook
- Initial feedback survey received from over 850 citizens
- Over 2,700 contacts in database



What You've Told Us

How Londoners Think Rapid Transit Can Benefit the City

We've received 1500 responses to this question since the launch of Shift, reflecting a wide range of potential benefits.



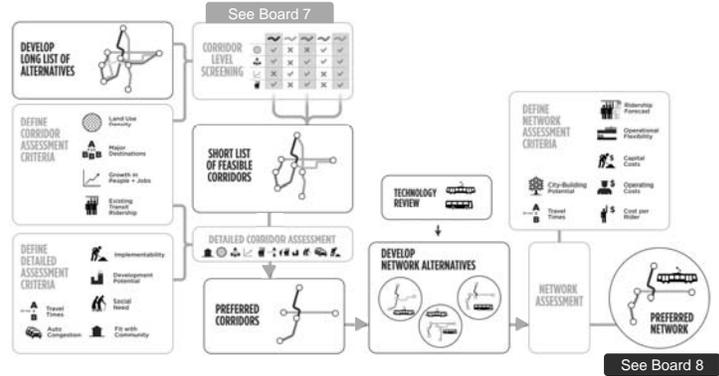
Top Questions and Concerns so Far

Question/Concern	Response
Why is Rapid Transit not going to every area of the City?	The entire city will be connected. An effective local transit network will be connected to the rapid transit system, creating a truly integrated transit network.
What will Rapid Transit look like?	Rapid Transit will mostly operate in dedicated lanes, but not always. We still haven't selected the technology.
Can London really afford Rapid Transit?	Doing nothing is not an affordable option. Rapid Transit will reduce the need for road expansion, reduce the cost of congestion and allow households to reduce car ownership.
What will happen to existing buses?	The existing LTC system will continue to operate. Existing routes will be adjusted and new routes will be added in order to feed into the Rapid Transit network to streamline trips.

Evaluation Process

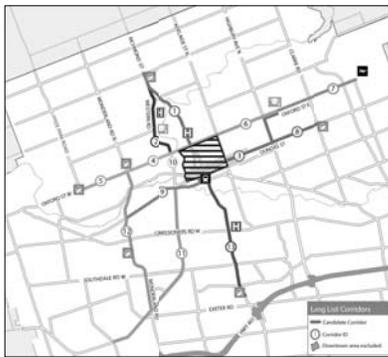
Assessment Framework

The City's Transportation Master Plan established the need for Rapid Transit. The role of this Environmental Assessment is to recommend the preferred corridors and technologies.



Initial Screening of Corridors

The evaluation process considered a number of potential corridors.



Evaluation Criteria		
CRITERIA	MEASURE	IMPORTANCE
Land Use Density	Population Density 2011 within 500m (pers/ha) Employment Density 2011 within 500m (jobs/ha)	Reflects the ability to serve existing homes and businesses that are within walking distance (~10 mins) of the corridor.
Growth	Increase in Population Density within 500m 2011-2034 (pers/ha) Increase in Employment Density within 500m 2011-2034 (jobs/ha)	Reflects the ability to serve new homes and businesses along the corridors. An indicator of ridership potential.
Major Destinations	Major generators within 500m of corridor	High activity centres are the ideal Rapid Transit station locations due to high trip density.
Existing Transit Ridership	Transit boarding per km	Strong ridership provides a foundation on which to build and indicates that travellers view the corridor as being important.

A screening process was used to eliminate corridors which do not justify rapid transit at this time

NUMBER	NAME	REASON FOR SCREENING OUT
5	Oxford West 'B'	No major nodes; low employment density and growth; low existing transit ridership
8	Dundas East	Low employment density and growth; low congestion
9	Springbank - Horton	No major nodes; low employment growth; low existing transit ridership
10	Whamcliffe - Riverside	No major nodes; low population growth; low employment growth;
11	Whamcliffe South	No major nodes; low employment density; low existing transit ridership
12	Wonderland	No major nodes; low existing transit ridership

Preliminary Recommended Corridors

The evaluation process has led to preliminary recommended corridors shown below. These corridors connect major destinations across the city including hospitals, post-secondary institutions, employment areas and retail centres.



The next step is to examine different forms of Rapid Transit technologies (e.g. vehicles, stations, alignments) and designs in these corridors.

Rapid Transit Approaches

Rapid Transit may not look the same in each corridor. Designs will be based on available road width, target speeds for transit vehicles and cost, environmental and cultural heritage considerations.



Queue Jump Lanes – Short dedicated lanes that allow transit vehicles to avoid queues at major intersections



Median Lanes – Dedicated lanes for rapid transit



Curbside Lanes – Lanes for transit and limited other uses

Focus Areas - Downtown

Considerations for Downtown

- The two corridors need to connect at a single, convenient transfer point, while still serving major destinations like the train and bus station, office buildings, the Market, Budweiser Gardens and local businesses
- All roadways in the area are constrained due to existing buildings
- The rail crossing on Richmond St. is a major challenge for Rapid Transit
- Maintaining parking and loading zones is important to local businesses



Richmond Rail Crossing

The Richmond St. railway crossing is a major barrier to Rapid Transit due to existing freight operations. The narrow roadway, existing buildings and nearby river lead to constraints to the options available to overcome it.



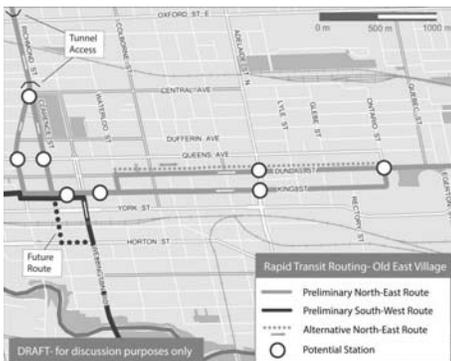
One option to maintain reliability is to construct a Rapid Transit tunnel from north of Central Ave. to North of Oxford St. This would allow vehicles to remain on-schedule when freight trains cross.

This area of the city has unique challenges and opportunities which require further study and input from the public. What are your thoughts on this area?

Focus Areas – Old East Village

Considerations for Old East Village Area

- The area is a 'Main Street', with a narrow road-way and buildings built to the edge of the sidewalk that creates a distinct character
- Dundas St. requires loading zones and parking for adjacent businesses.
- Two-way Rapid Transit on Dundas leaves little room for traffic movement and parking
- King St. is an established major cycling corridor eastbound, which should be maintained
- Queens Ave. within the area is a predominantly residential street that is not suitable for Rapid Transit



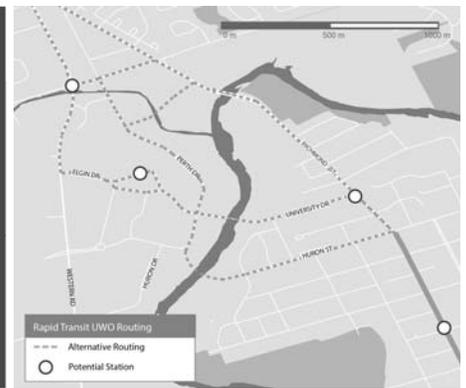
This area of the city has unique challenges and opportunities which require further study and input from the public. What are your thoughts on this area?

Focus Areas – Western University

Considerations for Western University

- Western University is the largest transit trip destination in London. Providing a central stop location on campus is important to maximizing coverage
- The road network on campus and surrounding area is constrained
- The University's Campus Master Plan (draft) recognizes Rapid Transit as an important tool for managing parking demand. The plan also identifies future areas for development along Western Rd., Huron Dr. and Perth Dr. and at the Discovery Park.

This area of the city has unique challenges and opportunities which require further study and input from the public. What are your thoughts on this area?



Rapid Transit Elements

Bus Rapid Transit (BRT)

Can carry up to 10,000 passengers every hour in each direction

BRT can cost between \$15 to \$40 million per route kilometre

Vehicles run primarily in dedicated lanes, but can operate in mixed-traffic

Has the flexibility to operate outside of dedicated lanes

Vehicles are high capacity, accessible and offer comfortable seating

Rapid Transit Elements

Light Rail Transit (LRT)

Can carry up to 15,000 passengers every hour in each direction

Is confined to its tracks so requires more people to transfer modes

Run primarily in dedicated lanes, but can operate in mixed-traffic

Can cost between \$40 to \$100 million per route kilometre

Is a smooth, fast ride and is perceived as an attractive choice by riders

Permanency of rails provides assurance to developers that transit will stay

Requires a new Maintenance and Storage Facility

Vehicles can be joined together to increase capacity

Rapid Transit Elements

Stops and Stations

LRT and BRT station and stop locations share many of the same characteristics. The permanency of stations and runways provides assurance for development along the corridors.

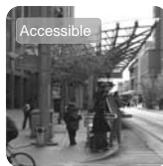
Unique Design



Station Technologies



Passenger Amenities



Stay Involved

Next Steps

- Receiving feedback on the preliminary preferred corridors
- Testing different designs in each corridor
- Working with the public and stakeholders to maximizing benefits and minimize impacts
- Refining cost estimates
- Completing the Rapid Transit Master Plan

There will be two more Public Information Centres in Fall 2015 and Spring 2016. Look for the Shift Team at events over the summer.