

11TH REPORT OF THE
LONDON DIVERSITY AND RACE RELATIONS
ADVISORY COMMITTEE

Meeting held on November 19, 2015, commencing at 12:04 PM, in Committee Room #5, Second Floor, London City Hall.

PRESENT: C. Callander (Chair), F. Cassar, Z. Hashami, L. Hernandez, S. Lewkowitz, A. Sanchez and I. Silver and J. Martin (Secretary).

ABSENT: F. Bivens, S. Morrison and L. Osbourne.

ALSO PRESENT: T. Allott, F. Andrighetti, D. Hamou, J. Hill, S. Honyust, K. Husain, D. MacRae, S. Middleton and T. Wall.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

II. SCHEDULED ITEMS

2. SHIFT

That it BE NOTED that the attached presentation from D. MacRae, Transportation Planning and Design, with respect to SHIFT, was received.

3. London ON Bikes - Cycling Master Plan

That it BE NOTED that the attached presentation from D. MacRae, Transportation Planning and Design, with respect to London ON Bikes - Cycling Master Plan, was received.

III. SUB-COMMITTEES & WORKING GROUPS

4. Policy and Planning Sub-Committee

That the following actions be taken with respect to the Community Diversity and Inclusion Plan:

- a) the Civic Administration BE REQUESTED to provide an update and a presentation to the LDRRAC with respect to London Diversity and Inclusion plan as part of the strategic plan;
- b) the Civic Administration BE REQUESTED to consider the establishment of a Diversity Officer to provide support for internal and external inquiries related to subjects such as gender equity, sexual orientation, race, accessibility and

equity; and,

- c) the minutes of the Policy and Planning Sub-Committee from its meeting held on November 5, 2015, BE RECEIVED.

5. Awards and Recognition Sub-Committee

That the minutes of the Awards and Recognition Sub-Committee from its meeting held on November 2, 2015, BE RECEIVED.

6. Education Sub-Committee

None.

IV. CONSENT ITEMS

7. 9th and 10th Reports of the London Diversity and Race Relations Advisory Committee

That it BE NOTED that 9th and 10th Reports of the London Diversity and Race Relations Advisory Committee, from its meetings held on October 8, 2015 and October 15, 2015, respectively, were received.

8. 9th Report of the London Diversity and Race Relations Advisory Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held October 17, 2015, with respect to the 9th Report of the London Diversity and Race Relations Advisory Committee, was received.

9. Diversity Definitions

That it BE NOTED that a communication with respect to the Diversity Definitions, was received.

10. Mayor's Advisory Panel on Poverty: Community Engagement Plan

That it BE NOTED that the communication dated November 3, 2015, from the Mayor's Advisory Panel on Poverty (MAPP) with respect to the MAPP's community engagement plan, was received.

11. Our Canada: Exploring Canadian Values Through Culture, Faith and Identify Workshop

That it BE NOTED that the communication from the Canadian Race Relations Foundation (CRRF), with respect to Our Canada: Exploring Canadian Values Through Culture, Faith

and Identify Workshop, was received; it being noted that the members of the London Diversity and Race Relations Advisory Committee are invited to attend.

12. London Youth Advisory Council Report on Carding and Police Checks

That it BE NOTED that the communication from E. Blue, with respect to a report of the London Youth Advisory Council on Carding and Police Checks, was received.

13. Letter of Resignation - M. Hammoud

That it BE NOTED that the communication dated September 17, 2015, from M. Hammoud, with respect to the resignation from the London Diversity and Race Relations Advisory Committee, was received.

V. ITEMS FOR DISCUSSION

14. Mayor's Poverty Panel Questions

That it BE NOTED that the members of the London Diversity and Race Relations Advisory Committee were encouraged to provide individual feedback to the Mayor's Poverty Panel with respect to the Community Engagement feedback request on the following questions:

- a) Definition of Poverty, and how this Shapes the Work in that Area;
- b) Root Causes of Poverty and more Specifically the Drivers of Poverty in London; and,
- c) Key Resources for Work on Poverty Issues.

15. Advisory Committee Work Plan

That it BE NOTED that the London Diversity and Race Relations Advisory Committee (LDRRAC) held a general discussion with respect to the 2016 LDRRAC Work Plan.

16. Intercultural Competency Training Program

That the request for delegation from K. Boychuk, Intercultural Education Specialist, London Cross Cultural Learning Centre with respect to the Intercultural Competency Training Program BE APPROVED for a future meeting of the London Diversity and Race Relations Advisory Committee.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

17. Ontario's Volunteer Recognition Programs

That it BE NOTED that the communication dated November 2015, from Minister Michael Chan, Ministry of Citizenship, Immigration and International Trade with respect to the Ontario Volunteer Recognition Program, was received.

VII. ADJOURNMENT

The meeting adjourned at 2:00 PM.

NEXT MEETING DATE: December 17, 2015

Our Rapid Transit Initiative

London Diversity and Race Relations Advisory Committee
NOVEMBER 19, 2015

Context

- Rapid Transit is the primary recommendation of the Smart Moves Transportation Master Plan (TMP), a cornerstone of the (draft) London Plan, and a key feature in Council's 2015-2019 Strategic Plan.

- Rapid Transit along with a complimentary land use strategy will facilitate greater mode shifts towards alternative transportation modes, helping to reduce traffic congestion and make transit a convenient, comfortable, and reliable travel option for residents.

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Rapid Transit Environmental Assessment

Problems and Opportunities

- Growing Congestion
- Transit Travel Times / Service Frequencies
- Growth Management
- Land Use and Density
- Existing Transit Ridership and Growth
- Commuter Travel Habits
- Catalyst for Change

Transit Ridership in London has grown by 94%

Category	Year	Value
PEOPLE	2016	388,000
	2005	400,000
JOBS	2016	193,000
	2005	200,000

1989: 12.4 million rides
2014: 24.1 million rides

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London's Integrated Mobility

London is well connected within Ontario by rail, road and air.

Rapid Transit provides a local link to these larger networks.

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London is Canada's largest region without Rapid Transit

... and carries more riders per capita than comparable cities

City/Region	Population (millions)	Riders per Capita
Toronto	~5.5	~35
Montreal	~4.0	~30
Vancouver	~2.5	~25
Ottawa	~1.5	~20
Calgary	~1.2	~18
Edmonton	~1.0	~15
Quebec	~0.8	~12
Winnipeg	~0.7	~10
Hamilton	~0.6	~8
Mississauga	~0.6	~7
Kitchener	~0.5	~6
London	~0.5	63
Waterloo	~0.4	43
Hamilton	~0.4	42
York Region	~0.3	21

Legend for Riders per Capita:

- Heavy Rail/Subway
- Light Rail Transit (LRT)
- Commuter Rail / Heavy Rail
- Bus Rapid Transit
- BRT Lite
- Bus

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THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.

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Rapid Transit Guiding Principles

Transportation Capacity and Mobility

Community Building and Revitalization

Economic Development & City Building

Ease of Implementation & Operational Viability

Fiscal Responsibility and Affordability

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Public Engagement

Public Engagement Initiative

- Over 50 events so far; 12,500 contacts
- Over 1,500 followers on Twitter, Facebook and YouTube
- Presentations to stakeholder groups
- Pop-up booths at public events
- MetroQuest Survey – 1,200 people submitted responses. Project eNewsletter
- Project Website

The top priorities for Rapid Transit are:

- 1 Fast travel time
- 2 Frequency
- 3 Walkable communities
- 4 Capital and Operating Costs
- 5 Coverage Area
- 6 Minimize Transfers
- 7 City Image
- 8 Comfortable Ride

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Preliminary Recommended Corridors

Legend

- Transit Alignment
- LRT Strategic Corridor
- Potential RT Rapid Transit Route
- Potential LRT Rapid Transit Route

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Western University

Route alternatives through the Campus area

Potential Alignment: RT along University Drive and Middlesex Drive

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Rapid Transit Technologies

Common Characteristics of Rapid Transit Technologies

- Frequent service along the RT corridors, allowing riders to use the service without needing to consult a schedule
- Express Service – Fewer stations – Stations located at major trip generators
- Dedicated lanes for rapid transit, physically separated from other traffic where feasible.
- Programed traffic signals to prioritize the movement of rapid transit vehicles
- Enhanced stations: Stations with larger, more prominent waiting areas, shelters, seating, bike racks, ticket vendors.

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Network Alternatives

Base BRT

- Similar to Transportation Master Plan BRT alternatives
- No major capital works (Richmond Street tunnel and University Avenue bridge)
- BRT vehicles run in mixed traffic on Wellington Street between Baseline Road and Downtown

Full BRT

- Adds major structural projects, including a Richmond Street Tunnel under the CP Rail line and the bridge over the North Thames on University Drive to maximize transit operating speeds

Hybrid

- Same major structural projects as the Full BRT alternative
- Incorporates LRT along the preferred north and east corridors via downtown with BRT along the south and west corridors.

Full LRT


- This alternative incorporates a semi-exclusive LRT system along the entirety of the preferred RT route.

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Network Alternatives - Hybrid

Characteristics


- 13.2 km of LRT along a semi-exclusive right-of-way
- 9 km of BRT semi-exclusive lanes
- 1.6 km of BRT in mixed traffic
- 32 million riders/year by 2035
- \$880 million in capital costs
- \$11.1 million/year in O+M costs
- 1,170,000 transit travel hours saved
- 14.7 million auto vehicle km saved
- High potential impact on City Building and Social Community



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Preliminary Preferred Network Characteristics

- A city-wide rapid transit long term solution that is scalable in implementation
- High quality stations and corridors
- Grade separation of rapid transit from freight rail lines (Richmond Street tunnel under the CP Rail line) to limit delays
- A semi-exclusive LRT line in the highest demand corridors (North and East)
- A semi-exclusive BRT line in the lower demand corridors (South and West)
- A supporting network of feeder buses providing direct access to the rapid transit corridors




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Potential Cross Sections Visuals



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Potential Cross Sections Visuals




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Potential Cross Sections Visuals



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Potential Cross Sections Visuals



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Rapid Transit Summary

- The Hybrid (BRT/LRT) network alternative will be utilized as the preliminary preferred alternative for funding dialogue and the basis for the next round of community engagement and public input for the Rapid Transit Environmental Assessment.
- Check out our website www.ShiftLondon.ca
- Come to our next public meeting on December 2 at the Central Library

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LONDON BIKES CYCLING MASTER PLAN 2015

**London Diversity and
Race Relations Committee**

Thursday November 19th, 2015






www.londONbikes.ca





Presentation outline

1. Why develop the plan?
2. How are we gathering input?
3. Developing the cycling network
4. What could facilities look like?
5. What have we heard?
6. Next steps

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Why develop the plan?



- 1 Grow cycling in London for everyone
- 2 2005 Bicycle Master Plan requires comprehensive update
- 3 Maximize environmental, health and social benefits
- 4 Identify facilities and implementation priorities
- 5 Build upon the programs and initiatives to increase awareness and openness




We are **planning** for a range of different users but are focused on those that are **interested but concerned** and **enthusied and confident**

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How are we gathering input?

PUBLIC OUTREACH


What do kids think of cycling?
(Woodland Heights)




Bicycle Festival




Central Library



Gathering on the Green




RibFest



Dundas Street Twice



Tweed Ride



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How are we gathering input?

- 1 Project Webpage**
- 2 Promotional Events**
- 3 Interactive Mapping Exercise**
- 4 Route Tracking**
- 5 Online survey**
- 6 Metroquest survey**

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What is on the ground now?

 90km	 40km
 160km	 10km
 20+km	There are a total of 300+ km of cycling facilities in London NOW!

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Selecting the routes

- ▶ Developed based on the criteria identified in the 2005 Bicycle Master Plan & the London Plan, etc.
- ▶ Further defined by project objectives and key principles
- ▶ Application and interpretation vary for the on- and off-road system

Accessibility & Potential Use	Connectivity	Environmental protection
Safety & comfort	Environmental sustainability	Consideration of future use
Tourism	Cost	Attractiveness or aesthetics

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What could facilities look like?

SHARED SPACE
Generally Low Volume & Low Speed


DESIGNATED SPACE

SEPARATED FACILITIES (on & off-road)
Generally High Volume & High Speed

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What have we heard?

1. Why develop the plan?
2. How are we gathering input?
3. Developing the cycling network
4. What could facilities look like?
5. **What have we heard?**
6. Next steps




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What have we heard?

ENGAGING PLANS: OVER 500 RESPONSES

1 What are the top 3 barriers to cycling in London?

Maintenance
Not enough separation
 Disconnected facilities
 Inconsistent facilities
 Number of cyclists on the road

Enforcement
 Seasonal Cycling options
 Cycling amenities e.g. parking
 Conflict of utilities and facilities


Education for cyclists and motorists

2 What are your top 3 locations to cycle in the City?

Neighbourhoods
TVP
 Around the University
Kiwanis Park
 Multi-use paths along roads
White Oaks
 Westmount and Old South
 Roads with **Bike Lanes**
 Fanshawe Lake
 Low Volume Roads

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What have we heard?: MetroQuest



Launched:
September 24th, 2015

Total Responses to date:
350

Promotion:

- Project website
- Public Information Centre #2
- Newsletters
- Social Media

Screen 2: Designing the Network

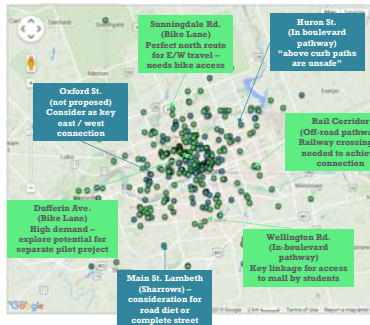
Screen 3: Network Facility Review

Screen 4: Priority Recommendations

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What have we heard?: MetroQuest - Slide 3

Network Review - Agree or Disagree



Sunningdale Rd. (Bike Lane)
Perfect north route for E/W travel - needs bike access

Huron St. (In boulevard pathway)
"above curb paths are unsafe"


Oxford St. (not proposed)
Consider as key east / west connection

Rail Corridor (Off-road pathway)
Railway crossing is needed to achieve connection

Dufferin Ave. (Bike Lane)
High demand - explore potential for separate pilot project

Wellington Rd. (In-boulevard pathway)
Key linkage for access to mall by students

Main St. Lambeth (Sharrows)
consideration for road diet or complete street



Marker Type	Times dropped	Percent
Agree	208	62.65%
Disagree	124	37.35%
Total	332	

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What's next?

1. Why develop the plan?
2. How are we gathering input?
3. Developing the cycling network
4. What could facilities look like?
5. What have we heard?
6. **Next steps**




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What's next?

- ▶ Monitor MetroQuest Consultation Tool until December 5
- ▶ Refine potential routes and proposed facility types
- ▶ Identify potential phasing, priorities & costing
- ▶ Develop policy and program recommendations




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