

3RD REPORT OF THE
TRANSPORTATION ADVISORY COMMITTEE

Meeting held on March 1, 2016, commencing at 12:15 PM, in Committee Room #4, Second Floor, London City Hall.

PRESENT: A. Stratton (Chair), S. Brooks, S. Greenly, H. Ketelaars, J. Kostyniuk, L. Norman and A. Penney and B. Mercier (Secretary).

ABSENT: G. Debbert, A. Farahi, L. Firby, J. Peccia and A. Wilson.

ALSO PRESENT: K. Grabowski, D. Hall (LTC), T. MacBeth, D. MacRae, A. Miller and E. Soldo.

I. CALL TO ORDER

1. Disclosures of Pecuniary Interest

That it **BE NOTED** that A. Penney disclosed a pecuniary interest in clause 6 of this Report, having to do with the Field Marshal Wolseley Bridge (Quebec Street) Pedestrian Safety, by indicating that her spouse was the AECOM consultant on this project.

II. SCHEDULED ITEMS

2. Shift Rapid Transit

That it **BE NOTED** that the attached presentation from D. MacRae, Division Manager, Transportation Planning and Design, with respect to the Shift Rapid Transit Initiative, was received; it being noted that the Transportation Advisory Committee referred this matter to a Working Group to review and provide comment on the Rapid Transit Environmental Assessment.

III. CONSENT ITEMS

3. 2nd Report of the Transportation Advisory Committee

That it **BE NOTED** that the 2nd Report of the Transportation Advisory Committee from its meeting held on February 2, 2016, was received.

4. Municipal Council Resolution - Blackfriars Bridge Environmental Assessment

That it **BE NOTED** that the Municipal Council resolution adopted at its session held on February 16, 2016, with respect to the Blackfriars Bridge Environmental Assessment, was received.

IV. SUB-COMMITTEES & WORKING GROUPS

5. "My Dundas" Update

That it **BE NOTED** that a verbal update from S. Brooks, on behalf of the "My Dundas" Working Group, was received.

V. ITEMS FOR DISCUSSION

6. Field Marshal Wolseley Bridge (Quebec Street) Pedestrian Safety

That the following actions be taken with respect to Pedestrian Safety and the Field Marshal Wolseley Bridge (Quebec Street):

- a) it **BE NOTED** that a Report dated February 2, 2016, from the Managing Director, Environmental and Engineering Services and City Engineer to the Civic Work Committee, with respect to this matter was received; and,

- b) the Civic Administration **BE ADVISED** that the Transportation Advisory Committee (TAC) recommends that the above-noted Bridge pathway not be modified, based on the understanding that school busing will be provided by the Thames Valley District School Board; it being noted that should staff be unable to confirm busing, the TAC recommends Option 3A of the above-noted staff report.

7. 2016 Infrastructure Projects

That it **BE NOTED** that a verbal report from K. Grabowski, Transportation Design Engineer, with respect to the City's 2016 Infrastructure Projects, was received.

VI. DEFERRED MATTERS/ADDITIONAL BUSINESS

8. Notices


That it **BE NOTED** the following Notices of Application were received:

- a) dated February 22, 2016, from L. Mottram, Senior Planner, with respect to an application submitted by Drewlo Holdings Inc. relating to the property located on part of lots 14, 15 and 16 Concession 1 (Geographic Township of Westminster); and,
- b) dated February 24, 2016, from B. Turcotte, Senior Planner, with respect to an application submitted by Ayerswood Development Corp. relating to the property located at 195 Dundas Street.

VII. ADJOURNMENT

The meeting adjourned at 1:43 PM.

NEXT MEETING DATE: April 5, 2016



Our Rapid Transit Initiative

**Transportation Advisory Committee
March 1, 2016**



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 complimenting 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%


1996
12.4 million rides

2014
24.1 million rides

Category	Year	Value
PEOPLE	2015	381,000
	2035	458,000
JOBS	2015	198,000
	2035	241,000

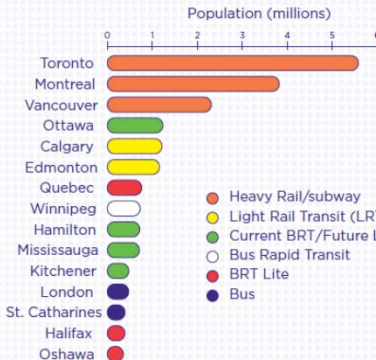


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London is
Canada's largest region without Rapid Transit

Population (millions)




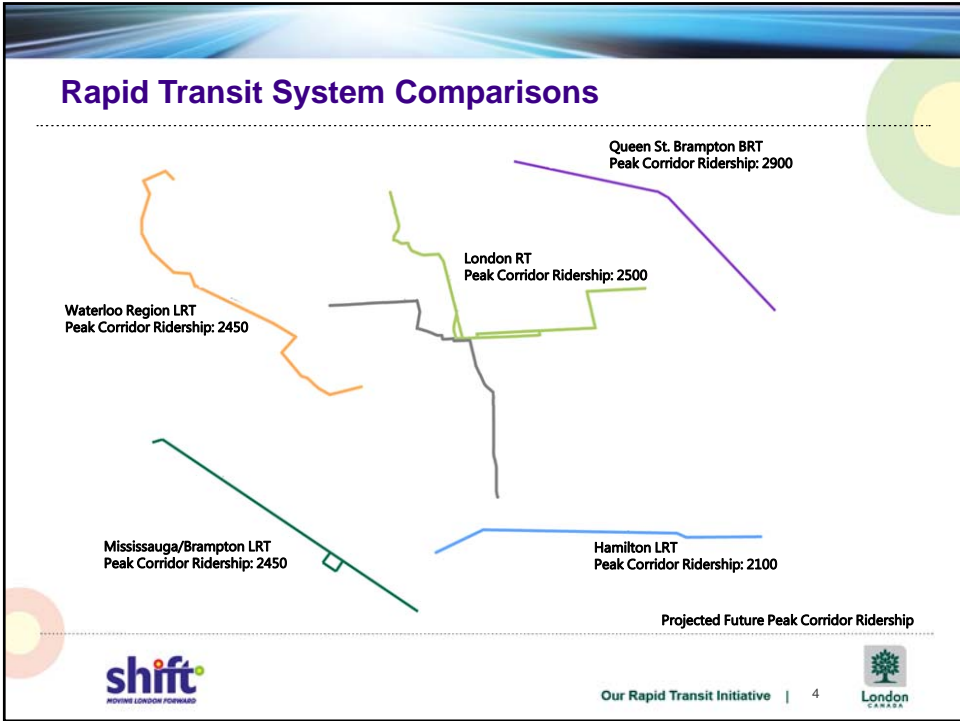
LONDON'S PER CAPITA RIDERSHIP IS MUCH HIGHER THAN COMPARABLE CITIES

City	Rides per capita
London	63
Waterloo	50
Mississauga	49
Hamilton	46
York Region	23



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Process

- The Rapid Transit Environmental Assessment (EA) is being undertaken to create a Rapid Transit Master Plan that adheres to the legislative requirements of the Environmental Assessment Act.

- 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:** Preliminary Preferred Network Alternative for Environmental Assessment engagement is selected.
- Early 2016:** Final Preferred Network Alternative is selected and Rapid Transit Master Plan is approved.
- Mid 2016:** Detailed Design for Preferred Network Alternative.
- 2020 - 2025:** A new rapid transit system is up, running and ready for riders in London.

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Public Engagement

Public Engagement Initiative

- Over 60 events so far; 14,000 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

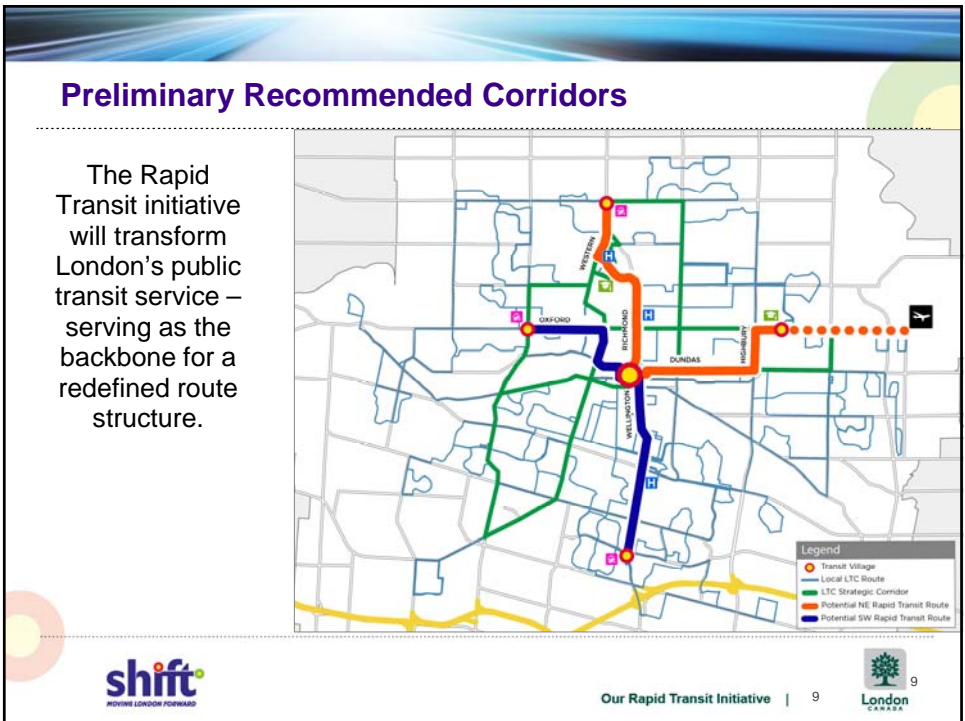
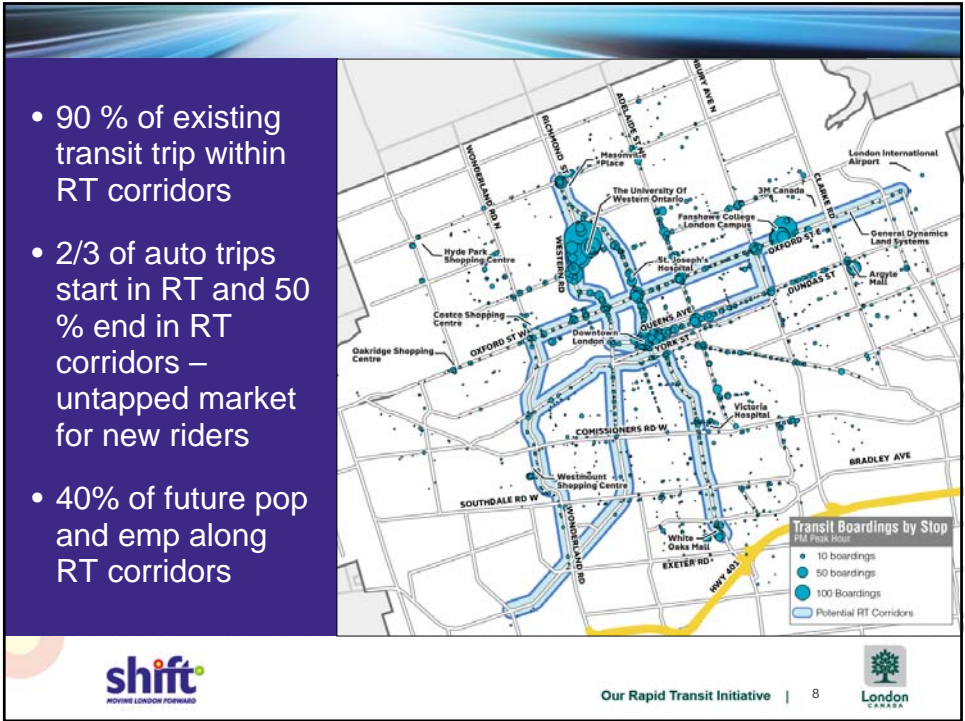


Rapid Transit Technologies

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.





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



Rapid Transit Business Case

Broad-based assessment of the benefits and costs of Rapid Transit Strategy examining financial, mobility, environmental, economic and social community impacts. It provides, in quantitative and qualitative terms, the return on investment (ROI) associated with the Rapid Transit.

- Transportation user benefits – time savings and transportation pocket book cost savings
- Economic development – during construction equivalent of 4,800 person years of employment, post construction 90 full time equivalent jobs
- Supports efficient land use providing critical platform for the intensification of residential and employment growth along rapid transit corridors/ downtown
- Environment benefits – less GHG emissions
- Social access and mobility benefits to socio demographic groups – such as students, elderly, low income earners and the millennial making commuter travel more attractive and feasible



Rapid Transit Summary

- City Council has unanimously supported the Hybrid LRT/BRT system as the preliminary preferred option for London and the basis for further public engagement.
- Hybrid option provides a balanced approach for a long term transportation mobility solution that best meets our guiding principles.
- The City of London's financial commitment of approximately \$125 million for Rapid Transit implementations, combined with an investment from provincial and/or federal government, will facilitate significant social, economic, and environmental benefits for London and Southwestern Ontario



Rapid Transit Funding

- The new federal government has promised to investment in significant improvements to public transit across Canada
- The Province plans to allocate \$15 billion dollars in public transit projects outside of the GTHA as part of the *Moving Ontario Forward* initiative
- The City of London cannot implement Rapid Transit on its own. We are seeking investments from both the Government of Canada and Province of Ontario.



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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Potential Cross Sections Visuals



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be part of the

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Questions?



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