



Municipal Advisory Group: Meeting #1

TPAP Pre-Planning Consultation
October 2017



Agenda

1. Introductions
2. Study Overview & Process
3. Role of Municipal Advisory Group
4. Review of RTMP Concept Drawings
5. Discussion and Questions
6. Next Steps



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Introductions

Municipal Advisory Group (MAG): Representatives from the City's Municipal Advisory Committees with direct interest or mandates that support the London Rapid Transit Initiative.

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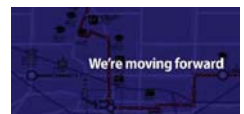
What is Shift?

Shift is a bold and important initiative for transportation for London. Investing in Rapid Transit as part of the transportation system, along with cars, buses, bikes and pedestrians, to help our city grow and prosper.

Bus Rapid Transit (BRT) is public transit designed for higher capacity and increased reliability using dedicated lanes, transit priority at intersections, new technology and real-time information to attract riders.

The London Plan sets the vision for the next 20 years, with goals to encourage higher density, infill development, protect agricultural land, and create a more sustainable, vibrant and livable city.

The Rapid Transit Master Plan was approved by Council in July 2017. Public comment period lasted 45-days, and feedback received will help to refine the designs in the next study phase.



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Rapid Transit Guiding Principles



These Guiding Principles were developed early in the study based on established city building priorities and best practices. The Guiding Principles had a strong influence on the development of the approved BRT corridors.

Why does London need Rapid Transit?

- A new transportation choice that will help shape London's future.
- Rapid Transit fits with other established plans, including The London Plan, to support transit-oriented development along the Rapid Transit corridors and create a vibrant street-level experience for pedestrians.
- Rapid Transit will influence how pedestrians, cyclists, cars and trucks move in all parts of the city.
- An improved, faster, reliable transit service will attract more transit riders and development along the corridors.
- Annual transit ridership in London in 2016 was 22.6 million, with more transit riders per capita than comparable urban areas.

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

59

rides per capita

London

49

rides per capita

Mississauga

47

rides per capita

Waterloo

45

rides per capita

Hamilton

21

rides per capita

York Region



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Background

- Council approved the Rapid Transit Master Plan and Updated Business Case on July 25, 2017.
- Approval of the RTMP confirmed the BRT Network and its corridors.
- The RTMP is wrapping up a 45-day Public Review Period.
- Feedback we've received will help to refine the conceptual level designs of the RTMP through the next phase of the study.
- Ontario's EA Process for transit projects is structured into five technical phases.

Phase 1	Needs and Justification	} Completed with Approval of RTMP
Phase 2	Alternative Solutions	
Phase 3	Pre-planning for TPAP	} Current Project Assignment (TPAP)
Phase 4	TPAP & Environmental Project Report	
Phase 5	Implementation	* Detailed Design & Construction



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Transit Project Assessment Process (TPAP)

- **Phase 4 TPAP and Environmental Project Report (EPR)** provides a formal opportunity for stakeholders and the public to comment on the draft EPR
- This phase includes:
 - Notice of TPAP Commencement to trigger the 120-day TPAP period following review of the Draft EPR by the MOECC.
 - 120-day period formal public consultation including PIC #6.
 - Final EPR documenting consultation and findings of the 120-day period.
 - Notice of EPR Completion to trigger a 30-day formal review period during which objections may be submitted to the MOECC.
 - 35-day period for the Minister to give notice if objection received.
- The outcome of Phase 4 is a Final Environmental Project Report (EPR) and issuance of a Statement of Completion.



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Transit Project Assessment Process (Phase 3)

- **Phase 3 TPAP Pre-planning Activities** will identify and evaluate design alternatives to develop preferred alternative.
- This phase includes:
 - conducting public and stakeholder consultation
 - identifying impacts and related mitigation measures
 - additional assessment of impacts to natural, cultural, archaeological and socio-economic environments.
 - updating and completing a range of technical analysis.
 - PIC #5 to obtain feedback from the public to aid in the evaluation of design alternatives
- The outcome of Phase 3 is a draft Environmental Project Report (EPR) with supporting technical appendices, preliminary engineering design, and a consultation summary.



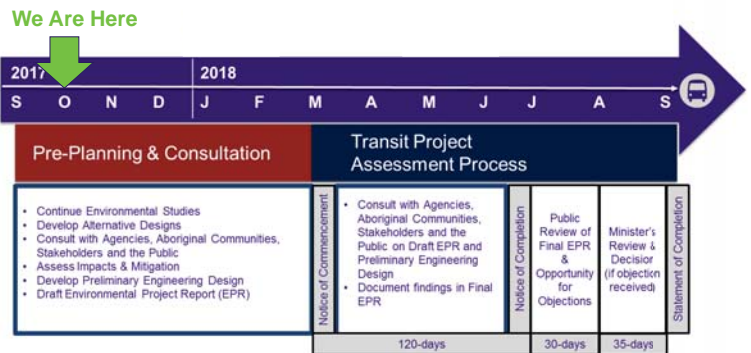
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Transit Project Assessment Process (TPAP)



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TPAP: Matters of Provincial Importance

Natural Heritage	<ul style="list-style-type: none"> • Park, conservation reserve or protected area • Extirpated, endangered, threatened, or species of special concern and their habitat • Wetland, woodland, habitat of wildlife or other natural heritage area • Area of natural or scientific interest • Stream, creek, river or lake containing fish and their habitats
Hydrogeology	<ul style="list-style-type: none"> • Area or region of surface water or groundwater or other important hydrological features • Areas that may be impacted by a known or suspected on- or off-site source of contamination such as a spill, a gasoline outlet, an open or closed landfill site, etc.
Heritage & Archaeology	<ul style="list-style-type: none"> • Protected heritage property • Built heritage landscapes • Archaeological resources and areas of potential archaeological interest
Aboriginal Affairs	<ul style="list-style-type: none"> • Constitutionally protected Aboriginal or treaty rights and areas of concern



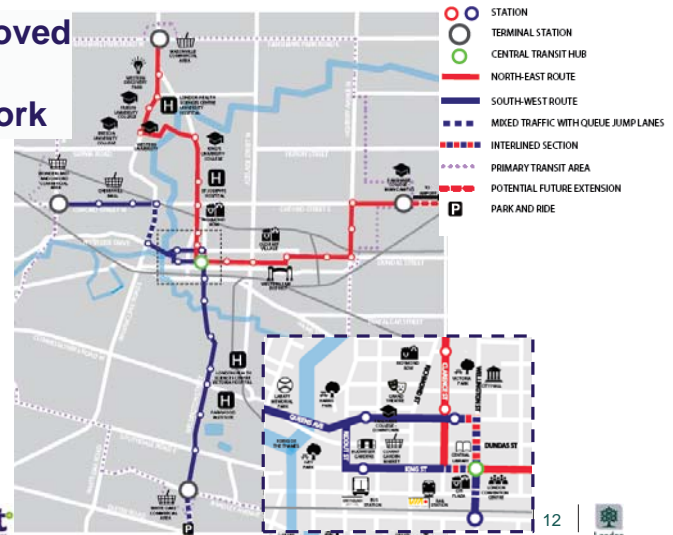
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Approved BRT Network



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Approved BRT Network

- 22.5 km of dedicated median transit lanes
- 1.5 km of transit operating in mixed traffic
- 35 BRT stations, including 1 Central Transit Hub, where the corridors all meet, near King Street and Wellington Street
- 28 articulated buses, forming a new BRT fleet, which may include fully electric buses
- Local intersection improvements for pedestrians and cyclists, plus transit signal priority measures
- Construction could start in 2019 and take 7 or 8 years to complete, in phases



Bus Rapid Transit Vehicles

- Modern high capacity buses
- Accessible, low-floor
- Bicycle-friendly
- Comfortable with enhanced passenger amenities
- Potential for electric buses



Dedicated lanes to:

- Ensure reliable service
- Avoid delays to auto traffic caused by bus boardings/alightings
- Flexibility to accommodate and optimize benefits of future modes (such as driverless vehicles)
- Context sensitive designs to create pedestrian friendly downtown zones
- Respect heritage constraints



Spacing:

- Average spacing is 740 metres (walking half-way will take 5 to 7 minutes)



Design Features:

- Attractive shelters
- Accessible
- Real time information
- Wayfinding
- Pedestrian and cycling connections
- Integrated design with surrounding community

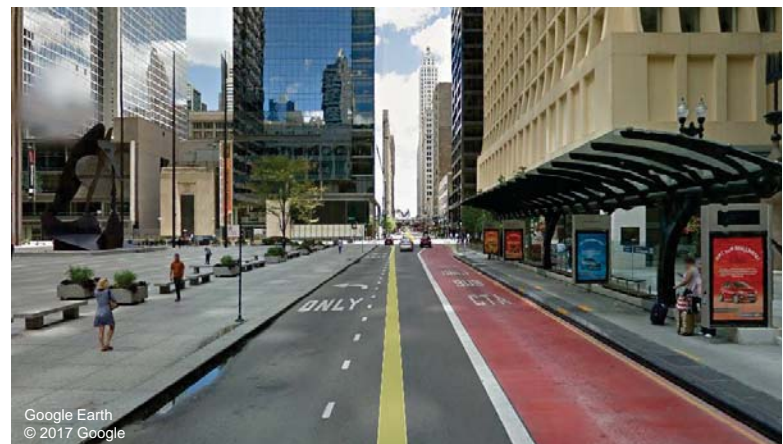


Service frequency:

- North-and-East corridors: every 5 minutes
- South-and-West corridors: every 10 minutes

Integration with local services:

- Rapid Transit does not replace the current LTC bus system
- Local transit service will work together with Rapid Transit
- Combined transit service will increase by 35% between 2015 and 2035



Google Earth © 2017 Google

Chicago, IL (curbside)





Boston, MA (curbside)



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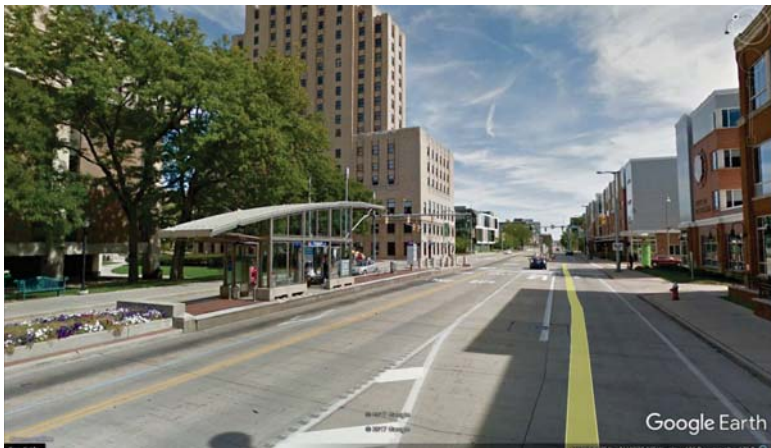
Arlington, VA (median)



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Cleveland, OH (median)



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Newmarket, ON (median)



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Newmarket, ON (median)



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Study Process Summary

The following reports were developed based on the BRT network approved in the Rapid Transit Master Plan:

*Rapid Transit Corridors EA Project Management Plan:
Updated and Expanded Scope
&
Shift Communications and Consultation Plan*

These reports were presented to Council in September 2017, and addresses both matters of provincial importance and due diligence for planning and design matters that address local public interests.

These reports are available on our website: shiftlondon.ca



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Rapid Transit Corridors EA: Project Management Plan Updated & Expanded Scope

- The Rapid Transit Corridors EA: Project Management Plan has been updated based on the approved Rapid Transit Master Plan (RTMP)
- The updated Project Management Plan provides a guide to remaining deliverables included in TPAP
- Planned technical studies include:
 - Civil and Structural engineering
 - Station and Streetscape design
 - Traffic modelling
 - Geotechnical and Contamination assessment
 - Utility impacts and stormwater management
 - Natural, social and economic assessments
 - Cultural heritage and archaeology
 - Noise, vibration, and air quality analysis



Rapid Transit Corridors EA: Project Management Plan Updated & Expanded Scope

- A Consultation and Communications Plan was presented to Council in September 2017
- Consultation is planned in the coming months with residents, Aboriginal (First Nations) communities, government and technical agencies, and other stakeholders to develop the preliminary engineering design
- Creation of Community Stakeholders Group, Municipal Advisory Group, and Technical Agencies Group
- PIC #5 is planned for December 2017, prior to TPAP commencement
- PIC #6 is planned for May 2018, during the 120-day time-limited TPAP

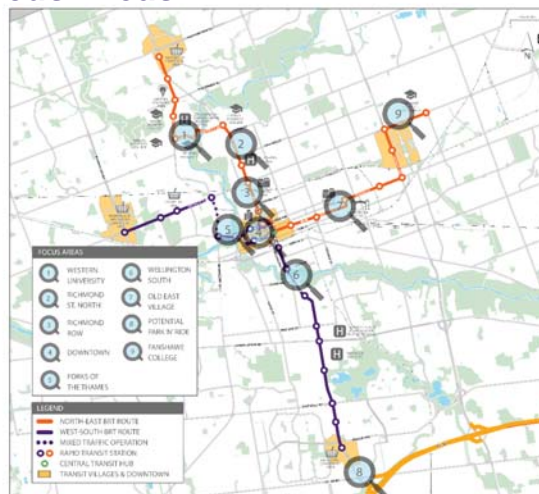


Phase 3: Developing alternative designs

- The project team has begun developing alternative design solutions for many areas of the approved BRT corridors
- Alternative designs will be evaluated against a wide range of criteria, based on the following principles:
 - Community building and revitalization
 - Transportation capacity and mobility
 - Ease of implementation and operational viability
 - Natural environment and climate change
 - Economic development and city building
- Design decisions will need to be made that are complex



Focus Areas

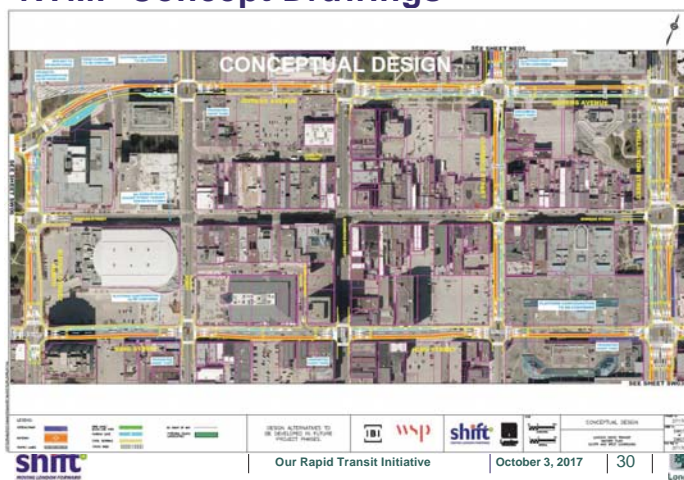


Role of Municipal Advisory Group

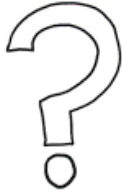
- Ask questions and provide input to help us develop and evaluate designs and identify mitigation measures
- Share your concerns related to potential construction and operational impacts
- Bring information back to your Municipal Advisory Committee at key points in the process
- Review and comment on draft materials in advance of broader public meetings
- Consider the many elements within the road right-of-way that must be balanced to minimize negative impacts and provide high quality transit service



RTMP Concept Drawings



Discussion and Questions



What's Next?

- Meetings to gather information
- Technical work will continue, including traffic, natural environment, cultural heritage, utility and stormwater, among others
- Alternative designs will be developed
- Project team will evaluate the designs and make technical recommendations
- Meet with this group to present the technical recommendations and gather feedback
- Present a recommended design to the public at PIC #5 for review and feedback



Stay Connected

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