

## **Municipal Advisory Group Meeting**

### **Summary Report for October 3, 2017 at 2:00 pm.**

On Tuesday, October 3, 2017, the City of London hosted a meeting with the Municipal Advisory Group. Nine of the City's Advisory Committees, with mandates or a direct interest in the Rapid Transit project, were invited to select a representative to participate in the Municipal Advisory Group. The meeting was held at the Central Library, 251 Dundas Street, London. The meeting was hosted by a panel of staff from the City, LTC and the Consultant.

The meeting ran from 2:00 pm to 4:00 p.m. and a total of 4 representatives signed in at the meeting, representing 5 committees (see the attached list of attendees).

Project Director, Jennie Ramsay welcomed attendees and provided an introduction to the meeting, noting that City staff and the Consultant team are here to provide a project update and listen to comments and concerns.

Jennie Ramsay started the meeting with an overview of the project, including information on SHIFT and the approved Bus Rapid Transit network. Information on the Transit Project Assessment Process was provided, including anticipated timelines. The Group reviewed the elements of bus rapid transit systems with examples from other cities in North America and examined a sample of the Rapid Transit Master Plan concept drawings. Other information communicated to the Municipal Advisory Group included:

- The current state of design is conceptual, and understanding concerns now will help to shape the preliminary engineering design to mitigate impacts.
- The Project Team is currently working on developing alternative design solutions for the 24 kilometre network with 9 focus areas identified as a priority.
- The role of the Municipal Advisory Group was provided:
  - 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
- Committees are welcome to request that City staff attend upcoming Advisory Committee meetings to address specific aspects of the Rapid Transit project in more detail.
- Next steps include future meetings with the Municipal Advisory Group to present technical recommendations and gather feedback.
- For the latest information and updates visit the SHIFT website at [www.SHIFTLondon.ca](http://www.SHIFTLondon.ca) or contact the SHIFT project team at [shift@london.ca](mailto:shift@london.ca) or (519) 661-4889.
- SHIFT is on social media: @shiftldnont

Throughout the meeting, attendees asked questions and provided feedback. The following summary of questions/comments and responses is a combination of the individual feedback and discussions. Committee representatives from the London Advisory Committee on Heritage, the Accessibility Advisory Committee and the Trees and Forests Advisory Committee requested a presentation by staff at an upcoming committee meeting.

Question / Comment	Response
<b>Why build dedicated lanes for 10 minute service?</b>	<p>If we simply added more regular buses to the road, those buses would still be mixed with regular traffic and experience delays from congestion.</p> <p>Shift isn't just about improving public transit, it is also about sustainable growth, economic development, and community building – objectives that benefit all Londoners.</p>
<b>Will the buses be wrapped?</b>	The Rapid Transit branding and advertising placement will be decided in the later stages of the project.
<b>Where will the archaeological work take place?</b>	The archaeological work will take place within the right-of-way and potentially on private property that may be impacted for RT (e.g. church yards, Victoria Park)
<b>When will the Project Team meet with local neighbourhoods?</b>	The Project Team will begin to meet with property owners in one-on-one meetings or in groups within the next month. The Project Team also plans to meet with community associations.
<b>Has a tree inventory been completed?</b>	A review of street trees was completed over the summer of 2017 for the approved corridors.
<b>Is there a tree compensation plan?</b>	Tree compensation will be provided in accordance with the policies enshrined in the London Plan and other City policy / direction.
<b>How will pedestrians access median platforms?</b>	Pedestrians will access median platforms by using crosswalks at signalized intersections. Tactile plates will be included at all intersections and on station platforms. All intersections will meet AODA standards.
<b>Will curbside transit lanes be examined through the design process?</b>	Curbside transit lanes will be evaluated against median transit lanes throughout the Rapid Transit corridors. The benefits and drawbacks of each design will be considered when making the final recommendation.
<b>Will stops be at intersections or 10-20m away?</b>	Platforms are typically setback 3 to 5 metres from the intersection crosswalk to incorporate an accessible ramp. All stops are planned at signalized intersections.

Question / Comment	Response
<b>When will construction start?</b>	Quick start is proposed to start in 2019 with light surface improvements. Linear Rapid Transit infrastructure will start in 2020 in downtown and work towards the east corridor. There is no detailed construction timing yet, and phasing will be refined as the design develops.
<b>Can bicycle facilities be extended on Wellington Road to Base Line Road?</b>	The design will be developed property line to property line, including sidewalks and cycling facilities. Parallel cycling facilities will be considered, per London ON Bikes.
<b>How will the medians affect emergency vehicles?</b>	Typical cross-sections will include a raised median between bus lanes. When responding to emergencies, emergency vehicles will be able to use the dedicated bus lanes. The City is working with emergency services to understand their operational needs.
<b>What will the platforms look like? What amenities will be included?</b>	Rapid Transit is envisioned to include modern vehicles, state-of-the-art stations, electronic fare collection systems, and smart technologies such as real-time traveller information. Platform amenities will be decided later in the study phase as the design is advanced.
<b>Will there be real-time information for conventional buses at RT stops?</b>	The feasibility of including real-time information for conventional transit will be examined in the detail design phase of the project.
<b>Will it be one fare?</b>	Yes, the business case financial model assumed that LTC's current fare structure would be implemented for Rapid Transit.
<b>Can taxi service be integrated into the transit service to better support last mile connections?</b>	LTC is currently looking to better integrate specialized and conventional service with Rapid Transit, e.g. integrating trips that start/end on specialized transit and continue on conventional transit. Provision for taxi stands and bicycle parking may be reviewed as the design proceeds.