



**London**  
CANADA

## **BRIEFING NOTE ON BUS RAPID TRANSIT**

### **Meeting of Corporate Services Committee with MPPs**

May 22, 2013

#### **Bus Rapid Transit**

##### **Issue:**

The cost of transforming and expanding London's public transit system is beyond the capacity of property taxes and transit fare revenues alone. Support by both the federal and provincial governments can contribute to economic, environmental and social objectives that are shared with London. Targeted, cost-shared infrastructure funding is suggested given that there is no long-term, predictable transit investment program. This model is being successfully used in other Ontario municipalities. London is seeking federal and provincial support for its new Transportation Master Plan: Bus Rapid Transit service initiated with a stage 1 semi-express bus service. After completion of the business case later this year, a formal request to the Government of Ontario will be made.

##### **Key Messages:**

- London's Municipal Council looks forward to working with the provincial and federal levels of government to deliver a modern, reliable and environmentally friendly bus rapid transit system for the people of London.
- London is seeking both federal and provincial support for its new Transportation Master Plan -- Bus Rapid Transit Service in London Initiated With a Stage 1 Semi-Express Bus Service.
- London is pleased with the Government's intention to make Gas Tax funding permanent. This provides us with predictable source of long-term funding allocated specifically to public transit which over the last three years has provided an average of \$9.3 million
- We welcome the government's support (set of guiding principles) for the concept of new revenue tools for transit, and calling on the federal government to demonstrate leadership by dedicating federal funding for public transit, demonstrates this government's understanding and leadership needed to address the challenges of urban growth, changing demographics, the environment and the economy

##### **Background:**

London has adopted a Strategic Plan that strives for a stronger economy, a green and growing city, and sustainable infrastructure. A recent review of its transportation network and services indicates a number of issues/challenges with the overall transportation system, including:

- rising road congestion levels;
- reduced public satisfaction with all modes of transportation;
- existing service design and hours are operating in excess of capacity;
- investment requirements (growth operating and capital) cannot be addressed by existing revenue streams, which are largely passenger and municipal tax base supported.;
- the present transit service design or platform is not and cannot meet service demands and/or expectations nor allow for growth in mode share.

Consistent with the adopted Strategic Plan, a series of directions supporting resolution of the identified deficiencies have been approved through a new Transportation Master Plan. The plan is based on expanding options for London commuters through enhanced active transportation and public transit service improvements, providing a better balance between all modes of transportation and supporting the cost effectiveness of transportation infrastructure. The plan makes strong connections to sustainable land use and smart growth strategies, including a higher (40%) growth intensification target, promotes an improved urban environment (supporting better public health) and improved economy (i.e. reduced congestion impacting travel time, trade and the delivery of goods and services.) The proposed improvement to transit service is significant, calling for the progressive implementation of a Bus Rapid Transit system linking key/critical nodes. A formal request to the Government of Ontario for funding will be defined once the business case has been completed and approved by Municipal Council and the London Transit Commission later this year.

Appended to this Briefing Note is a visual plan of the ultimate 26.5 km BRT network to be achieved in stages, and a summary of an initial Semi-Express Bus (first stage) that will start the transit transformation process.

# Ultimate BRT Network

