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Chair and Members  
Civic Works Committee

**Re: Draft 2030 Transportation Master Plan**

In respect of the Draft 2030 Transportation Master Plan, the Commission, at its meeting of May 30, 2012:

- i. Accepted "in principle" the draft 2030 Transportation Master Plan and related implementation strategy as the basis for planning, development and implementation of the Bus Rapid Transit platform including defining a supportive route structure and communicating such acceptances to Municipal Council, noting the Commission reserves the right to amend its acceptance should there be any significant change to the draft 2030 Transportation Master Plan before or as part of the Municipal Council's acceptance of the final plan;
- ii. Approved LTC Administration acquiring the appropriate external resources to assist with undertaking the initial work related to the implementation of the 2030 Transportation Master Plan as it relates to the public transit component of the Plan, including the development of a required business plan to garner support and investment from the Provincial and Federal governments, develop and assist with the implementation of specific transit priority measures as required and undertaking a review of the existing route system in support of the corridor plans and Bus Rapid Transit platform noting funding for such work is included in the Commission's approved 2012 capital budget program; and
- iii. Supported the concept of extending the terms of reference of the LTC Long Term Working Group of Council to include the review and monitoring of the ongoing development of the implementation of the Bus Rapid Transit (BRT), as provided by the 2030 Transportation Master Plan including making recommendations to Municipal Council from time in respect of such implementation, noting the Committee is to be made up of elected members of Municipal Council as well as Commission members.

The 2030 Transportation Master Plan update (TMP) began in mid-2009. The updating is a significant undertaking as it sets the direction for all travel modes, including transit, over the next 20 year period.

In summary, the TMP has reinforced the belief that how London grows over the next 20 years will influence the environment, the structure of the city, and the livability of the city. Key elements of the new TMP include:

- refocusing the Official Plan with strong supportive policies
- building a rapid transit network (Bus Rapid Transit – BRT) by 2020
- undertaking a transit route re-structuring study
- finalizing a downtown parking strategy to support transit
- implementing priority cycling routes
- finalizing and implementing a short-term Transportation Demand Management Plan
- road network improvements

In December 2011, City Council expressed its support for directing growth in a way that best supports the success of transit. They agreed to direct a greater share (40%) of London's growth (estimated at between 1% and 2% per year) to downtown and key nodes along the proposed Bus Rapid Transit corridors. Council agreed that the 1% annual growth rate will provide the basis for a minimum set of the recommended TMP elements, while a stronger growth rate of 2% will be the target the city strives for.

The TMP includes recommendations on implementation priorities and it is clear that the BRT network will drive the implementation of the TMP. Recommendations include:

- refocusing the City's capital and operating works plan
- upgrading on-street cycling routes
- putting the proposed BRT network in place as quickly as possible
- improving transit service in the BRT corridors immediately to build ridership and expedite transit-oriented development and rerouting of feeder routes and improved complimentary corridor service
- implementing transit signal priority and queue jump lanes at major intersections along the rapid transit corridors to speed up enhanced bus service in advance of needed road widening
- initiating environmental assessment studies for BRT corridors to finalize route alignment and preferred roadway cross-sections, assess transit vehicle requirements, and refine cost estimates

Building a better transit service supports building a stronger city and, as such, supports the three objectives of economic, environmental and social sustainability that link all three levels of government. As such, the two senior levels of government are expected to play a significant role in meeting investment requirements associated with the establishment of the BRT. Securing support and investment from the senior levels of government will require:

- London having and supporting a defined transportation plan and related implementation strategy. This means municipal operating investment will have to increase if the service is to grow. The extent of increased investment will have a direct impact on the quality, quantity and price of the service, all of which are key attractors for ridership growth.
- That land use and transportation planning are integrated to ensure that development supports transit and is oriented toward transit, that is, public transit is used to facilitate and shape growth. The current Official Plan contains many of the desired attributes and the updating of the Official Plan as part of the Re-Think London exercise should further enhance transit oriented development.
- The commitment to developing a sustainable transportation system which includes public transit as a focus, including a commitment to share in funding.
- That the Plan provides a critical business (cost/benefit) case assessment that considers such factors as congestion management, environmental impact, social impact (community access by all residents) and economic impact.

The move to a nodes and corridors system employing a BRT platform is a significant undertaking and will require additional dedicated human resources to finalize and implement same.

There are different human resource acquisition models that have been used by various transit systems/municipalities to acquire the necessary resources to bring their BRT systems to fruition. The two main resource models employed are as follows:

- hire dedicated human resources as a form of 'Project Manager', or 'BRT office'
- employ outside resources (individual or consultant(s)) on an as needed basis

Human resource requirements will fluctuate depending upon the particular stage of the project. At this time, employing outside resources, as required, is seen as to best suit the needs of London Transit and

the City of London in moving forward. The resources would initially assist with the development of the required business plan, etc. necessary to support receipt of funding from the two senior levels of government, finalize system design and move to progressive implementation. Funds for the required resources are currently available within London Transit's capital program which has been set up to support the establishment of BRT and potential BRT initiatives e.g. linkage to traffic signalization. While housed within London Transit, the resources would be a critical link to/with the City of London Administration, particularly Transportation Services. Specifics of the role and how it interfaces with the two Administrations is subject to further discussion with the Civic Administration.

In terms of political oversight, given the strong link required between Municipal Council and the London Transit Commission in respect of the initiative, it would be prudent to strike a working task force/sub-committee made up of members of Municipal Council as well as Commission members. The framework for mandate would be similar to the current LTC Long Term Working Group of Council which was formed to oversee London Transit's Long Term Growth Strategy which was ultimately referred to the Transportation Master Plan for incorporation.

Yours truly,



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