

# London 2030

A collage of images representing various modes of transportation. In the foreground, a woman wearing a helmet and sunglasses rides a bicycle with a young child on a smaller bicycle. In the background, a white and blue bus is driving on a road, and a silver car is visible. The scene is set in a residential area with houses and trees.

# TMP and Implementation Strategy



*Civic Works Committee – June 19, 2012*

# Outline

- Strategic Plan
- Evolution
- Highlights
- Value
- Positioning
- Summary
- Questions

# City of London Strategic Plan 2011-2014



**Council identified five results that contribute to the high quality of life in London:**

- ***A Vibrant and Diverse Community***
- ***A Green and Growing City***
- ***A Sustainable Infrastructure***
- ***A Caring Community'***
- ***A Strong Economy***

**This Strategic Plan Provides Direction Applicable to this New TMP, in particular the TMP is Very Supportive of a Sustainable Infrastructure & a Strong Economy**





# A STRONG ECONOMY

## RESULT: A STRONG ECONOMY

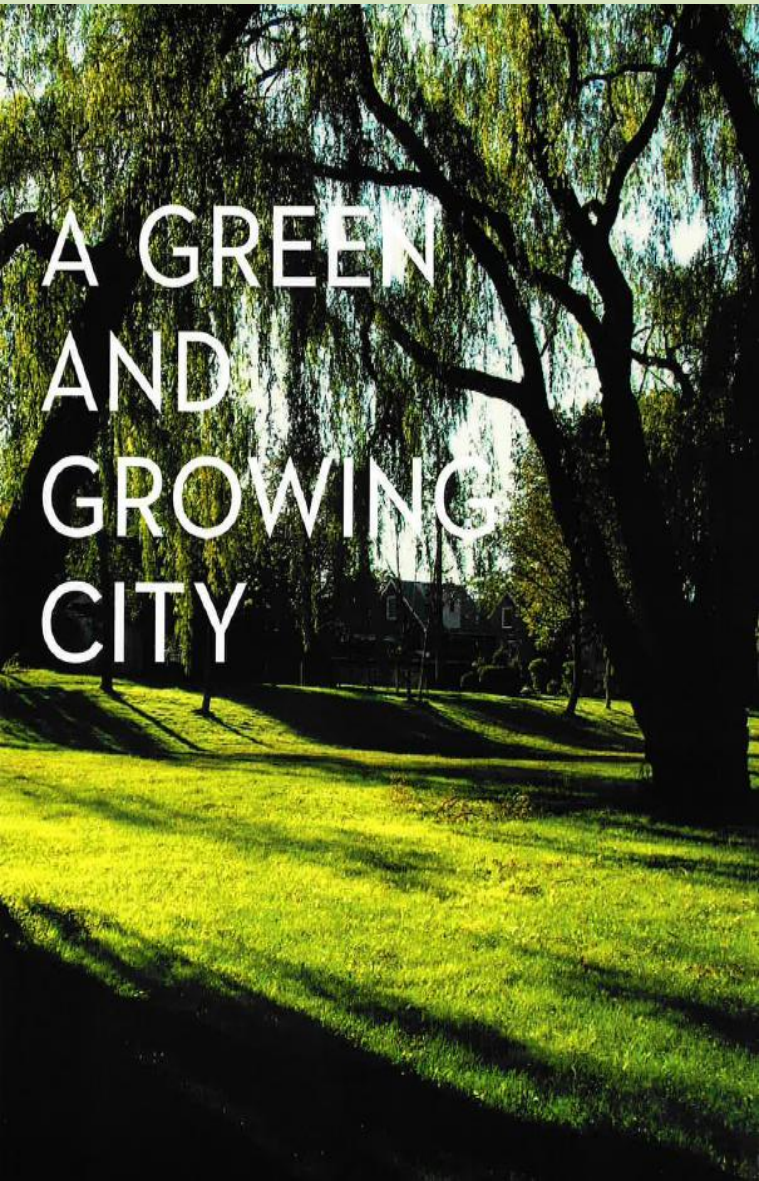
Our economy is the engine of our community. It provides jobs, supports families, encourages innovation and enables individuals and businesses to prosper. A strong economy is one that is innovative, dynamic, diverse, resilient and where the public, private and nonprofit sectors work together to achieve common goals.

### How do we know that we have a strong economy?

- Economic output – gross domestic product value
- Jobs – unemployment rate, net jobs created, growth of existing companies
- Sectors – percentage change in each sector
- Income – average family income relative to other jurisdictions

### Our Strategies:

- Ensure a healthy *financial position*
- Maintain *affordable taxes*
- Invest in *infrastructure*
- Maintain competitive *utility rates*
- Invest strategically in *public facilities*
- Establish a focused strategy for the *downtown*
- Build on the industrial *land strategy*
- Strengthen *regional cooperation*
- Develop our *skilled workforce*
- Build partnerships with *key private, institutional and community partners*



# A GREEN AND GROWING CITY

## RESULT: A GREEN AND GROWING CITY

As 'The Forest City', we value and protect our environment. The decisions we make are environmentally responsible for today and sustainable for tomorrow. We are a community that is growing but understands it must take a careful and balanced approach to preserving and protecting our natural environment, knowing it is essential to our prosperity, sustainability and quality of life.

### How do we know that our city is green and growing?

- Sustainability – Londoners making environmentally friendly choices, including transit modes
- Consumption – waste diversion, energy conserved, greenhouse gas emissions
- Nature Protection – leaf cover, watershed health, green space and biodiversity
- Responsible Growth – assessment growth, population and housing density

### Our Strategies:

- Protect our *natural heritage* and *environment*
- Promote a "*green culture*" and the fundamentals of *sustainability*
- Reduce *carbon footprint* through wise actions that benefit our local, regional and global environment
- Develop *walkable, connected communities* with *great public spaces*
- *Facilitate, plan and manage growth* for the greatest long-term benefit of all
- Demonstrate *environmental leadership* in all municipal operations
- Establish London as a *leader in green technologies*

# A SUSTAINABLE INFRASTRUCTURE



## RESULT: A SUSTAINABLE INFRASTRUCTURE

We all depend on our infrastructure. Our sidewalks, walkways, roads and transportation networks allow us to get to school, work and play. Our health relies on the safety and security of our water, sewer and storm water systems. We all benefit from our parks, recreation centres and community gathering places. A strong and reliable infrastructure sustains us.

### How do we know that our infrastructure is sustainable?

- Reliability – days per year with full service, overall reliability by infrastructure system
- Condition – overall infrastructure rated in good condition or better
- Operation – efficiency in operation relative to other municipalities, capacity utilization
- Affordability – value for rates or fees paid relative to other municipalities

### Our Strategies:

- Invest in strong, safe, modern and efficient *infrastructure networks*
- Deliver safe and high quality *drinking water*
- Increase the efficiency, capacity and connectivity of *roads and transportation systems*
- Develop modern, accessible and reliable *public transit*
- Invest in *community infrastructure* such as housing, parks, and recreation centres
- Ensure *affordability* for users
- Achieve *effectiveness, economy and efficiency* in operations

# *How Did We Get Here?*

- **Launched in mid 2009**
- **3 phases to the study**
- **14,600 + participants reported on their daily trips as part of the household travel survey**
- **4 public workshops**
- **4 User Vision Group workshops**
- **4 Sustainable Transportation Roundtable Group workshops**
- **5 Council Reports to update on the TMP and receive Council direction**



# *Evolution (not revolution)*



**2004 TMP – Transit objective to grow**

**2006 LTC Long Term Transit Growth Strategy**

**2008 BRT Business Case – update TMP**





# Evolution (not revolution)



## 2009 LTC Long Term Plan

### OPA 438 included Transit nodes / corridors

**18.2.11.1. Transit Nodes and Corridors** -- Council shall support the long term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors. The Downtown and the Transit Nodes and Transit Corridors as shown on Figure 18.1 are target areas for growth, redevelopment and revitalization. Policies that support growth, redevelopment and revitalization in these areas are provided below and throughout the Plan.

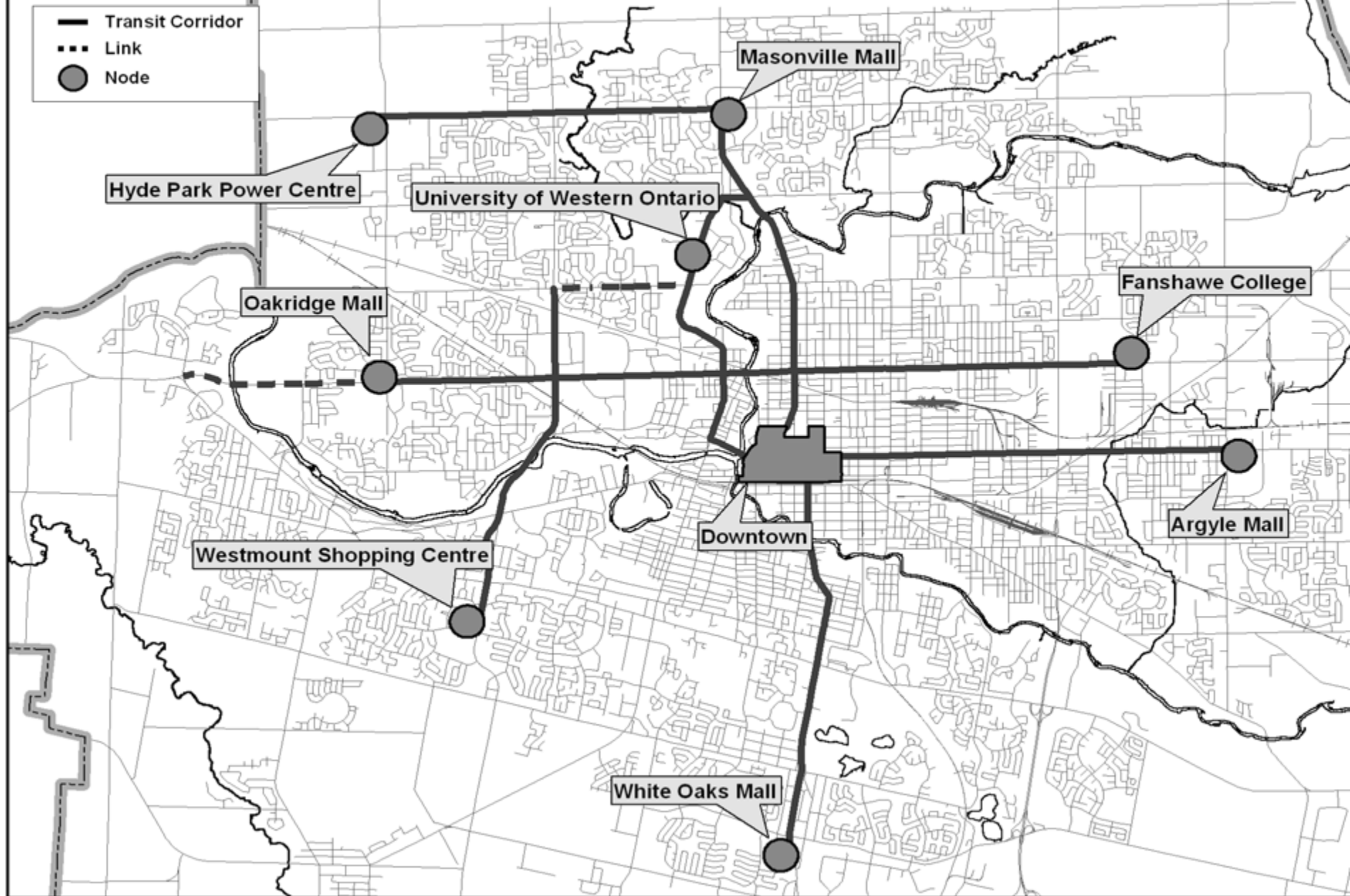
i) In the review and evaluation of development proposals located along identified transit nodes and corridors Council will discourage site-specific Official Plan Amendments and site-specific Zoning By-law Amendments which propose a lower intensity of use where a higher intensity of use has been planned to support compact urban form, discourage sprawl, and provide for efficient infrastructure and transportation.

# Evolution (not revolution)



- ii) **Residential intensification and employment development will be encouraged adjacent to Transit Nodes and along Transit Corridors.** In addition to these primary residential and employment land uses, other land uses which help create complete communities such as recreation, neighbourhood commercial, and public service facilities will be encouraged to integrate with these units.
- iii) Development or corridor improvements which may hinder the usage of the Transit Corridors identified on Figure 18.1 for **full-size buses and/or HOV lanes** will be discouraged.
- iv) The City of London shall establish a target of Level of Service “D” conditions on all arterial and collector roadways in the PM peak hour for general automobile traffic. Where these plans or actions have direct impact on a Transit Corridor as shown on Figure 18-1, mitigative measures **may include implementation of transit priority measures** in order to maintain efficient flow-through of transit vehicles, **improve the level of transit service on these corridors, and increase the attractiveness of transit as a viable mode of travel.**
- v) Where lands are within a Specific Residential Area identified under policy 3.5 of the Plan, the application of the transit nodes and corridor policies will supplement those specific policies, but will not supersede them. (Sec. 18.2.11. added by OPA 438 Dec. 17/09)

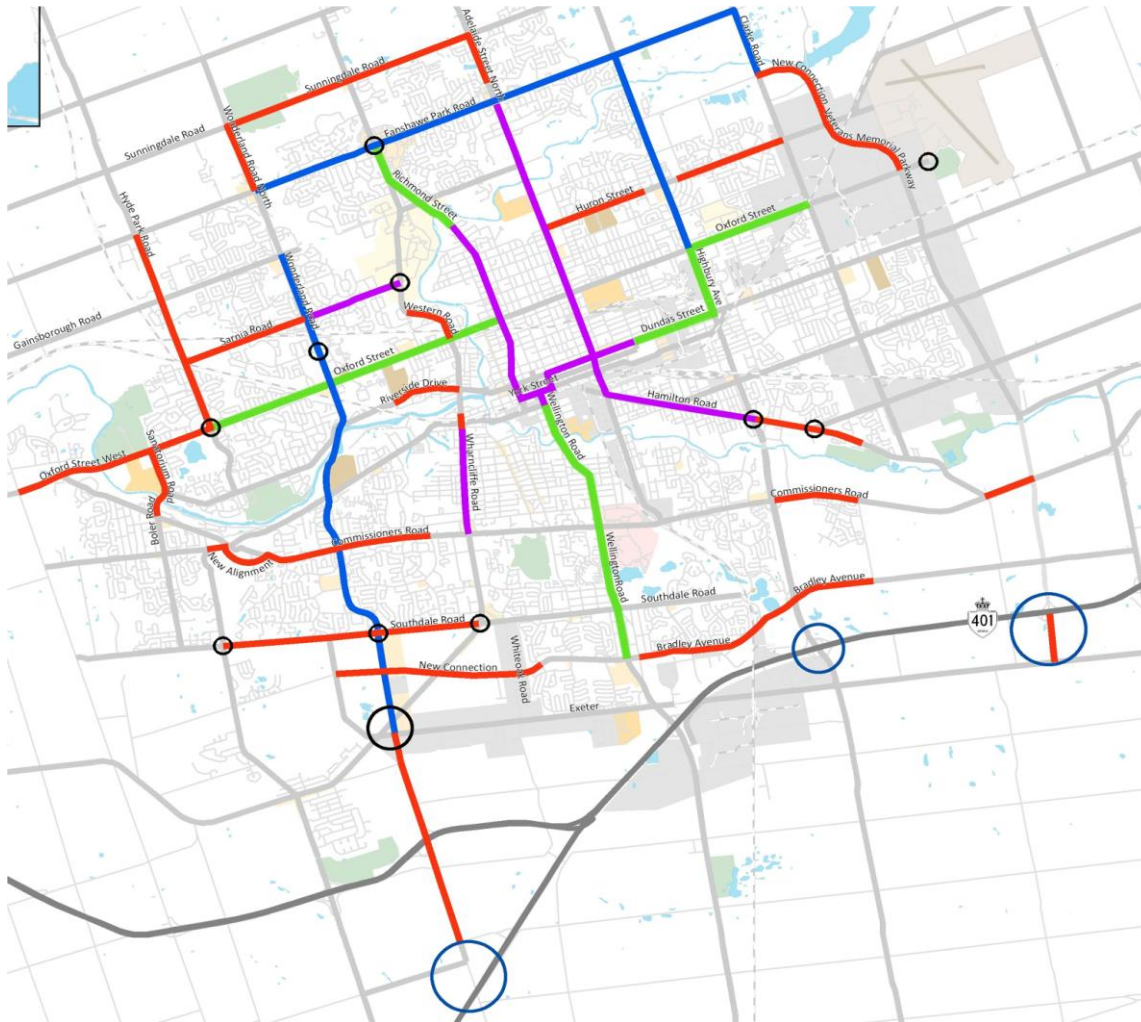
**Figure 18.1**  
**TRANSIT CORRIDORS AND NODES**



# *Plan Highlights*

- **Roads Plan**
- **Rapid Transit Plan**
- **Bike Plan**
- **Active Transportation Plan**
- **TDM Plan**
- **Parking Initiatives**
- **ReThink Policies**

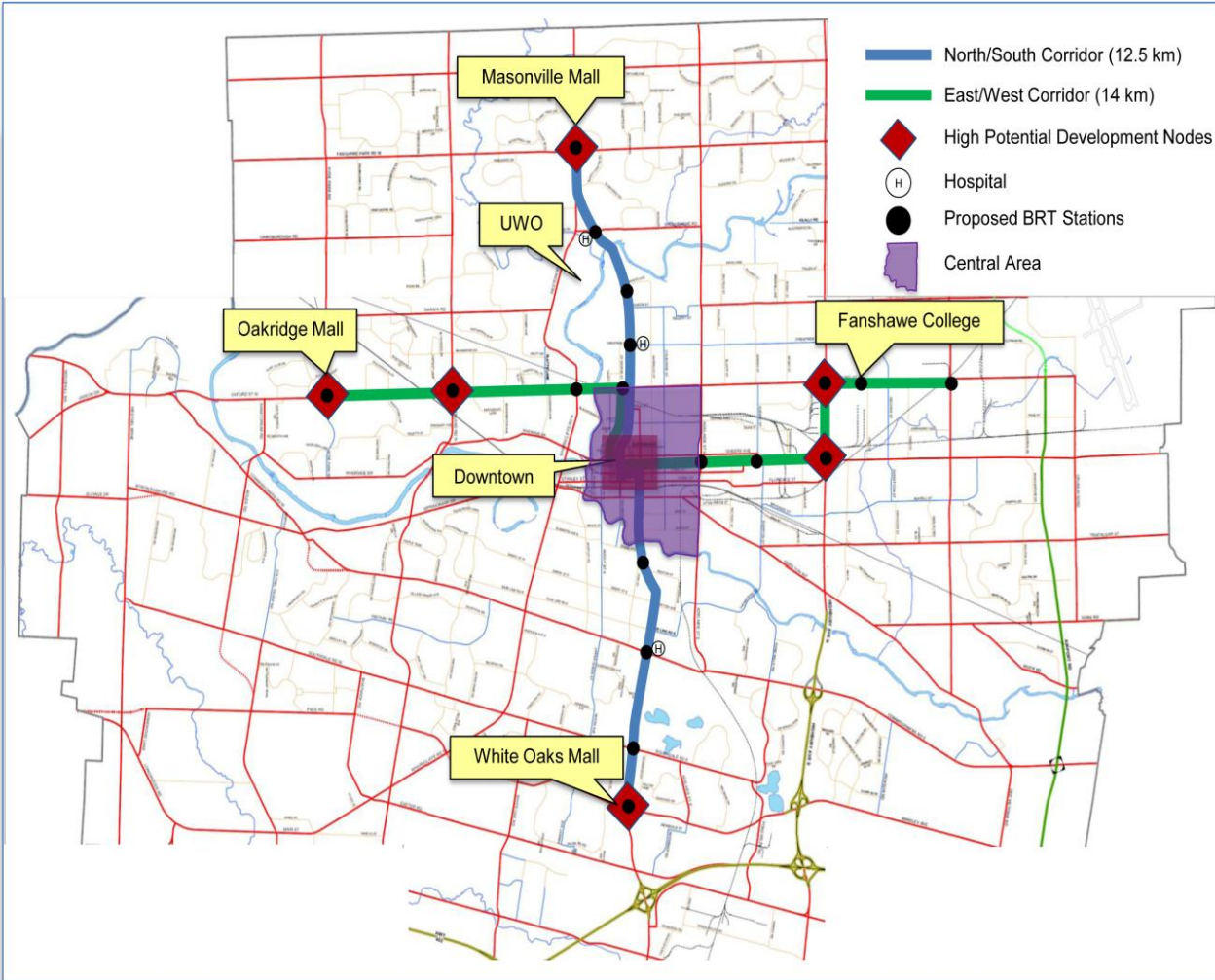
# Roads Plan



## Legend

- █ Widen to 4 Lanes/New 4 Lane Road
  - █ Widen to 6 Lanes
  - █ Widen for BRT Support
  - █ Optimization/Transit Priority
  - Intersection Improvements
  - New Interchange/Improvements
- 
- |                    |             |
|--------------------|-------------|
| Ontario Railways   | Government  |
| Hospital           | Stadium     |
| College/University | Golf Course |
| Retail             | Cemetery    |
| Industrial         | Water       |

# Rapid Transit Plan

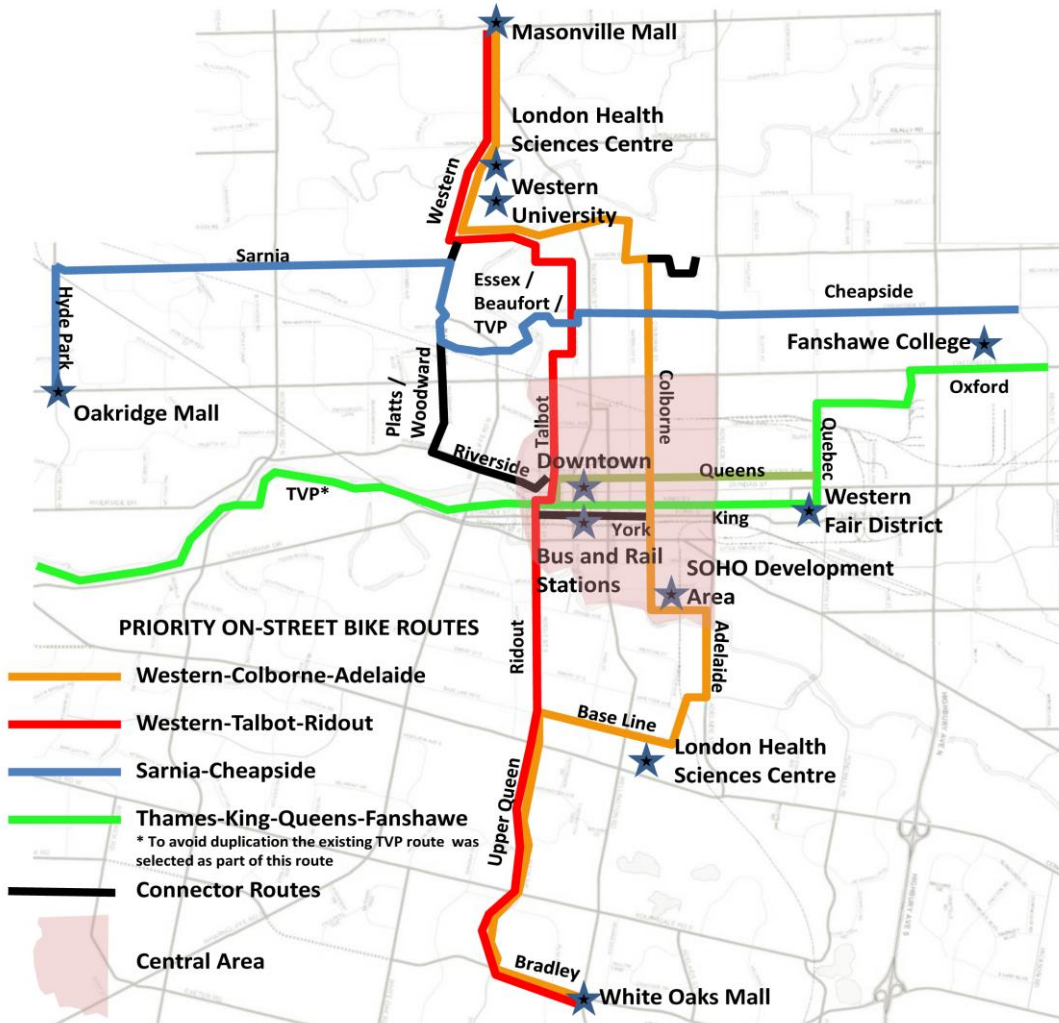


# Transit Improvements Go Beyond BRT

- Higher frequency service overall
- Early semi-express service in BRT corridors with transit priority
- Re-structured routes to feed BRT and pre-BRT services
- Making transit easier for riders:
  - ▶ *Broader use of technology*
  - ▶ *More fare options and use of electronic “Smart Cards”*
  - ▶ *Expanded use of real time information*



# Bike Plan





# Active Transportation Plan

- Supports growth in Intensification Areas
- Walking and cycling critical access modes for transit
- Complete missing gaps in sidewalk network
- More continuous bike lane routes and extensive network
- Secure bike parking facilities at all key public destinations and at major employers
- Continue investment in off-street multi-use pathways



# Transportation Demand Management (TDM) Plan



- **5 broad strategic directions**
- **pursue aggressively in the short term as an integral part of the transformation process**
- **20 Short-Term TDM initiatives identified**
- **Require further development in more detail, costs, priorities and assemble into a cohesive short-term (5 year) TDM plan**
- **Expand and continue in medium and longer terms**

## 5 Directions

1	Strengthen Policy Support
2	Promote Sustainable Travel for All Time Periods
3	Target Commuter Travel
4	Target School Travel
5	Increase Investment in AT Infrastructure

# *Parking Initiatives*

- **Complete short- and long-term Downtown parking strategies that incorporate pricing structures to support transit**
- **Develop a Park-and-Ride plan to support the BRT initiative**
- **Use parking supply and pricing as tools in planning for intensified growth in nodes and corridors**



# Supportive Policies

## To ReThink London:

- **Growth management principles**
- **Support for integrated transportation planning**
- **Nodes and corridors urban structure**
- **Support for rapid transit and other transit improvements**
- **Support for Active Transportation, TDM and parking initiatives**

### Intensification Targets

- ◆ *Central Area*
- ◆ *Other Nodes*
- ◆ *RT Corridors*

### Encouraging policy framework for:

- ◆ *Transit-oriented development*
- ◆ *“Complete” streets;*
- ◆ *Pedestrian and bicycle urban design*

# *A Plan With Value*



## **Transportation is expensive, but very valuable**

**More available, competing options make transportation cheaper.**

**Provincial and Federal governments support municipal transit with funding and conditions.**

**Operating costs will rise incrementally with increased infrastructure.**

# *A Plan With Value*



**Revitalization and property value.**

**Supports important nodes / sectors of growth:  
Downtown, Hospitals, Western University, Fanshawe  
College**

**Supports Industrial Land Strategy**

**Even more value with higher growth / higher  
intensification**

# *A Plan With Value*



## Relative Cost of this Plan:

**transit annual operating cost rising by 50% (+\$10M by 2030)**

**\$87M more in transit capital (net) over 20 years**

**\$114M more in road widening needs over 20 years as compared to 2009 DC**

**(new \$30M ILDS; backlog \$84M)**

# *A Plan With Value*



## **Outcomes of the Plan as compared to the status quo in 2030:**

**More “active” trips – walking and cycling**

**Reduced vehicle operation – lower emissions**

**Lower congestion levels**



# *A Plan With Value*



## **Sharing the cost – capital and operating**

**New residents/businesses through Development Charges**

**Transit users through fares**

**Property taxes**

**Federal Government**

**Provincial Government**

# *Positioning*



## Are we ready?

**Transit service is now over capacity – pent up demand (Casello)**

**Road congestion, road construction and fuel costs rising**

**ReThink London is an important vehicle for recommended policy changes**

**Federal and Provincial funding support**

**Working Group**

# *Summary*



**New Mobility / multi modal Master Plan**

**Public involvement / Council direction**

**Expanded options = change funding**

**Recommendations**

# *Consultants*



**AECOM: Dick Gordon, Kevin Jones**

**Urban Strategies: Joe Berridge**

**Swerhun Facilitation: Nicole Swerhun**

# *Study Management Team*



- **John Lucas** Project Director, City of London
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# Questions!

[www.london.ca/smartmoves](http://www.london.ca/smartmoves)



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