Civic Works Committee

Report

5th Special Meeting of the Civic Works Committee
March 14, 2019

PRESENT: Councillors P. Squire (Chair), M. van Holst, S. Lewis, S. Lehman, E. Peloza, Mayor E. Holder

ALSO PRESENT: Councillors: M. Cassidy, J. Helmer, A. Hopkins, S. Turner and P. Van Meerbergen; M. Balogun, G. Barrett, M. Hayward, J. Fleming, S. King, S. Mathers, P. McKague, A. Rammeloo, J. Ramsay, M. Ribera, C. Saunders, P. Shack and A. Thompson

The meeting was called to order at 4:00 PM.

1. Disclosures of Pecuniary Interest

That it BE NOTED that Councillor J. Helmer disclosed a pecuniary interest in clause 4.1 of this Report, having to do with the History of London's Rapid Transit Initiative, by indicating he is employed by Western University, who may benefit from the replacement/expansion of the University Drive Bridge which is related to the London Rapid Transit Initiative.

2. Consent

None.

3. Scheduled Items

None.

4. Items for Direction

4.1 History of London's Rapid Transit Initiative

That the following actions be taken with respect to London's Rapid Transit Initative:

a) the staff report dated March 14, 2019, entitled "London's Rapid Transit Initiative", BE RECEIVED; and,

b) the communication dated March 14, 2019 from Councillor S. Hillier, BE RECEIVED; it being noted that the Civic Works Committee received the attached presentation from M. Hayward, City Manager and J. Ramsay, Director Rapid Transit, regarding this matter. (2019-T10)

Motion Passed

Voting Record:

Moved by: M. van Holst
Seconded by: S. Lewis

Motion to approve part a).

Yeas: (6): P. Squire, M. van Holst, S. Lewis, S. Lehman, E. Peloza, and E. Holder

Motion Passed (6 to 0)

Moved by: S. Lewis
Seconded by: S. Lehman

Motion to approve part b).

Yeas: (6): P. Squire, M. van Holst, S. Lewis, S. Lehman, E. Peloza, and E. Holder

Motion Passed (6 to 0)

5. Deferred Matters/Additional Business

None.

6. Adjournment

The meeting adjourned at 5:37 PM.

The History of London's Rapid Transit Initiative

March 14, 2019

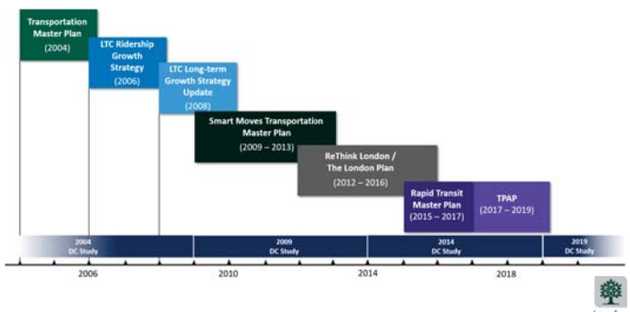
Why we're here today

1. Context
2. History of Rapid Transit
3. Status of the Environmental Assessment
4. Unbundling the component pieces
5. Moving forward

The funding opportunity

$130M	$170M	$200M
Municipal contribution	Provincial investment	Federal allocation

The road to BRT



Transportation Master Plan (TMP)

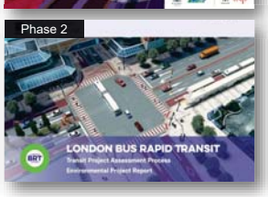
- Approved in 2013
- Aims to improve all modes of transportation
- Allocates more than $1 billion for transportation improvements over 20 years
- Supports mixed-use intensification on rapid transit corridors:
  - Strategies to encourage active transportation
  - Strategic road widening

The London Plan

- Approved by Council in June 2016
- Identifies rapid transit corridors and transit villages to encourage growth, revitalize neighbourhoods and create a more livable city
- Identifies rapid transit as a fundamental component of the London Plan

RTMP - Rapid Transit Master Plan

TPAP - Transit Project Assessment Process



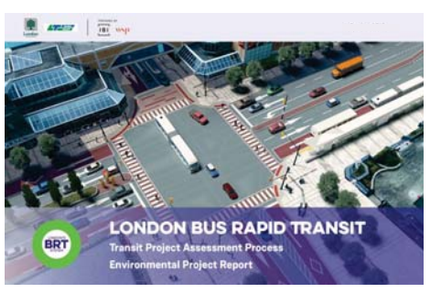
London's Rapid Transit Initiative Environmental Assessment

2 Phases: RTMP & TPAP

- **RTMP:** (2015 – 2017)
  Looks at type of rapid transit system and where it would run

- **TPAP Pre-Planning:** (2017 – 2018)
  Consultation on design options
- **TPAP Consultation:** (2018 – 2019)
  Refines preliminary design
  Completes environmental assessment

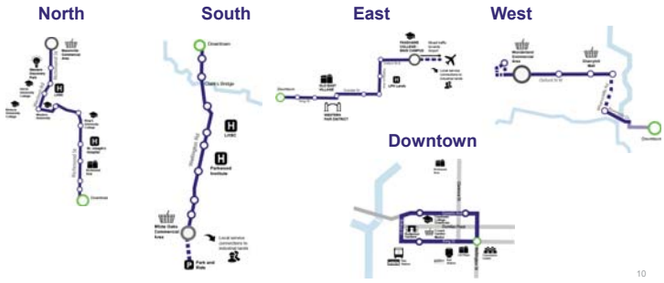
Completion of the Environmental Assessment



Rapid Transit Network Map

- Approved by Council in July 2017
- 38 stops
- 24 kilometres

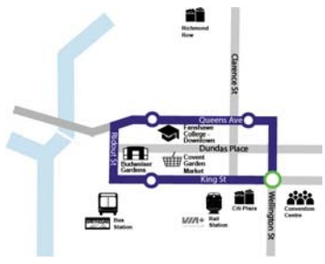
Unbundling the project



Impacts to London's Transportation Network

- Eases congestion by separating buses from mixed traffic
- Improves road safety
- Provides reliable service to industrial employment areas
- Widens roads for lanes that can be flexible for future transportation needs
- Coordinates construction with necessary upgrades to sewers, watermains, utilities infrastructure
- Upgrades intersection signals to improve traffic flow
- Adds sidewalks and facilities for active transportation

Downtown Couplet



- Frames Dundas Place Flex Street, circling Queens Ave, Ridout St, King St and Wellington St
- Formalizes transit route in place since Dundas Place construction forced bus reroute
- Gives priority to route that currently serves buses on a 90-second frequency
- Revitalizes 2 kilometres of downtown streets by:
  - constructing curbside transit lanes
  - installing four modern, fully accessible platforms
  - coordinating with underground infrastructure work

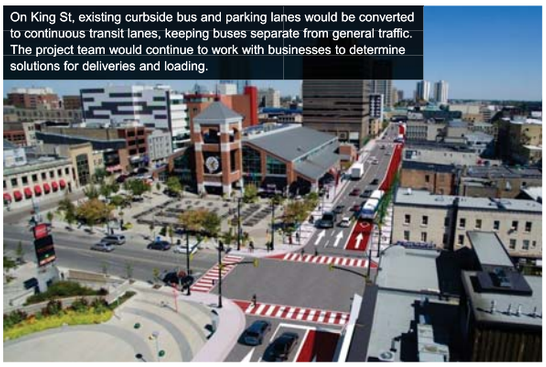
Downtown Couplet

King St at Talbot St, looking east

TODAY: Parking meters on King and Queen Streets force delays as buses must weave through car traffic.

TOMORROW: Turning parking lanes into transit lanes for buses would improve traffic flow.

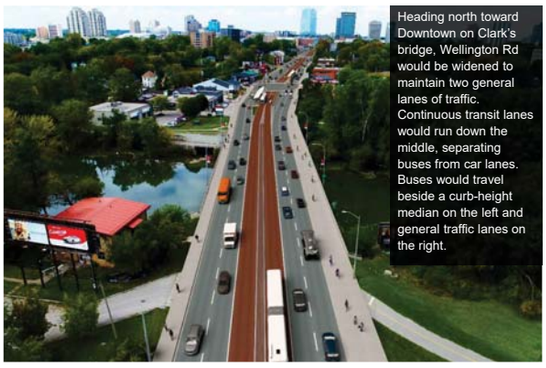
On King St, existing curbside bus and parking lanes would be converted to continuous transit lanes, keeping buses separate from general traffic. The project team would continue to work with businesses to determine solutions for deliveries and loading.



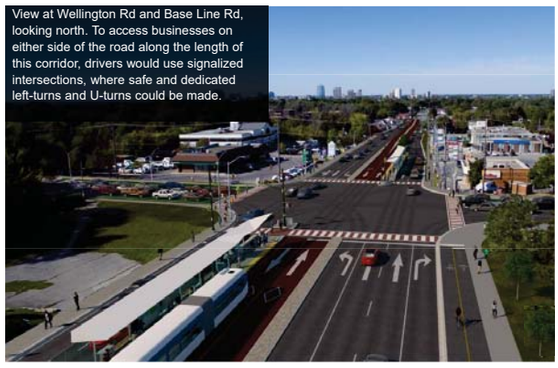
The transit hub at King St and Wellington St would formalize transit operations already in place. 2 km of streets around Dundas Place would be revitalized.

South Corridor

- Maintains two lanes of traffic for its full length
- Improves traffic capacity
- Increases transit frequency and reliability
- Gives emergency services access to transit lanes
- Revitalizes 6.8km of roadway by:
  - lengthening the S-curve
  - adding protected turn lanes
  - establishing continuous transit lanes
  - coordinating with underground lifecycle renewal
  - putting smarter signals on Wellington
  - constructing Park and Ride near 401



Heading north toward Downtown on Clark's bridge, Wellington Rd would be widened to maintain two general lanes of traffic. Continuous transit lanes would run down the middle, separating buses from car lanes. Buses would travel beside a curb-height median on the left and general traffic lanes on the right.



View at Wellington Rd and Base Line Rd, looking north. To access businesses on either side of the road along the length of this corridor, drivers would use signalized intersections, where safe and dedicated left-turns and U-turns could be made.

Left-turn/U-turn lanes

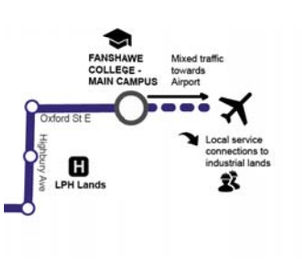
Wellington Rd and Bradley Ave, looking south at White Oaks Mall transit hub. This area has potential to provide improved transit connections to south London's industrial employment areas. Further south, a park-and-ride facility would improve connections to other municipalities.

East Corridor

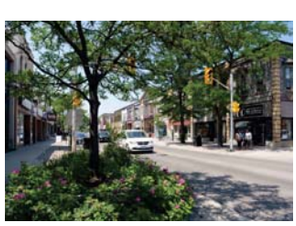
- Connects Downtown to Fanshawe College
- Provides reliable service to industrial areas
- Supports infill development opportunities
- Renews 6.3 km of road by:
  - Widening Highbury Ave including the bridge, as well as Oxford St, for continuous transit lanes
  - Coordinating with underground infrastructure work
  - Installing transit stations
  - Installing smarter traffic signals
  - Incorporating active transportation infrastructure

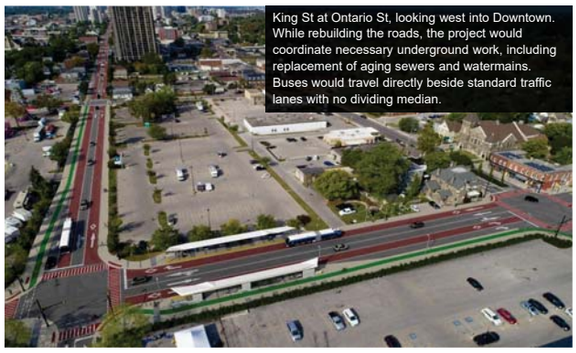
Oxford St E at Fanshawe College. From this location, there would be opportunities to provide a stronger link to the City's eastern industrial employment areas and improve transit service to the airport.

Potential for mixed traffic RT connection to Airport



East Corridor





King St at Ontario St, looking west into Downtown. While rebuilding the roads, the project would coordinate necessary underground work, including replacement of aging sewers and watermains. Buses would travel directly beside standard traffic lanes with no dividing median.

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North Corridor

- Provides transit connections for thousands of university, hospital, retail and business employees
- Increases transit frequency and reliability
- Refreshes streets with minimal neighbourhood impacts
- This project will renew 6.4 km of road by:
  - Creating left- and right-turn lanes, plus bus bays
  - Installing transit stations, including terminal at Masonville
  - Coordinating with infrastructure work
  - Installing smarter traffic signals
  - Installing transit stations

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Richmond St and Oxford St, facing south. Proposed continuous transit lanes would take buses out of mixed traffic, supporting vehicle traffic flow while minimizing impacts on the neighbourhood.

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Richmond St at Grosvenor St looking north. Protected left-turn/U-turn lanes would be added at key intersections along the North Corridor.

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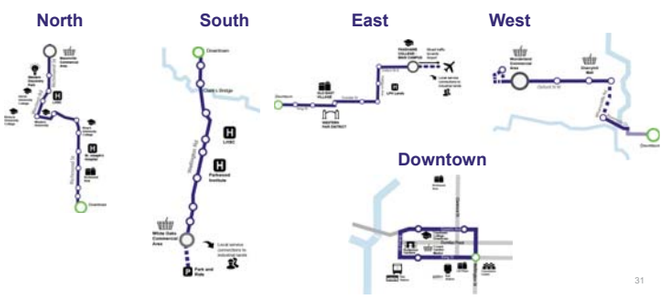
West Corridor

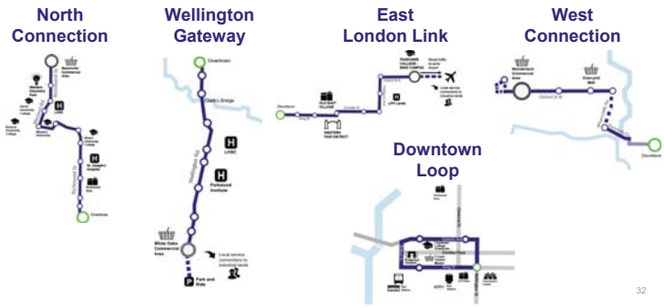
- Addresses congestion in rapidly growing part of London
- Adds protected turn lanes at all intersections
- Improves capacity in general traffic lanes
- Renews 4.4 km of road by:
  - Widening road to establish continuous transit-only lanes
  - Coordinating with infrastructure work
  - Installing smarter traffic signals
  - Installing transit stations

Oxford St W and Wonderland Rd, looking west. Two traffic lanes would be maintained in each direction, supporting traffic flow and providing a convenient transit link to Wonderland commercial area.

Unbundling the project



Reframing the projects



Transportation Projects List

TMP

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Cycling Master Plan

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LTC Service Plan

- 5 Rapid Transit components
- 4 transit projects
- 10 transit-supportive projects

Input from members of the public

- Overview of funding opportunity
- Recap of request from Council
- Short staff presentation summarizing each project on list
- Questions from members of the public