



A Conceptual Framework for Regional Transportation



Civic Works Committee

December 14, 2021



Need for Improved Regional Connectivity

- Several recent developments with implications for regional transportation
- Increasing population in London/Middlesex
- Employment growth leading to high demand for talent
- London CMA labour participation rates; lack of transportation is top barrier for low-income respondents
- Release of 'Connecting the Southwest' - A Draft Transportation Plan for Southwestern Ontario (2019)
 - Task force mandate to focus on improving regional connectivity and better integration of transportation services in the region
 - ensure plan is informed by local needs and interests



Conceptual Framework Approach

- Review London in the regional context and identify the City Structure and planning framework
- Review existing and planned transportation networks and operations
- Interview several regional transportation stakeholders within and outside the city
- Identify opportunities to integrate different modes of regional travel, with a particular focus on rail, local transit and regional and inter-community bus

Regional and City Context

Road
 King's Highway ————

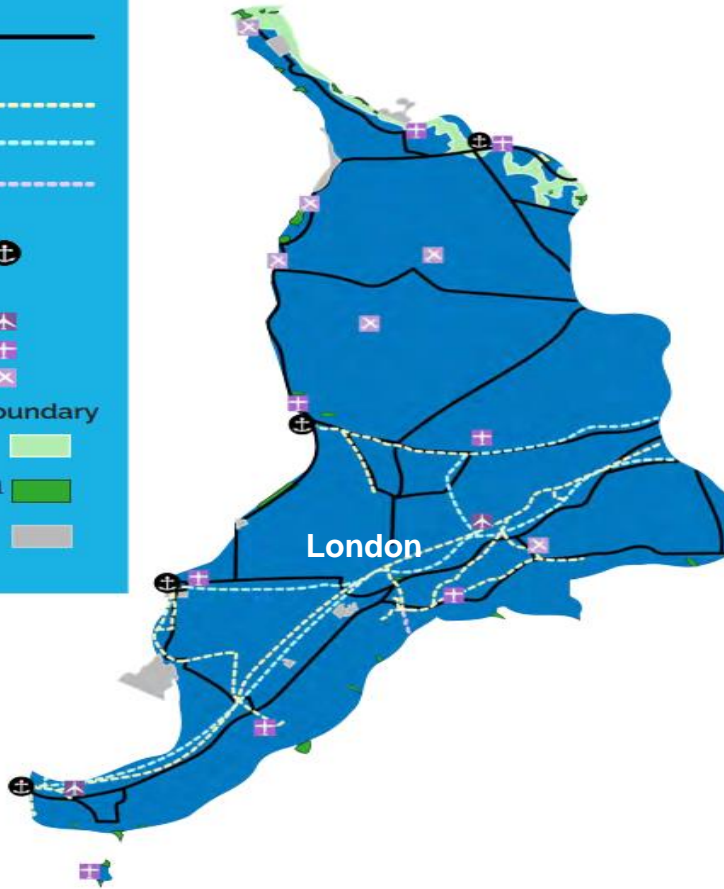
Rail Line Use
 Freight - - - - -
 Freight and Passenger - - - - -
 Tourist - - - - -

Waterways
 Marine Port ⚓

Airports
 Major ✈️
 Secondary ✈️
 Local ✈️

Administrative Boundary
 Niagara Escarpment Plan 🟩
 National or Provincial Park 🟩
 First Nation Reserve 🟫

Map not to scale

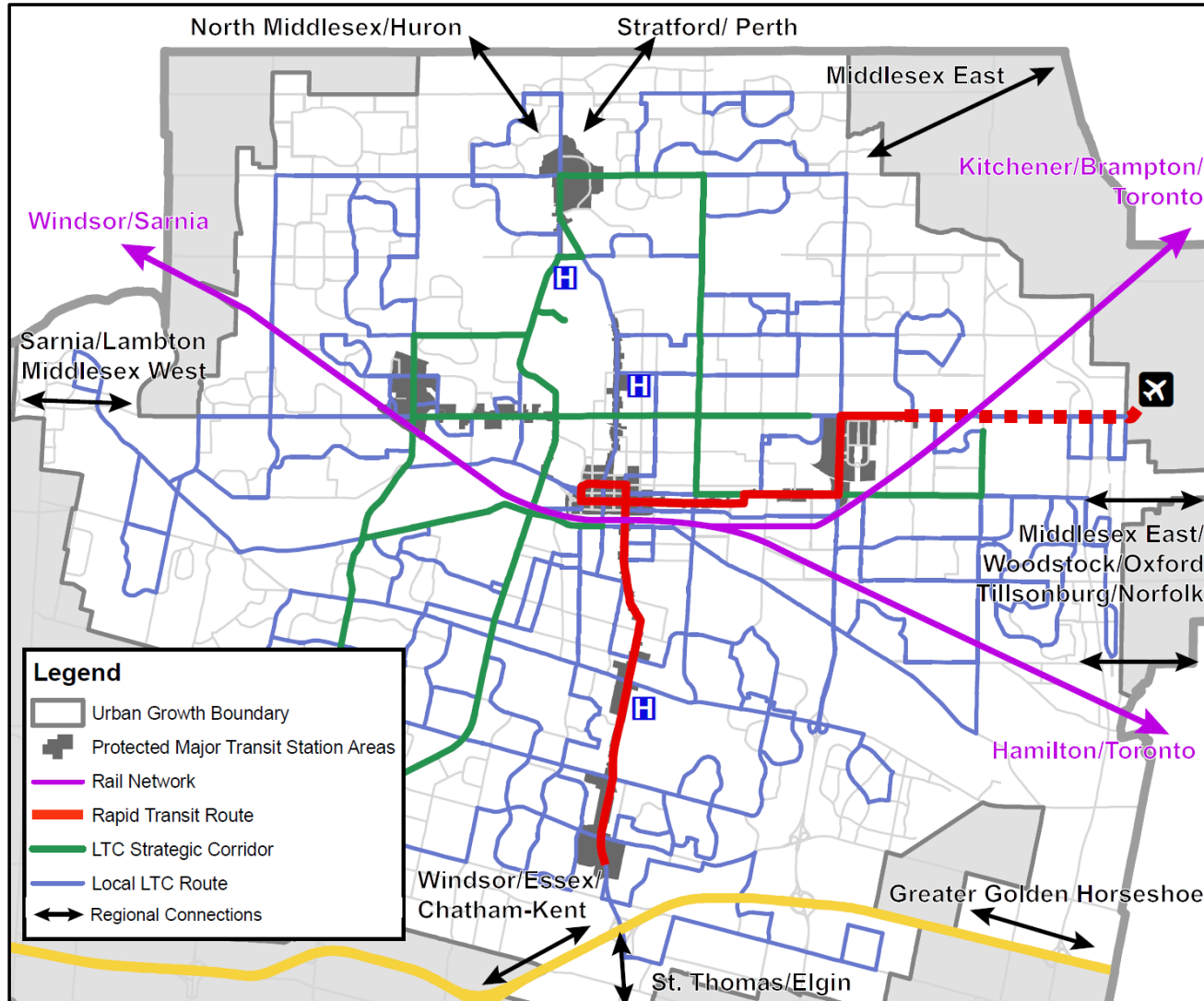


Legend

- | | | | |
|------------------------|--------------------------------|-----------------------|--------------------|
| River and Creek System | Gateways | Trail Connections | University/College |
| Thames Valley Corridor | Highway | Central London | Hospital |
| Downtown | Major Gateway Streets | Primary Transit Area | City Hall |
| Transit Villages | Rail Network | Urban Growth Boundary | Research Centre |
| Employment Lands | High Speed Rail | | Airport |
| Main Streets | Rapid Transit Corridors | | |
| Rural London | Future Rapid Transit Corridors | | |



London Area Transit Network





Inter-Community Transportation

- Improving rural inter-community transportation is a key action item of the draft Provincial transportation plan
- The Province is currently providing funding to support inter-community bus service for underserved areas; Southwest Community Transit (SCT) is the association that oversees intercommunity transit in the region
- 5 inter-community routes currently intersect with London





Interviews

- City of London, Major Projects Team
- London Transit Commission
- City of Tillsonburg
- City of Stratford & County of Perth
- Municipality of Strathroy-Caradoc
- County of Middlesex
- SCOR EDC
- City of St. Thomas
- Robert Q Airbus
- LEDC
- Tourism London



What We Heard

- Diversity of roles: commute vs health-care visit or shopping
- Need to ensure two-way connectivity: provide mobility options for rural residents and connections for city residents to rural employment, recreational and support opportunities
- VIA station identified as most important inter-regional hub in London. Long-term desire to operate inter-community transit to Downtown but concerns this would take too much time
- LTC and BRT system seen as most efficient way to move inter-community riders from outer hubs to inter-regional hub Downtown
- Success of a mobility hub in Downtown will depend on strong pedestrian connectivity between BRT stops and VIA/GO transit.



What We Heard

- Inter-community services typically connect near London's secondary hubs closer to urban area periphery.
- LTC very hospitable for using stops & signage. Desire to use terminals, but they are typically unavailable to inter-community transit and are operating at overcapacity.
- Desire for better coordination marketing with LTC, including promoting regional routes to LTC riders, regional system mapping and shared marketing.
- SCT is working on an electronic 'app' for online payment & on-demand transportation.

Findings

- The core elements of a mobility hub include inter-modal connectivity and concentrated density.
- In London, mobility hubs reflect the PMTSAs identified in the London Plan as approved by the Province in May 2021.
- London's Primary and Secondary Regional Hubs:
 - Downtown functions as the primary inter-regional hub including the rapid transit hub and train station
 - Secondary hubs serve large areas of the city and as major connection points for intra-regional routes
 - Routes connecting primary and secondary hubs provide highest transit frequency and ridership



Regional Transportation Hub Principles

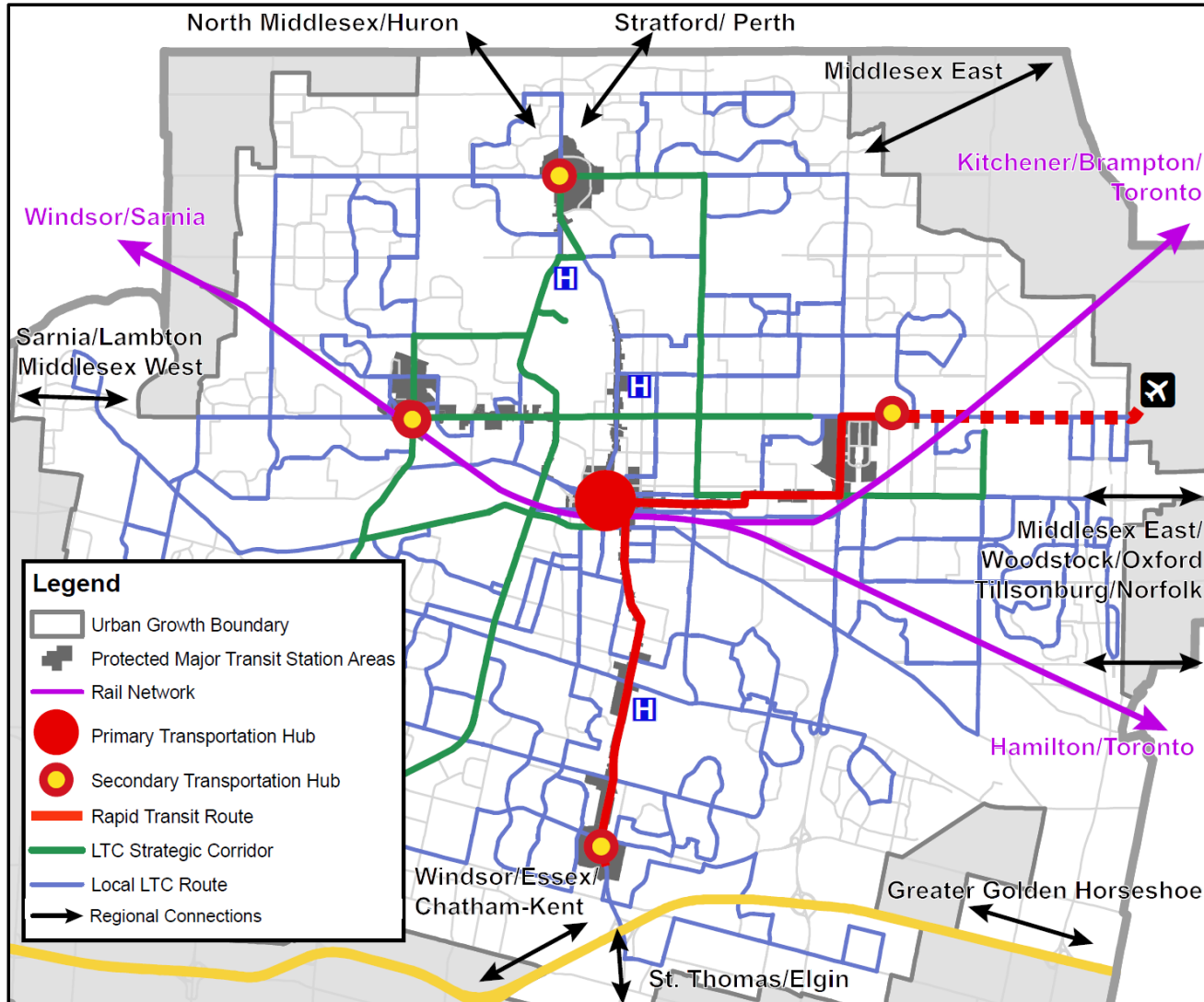
- Prioritize efficient and seamless modal integration
- Consider the user experience and ensure safety and comfort for all travelers
- Promote equity and viability across the region
- Ability to accommodate for technological innovations and future growth
- Create opportunities for partnerships
- Implement 'placemaking' to foster a sense of place



Regional Hub Opportunities

- Downtown Regional Hub
 - Train Station/King-Wellington/Connecting streets
 - Future Downtown Multi-Modal Terminal
- Secondary Regional Hubs
 - Wellington Gateway Terminal and Park-and-Ride
 - East Link Terminal
 - Masonville Terminal
 - Wonderland/Oxford Terminal

Conceptual Regional Transportation Hubs





System-Wide Opportunities

Stakeholder conversations identified additional system-wide opportunities:

- Regional-scale mapping to support local inter-community route planning
- Undertake technical assessments and environmental scans to better understand regional patterns and trends
- Coordinated marketing initiatives
- Investigate fare integration
- Flexible approaches to service delivery including combinations of fixed-routes and on-demand services



Next Steps

- Southwestern Ontario continues to increase in population and employment. The need to get ahead of rapid growth will become increasingly important.
- London will play a pivotal role as the largest regional urban centre and place where highway, railway, public transit and regional bus networks converge.
- The framework identifies opportunities to improve regional connectivity and integrate different travel modes to make it easier to get around.
- Council endorsement allows it to be used to discuss regional transportation opportunities, and advance Provincial leadership in regional transportation and mobility in Southwestern Ontario.