

# smart moves

LONDON 2030  
TRANSPORTATION MASTER PLAN



## Consultations Reveal Support for New Transportation Directions

The public and key stakeholders play a critical role in the development of London's 2030 Transportation Master Plan. Three sets of workshops have taken place; the most recent in late 2010 and early 2011. On November 27, 2010 the City of London held a joint workshop with the User Vision Group and the City's Sustainable Transportation Roundtable, and on January 19, 2011 the City held an open house and workshop for the general public.



After hearing the Phase Two conclusions, participants in the workshop were asked for their perspectives on how quickly the City should move to implement a rapid transit system; if they agreed with the proposed north-south and east-west corridors; and whether they would support increasing intensification in key nodes, including downtown. Overall, participants were very supportive of the proposed approach, and said that they:

- think the City should move towards Scenarios 2 and 3 as quickly as possible;
- generally support a 2-route rapid transit system, both serving the Downtown;
- support the City's growth plan being revised to increase intensification;
- agree marketing and education are key to overcoming public resistance to providing transit priority on London roadways; and
- generally support the proposals related to Active Transportation, Transportation Demand Management and parking

### Scenario

1

#### Sustain existing levels of transportation service

(10 % transit)

- Growth allocation (1% growth, 20% intensification)
- Express Buses in 2 corridors; transit priority
- More service frequency improvements on other routes

### Scenario

2

#### Take a more Balanced Approach

(15 % transit)

- Double % of intensification in built-up areas
- Rapid Transit in 2 corridors
- Some express routes in other key corridors, plus service improvements

### Scenario

3

#### Have a Transit Focus

(20 % transit)

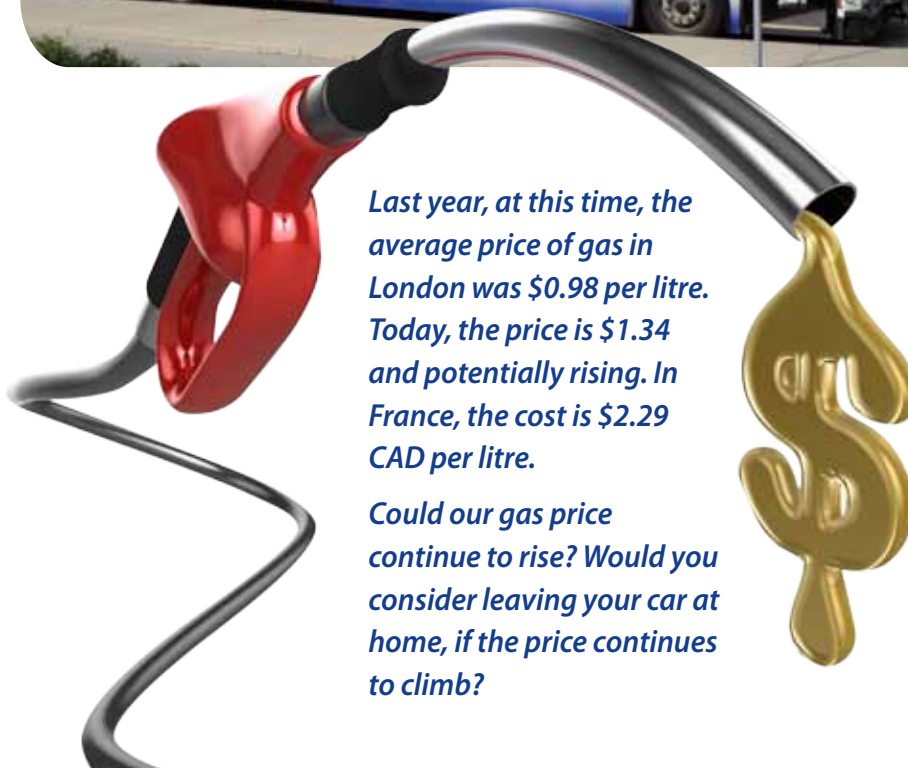
- Double the rate of growth, plus double % of intensification in built-up areas
- Rapid Transit in 2 corridors
- More express routes in other key corridors, plus significant service improvements network-wide

**The key overall conclusions from Phase Two include:**

- London’s population is spread out across the city. For rapid transit to succeed, transit users need to be more concentrated along transit corridors. With a growth rate estimated at about 1%, London can only support rapid transit if the City’s growth management strategy directs more people and jobs to locations along proposed rapid transit routes.
- If development can be intensified by about 40% and directed to two key corridors, then London would have the ridership needed to support two rapid transit routes: one north-south route (Richmond/Wellington, also serving UWO and the Victoria Hospital complex), and one east-west route (Oxford/Dundas, also serving Fanshawe College). (see map)
- In addition to intensifying development in key corridors, increasing the use of public transit will also require other significant system-wide transit improvements, along with strong transit supportive policies and programs in the areas of active transportation, Transportation Demand Management (TDM) and parking management. If all of these steps are taken, achieving a 20% transit modal share (which means that 2 in 10 people use transit to commute), is a realistic, though aggressive, target.

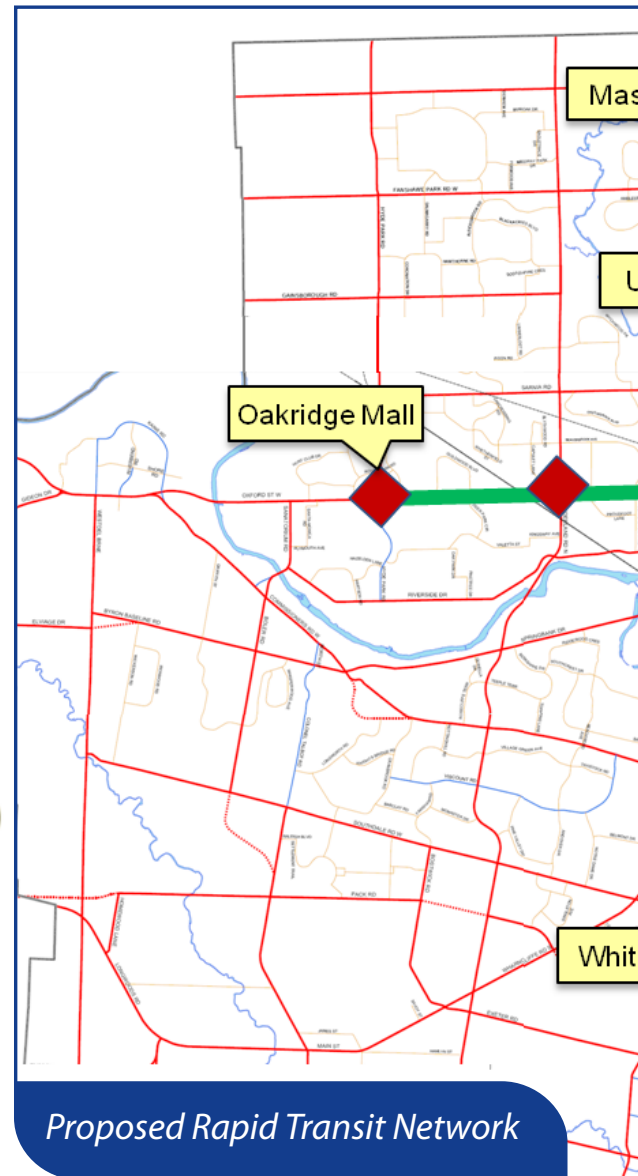
**Second Major TMP Report Recently Completed**

Phase Two conclusions and supporting analyses have now been documented in the TMP’s second major report entitled *Towards a More Sustainable Transportation System in London*. Both reports are available on the Smart Moves project website ([www.london.ca/SmartMoves](http://www.london.ca/SmartMoves)). A third and final report, including specific recommendations for the future, is scheduled for completion by the end of 2011.



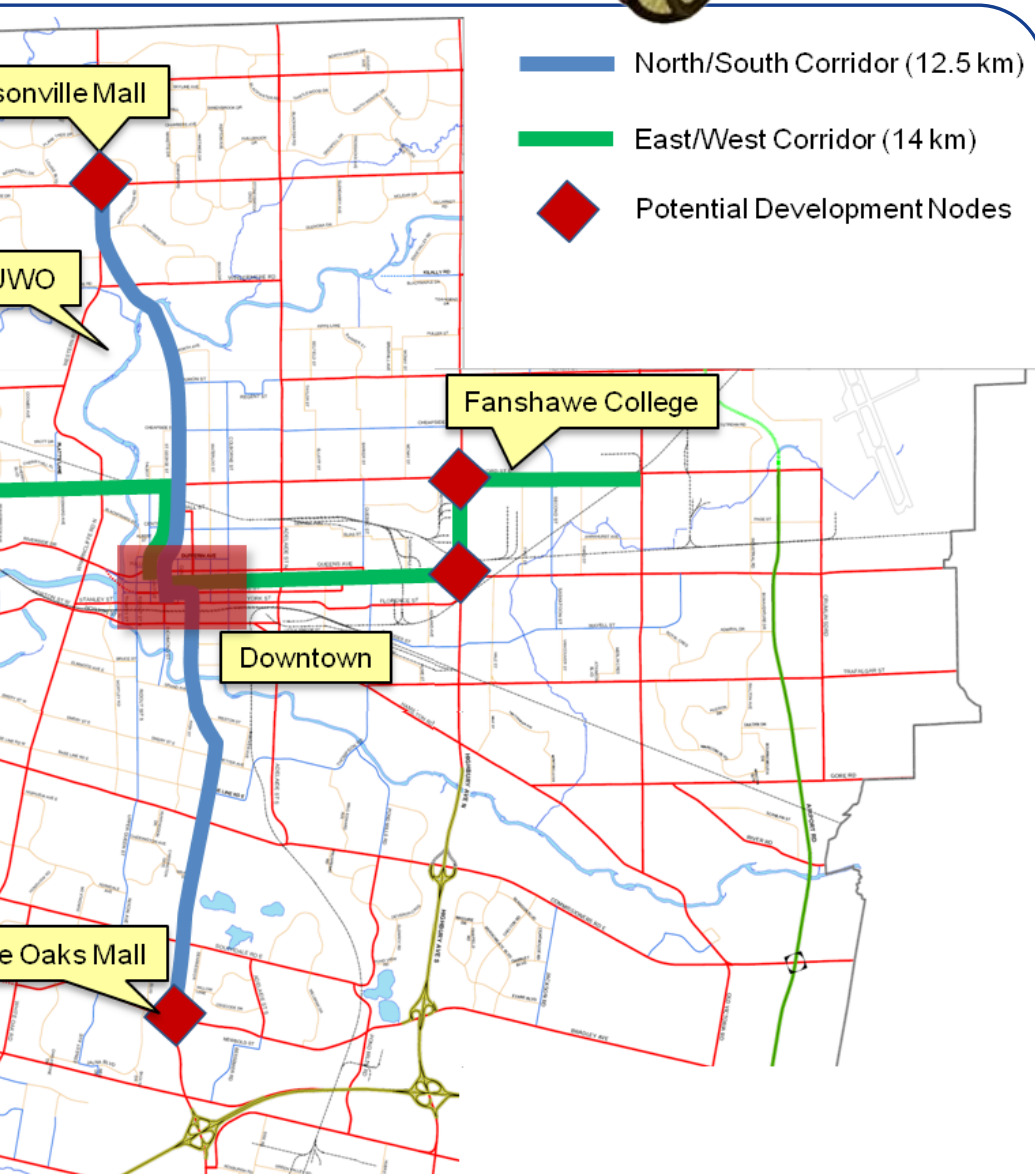
*Last year, at this time, the average price of gas in London was \$0.98 per litre. Today, the price is \$1.34 and potentially rising. In France, the cost is \$2.29 CAD per litre.*

*Could our gas price continue to rise? Would you consider leaving your car at home, if the price continues to climb?*





Some options being discussed include bus lanes, improved pedestrian amenities and bike lockers at key transit destinations.



***Please join us for  
Public Workshop #4,  
coming this fall***

The fourth and final set of consultation workshops will be held in the Fall of 2011 to present and seek feedback on the draft London 2030 Transportation Master Plan.

For more information contact Maged Elmadhoon at the City of London by phone (519) 661-2500 ext. 4934 or e-mail at [melmadho@london.ca](mailto:melmadho@london.ca) or check us out online at [www.london.ca/smartmoves](http://www.london.ca/smartmoves).

***Did you know...***

*that BRT systems are in operation in many Canadian communities including Halifax, Ottawa, Waterloo and Saskatoon.*

# New City Council Endorses Transit-Oriented Directions

In March 2011, the new London City Council was presented with the Phase Two results and conclusions and asked for their support on the directions proposed. Council provided this endorsement, and directed staff to assess additional scenarios for the future, including testing the feasibility of rapid transit if London experiences an annual growth greater than 1% and if intensification is lower than 40%.

As a result of Council's request for additional information, the final set of workshops originally planned for the Spring will be delayed to the Fall, and the study completion is now expected to be December 2011.

## Remaining TMP Steps

A report to Council will be submitted in Fall 2011 on the ability of the City to support rapid transit under the additional growth scenarios. With Council's further direction, the various elements of the 2030 TMP can be finalized in a Phase 3 report, including details that will guide decisions related to transit, roads, Active Transportation, TDM and parking through 2030.

Other Phase Three activities include preparing a funding strategy, developing phasing plans (addressing short term 2015 and medium term 2020 requirements), identifying top priorities, proposing an action plan to kick-start implementation, and holding the final round of stakeholder and public consultation in the fall.

Do you have questions or comments regarding the development of the London 2030 Transportation Master Plan? Visit our website at [www.london.ca/smartmoves](http://www.london.ca/smartmoves) or contact Maged Elmadhoon, Project Manager, for more information ([melmadho@london.ca](mailto:melmadho@london.ca) or 519-661-2500 ext. 4934).

### Please pass this newsletter on!

We're hoping you'll forward this newsletter on to your family and friends and encourage them to bring their opinions, perspectives and advice to the planning process. More information is also available on the City's website at [www.london.ca/smartmoves](http://www.london.ca/smartmoves).

### Contact Us:

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The Las Vegas Metropolitan Area Express (MAX) system, the first major advanced bus rapid transit project to be implemented in the state of Nevada



Carpool Zone is a free service that matches potential carpoolers. It's available to all Londoners and anyone who regularly commutes to and from London. Sign up today at [london.carpoolzone.ca](http://london.carpoolzone.ca)!