Agenda

1. Consultation Update
2. Technical Work Update
3. LTC Rapid Transit Integration
4. Next Steps
Consultation Update

Social Media and Website:

- Over 1350 visits to website since last update
- Over 20,000 Twitter impressions since last meeting
- Social media interactions:
  - Twitter: Average 984 impressions/day
  - Facebook: Average reach is 715
Consultation Update

Rapid Transit Master Plan (RTMP) Public Review Period

• 45-day Public Review Period ended on September 18th

• Number of comments received: 151

• Summary of public comments and project team responses will be posted to SHIFT website

• Some comments received during 45-day review that were written as objections to the RTMP to the Minister of the Environment and Climate Change and the EA Approvals Branch
Master Plan Public Review vs TPAP Objection Process

- Approval authority for master plans rests with City Council
- Implementing projects identified in a Master Plan, requires further project-specific Environmental Assessments (EA's)
- EA for the BRT network follow the Transit Project Assessment Process
- There is a formal objection process defined for TPAP during the 30-day public review period of the Final Environmental Project Report
- Written objections may be made to the Minister of Environment and Climate Change related to matters of provincial importance
- The Notice of EPR Completion at the start of the 30-day period will include instructions on how to submit objections
<table>
<thead>
<tr>
<th>TPAP: Matters of Provincial Importance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Natural Heritage</strong></td>
</tr>
<tr>
<td>- Park, conservation reserve or protected area</td>
</tr>
<tr>
<td>- Extirpated, endangered, threatened, or species of special concern and their habitat</td>
</tr>
<tr>
<td>- Wetland, woodland, habitat of wildlife or other natural heritage area</td>
</tr>
<tr>
<td>- Area of natural or scientific interest</td>
</tr>
<tr>
<td>- Stream, creek, river or lake containing fish and their habitats</td>
</tr>
<tr>
<td><strong>Hydrogeology</strong></td>
</tr>
<tr>
<td>- Area or region of surface water or groundwater or other important hydrological features</td>
</tr>
<tr>
<td>- Areas that may be impacted by a known or suspected on- or off-site source of contamination such as a spill, a gasoline outlet, an open or closed landfill site, etc.</td>
</tr>
<tr>
<td><strong>Heritage &amp; Archaeology</strong></td>
</tr>
<tr>
<td>- Protected heritage property</td>
</tr>
<tr>
<td>- Built heritage landscapes</td>
</tr>
<tr>
<td>- Archaeological resources and areas of potential archaeological interest</td>
</tr>
<tr>
<td><strong>Aboriginal Affairs</strong></td>
</tr>
<tr>
<td>- Constitutionally protected Aboriginal or treaty rights and areas of concern</td>
</tr>
</tbody>
</table>
Consultation Update: Stakeholder Week

**October 2nd**
- Museum London
- London Hydro

**October 3rd**
- Community Stakeholder Group
- Municipal Advisory Group

**October 4th**
- Western University
- Citi Plaza
- Emergency Services

**October 5th**
- Masonville Place
- White Oaks Mall
- Technical Agencies Group

**October 6th**
- Fanshawe College
Stakeholder Week

What we talked about:

• Study Overview & Process
• Role of each group
• Review of other BRT systems
• Review of RTMP Concept Drawings

What we heard:

• Questions regarding transit operations, accessibility, traffic impacts, parking and driveways
• Input that will help to shape the design alternatives we are developing, and how we evaluate them

When will we meet again:

• Several meetings planned with individual parties
• Groups are planned to reconvene in mid to late November
Technology

Bus Rapid Transit Vehicles

- Modern high capacity buses
- Accessible, low-floor
- Bicycle-friendly
- Comfortable with enhanced passenger amenities
- Potential for electric buses
Corridor Design

Dedicated lanes to:

• Ensure reliable service

• Avoid delays to auto traffic caused by bus boardings/alightings

• Flexibility to accommodate and optimize benefits of future modes (such as driverless vehicles)

• Context sensitive designs to create pedestrian friendly downtown zones

• Respect heritage constraints
Stations

Spacing:
• Average spacing is 740 metres (walking half-way will take 5 to 7 minutes)

Design Features:
• Attractive shelters
• Accessible
• Real time information
• Wayfinding
• Pedestrian and cycling connections
• Integrated design with surrounding community
Service Concept

Service frequency:

- North-and-East corridors: every 5 minutes
- South-and-West corridors: every 10 minutes

Integration with local services:

- Rapid Transit does not replace the current LTC bus system
- Local transit service will work together with Rapid Transit
- Combined transit service will increase by 35% between 2015 and 2035
Upcoming Consultation Events

- On-going Meetings with Individual Property Owners and Stakeholders
- Community Meetings
- Newsletter Release planned for October
- Employee Engagement Event
- Attending Municipal Advisory Committees
- Heritage Workshop with LACH
- Public Station and Streetscape Design Charrette
Technical Update
Technical Work

• Drones used to capture images and videos along approved BRT corridors
• Collected new traffic counts at many intersections
• Natural heritage field work at 6 identified sites, as well as species at risk tree screening
• Surveyed corridors
• Business Impact Assessment - Wellington Street
Upcoming Technical Work

• Updated Archeological Assessment
• Cultural Heritage Screening Study
• Traffic Impacts and Modelling
• Utility Impacts Review
• Focus Area Alternative Design and Evaluations
• Local Transit Integration
### Evaluation Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
</tr>
</thead>
</table>
| Community Building and Revitalization             | • Growth, Connectivity  
• Public space, pedestrians  
• Cultural heritage                     |
| Transportation Capacity and Mobility              | • Moving more people and goods  
• Transit service  
• Safety                               |
| Ease of Implementation and Operational Viability  | • Ease of construction  
• Property impacts                    |
| Natural Environment and Climate Change            | • Natural heritage, regulations, policies  
• Air quality, noise, vibration  
• Climate change, resiliency            |
| Economic Development and City Building            | • Capital and operating costs  
• Effects on adjacent commercial areas     |
Chicago, IL (curbside)
Cleveland, OH (median)
Local Service Integration
Conventional transit routes were assessed to determine potential modifications to better integrate the routes with rapid transit.

Five principles:
1) Ability to maintain connections
2) Ability to meet policy-based headways
3) Directness of service
4) Minimize duplication with rapid transit
5) Ability to maintain effective operations
LTC Rapid Transit Integration Framework

1. On King, Queens, Ridout, Wellington, and Clarence downtown: local bus routes will use the BRT lanes and stop only at BRT stations

2. Outside of downtown: local buses will connect to BRT stations via cross-streets

3. On 6-lane roads with dedicated BRT lanes: local buses may use curb lane in mixed traffic with more frequent stops than BRT

4. On 4-lane roads with dedicated BRT lanes: local buses may use short sections of BRT lanes where no other roadway option exists; when using BRT lanes, local buses will stop only at BRT stations
Rapid Transit Integration Framework (2035)
Next Steps

- Technical Work will continue, including traffic, natural environment, cultural heritage, utility and stormwater, among others
- Alternative design development underway
- Project team will evaluate the designs and make technical recommendations
- Reconvene Stakeholder Groups to present alternatives and gather feedback
- Present proposed design alternatives to the public at PIC#5 for review and feedback.
Next Steps

We Are Here

Pre-Planning & Consultation

- Continue Environmental Studies
- Develop Alternative Designs
- Consult with Agencies, Aboriginal Communities, Stakeholders and the Public
- Assess Impacts & Mitigation
- Develop Preliminary Engineering Design
- Draft Environmental Project Report (EPR)

Transit Project Assessment Process

- Consult with Agencies, Aboriginal Communities, Stakeholders and the Public on Draft EPR and Preliminary Engineering Design
- Document findings in Final EPR

<table>
<thead>
<tr>
<th>Notice of Commencement</th>
<th>Notice of Completion</th>
<th>Public Review of Final EPR &amp; Opportunity for Objections</th>
<th>Minister’s Review &amp; Decision (if objection received)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>120-days</td>
<td>30-days</td>
<td>35-days</td>
</tr>
</tbody>
</table>

Our Rapid Transit Initiative

October 12, 2017