

Mobility Master Plan

Mobility Networks

London Transit Commission

Date: Jan 29, 2025



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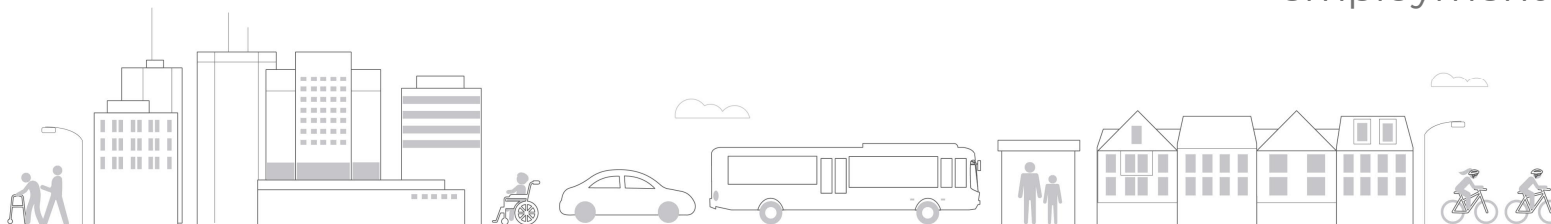
How it's all connected



What is a Mobility Network?

London's mobility network is being developed to support our growing population, our role as a regional hub and to align with The London Plan land use policies.

The development of the plan has been informed by 2.5 years' of public consultation, the Council-approved Climate Emergency Action Plan (CEAP) goals, and forecasted population and employment growth.



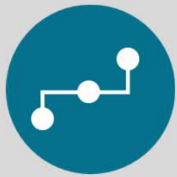
London is experiencing unprecedented growth.



London is the fastest growing city in Ontario. Our population is expected to increase by about 50% in the next 25 years.



Mobility Master Plan Guiding Principles



Integrated, connected and efficient

Strengthen community and the economy with better access to people, places, goods, and services as London grows.

What we evaluated:

Do projects provide travel time savings and improve multimodal connectivity?



Environmentally sustainable

Take bold action to address climate change and design and move in ways that protect and enhance the natural environment.

What we evaluated:

Do projects minimize the impact on natural heritage and lower GHG emissions?



Equitable

Recognize diverse mobility needs and embed equity into decision making to enable everyone to move through the city.

What we evaluated:

Do projects improve access to destinations for equity-denied communities?



Healthy and safe

Promote and protect the physical, mental, and social wellbeing of all and encourage active living.

What we evaluated:

Do projects promote more sustainable mode use and address road safety?



Financially sustainable (cost)

Ensure mobility and its infrastructure is affordable for current and future generations.

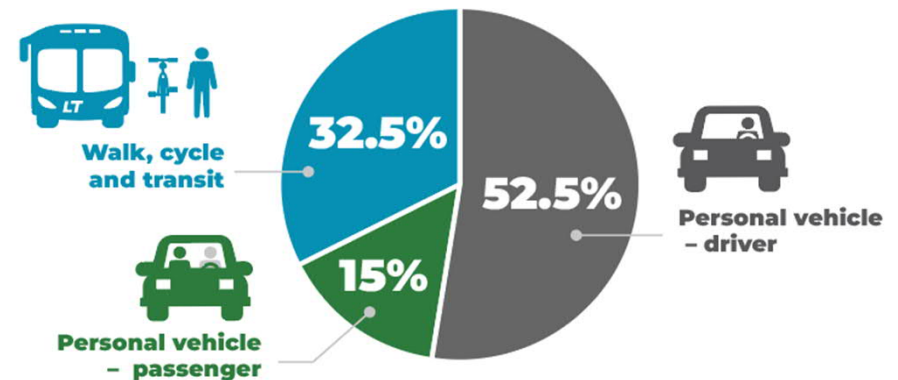
What we evaluated:

Do projects provide good value for financial investment?

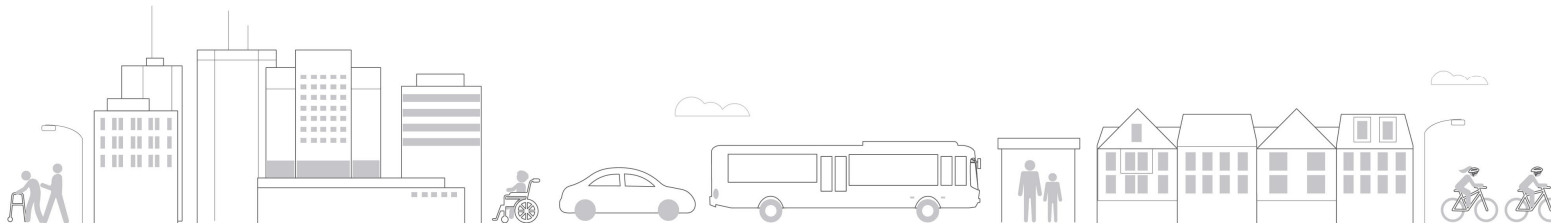
What change can Londoners expect?

- An integrated and interconnected mobility system that helps **achieve our mode share target, climate and equity goals.**
- A recommended list of road, transit, cycling and sidewalk **projects that improve the safety, ease and efficiency** of moving around the city by all modes of mobility.

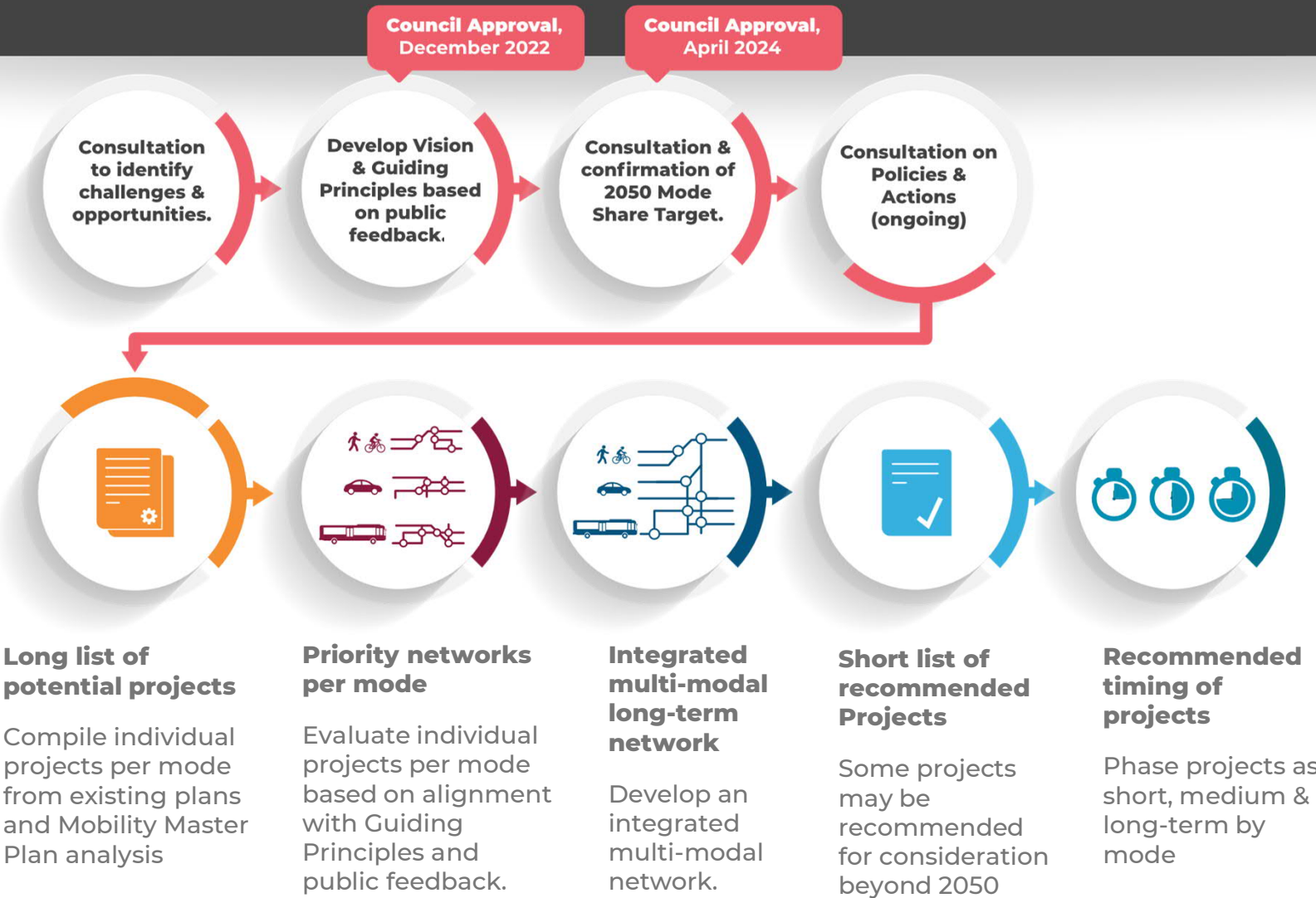
2050 Mode Share Target



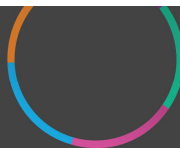
The Council-approved Mode Share Target increases current walk, cycle, transit portion of trips from 23% to 32.5% or more.



Network Development Process



Supporting Strategic Growth Areas



- A more holistic and balanced **mobility system that increases our overall people-moving capacity** to help manage road congestion and minimize delay.
- Corridor improvements that **support London's Strategic Growth Areas** as per recent planning recommendations.



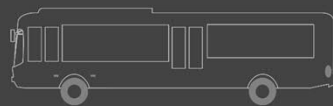
The Council-approved Strategic Growth Areas are illustrated in all network maps (shown in grey). **Strategic Growth Areas** are parts of the city that are planned to be the focus of intensification and higher-density mixed uses in a compact built form.





Draft Mobility Network Preview

The following slides contain new city-wide maps with draft recommendations for road, transit, cycling and sidewalk projects proposed to be completed over the next 25 years. This will be complimented by supporting policies and actions to support safe, easy and efficient travel throughout the city.



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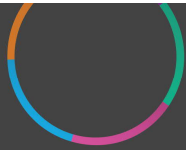
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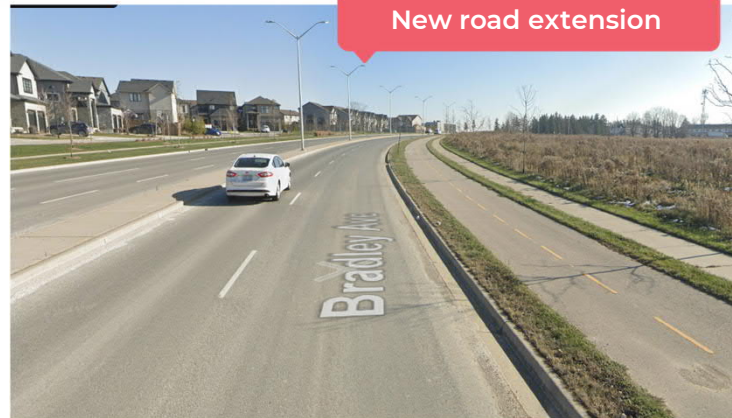
Road Network



Examples of Road Projects



Intersection improvement



New road extension



2 to 4 lane expansion



Urbanizing and adding sidewalks

Draft Road Projects

! **Important:** All recommendations are subject to Council approval, further study, funding applications, and public consultation.



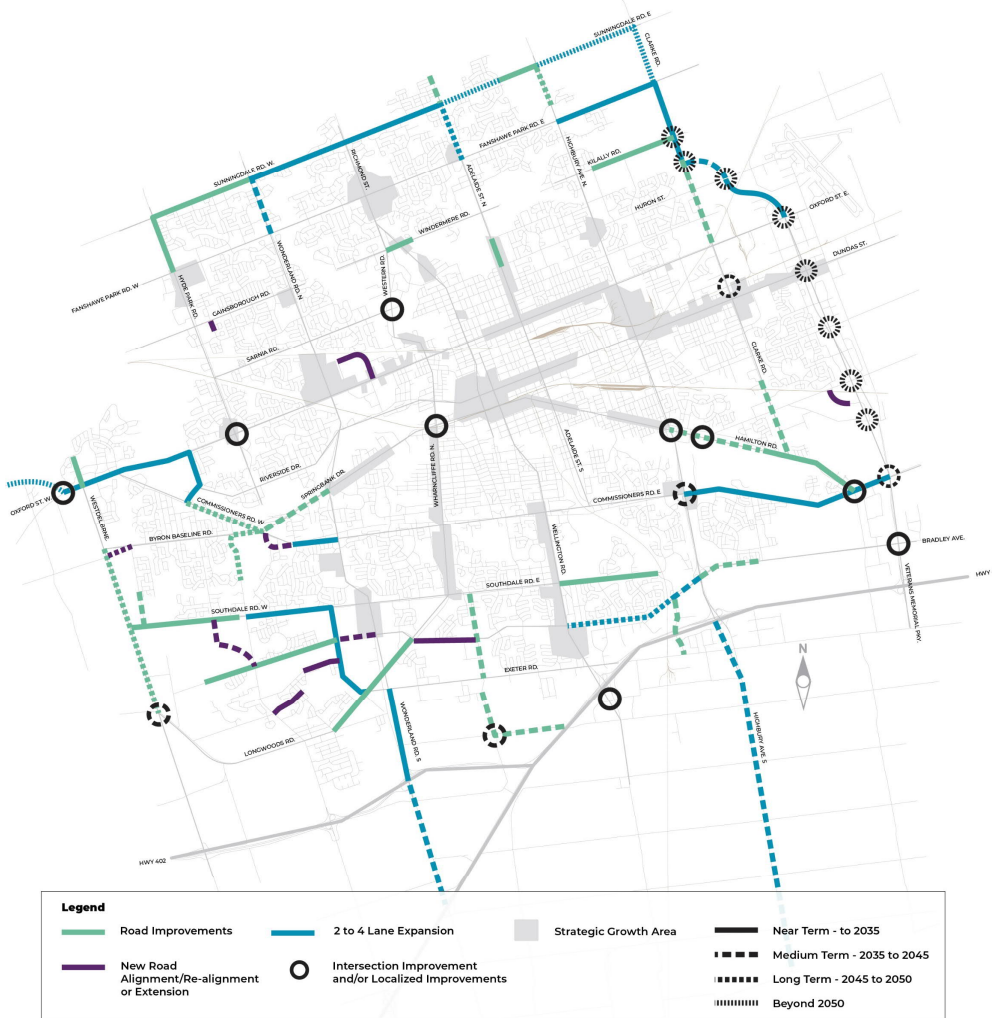
The Mobility Master Plan is recommending road projects that add capacity and improve traffic flow to better manage congestion and advance the implementation of sidewalks and bike facilities in areas lacking this essential infrastructure.

- ✓ **All road users will benefit** with complete streets upgrades as road projects are implemented.
- ✓ Supports **regional connectivity, the movement of goods, housing and growth.**
- ✓ Projects can improve quality of life for some neighborhoods by **reducing cut-through traffic and improving emergency response times.**
- ✓ Improved connectivity to mobility hubs supports multi-modal trips and inter-regional travel including the **27.6 Million trips** into and out of the city per year (source: Google Insights Explorer)

Draft Road Projects Timeline

! **Important:** All recommendations are subject to Council approval, further study, funding applications, and public consultation.

The Mobility Master Plan is recommending strategic road projects up to 2050 and beyond. This map identifies the draft timing.

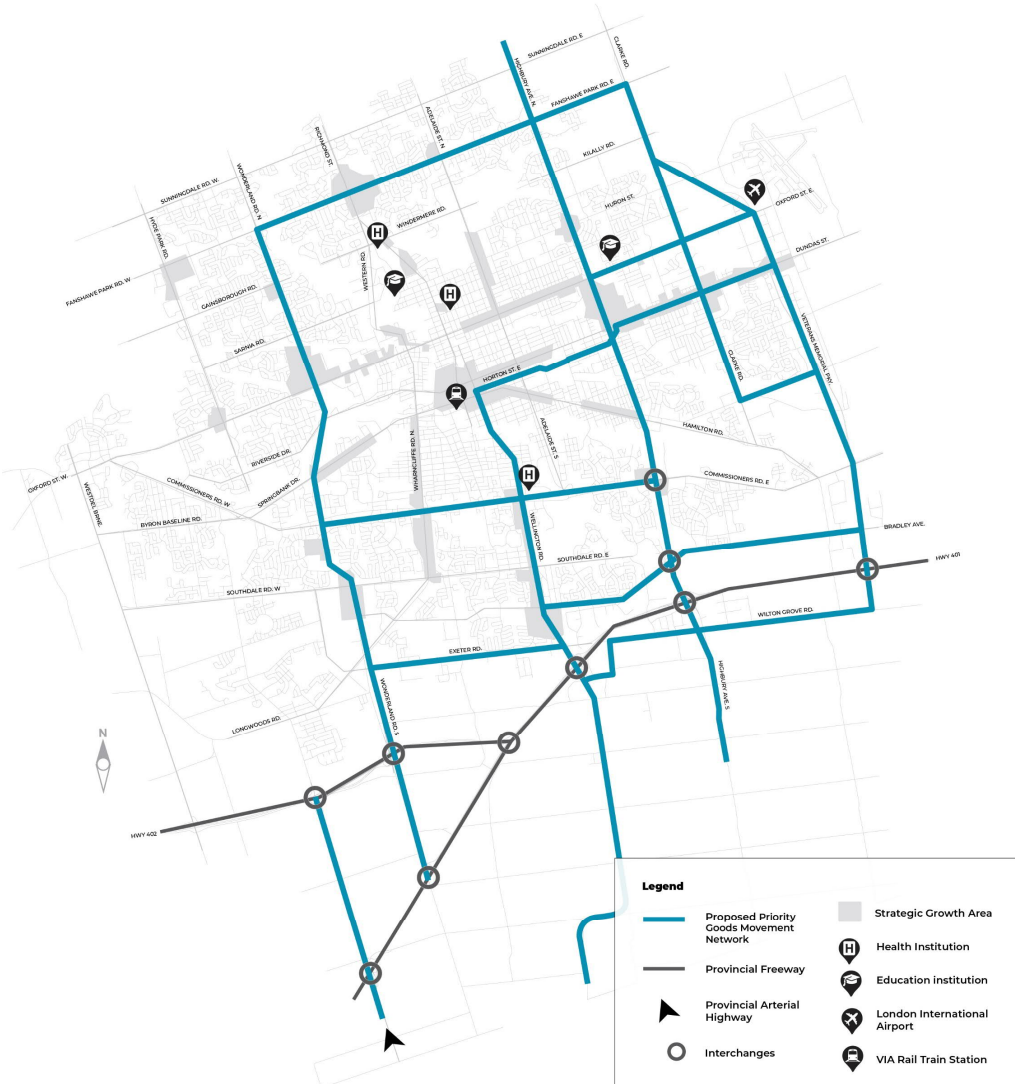


What should we build first?

What do we need to know before implementing?

Goods Movement Network

! **Important:** All recommendations are subject to Council approval, further study, funding applications and public consultation.



The Mobility Master Plan is recommending a Goods Movement Network to plan for and support the safe and efficient routing of commercial vehicles (trucks) through the city.

✔ Supports manufacturing industry which is the **3rd highest employment sector in the City** behind Health Care and Retail, employing over 21,000 people.



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Transit Priority Network



Types of Transit Improvements



Dedicated bus lane in London, Ontario.

Rapid Transit

Dedicated lanes: Potential road widening to provide new red curbside or centre running lanes that are used only by buses. This is complemented by enhanced transit shelters.

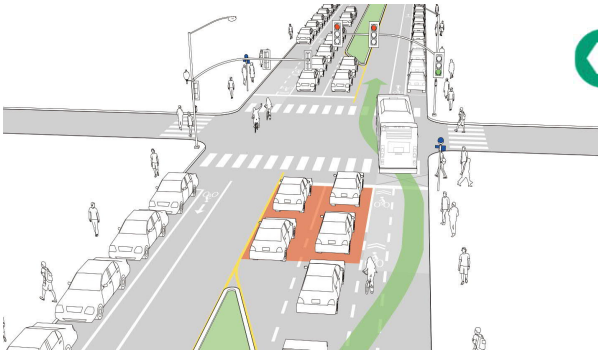
Transit Priority Corridor

Widenings only where needed, for transit improvements that could include:

Queue jump lanes: Lanes that allow buses to move to the front of the queue and bypass congestion at intersections.

Regulatory Measures: : Time of day restrictions for lanes, parking and turning restrictions.

Transit signal priority: Adjusting signal timings at intersections to prioritize transit movements.



Queue jump lane, NACTO.

Transit Friendly Corridors

Enhanced transit operations such as Express Routes which could include:

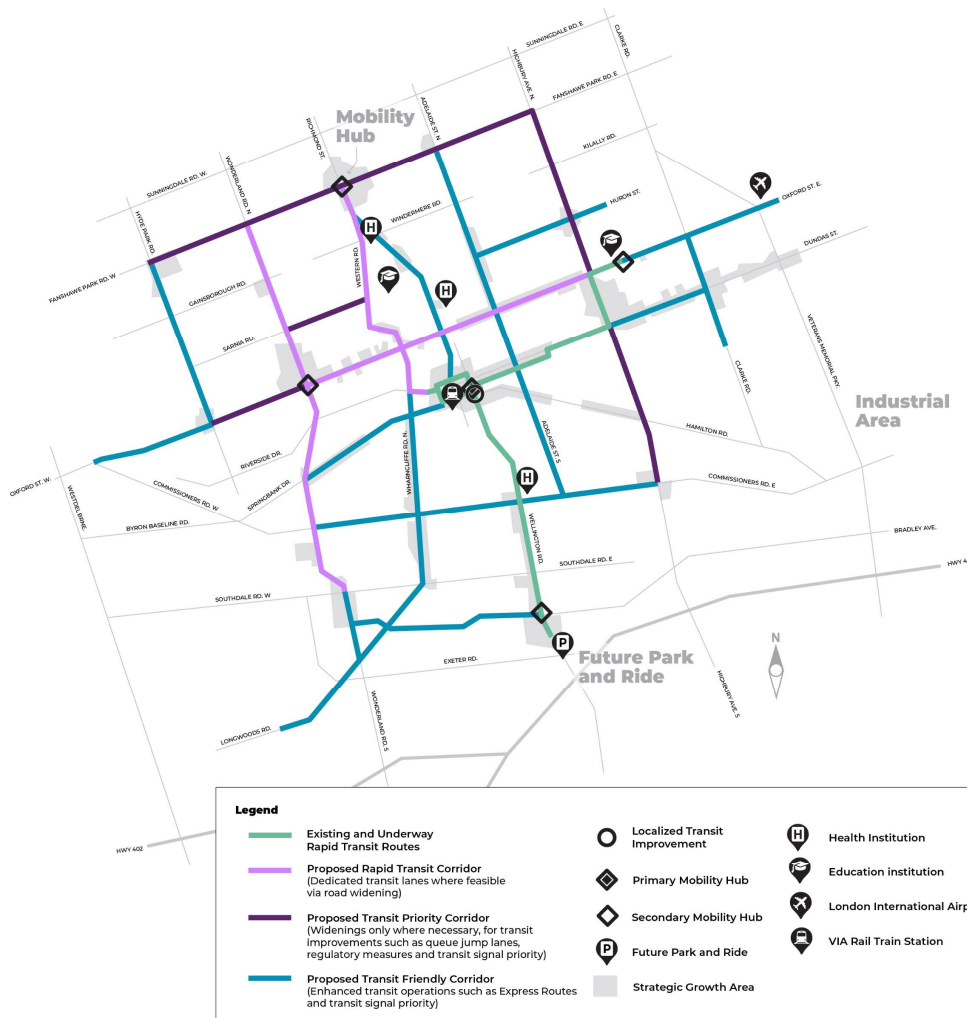
Transit signal priority: Adjusting signal timings at intersections to prioritize transit movements.



Draft Transit Priority Network

Important: All recommendations are subject to Council approval, further study, funding applications, and public consultation.

The Mobility Master Plan is recommending improvements and expansions to the Transit Priority Network. This includes Rapid Transit and the implementation of transit priority measures in corridors with high ridership demand and to serve strategic growth areas (shown in grey).



- ✓ Improves **efficiency and reliability of cross-town trips.**
- ✓ Provides **connections to mobility hubs and regional transportation.**
- ✓ Improves **access to major educational and health care institutions.**
- ✓ Dedicated bus lanes **significantly increase people moving capacity** of our corridors.
- ✓ **City-wide transit benefits** as LTC works towards increasing frequency on all routes that connect to Rapid Transit.

Draft Transit Priority Network Timeline

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Cycling Network



Cycling Network Plan and Proposed Revisions

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The Mobility Master Plan is recommending some revisions to the previously approved Cycling Master Plan.

- ✔ Designed to **minimize stress, anxiety, and safety** concerns for cyclists and **considers route directness**, since an increase in trip length means an increase in trip time and physical effort.

- ✔ Implementing the near-term cycling network **leverages existing cycling investments** and connects Londoners to more destinations such as community centres, libraries and parks.



Legend			
	Existing & Previously Approved Network (2016 CMP)		Proposed network subtractions
	Proposed Network Additions or Amendments under Consideration		Strategic Growth Area
	Health Institution		London International Airport
	Education Institution		VIA Rail Train Station

Cycling Network Near Term Projects

! **Important:** All recommendations are subject to Council approval, further study, funding applications, and public consultation.

The Mobility Master Plan is recommending a **10-year implementation plan** (from now until 2035) which includes multi-modal projects with cycling improvements and some standalone cycling projects.

The type of cycling facility for each project is being evaluated to ensure it meets the needs of **all ages and abilities**, while also considering design limitations.



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Cycling Facility Types

Protected Bike Lane



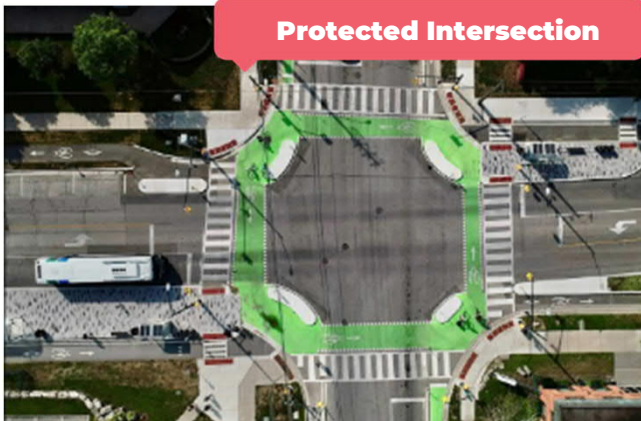
Cycle Track



Bike Boulevard



Protected Intersection



Shared pathway



Multi-use recreational trail*



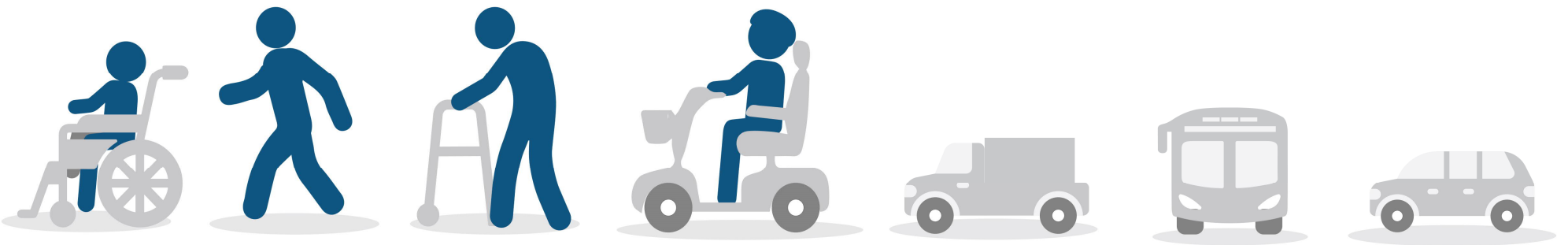
*As London's primary multi-use recreational trail, the **Thames Valley Parkway** offers scenic city-wide connectivity, but without comprehensive lighting and winter maintenance, it's **not a reliable facility all-day and all-year round.**



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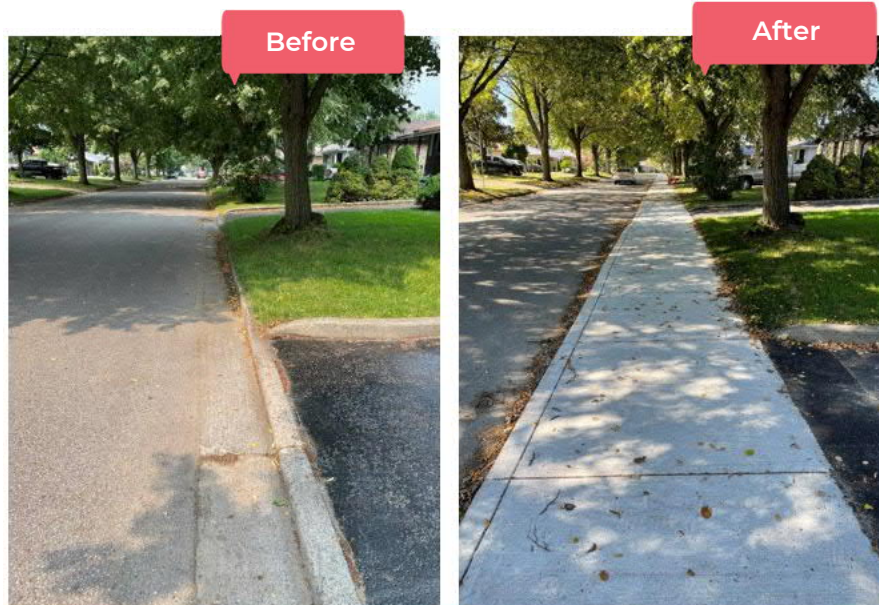
Pedestrian Network



Sidewalks on Neighbourhood Streets

Gaps on existing neighbourhood streets are being addressed through current infrastructure programs including:

- Neighbourhood Connectivity Plans
- Infrastructure Lifecycle Renewal Program
- Neighbourhood street reconstructions
- New Sidewalk Program and pathway development



what we heard

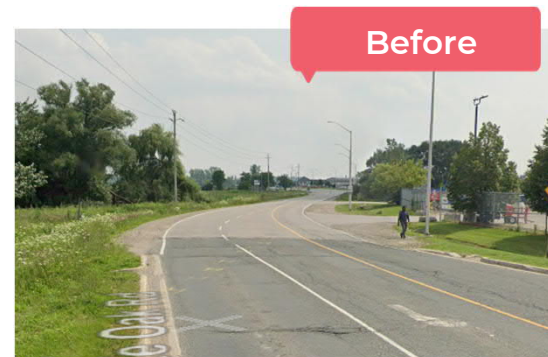
Londoners want to walk, roll, cycle, and take transit more but are discouraged from doing so due to lack of infrastructure.

Sidewalk Gaps on Major Roads

! **Important:** All recommendations are subject to Council approval, further study, funding applications, and public consultation.



The Mobility Master Plan is identifying sidewalk gaps on major roads to be completed where there is demand for walking. Major Roads are typically multi-lane roads that carry larger volumes of traffic. They include Civic Boulevards, Urban Thoroughfares and Rapid Transit Boulevards.



Sidewalk Gaps on Major Roads Timeline

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Next Steps



YouTube Channel

Engagement Opportunities

Feedback will be collected in-person and online until the end of January 2025.

Public Meeting Dates:

January 8: South London Community Centre, drop-in session from 6-8 pm

January 9: East Lions Community Centre, drop-in session from 6-8pm

January 15: Northbrae Public School, drop-in session from 6:30-8:30pm

January 16: Cherryhill Village Mall, drop-in session from 6-8pm

Online Engagement Opportunities:

Check out our interactive maps on london.ca/mobility today, and don't forget to comment on Policies and Actions (also in progress)!

