London
CANADA

City of London

MOBILITY MASTER PLAN

July 2025

LAND AND WATER ACKNOWLEDGMENT

We acknowledge that the City of London is on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run) peoples. We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home.

We acknowledge all the treaties that are specific to this area: the Two Row Wampum Belt Treaty of the Haudenosaunee Confederacy/Silver Covenant Chain; the Beaver Hunting Grounds of the Haudenosaunee NANFAN Treaty of 1701; the McKee Treaty of 1790, the London Township Treaty of 1796, the Huron Tract Treaty of 1827, with the Anishinaabeg, and the Dish with One Spoon Covenant Wampum of the Anishnaabek and Haudenosaunnee.

The three Indigenous Nations that are neighbours to London are the Chippewas of the Thames First Nation; Oneida Nation of the Thames; and the Munsee-Delaware Nation who all continue to live as sovereign Nations with individual and unique languages, cultures, and customs.

GLOSSARY

ACAC ..... Accessibility Community Advisory Committee
ASL ..... Area Speed Limits
CAV ..... Connected and Automated Vehicle
CCBF ..... Canada Community-Building Fund
CEAP ..... London's Climate Emergency Action Plan
City ..... The City of London
DC ..... Development Charges
DSRM ..... Design Specifications & Requirements Manual
EIE ..... Environmental Insights Explorer (Google)
EV ..... Electric Vehicle
GHG ..... Greenhouse Gas
HOV ..... High Occupancy Vehicle
ICSC ..... Infrastructure and Corporate Services Committee
IRP ..... Infrastructure Renewal Program
KPI ..... Key Performance Indicator
LCV ..... Long Combination Vehicle
LED ..... Light-emitting Diode
LGTBQ2+ ..... Lesbian, Gay, Bisexual, Transgender, Questioning, Intersex, Asexual and Two-Spirit
LMRSC ..... London-Middlesex Road Safety Committee
LOS ..... Level of Service
LRRP ..... Local Road Reconstruction Program
LTC ..... London Transit Commission
MMLOS ..... Multi-Modal Level of Service
MMP ..... Mobility Master Plan
OTC ..... Ontario Traffic Council
PXO ..... Pedestrian Crossover
TDM ..... Transportation Demand Management
TMC ..... Transportation Management Centre
TTI ..... Travel Time Index

EXECUTIVE SUMMARY

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The Mobility Master Plan is a comprehensive document that outlines the long-term vision and strategy for mobility in London

The Mobility Master Plan (or "Plan") is a long-term strategic planning document that will inform how London plans for and invests in its multimodal mobility system from now through to 2050. The Plan recognizes that re-imagining London's streets involves improving all modes of mobility including walking, cycling, taking transit, and travel by vehicle. The Plan includes mobility infrastructure recommendations and actions that will encourage more walking, cycling, and transit use, manage road congestion, foster economic growth, enable community development, and shape a thriving city for all.

The Mobility Master Plan was developed through a comprehensive multi-phase process

The Mobility Master Plan was developed through a comprehensive multi-phase process that involved wide-spread consultation and thorough research and analysis during every phase. Each phase is outlined in **Exhibit ES.1.**

EXHIBIT ES.1: MOBILITY MASTER PLAN STUDY PHASES

Feedback from the community was integral in the development of the Plan

The valuable insights gained from extensive community engagement was an integral part of the development of the Plan. Wide ranging perspectives from the public, Indigenous communities, community organizations, and other interested parties in London influenced the recommendations.

Outreach and engagement occurred throughout the study and included:

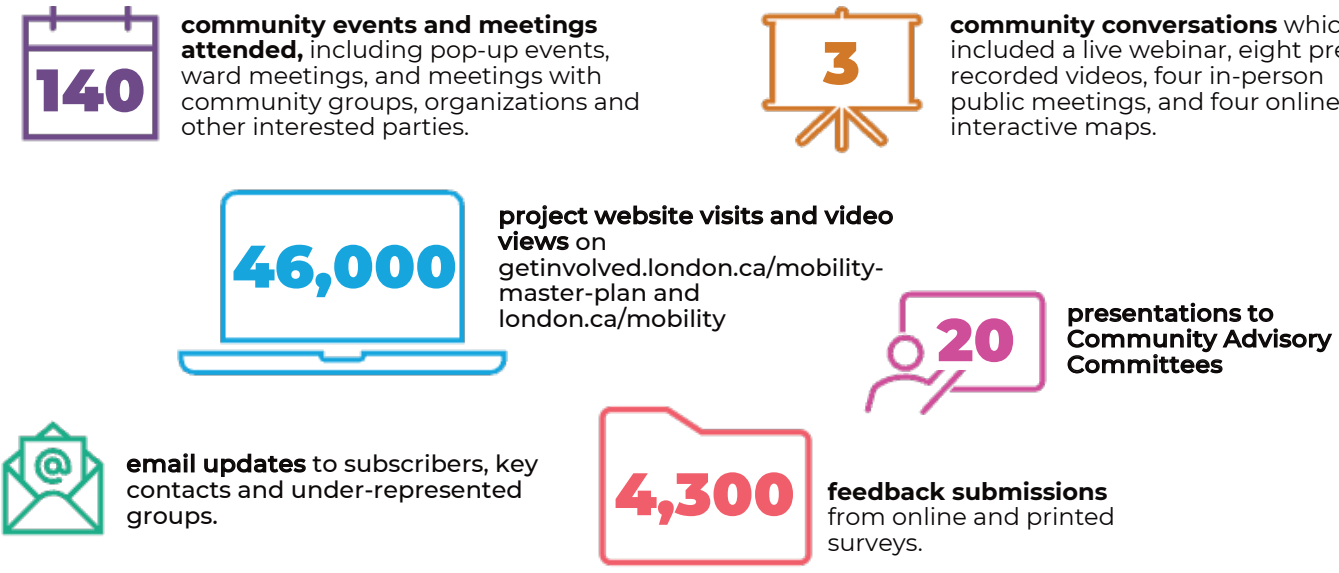
- A project website with information on the development of the plan and opportunities to subscribe for project updates and provide feedback;
- Email updates to subscribers, key contacts and under-represented groups;
- Community pop-up events at locations throughout the city;
- Meeting presentations to community groups, organizations and other interested parties;
- Presentations at ward meetings;
- Presentations to Community Advisory Committees; and
- Community conversations including in-person public meetings, a live webinar, pre-recorded videos and online interactive maps.

Common feedback themes heard throughout the engagement include:

- The need to improve road safety for all road users;
- The need to manage road congestion;
- The need for a complete and connected network of comfortable cycling facilities;
- The need for more frequent, reliable and extended transit service areas and hours; and
- The need for improved personal safety.

More information on the feedback heard throughout the engagement, and how it influenced the development of the Mobility Master Plan, is referenced throughout this report. Engagement statistics are summarized below in **Exhibit ES.2.**

EXHIBIT ES.2: MOBILITY MASTER PLAN BREADTH OF ENGAGEMENT



London is currently one of the fastest growing cities in Canada

More than a decade has passed since London's last transportation master plan. London is experiencing rapid and diverse population growth, an aging population, increasing density and urbanization, and an expanding economy among other trends. This changing context has clear implications on London's mobility system:

- **London's growth includes a densifying downtown and expanding suburban areas.** Land use and mobility are inextricably linked, and designing new communities with walking, cycling, and transit options at the forefront can help the city better accommodate future growth.
- **Most London trips are made by personal vehicles** as many areas have limited access to transit and active transportation options that are convenient, efficient, and dependable. Further, many people in London do not have personal vehicles. There is a need to improve access to a range of affordable mobility options that connect people to employment, education and other everyday needs and destinations.
- **London's travel patterns are shifting.** While London's downtown has many destinations, there are also key institutions, employment centres and entertainment attractions outside of the downtown which are generating more trips from across the city. Today people also make many shorter trips which often start and end in the same neighbourhood, yet many of those trips are made by personal vehicle. There is also a growing number of longer trips to/from London and the surrounding area and an increasing demand for more travel options. For all types of trips there is a need to provide more convenient and affordable mobility options.
- London's *Climate Emergency Action Plan* sets a goal to achieve **net-zero greenhouse gas (GHG) emissions by 2050.** Transportation is one of the largest GHG emitters, and significant infrastructure and behavioural changes are needed to move more people more often by walking, cycling, and transit.
- **London is a diverse city** with residents and visitors that vary in age, ethnicity, language, abilities, preferences, and needs. Supporting all people getting around means removing barriers and addressing gaps that limit access to mobility options. The Mobility Master Plan is an opportunity to improve the safety, accessibility, equity and ease at which people move around London.

The Mobility Master Plan has been developed to respond to challenges and capitalize on emerging trends to create a mobility system that will help London achieve its desired mobility vision for the future.

London's desired future is set out in a vision statement

"By 2050, Londoners of all identities, abilities, and means will have viable mobility options to allow them to move throughout the city safely and efficiently, as well as providing connectivity to the region. The movement of people and goods will be environmentally sustainable, affordable, and supportive of economic growth and development."

Guiding principles informed the decision-making process

Five interconnected guiding principles were developed based on the priorities outlined in the mobility vision. The guiding principles establish the framework for the decision-making process for the development of the Mobility Master Plan, to ensure that all aspects of the Plan support achieving the vision. The guiding principles are:

Environmentally sustainable: This includes taking bold action to address climate change by designing a mobility system that allows people to move in ways that produce fewer GHGs and protects the natural environment. This means increasing walking, cycling, and transit trips, managing travel demand, and adopting new technologies (such as zero-emission vehicles). An environmentally sustainable mobility system is one that makes walking, cycling and transit viable and attractive travel options.

Financially sustainable: This means ensuring that mobility infrastructure and programs provide good value for the investment for current and future generations. This includes a mobility system whose lifecycle costs are cost-efficient for the City and taxpayers to build, operate, and maintain in the short- and long-term, but also mobility options that are affordable for individuals to use. A financially sustainable mobility system is one where the need for costly new infrastructure is minimized and where mobility options are available to Londoners of all income levels.

Equitable: This includes identifying and removing barriers and systemic practices within the mobility system that impact people's ability to participate in city life. For the MMP, this means recognizing diverse mobility needs, particularly for equity-denied groups and embedding equity into decision making to enable everyone to move around the city. An equitable mobility system is one that provides access to the city for all Londoners.

Healthy and safe: This means promoting and protecting the physical, mental, and social wellbeing of all and encouraging active living. This includes but is not limited to enabling physical activity through walking and cycling and improving road safety and personal security. A healthy and safe mobility system is one where Londoners safely move through the streets using all mobility options.

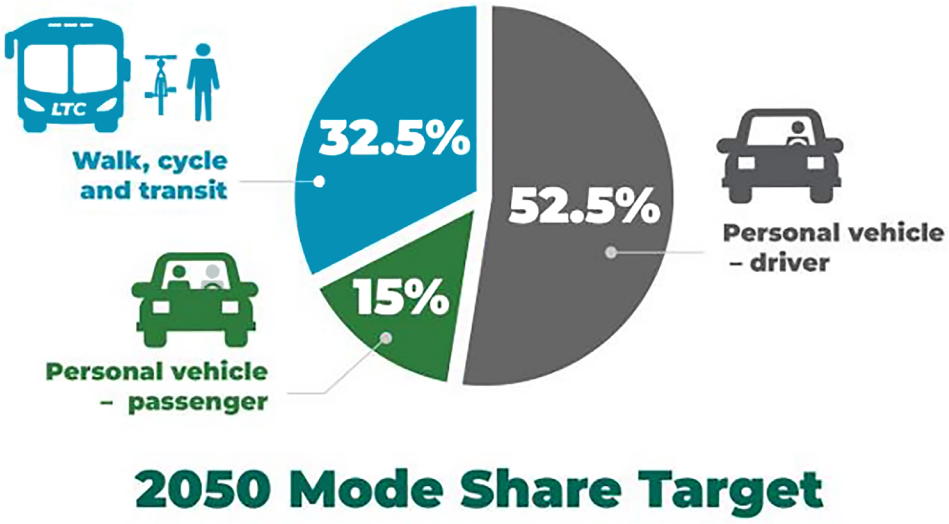
Integrated, connected, and efficient: This means enabling better access to people and places, and the efficient movement of goods. Mobility contributes to improving access to the city through strategies such as making improvements to the transportation network and expanding the coverage of high-quality transit throughout the city. A mobility network with multiple mode options also supports a more compact city which brings more people closer to more destinations.

A strategic approach was used to develop the Plan to achieve the vision

In addition to the guiding principles, a strategic approach was used to help achieve the vision. This strategic approach included four essential elements:

- **Vision-driven** – Identifying the desired mobility future and working backwards to figure out the mobility infrastructure recommendations and actions needed to achieve this future.
- **Mode share targets** – A future London where 32.5% of trips or more are made by walking, cycling, and transit **(Exhibit ES.3).**

EXHIBIT ES.3: 2050 MODE SHARE TARGET



- **Walking, cycling, and transit at the forefront** – Working towards a London where more people choose walking, cycling, and transit more often.
- **Connections to other city plans/initiatives** – Building on progress to date and using mobility to work towards desired outcomes in other plans like *The London Plan* and the *Climate Emergency Action Plan.*

Together, the vision statement, guiding principles, and strategic approach steered decision-making throughout the study process. This included shaping the evaluation process and developing mobility infrastructure recommendations and actions that respond to London's current and changing context and help realize London's desired 2050 mobility future.

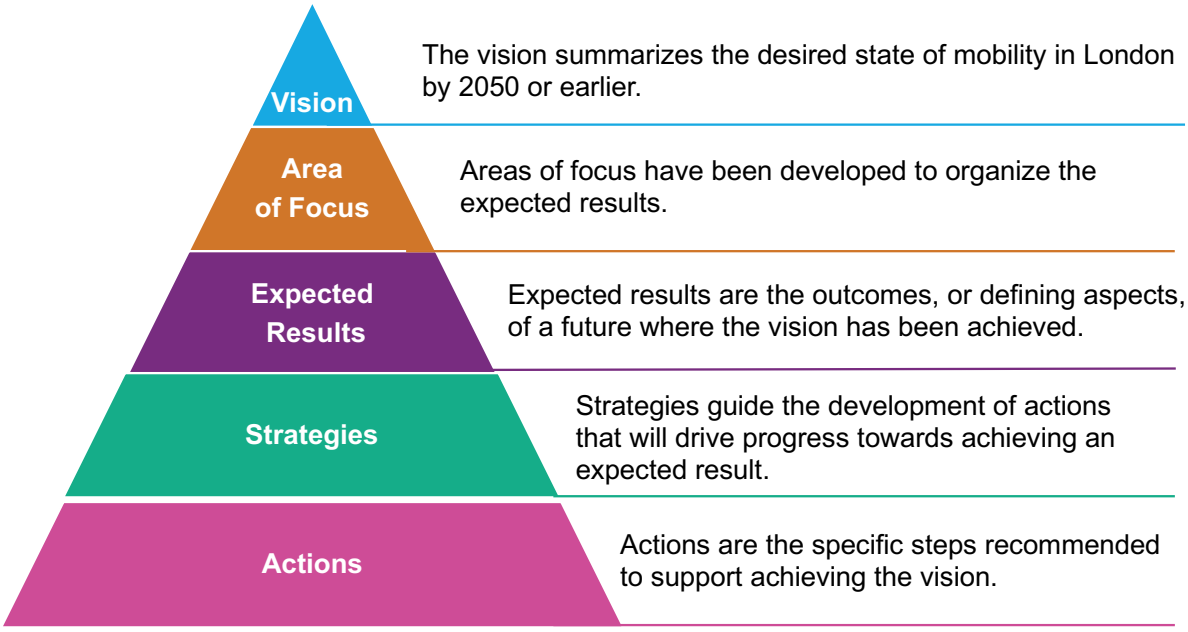
Implementing the Plan will create more choices for people in London

London's future mobility system will provide residents and visitors with more options to get to where they need to go, when they need to get there. The Mobility Master Plan includes a range of mobility infrastructure recommendations and actions that will improve how people move around within the city from now through to 2050. The Mobility Master Plan infrastructure recommendations and actions are further summarized below.

Comprehensive strategies and actions to achieve the vision

The Mobility Master Plan sets the direction and outlines the steps for London to take to achieve its desired mobility future. The Plan includes a comprehensive list of interconnected strategies and actions which have been developed to achieve a series of expected results. The expected results describe various aspects of a future where the vision has been achieved. The full structure of the Plan is illustrated below in **Exhibit ES.4.**

EXHIBIT ES.4: MULTI-TIERED APPROACH TO ACHIEVE THE VISION FOR MOBILITY



Eight **areas of focus (Exhibit ES.5)** provide the framework for organization of the expected results, strategies and actions. The areas of focus were developed based on the needs and opportunities identified in Phase 1 of Mobility Master Plan development and are as follows:

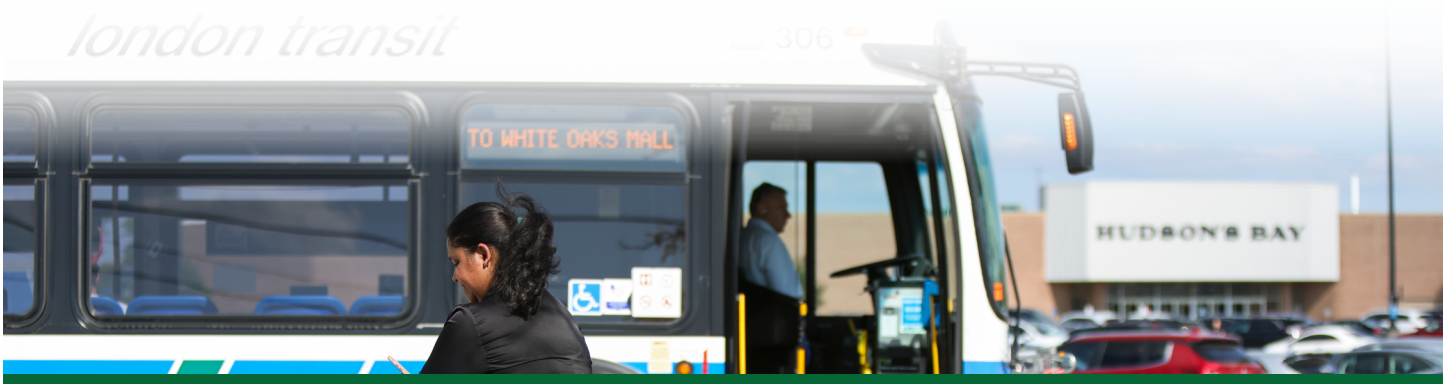
EXHIBIT ES.5: AREAS OF FOCUS

- Use the Mobility System to Support London's Desired Future Land Use
- Put People First in London's Mobility System
- Manage Road Capacity Strategically
- Make Transit the Option of Choice for More Trips
- Make Walking and Cycling Preferred Mobility Options to Meet Daily Travel Needs
- Support London's Role as a Regional Hub
- Provide a Mobility System that Enables More Equitable Participation in City Life
- Prepare for Change

The strategies and actions are comprehensive and interconnected and in some cases support achieving the expected results of more than one area of focus.

Mobility infrastructure improvements to improve capacity, connectivity, operations and safety for all modes

The Mobility Master Plan also identifies mobility infrastructure recommendations which reflect multiple areas of focus. The mobility infrastructure recommendations include currently planned projects as well as newly identified infrastructure improvements based on the needs and opportunities identified in Phase 1 of the Mobility Master Plan. The future mobility infrastructure recommendations for walking, cycling, transit, and roads are described below. Together these mapped infrastructure improvement recommendations form an integrated and connected multi-modal network. The details of individual projects will be determined through individual project scoping, consultation, design and approval processes.



Enhance the road network with strategic expansions, connections and road improvements

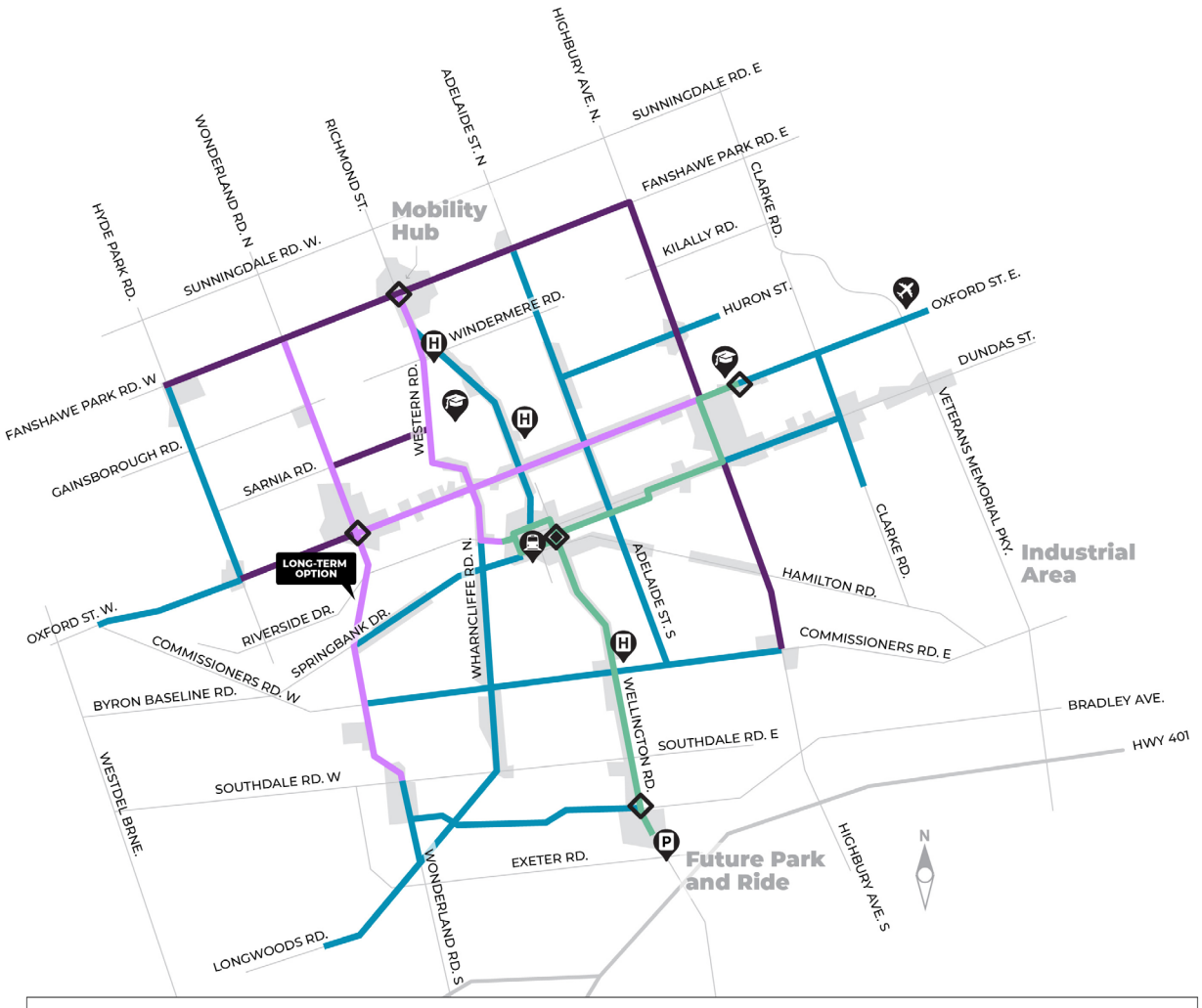
The recommended road projects were selected to make the most efficient use of London's existing road infrastructure to accommodate growing travel demand in a cost-efficient and environmentally sustainable manner. The recommended road projects include intersection and road improvements, new road alignments and extensions, and road expansions that together represent necessary targeted improvements as part of a strategic approach to manage congestion and improve road capacity.

EXHIBIT ES.6: ROAD PROJECTS PLAN

Build on the existing rapid transit corridors to provide a transit priority network which strengthens connections and provides access to more destinations

The recommended transit priority network builds on the existing rapid transit corridors to provide a more complete and extensive transit priority network. The recommended transit priority network includes rapid transit corridors, transit priority corridors, and transit friendly corridors, that together will help make transit the option of choice for more trips. The network has been planned to provide more efficient, convenient, accessible, safe, and connected transit services for residents and visitors as the city grows.

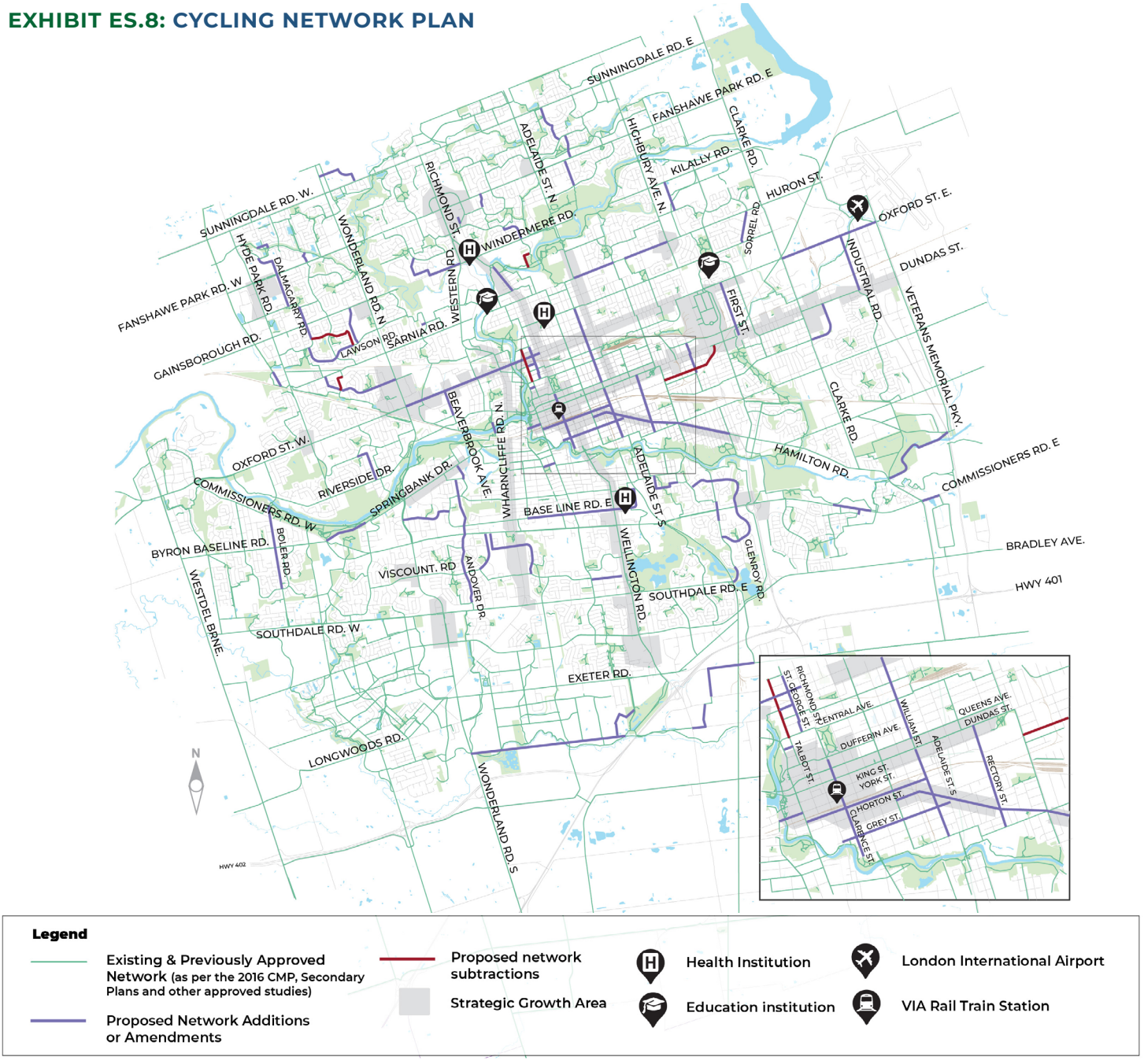
EXHIBIT ES.7: TRANSIT PRIORITY NETWORK PLAN



Provide a comfortable and connected network of on- and off-road cycling facilities suitable for all ages and abilities

The recommended cycling network includes cycling facilities along streets and multi-use paths in parks and other connections in the pathway network. It is recognized that multi-use paths also support walking. These projects create the ability for people to complete more short trips in a low-cost, healthy and environmentally friendly way. Cycling improvements were previously well detailed in the comprehensive *Cycling Master Plan* (2016). Recognizing this, the Mobility Master Plan builds on the *Cycling Master Plan* and includes additions and subtractions from the previous plan. The recommended cycling projects include stand alone cycling projects to address critical gaps in the cycling network. There are also cycling improvements proposed to be completed in conjunction with other major infrastructure improvement projects such as the recommended road and transit projects.

EXHIBIT ES.8: CYCLING NETWORK PLAN



Address gaps in the sidewalk network in support of walkable communities and sidewalks

The planning of sidewalks focused on major streets recognizing that existing programs are in place to determine pedestrian infrastructure within neighbourhoods. All major roads within the urban growth boundary without sidewalks were identified and many are recommended to be addressed in conjunction with other major infrastructure improvement projects. Opportunities to address other sidewalk gaps will also be pursued, such as in conjunction with developments or through the new sidewalk program. Implementation of sidewalks throughout the city will improve accessibility for all ages and abilities and will support healthier lifestyles and environments.

EXHIBIT ES.9: SIDEWALK PROJECTS PLAN

The Mobility Master Plan is an ambitious but achievable plan and success will be monitored and measured

The Mobility Master Plan is an ambitious but achievable plan that outlines the steps to achieve a fully integrated and efficient mobility system. While the Mobility Master Plan is intended to address current and forecasted mobility needs, it is acknowledged that London will continue to evolve. Accordingly, the monitoring and measuring of success of the plan is critical to ensure progress in achieving the vision and to help identify areas where further improvements or adjustments may be needed in response to evolving challenges or opportunities. Monitoring the implementation and success of the plan also builds trust in the community by providing transparency and accountability.

The Mobility Master Plan monitoring framework includes a series of key performance indicators that each relate to one or more of the areas of focus. Each key performance indicator is accompanied by a data source and frequency for reporting. The application of this monitoring framework will enable the City to evaluate the success of Mobility Master Plan infrastructure recommendations and actions and identify areas for future improvement.

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Prepared by Arcadis Professional Services (Canada) Inc.