

2019 LTC Draft Service Plan

Proposed Route 1 Changes in
Old North

Jan 2019



The proposed change that would have LTC Route 1 bisecting Old North should not be implemented

1

Change is opposed by Old North residents

- Majority of Old North residents oppose change vs. support it
- Commentary suggests service today is sufficient, changes damaging

2

Change fails to deliver proposed benefits

- No incremental coverage for Old North vs. today, less destination access
- Proposed route is not the fastest or shortest, trivial time savings vs. today

3

Change has additional negative impacts

- Noise and traffic impacts neighborhood character
- Potential safety risk given elementary schools, service vehicles
- Property value destroyed

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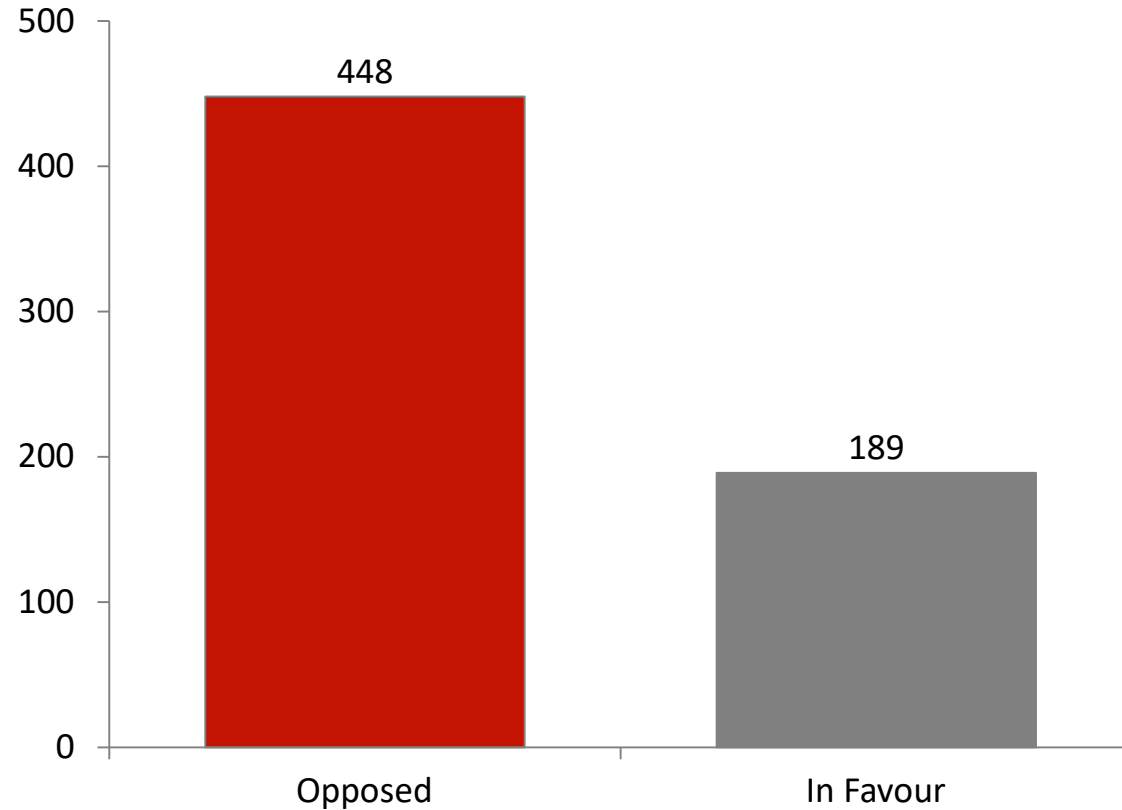
3

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The majority of Old North residents are opposed to this route change

Petition signatures



More than

2.3x

Old North residents **oppose**
the change than support it

The majority of Old North residents are opposed to this route change

"**Buses should remain on main city arteries** like Adelaide and Oxford Street, not cut through residential neighbourhoods."

"I cannot accept that the **engine sounds and brakes of a bus** will be the soundtrack to our daily life from **before breakfast to past bedtime.**"

"The city has installed islands, speed bumps and narrowed streets to deter traffic from driving through our neighbourhood. Now the city wants to direct city buses through our neighbourhood? **Doesn't make sense.**"

"A busy bus route will **change the character of Old North** from an established, quiet residential neighbourhood to a traffic artery for commuters"

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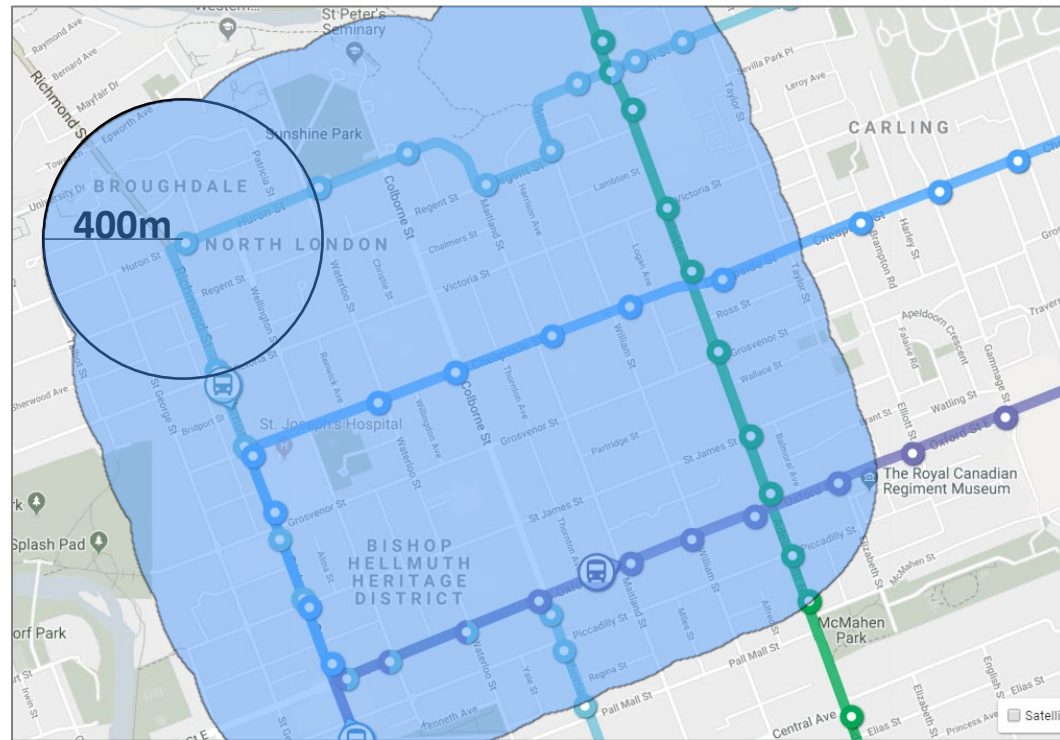
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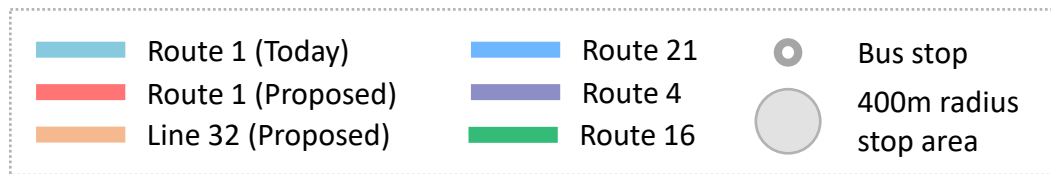
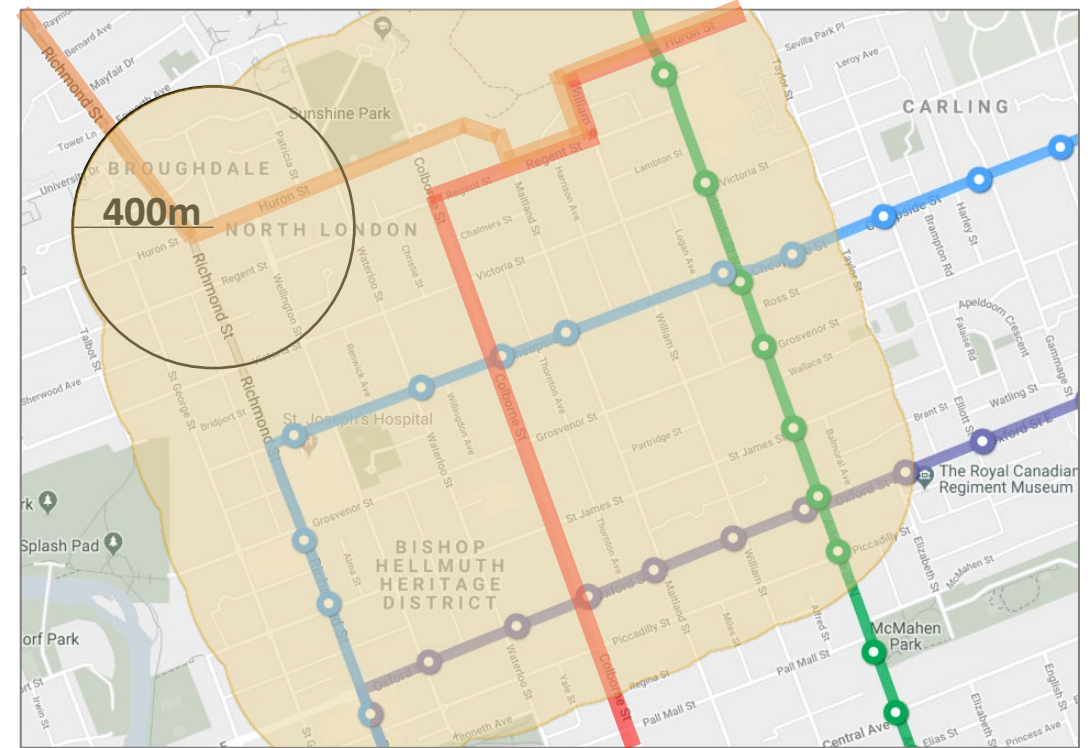
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The proposed change does not increase accessibility vs. existing routes

All residences already within 400 m of a transit stop



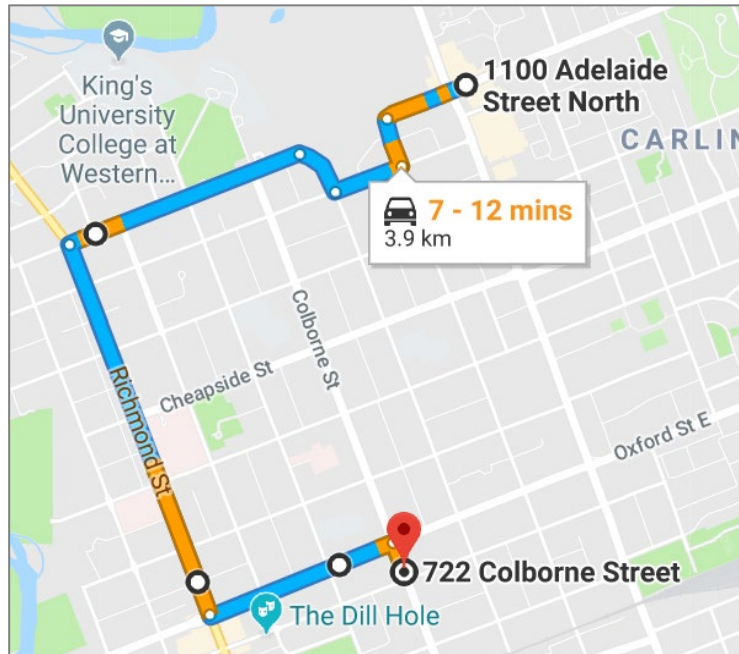
No meaningful accessibility benefit from proposed route



The proposed change saves only 4 minutes at peak hours, only 1 minute otherwise; it is not the fastest or the shortest route

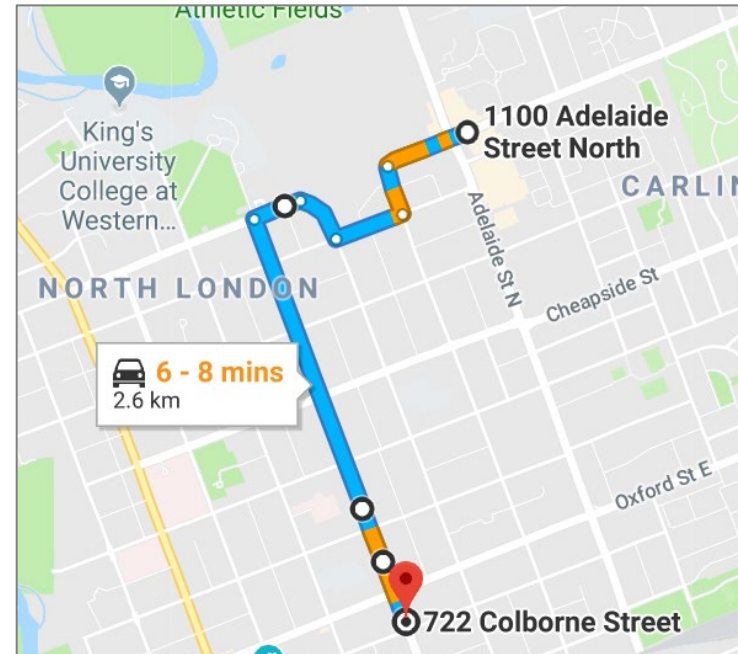
Original route

- ✓ Effective use of arterial roads
- ✓ Direct connection with St. Joseph's Hospital
- ✗ Longest drive time and distance



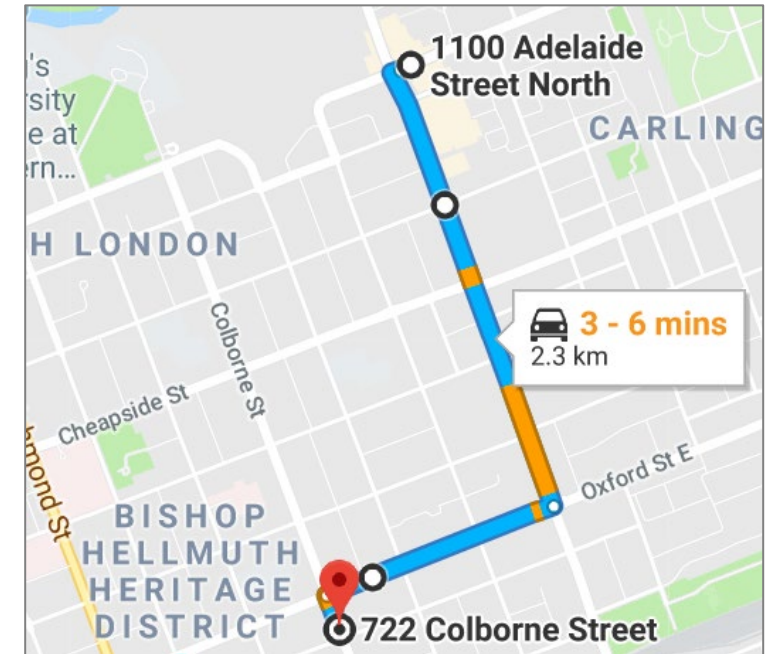
Proposed route

- ✗ Bisects residential area on non-arterial roads
- ✗ No direct connection to major destination
- ✗ Not the fastest or the shortest route



Highest efficiency route

- ✓ Effective use of arterial roads
- ✓ Fastest drive time and shortest distance
- ✓ Direct connection to major commercial plazas



Note: Time estimates based on aggregate driving data of Google Maps mobile app users, incorporates stop frequency and probable traffic
Source: LTC Draft 2019 Service Plan Changes; Google Maps (8:00 am drive time estimate)

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High frequency and long hours of service magnify risk posed to resident quality of life, safety, property value, and neighbourhood character

Operating days / week

Monday - Sunday

Typical hours of operation

6am – 12am
(1am proposed)

Frequency of service

Every 15 – 30 min

This is not a small change to the draft plan – it is a **big change with big consequences**

- **Increased noise levels** from bus engines and breaks in **family neighborhood**
- **Disruption for young children** before and after typical wake-up / sleep times
- **Safety risk** from increased traffic along key routes for 2 elementary schools

The proposed changes stands to hurt residents who have invested in their family homes and reduces municipal income from property tax

20-30%

Property value reduction
due to increased
commercial / bus traffic

*Leading London, ON
realtor estimate*



Average value of a
home in Old North¹

\$0.7M



Homes with properties
directly bordering
proposed route²

~170



Estimated property
value reduction³

20-30%



**Total property value
destroyed**

\$24 - 36M

1. Average price of all detached homes in Old North neighbourhood listed for sale on www.londonontariorealestate.com as at 01/20/2019; 2. Count of unique properties bordering proposed Route 1 from Oxford / Colborne to Regent / Maitland based on London CityMap; 3. Estimate provided in interview with leading London realtor

The proposed route is subject to potential blockages / safety hazards due to high frequency of service vehicles

A high proportion of Old North residents have lawn and snow-removal services

Service vehicles park on the street (in addition to regular parking on both sides of the street along proposed route)



Result: Increased safety hazard to buses and higher likelihood of route blockage



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