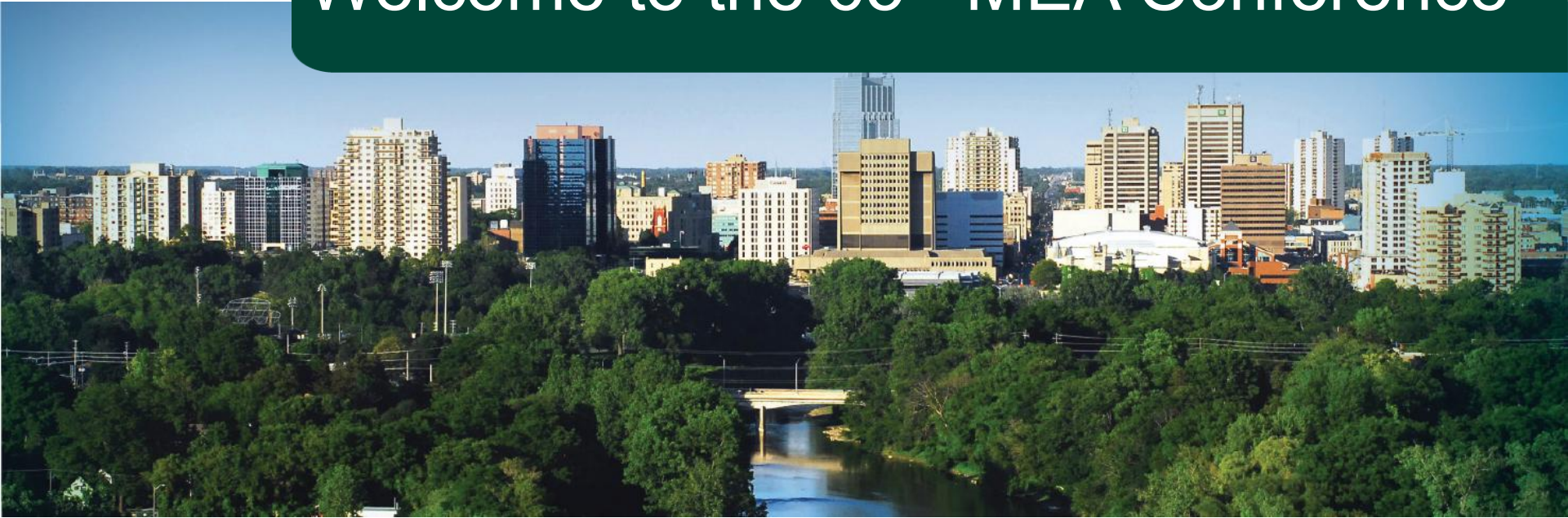




Welcome to the 65th MEA Conference



Taylor Eckert, Ardian Spahiu, Brian Nourse

November 14, 2025



Introduction



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London's Rapid Transit System: The Challenges and Successes

1. Project introduction and overview
2. Lane design
3. Coordination
4. Shelters
5. Communications
6. Future plans
7. Panel discussion and question period



Why rapid transit for London

Rapid Transit: Dedicated-lane, high-priority transit

- Reduces congestion
- Development
 - 47,000 new homes by 2031
 - Transit oriented development
- 15 km of road, including 12 downtown blocks
 - sewers, watermains, multi-modal infrastructure and utilities



The approved RT network



3 rapid transit projects are currently underway in London, which represent approximately \$475 million of work, and have contributions of \$173 million from the Federal and Provincial Governments.

London's rapid transit projects:

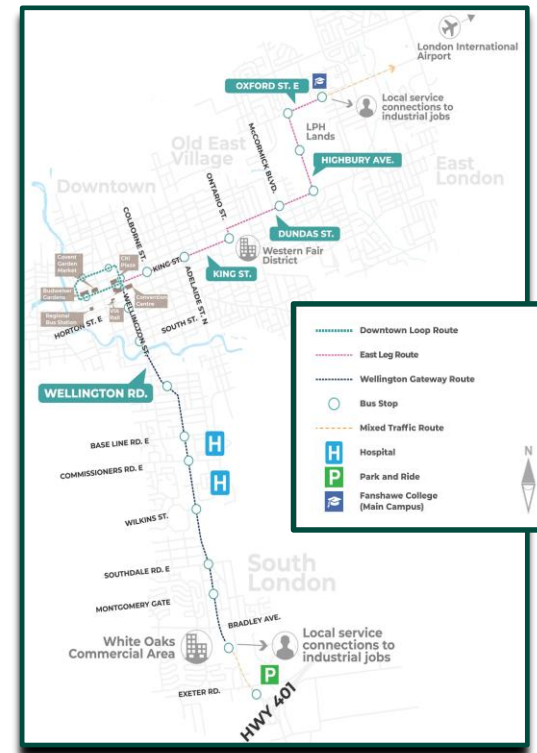
- Downtown Loop
- East London Link
- Wellington Gateway

The approved RT network

① The Downtown Loop (2021 – 2024)

② East London Link (2022 – 2027)

③ Wellington Gateway (2023 – 2028)

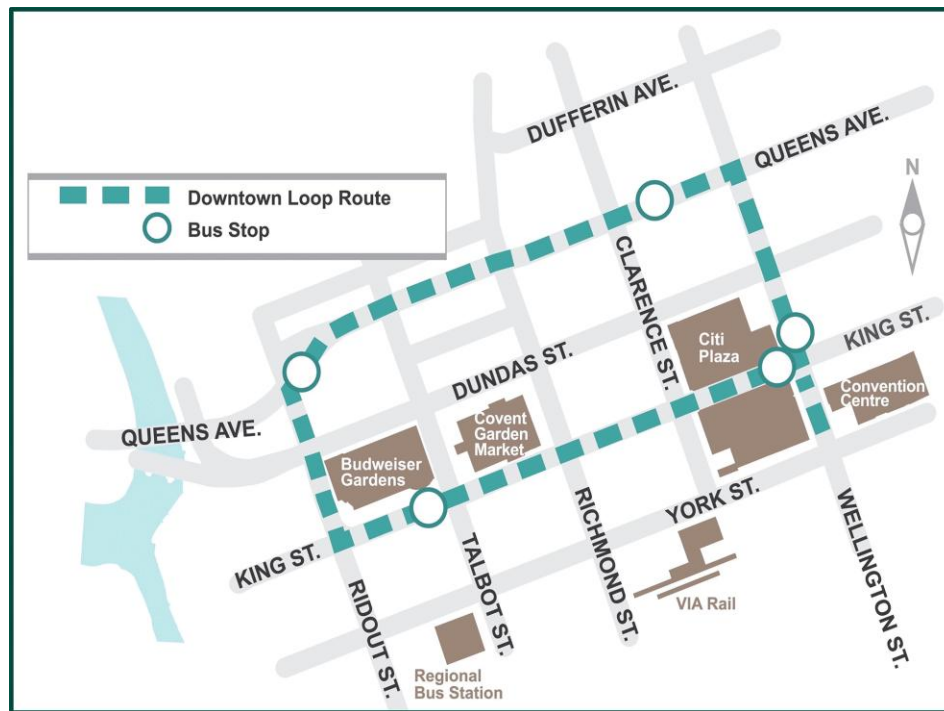


Downtown Loop

Queens Avenue, Ridout Street North, King Street and Wellington Street.

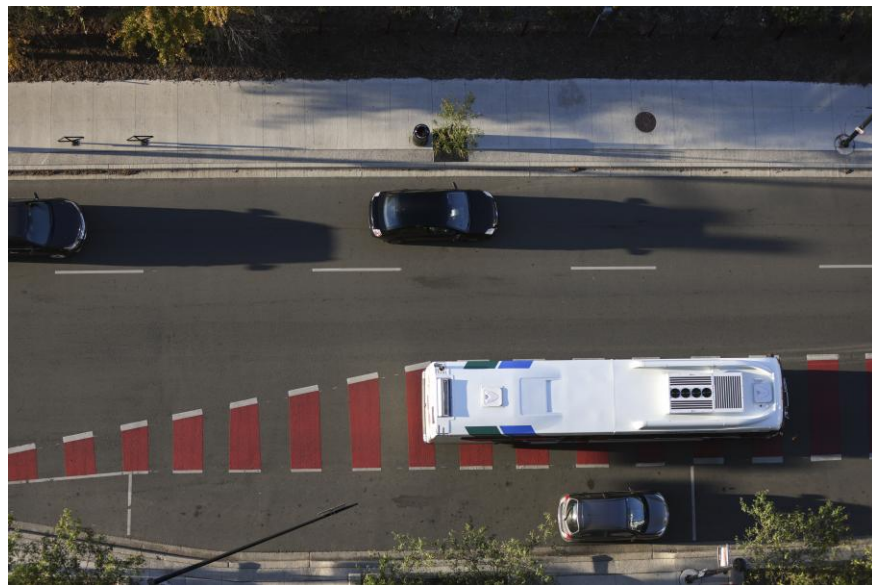
Features:

- Revitalize the 2 kilometres of streets surrounding Dundas Place
- New curbside bus-only lanes to improve safety and transit capacity
- Underground infrastructure upgrades
- Other streetscape features



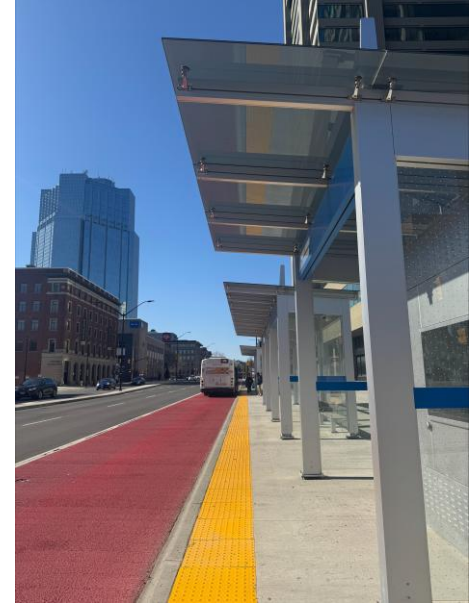


Downtown Loop 2021 - 2024





Downtown Loop 2021 - 2024



East London Link

King Street, Ontario Street, Dundas Street, Highbury Avenue and Oxford Street

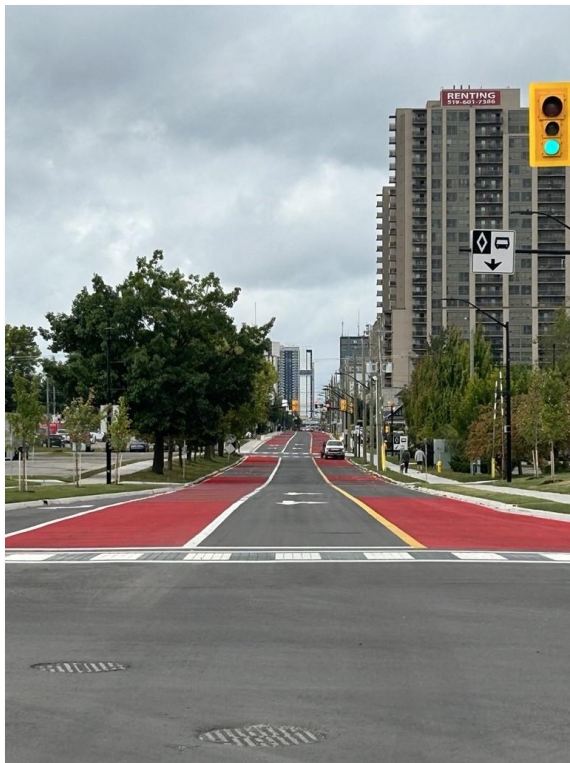
Features:

- Revitalize more than 6 kilometres of road from Downtown to Fanshawe College
- New curbside and centre-running bus-only lanes to improve safety and transit capacity
- Underground infrastructure upgrades
- Other streetscape features





East London Link 2022 - 2027





East London Link 2022 - 2027





East London Link 2022 - 2027



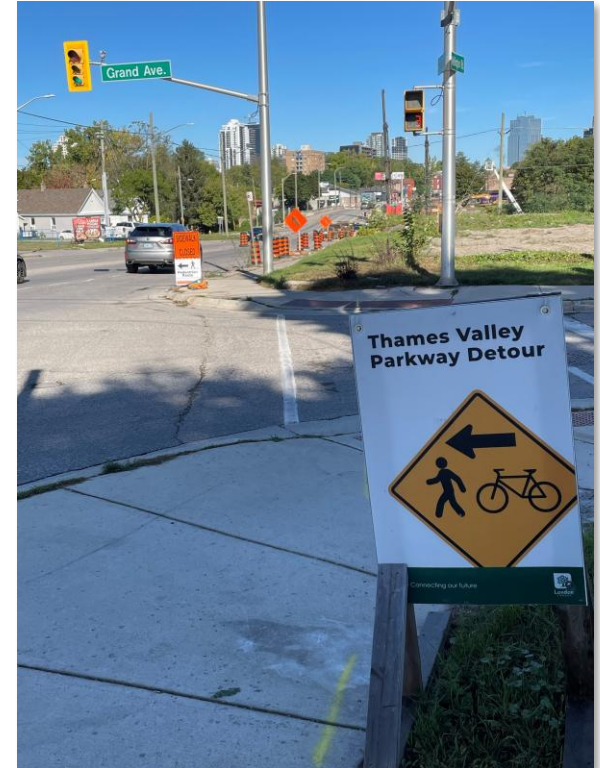
Wellington Gateway



- Wellington Road from York Street to Greenfield Drive.
- **Features:**
- Centre-running bus-only lanes
- Re-alignment of the S-curve on Wellington Road, south of Bond Street
- Multi-use active transportation paths along the corridor
- Underground infrastructure upgrades
- Other streetscape features



Wellington Gateway 2022 - 2028





Wellington Gateway 2022 - 2028





Wellington Gateway 2022 - 2028





A

B

Co Do



Wellington St.
Rine St.
St. N

Downtown

Connects to
Downtown Loop

PHASE 1

CLARK BRIDGE

PHASE 2

PHASE 3

PHASE 4

- Construction Phase 1 (2023)
- Clark Bridge (2024/2025)
- Construction Phase 2 (2025/2026/2027)
- Construction Phase 3 (2024/2025)
- Construction Phase 4 (2024/2025)
- Bus Stop
- Downtown Loop Route
- Hospital
- *Park and Ride

* Location subject to change

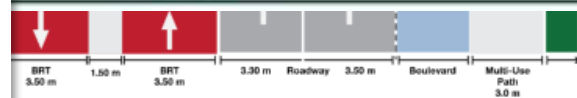
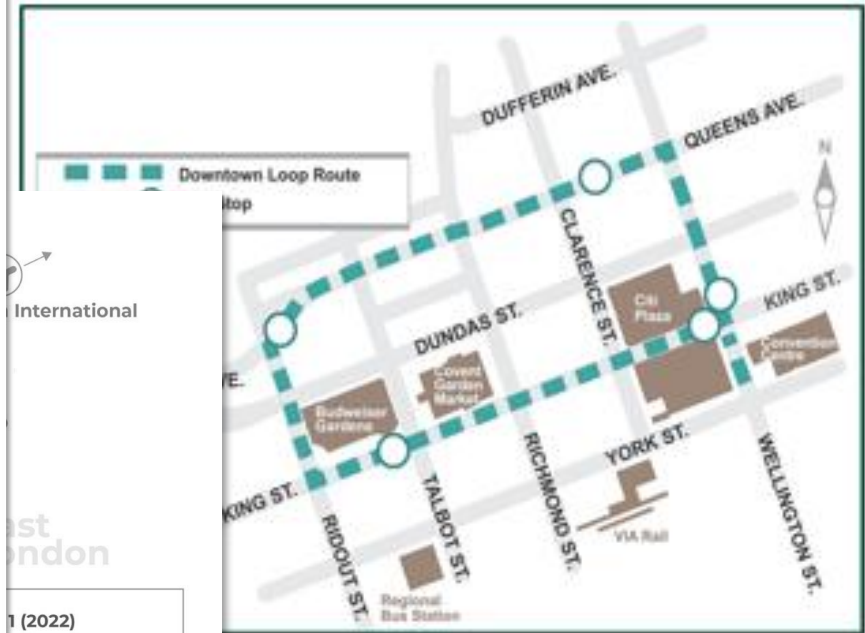


HWY 401

- 1 (2022)
- 2 (2023)
- 3 (2024)
- 4 (2025)
- 5 (2026)

Downtown Loop Route
Fanshawe College
(Main Campus)

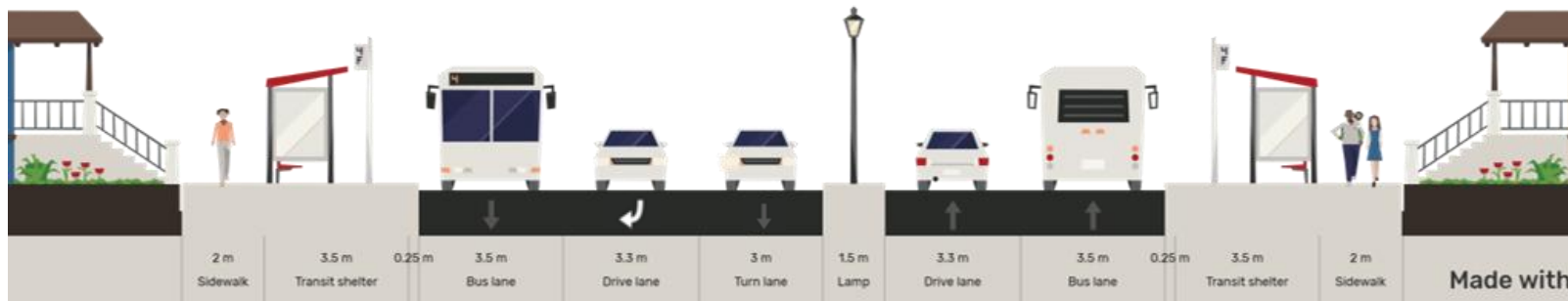
B



Dedicated bus lanes: Curbside

Features:

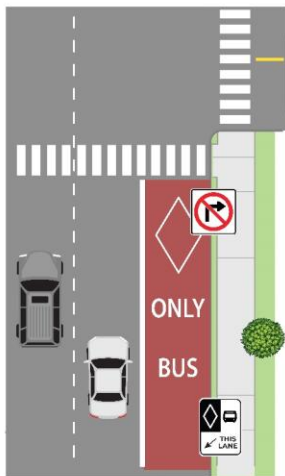
- Dedicated transit lanes along the curb lane
- General traffic travels in the centre lanes
- General Traffic has restrictions on right turn action



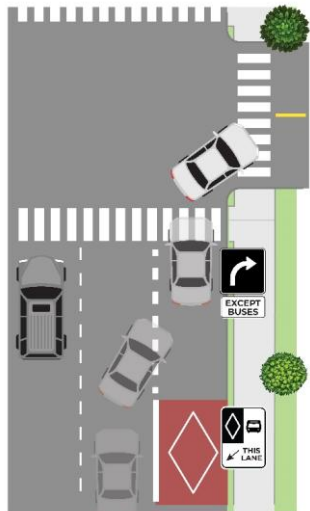


- Dedicated transit lanes in the centre of the road
- Protected Left/U-turn lanes at signalized intersections
- Left turn action is taken across transit lanes

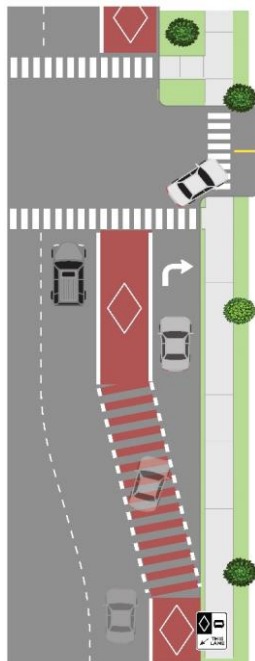
Bus lane pavement markings and signage



No right turns
(solid white line)



Cars share a right turn
lane with transit
(entering at hatched line)

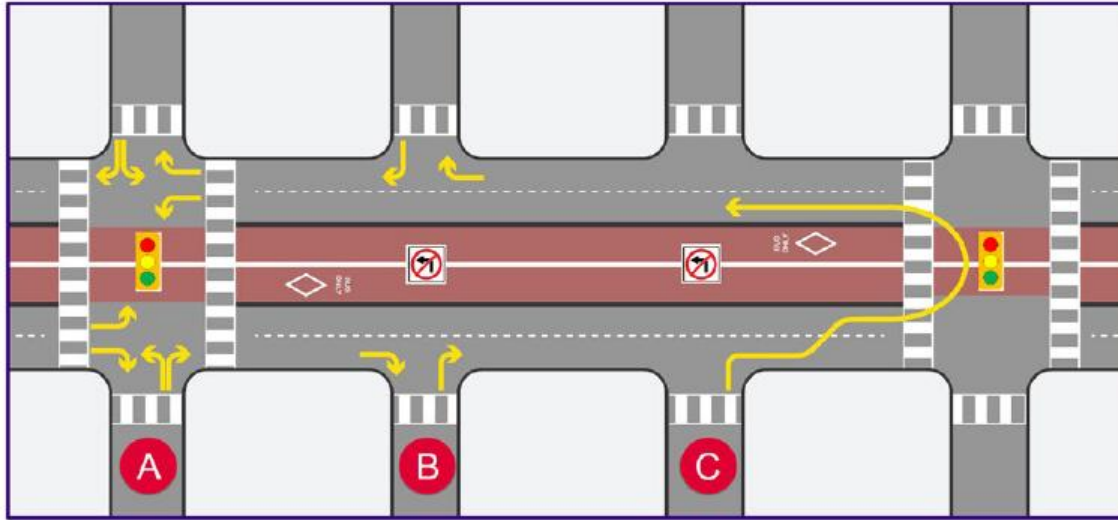


Cars cross the transit lane
to get to their own right turn lane
(entering at hatched line)



Median Running Configuration
Traffic not permitted in Bus
Lane

Operational Changes



Rapid transit centre-median:

- ▶ Remove restrictions to curbside operations
- ▶ maintain safe, frequent, and reliable transit operations
- ▶ Keep general traffic flowing smoothly



A At signalized intersections, traffic will be able to cross RT lanes and make right or left turns

B At unsignalized minor streets and driveways, traffic will only be able to make a right-turn in or out. Traffic will not be able to cross the RT lanes.

C Traffic that today turns left out of an unsignalized minor street or driveway will instead turn right and U-turn at the next signalized intersection. U-turns will use dedicated left-turn lanes and a protected signal

Who occupies London's Right-of-Way?





LEGACY VILLAGE



ction

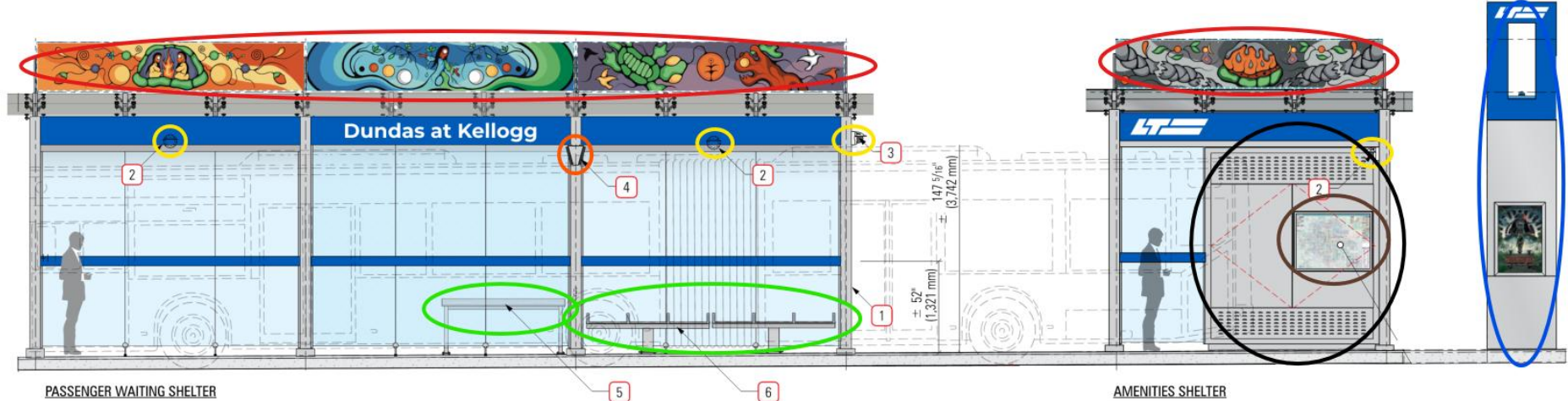


Insights and Benefits



Rapid transit bus shelters

CCTV, Variable Message Sign (VMS), Artwork, Obelisk, Station Furniture, Electrical Wayfinding, Off-shelter lighting



[London.ca/rtshelters](https://london.ca/rtshelters)



Station story map

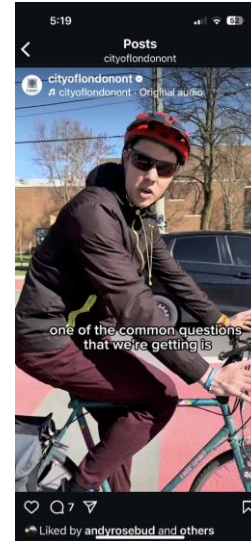


Station story map



Communications

- Public Meetings
 - Transit Tuesdays
 - Webinars
- Letters
- Public Service Announcements
- Interviews (key messages)
- On-site signage
- Social Media



Business Liaisons

- Dedicated staff for communicating and coordinating with businesses and residents
- Understand business needs
- Keeps everyone up-to-date



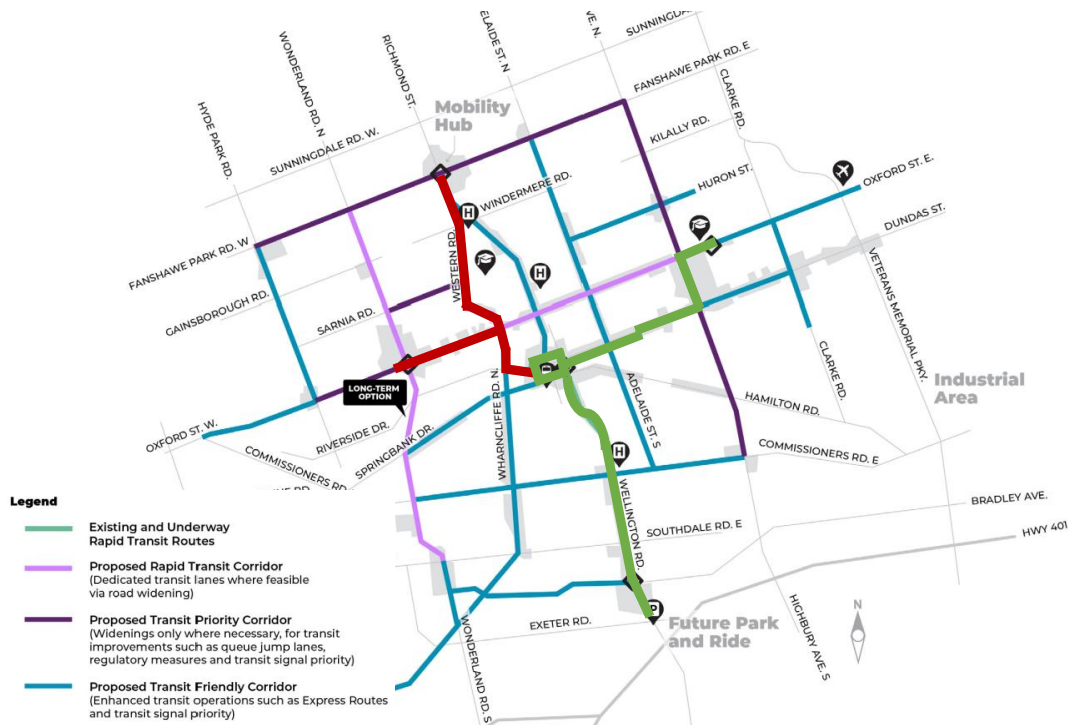
Future Rapid Transit Network

RT Projects Underway

- Downtown Loop
- East London Link
- Wellington Gateway

Near term (5 years)

- North Leg (Western Road)
- West Leg
- TPAP Addendum required





Questions?



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