

Agenda Including Addeds

Strategic Priorities and Policy Committee

8th Special Meeting of the Strategic Priorities and Policy Committee

March 20, 2019, 3:00 PM

Centennial Hall

Members

Mayor E. Holder (Chair), Councillors M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Peloza, A. Kayabaga, S. Hillier

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TO:	CHAIR AND MEMBERS STRATEGIC PRIORITIES AND POLICY COMMITTEE MEETING ON MARCH 20, 2019
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	INVESTING IN CANADA INFRASTRUCTURE PROGRAM PUBLIC TRANSIT STREAM TRANSPORTATION PROJECT LIST FOR CONSIDERATION

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the list of potential projects described herein **BE CONSIDERED** for the purposes of establishing an approved list that is within London’s identified allocation and would be eligible for funding under the Public Transit Stream of the Federal Investing in Canada Infrastructure Program.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – June 19, 2012 – London 2030 Transportation Master Plan
- Strategic Priorities and Policy Committee – June 23, 2014 – Approval of 2014 Development Charges By-Law and DC Background Study
- Planning and Environment Committee – June 13, 2016 - The London Plan
- Civic Works Committee – September 7 12, 2016 – London ON Bikes Cycling Master Plan
- Civic Works Committee – May 24, 2017 – Infrastructure Canada Phase One Investments Public Transit Infrastructure Fund Approved Projects
- Corporate Services Committee – January 23, 2018 – Corporate Asset Management Plan 2017 Review
- Civic Works Committee – March 14, 2019 – History of London’s Rapid Transit Initiative

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by implementing and enhancing safe and convenient mobility choices for transit, automobile users, pedestrians, and cyclists. This report will help inform future directions for the creation of an efficient, inclusive and sustainable transportation system.

BACKGROUND

Purpose

On February 13, 2019, Council directed staff to assemble a list of transportation projects that are both likely to be eligible provincial and federal funding and able to be delivered within the program funding window of the Investing in Canada Plan, ending in March of 2028.

The report was prepared to support the public participation meeting identified in the resolution. The report provides the list of projects for consideration for London’s submission to the Public Transit Infrastructure Stream (PTIS) of the Investing in Canada Plan. The report also briefly outlines the previous planning that supports the creation and implementation of these infrastructure projects and associated financial considerations.

Investing in Canada Infrastructure Program Public Transit Stream

In March 2018, the Government of Canada and the Province of Ontario signed an Integrated Bilateral Agreement (the Agreement) to deliver up to \$7.47 B to Ontario for public transit infrastructure by March 31, 2028. The funds are distributed across Ontario based on transit ridership. London’s municipal transit ridership is the fifth largest in the province resulting in an allocation of \$204.88 M. Further details of the federal program are outlined in the Canada-Ontario Integrated Bilateral Agreement.

To be eligible, projects must meet at least one of the following outcomes as stated in the Agreement with Ontario:

- improved capacity of public transit infrastructure;
- improved quality and/or safety of transit systems
- improved access to a public transit system

The Agreement also states that public transit projects and active transportation projects that connect citizens to a public transit system need to be consistent with a land-use or transportation plan or strategy.

The federal contribution to projects is not to exceed 40% with the exception of public transit rehabilitation projects that can be funded at 50%. Rehabilitation projects are limited to a maximum of 15% of Ontario's public transit allocation.

The Agreement requires Ontario to contribute at least 33% of the eligible costs of municipal projects. Earlier in 2018, the provincial Minister of Transportation identified a provincial funding commitment of \$170 M based on approval in principle of London’s Rapid Transit Initiative Business Case. This commitment was reaffirmed in January 2019 by the new Provincial government.

CONTEXT

Infrastructure planning is an ongoing process guided by legislated processes, informed by public consultation, directed and approved by Council. The importance of this for transportation cannot be understated. In addition to city population growth, the average number of trips Londoners take continues to grow and is currently 3.4 per day. This

amounts to 1.63 million trips within the city in a typical day. The processes and documents that are currently guiding mobility planning in London are described below.

A report titled “History of London’s Rapid Transit Initiative” was submitted to the March 14th, 2019 special meeting of the Civic Works Committee. This report provided a comprehensive history of transportation planning in London over the past decade and a discussion of several key initiatives including:

- The London Plan,
- The Smart Moves Transportation Master Plan, and
- The Rapid Transit Master Plan (RTMP) and the Transit Project Assessment Process (TPAP).

The following sections will provide a brief background on several areas not discussed in “History of London’s Rapid Transit Initiative” that are related to the transportation project list.

Cycling Master Plan

Cycling aligns with London’s current policy framework and the Provincial Policy Statement. The London ON Bikes Cycling Master Plan was approved in 2016. The process considered policies, programs and infrastructure. The plan aligns with the province’s #CycleON Ontario Cycling Strategy.

The infrastructure recommendations in the plan aim to expand the existing cycling infrastructure network. Londoners expressed a desire for better separation from vehicular traffic on streets; the first phase of the Colborne Street cycle track is an example of an improved design for higher ridership downtown routes. Supportive infrastructure such as bicycle parking, lockups, destination infrastructure and wayfinding signage are also recommended to further encourage use of the linear infrastructure.

Asset Management

The Corporation uses robust asset management processes. The goal is to maximize benefits from coordinated lifecycle renewal investments and to optimize infrastructure asset value while minimizing lifecycle costs. The City’s State of the Infrastructure Report and Asset Management Plans have captured the cumulative backlog of required renewal investments as the “Infrastructure Gap”. In 2014, the City’s Infrastructure Gap was estimated at \$52.1 M and is forecasted to grow to \$466.1 M over 10 years. Symptoms of the infrastructure gap are watermain breaks, sewer sinkholes and pavement potholes. Efforts are underway to create a new Asset Management Plan in 2019 that will provide an update on asset conditions and investment strategies.

The City’s right-of-ways typically accommodate numerous assets, primarily transportation, sewer and water infrastructure. The coordinated renewal of the different assets leverages investments. For example, the replacement of underground water and sewer infrastructure in the same contract can lower the renewal cost for all assets. External infrastructure funding such as the Public Transit Infrastructure Stream makes a positive contribution towards the Transportation Infrastructure Gap by renewing transportation assets such as pavements, bridges, traffic signals and streetlights and creates spin-off benefits for right-of-way assets.

London Transit Five Year Plan

The London Transit Commission's 5 Year Service Plan for conventional transit covering the period 2020-2024 calls for the addition of approximately 18,000 service hours per year and 22 buses to the LTC fleet. The overarching goals of the 5 Year Service Plan are to enhance overall levels of service, explore alternative service delivery models to areas of the City that are currently un-served by public transit, improve direct connections, build on the current express route network, and improve service frequencies system wide. The areas currently identified as un-served by public transit include large, low-density industrial areas and business parks.

<p>PROJECTS FOR CONSIDERATION</p>
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The list of London projects for consideration for submission to the Investing in Canada Infrastructure Program Public Transit Stream was developed following two criteria.

1. The first criteria was alignment with the federal program objectives. The bilateral agreement identifies the projects must meet at least one of the program outcomes of: improved capacity of public transit infrastructure, improved quality and/or safety of transit systems and improved access to public transit. In addition to transit projects, the agreement also makes reference to active transportation projects if they connect citizens to a public transit system. This is sometimes referred to first mile / last mile connectivity. Finally, the agreement also requires that projects are consistent with a land-use or transportation plan or strategy.
2. Administration applied scrutiny to the project selections with respect to the current degree of technical and financial analysis for each project. This was to minimize risk with respect to cost estimates, project implementation and the City's capital and operating budgets.

The list of projects for consideration is provided below and are categorized as transit and transit supportive streetscapes. The actual eligibility of the project is subject to review and acceptance by the provincial and federal governments. The projects are described in more detail in Appendix A.

List of Potential Projects		Estimated Cost (\$ Million)*
Transit	1. Downtown Loop	\$28.5
	2. Wellington Road Gateway	\$131.8
	3. East London Link	\$120.2
	4. North Connection	\$147.3
	5. West Connection	\$72.2
	6. Intelligent Traffic Signals (TIMMS)	\$28.0
	7. Expansion Buses	\$25.2
	8. On-Board Information Screens	\$5.0
	9. Bus Stop Amenities	\$1.1
Transit Supportive	10. Pedestrian Street Connectivity Improvements to the Transit Network	\$21.8
	11. New Sidewalks	\$11.1
	12. Adelaide Street Underpass Active Transportation Connections	\$18.9
	13. Active Transportation Improvements across Transit Route Bridges	\$31.4
	14. Dundas Place Thames Valley Parkway Active Transportation Connection	\$4.0
	15. Dundas Street Old East Village Streetscape Improvements	\$8.2
	16. Oxford Street / Wharncliffe Road Intersection Improvements	\$17.8
	17. Cycling Routes Connecting to Downtown Transit	\$7.7
	18. Cycling Routes Connecting to Transit throughout the City	\$38.7
	19. Enhanced Bike Parking	\$4.0

* Estimated costs include inflation.

Transit Projects

The transit group of projects are direct investments to the transit system and are envisioned to be eligible for PTIS funding with a high degree of confidence.

The first five projects are components of the London’s Rapid Transit Initiative currently under consideration in the environmental assessment and described to the Civic Works Committee on March 14, 2019. Up to this point, the rapid transit network has been studied as a single project through the Environmental Assessment process. As that process wraps up, the engineering work, technical studies and consultation that have informed the project provide the foundation to enable exploring the plan in its

component elements. By unbundling the plan, it's possible to move forward with elements that Council may want to prioritize at this time.

While the system-wide benefits have been well documented, each component of BRT can stand alone to help improve London's transportation network. The impacts of each extend beyond transit; they represent infrastructure opportunities that will have impacts for all Londoners, whether they drive, take transit, cycle or walk. The names of the component BRT projects in the list have been revised to better emphasize the overall transportation and mobility benefits for the city and its residents.

Project 6 complements the rapid transit projects. The Intelligent Traffic Signals (Transportation Intelligent Mobility Management System (TIMMS)) project is one that has wide ranging benefits for all road users by upgrading the existing signal system to provide better coordination, response and transit priority.

Project 7 identifies future LTC bus needs for service expansion of the current system (not rapid transit).

Finally, Projects 8 and 9 identify amenity improvements to buses and bus stops to improve the quality and safety of the existing system.

Transit Supportive Projects

The transit supportive projects are improvements to existing City streets with a focus on active transportation connections to transit routes and transit operations.

Projects 10 to 13 recognize that every transit user begins their trip as a pedestrian or cyclist. The projects are focussed on active transportation improvements to facilitate first mile / last mile transit solutions and are therefore aligned with federal program objectives. Project 10 is predominantly traffic signal improvements to enable safer street crossings. Project 12, is the active transportation component of the Adelaide Street Underpass in recognition of program eligibility objectives and amounts to approximately one-third of the total project cost.

Projects 14 and 15 envision redefinition of the streetscape for two different sections of Dundas Street. These areas are transit intensive and the projects aim to facilitate all forms of mobility.

Project 16 would implement eastbound and westbound queue jump lanes on Oxford Street at the Wharncliffe Road intersection.

Finally, Projects 17 to 19 stem from the Cycling Master Plan and identify cycling infrastructure with a focus on connections to transit routes.

Projects Screened For Eligibility

As mentioned, consideration for submission to the program at this time requires a degree of analysis sufficient to adequately define project scope, cost, municipal funding and approvals as appropriate. The Transportation Growth Program includes many major road expansion projects. While these projects aim to provide improvements to all modes of transportation, their broad focus does not align them well with the federal transit program eligibility criteria and are therefore have been screened from the potential funding list. Below is a list of project that were considered in the eligibility analysis and screened out. Projects were screened out on the basis that they did not meet the program eligibility or due to a lack of appropriate project detail at this time.

List of Screened Projects		Estimated Cost (\$ Million)*
Transit	1. LTC Highbury Facility Renewal	\$171.5 M (1)
	2. LTC Replacement Buses	\$61.9 M
	3. LTC Bus Safety Barriers	\$1.1 M
Road Works	4. Southdale Road Widening	\$16.6 M (2)
	5. Wharncliffe Road Widening	\$41.4M (2)
	6. Sunningdale Road Widening	\$49.7 M (2)
	7. Wonderland Road Widening	\$164 M (2)
	8. Bradley Avenue Extensions	\$19.6M(2)
	9. Veterans Memorial Parkway Extension	\$12.4M (2)
	10. Fanshawe Park Road and Richmond Intersection Improvements	\$12.6M
	11. HOV Lanes	Unknown

* Estimated costs include inflation.

(1) The \$500 M Rapid Transit project includes a \$14.2 M contribution to this project.

(2) Value includes all widening and/or extensions related to the roadway within the next 20-year period as included in the 2019 Transportations Development Charges Study.

Financial Considerations

Funding eligibility

The federal program stipulates maximum contribution levels towards projects and detailed eligibility criteria. Depending on the nature of projects submitted, the total value of the program that leverages the full external investments provided to London would total around \$500 M.

Development Charges Implications

The Council approved budget for the rapid transit project is based on receiving a 74% contribution from the Federal and Provincial government. A large portion of the remaining municipal portion (26% of the overall cost) is funded through a combination of tax supported sources and development charges. If significant changes are made to the current transportation program, a new transportation network model would be required to determine the new project needs to service growth, followed by an updated Transportation DC Master Plan and updated Development Charges Background Study and By-law.

Tax-Supported Budget Implications

As noted above, the majority of the municipal funding supporting the current BRT capital plan comes from development charges with a much smaller portion coming from tax-supported sources. As the final transportation project list evolves, the more that it diverges from the current capital plan, the more likely it is to increase the amount of tax-supported funding that is required. In general, this is because within the Development Charges Study, Transportation projects (e.g. roads) are eligible for more Development Charges funding than their Transit Supportive (e.g. pathways) counterparts. Therefore, these Transit Supportive projects require a higher proportion of tax-supported funding to make up the difference.

Operating Cost Implications

The operating cost implications of the identified projects will also need to be considered with respect to the current budget. The operating impacts of the various projects vary depending on the nature of the project. Transit related projects, including extending transit in to the industrial areas, will have a significant impact to the LTC operating budget.

CONCLUSION

The Investing in Canada Public Transit Infrastructure Stream presents a significant opportunity for London. The program requires submissions consistent with transportation and land use plans. London transportation planning is primarily guided by the Smart Moves Transportation Master Plan. Smart Moves dovetails with The London Plan and the Cycling Master Plan. Leveraged investments from programs like the Public Transit Stream support these plans and can also benefit the infrastructure gap with lifecycle renewal benefits.

The requested project list is provided for Council consideration. The list of potential projects was developed based on the PTIS eligibility criteria and an assessment of individual project engineering and financial risk. It is noted that the City is obligated to fund a portion of the capital costs and plus all ongoing operating costs. Therefore, the selection of projects will need to consider the impact on the budget.

Acknowledgements

This report was prepared with the assistance of Alan Dunbar, Jason Davies, and Kelly Paleczny.

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Attachment: Appendix A – Project Descriptions Sheets

c: Kelly Paleczny, LTC

Appendix A
Project Fact Sheets



Draft List of Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

March 2019

london.ca



London
CANADA

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INTRODUCTION

On February 13, 2019, City Council directed staff to bring forward a list of projects that would be eligible to qualify for federal and provincial funding designated for transit improvements in London.

To be considered, projects must be able to meet at least one of the following outcomes:

- Improved capacity of public transit infrastructure
- Improved quality and/or safety of existing or future transit systems
- Improved access to a public transit system

This document contains information on 19 transportation projects that each meet at least one of these outcomes, and that would enhance transit and improve mobility for Londoners. The projects that have been identified complement one another. As well, they work toward the vision outlined in *Smart Moves 2030: London's Transportation Master Plan*, which aims to enhance all modes of transportation.

An overview of these projects will be presented at a public participation meeting scheduled for March 20, 2019. On March 25, 2019, City Council will discuss the list at a Strategic Priorities and Policy Committee meeting. On March 26, 2019, Council is expected to determine which projects from the list will be put forward for funding at this time.

It is important to note that:

- Projects forwarded by Council in March that are approved for funding by senior government will complete additional public and Council review before construction begins.
- This March 2019 funding process is not the final transit funding opportunity for London. However, it is the final opportunity to submit projects for approval this calendar year.
- While the March 2019 discussion will focus on transit, London has many other transportation needs. Planning to meet those needs will continue across the months and years ahead.

Downtown Loop

Estimated Cost: \$28.5 million

Projected Timeline: 2021 – 2023

Project Description:

With the recent construction of Dundas Place, London's first flex street, all east-west buses in the core have already been rerouted to operate along the proposed Downtown Transit Loop. This loop frames Dundas Place, circling buses along Queens Avenue, King Street, Ridout Street and Wellington Street. Existing vehicle lanes would be maintained and bus lanes would not be enclosed by concrete medians.

Constructing the Downtown Loop would formalize transit operations already in place, improving traffic capacity in general traffic lanes and revitalizing 2 km of streets surrounding Dundas Place. While rebuilding the roads, the project would address necessary underground work, including replacing aging sewers and watermains. Cycling lanes would be moved off King Street to Dundas Place, which is designed to more safely handle cycling and pedestrian traffic.

Work Required to Complete this Project:

- Reconstruct the full road width and improve the streetscape, timed with underground work to address necessary infrastructure improvements
- Install transit stations
- Convert existing curbside bus and parking lanes to continuous transit lanes
- Install smarter traffic signals to reduce intersection delays and shorten travel times, including transit signal priority, sensors and video cameras

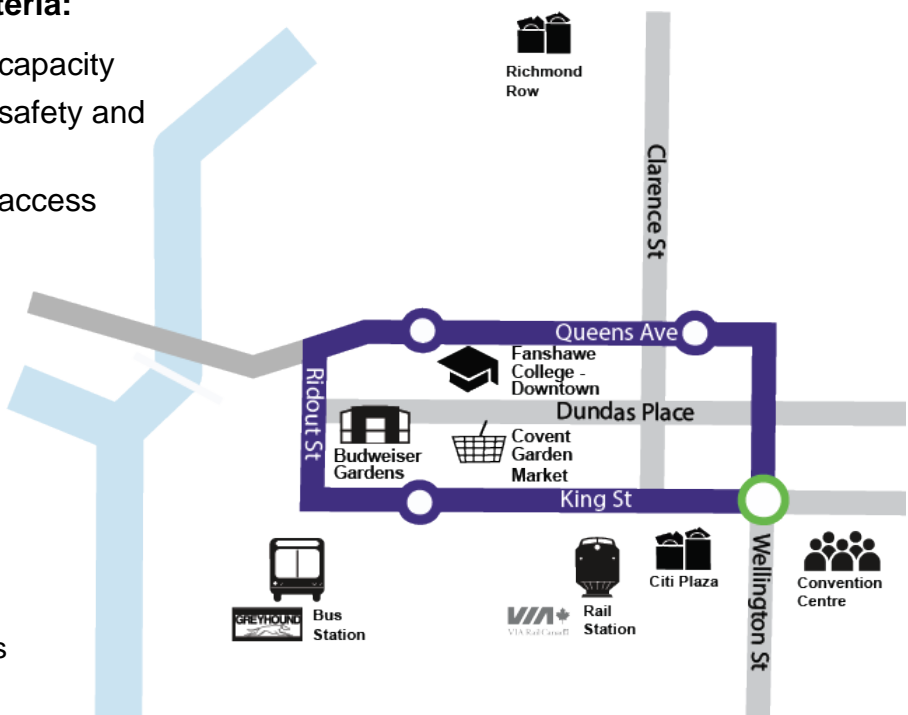
Additional Considerations:

- The Transit Project Assessment Process is expected to be complete in May 2019, so this project can progress with design and construction immediately.
- Construction would coordinate with King Street underground sewer work.
- The project team would continue to work with businesses for delivery, loading and parking solutions, which could include increasing parking on side streets.

Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access

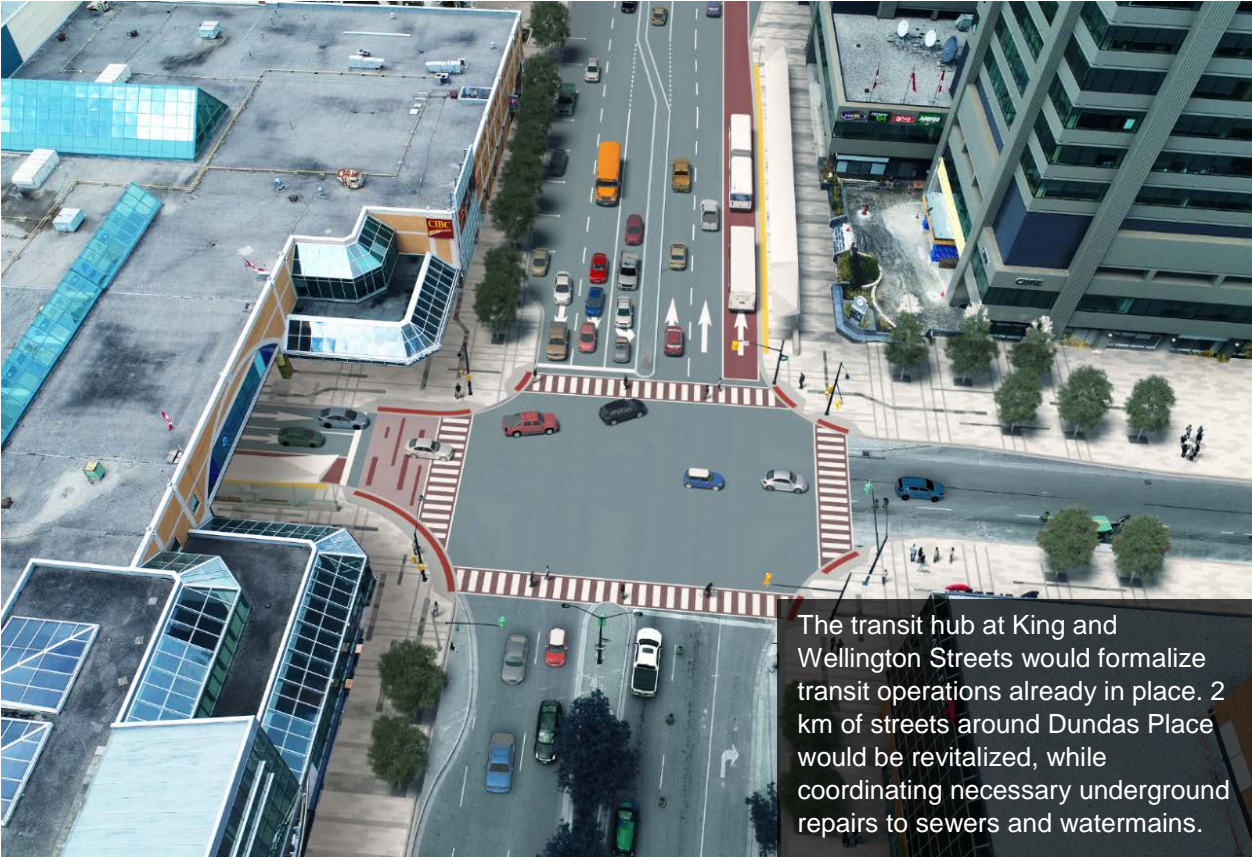
Right: Downtown Loop is shown in purple



Downtown Loop – Additional Images

Estimated Cost: \$28.5 million

Projected Timeline: 2021 – 2023



Wellington Road Gateway

Estimated Cost: \$131.8 million

Projected Timeline: 2023 – 2026

Project Description:

This busy arterial road is overdue for major safety improvements and work to address flooding, including replacing 100-year-old sewers and watermains. While rebuilding the road, Wellington Road would be widened to maintain two general lanes of traffic and remove buses from mixed traffic, with the goal of improving capacity for vehicles while increasing transit frequency and reliability. On most of the Gateway, buses would run beside a curb-height median on the left, which is a standard safety feature on most major roadways. Large concrete medians would only be included near transit stations to enhance passenger safety.

This project would enhance safety for drivers by improving the alignment of the Wellington S-curve and adding dedicated turn lanes at signalized intersections. The street would meet urban standards, including curbs, sidewalks and cycling facilities. A park-and-ride facility would be established near Highway 401 to improve connectivity with employment areas and surrounding municipalities. A transit village on Wellington Road outside of White Oaks Mall would provide an opportunity to improve transit to south London’s industrial employment areas. To take advantage of environmental benefits and potentially lower operating costs, purchasing electric buses is being explored.

Work Required to Complete this Project:

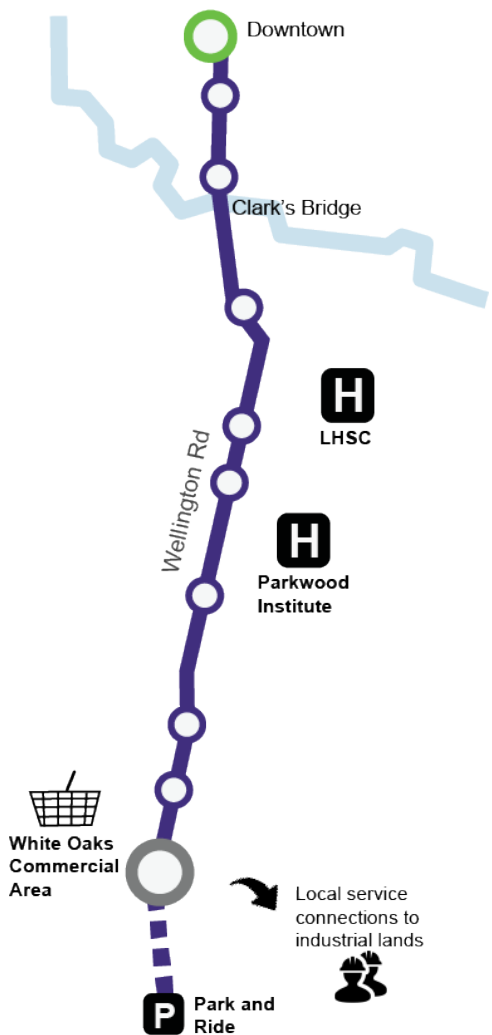
- Revitalize 6.8 km of road between Downtown and Hwy 401, including widening to establish continuous transit lanes and improving the Wellington S-curve
- Install smarter traffic signals to reduce intersection delays and shorten travel times, including transit signal priority, sensors and video cameras
- Establish park-and-ride facility near Hwy 401
- Install transit stations, including extended platforms near White Oaks Mall
- Widen Clark’s Bridge for additional two traffic lanes and a multi-use path for cyclists and pedestrians

Additional Considerations:

- The Transit Project Assessment Process is nearing completion, so design and construction could progress immediately.
- Emergency services vehicles could use transit lanes to reduce response time.

Funding Eligibility Criteria:

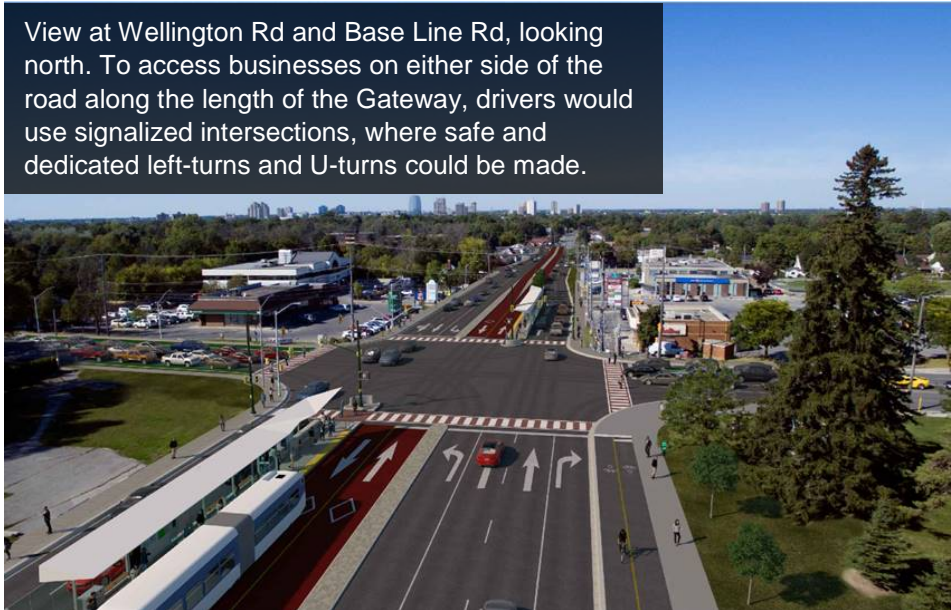
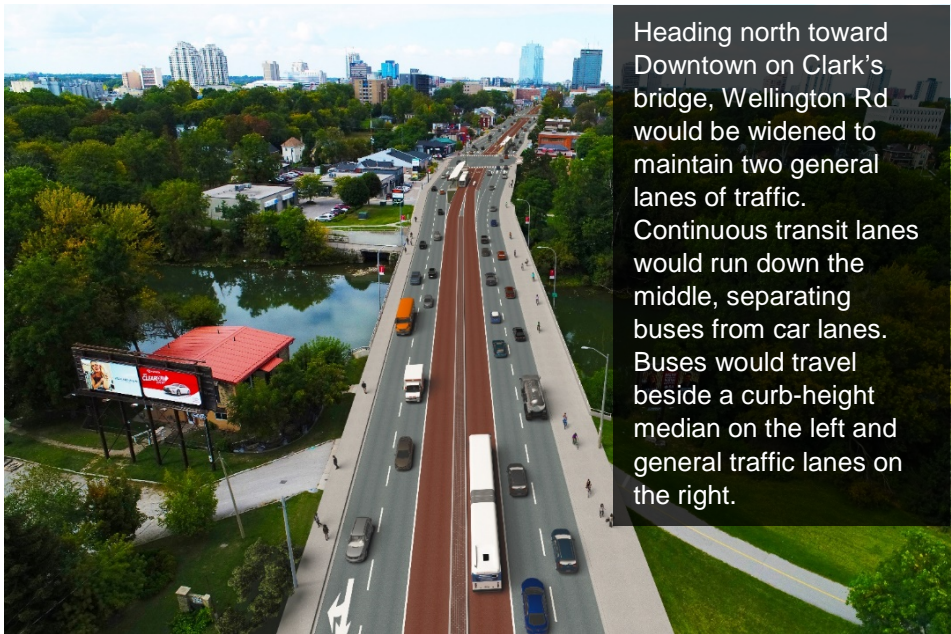
- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



Wellington Road Gateway – Additional Images

Estimated Cost: \$131.8 million

Projected Timeline: 2023 – 2026



Wellington Road Gateway – Additional Images

Estimated Cost: \$131.8 million

Projected Timeline: 2023 – 2026

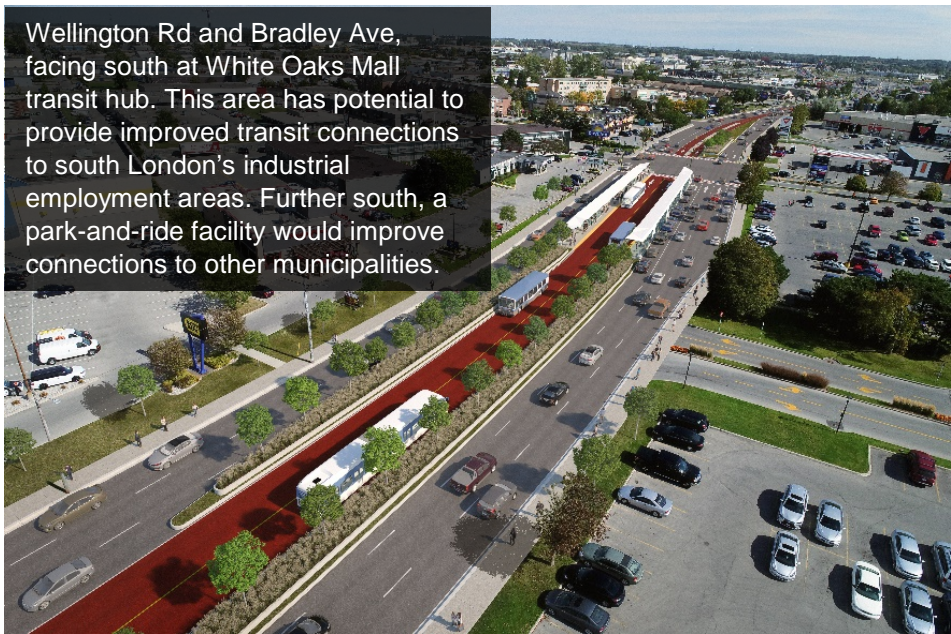


At Wellington and Commissioners Roads, facing north, two extended bus stations would face each other, surrounded by landscaping. Further north there would be a small curb-height median, allowing drivers to access businesses by making safe, dedicated left-turns and U-turns at intersections. Multi-use paths for cycling and walking would be added.



Courtesy of York Region

Drivers would access businesses along Wellington Rd by making safe left-turns and U-turns in dedicated lanes at intersections.

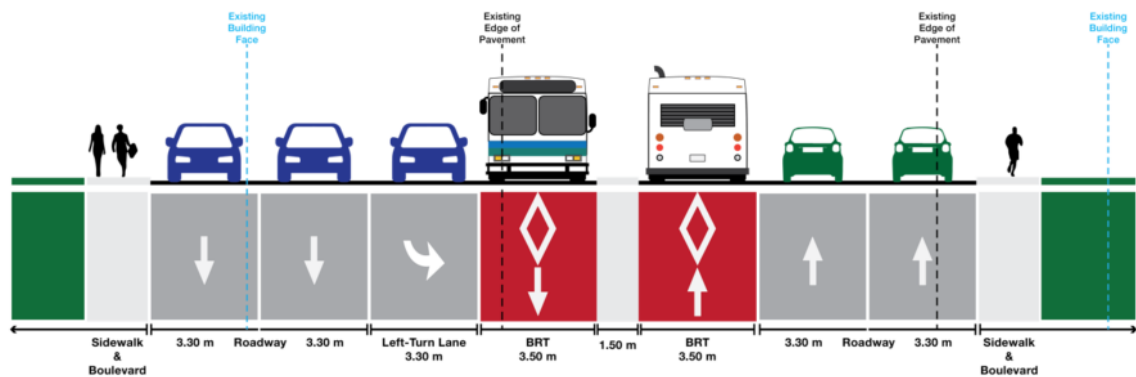


Wellington Rd and Bradley Ave, facing south at White Oaks Mall transit hub. This area has potential to provide improved transit connections to south London's industrial employment areas. Further south, a park-and-ride facility would improve connections to other municipalities.

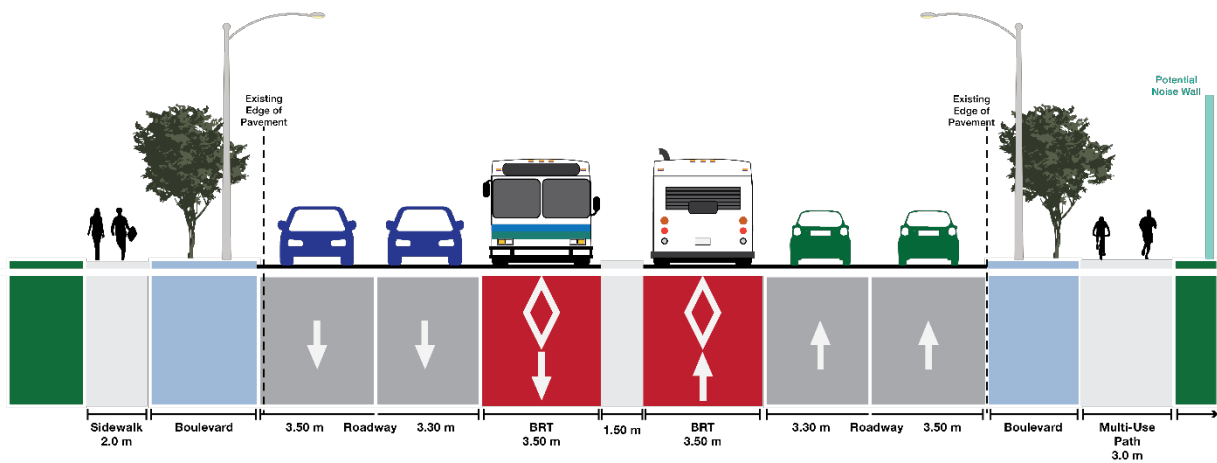
Wellington Road Gateway – Additional Images

Estimated Cost: \$131.8 million

Projected Timeline: 2023 – 2026



Above: Cross-section view of the Wellington Rd S-curve looking north, which would be realigned to improve safety. A small, curb-height median with no landscaping would run down the centre of the road and two lanes of general traffic would be maintained in both directions.



Above: Cross-section view of Wellington Rd from Base Line Rd to Bradley Ave, looking north, where there is opportunity to provide improved transit connections to south London’s industrial employment areas. Two lanes of traffic would be maintained in both directions.

East London Link

Estimated Cost: \$120.2 million

Projected Timeline: 2022 – 2024

Project Description:

Connecting East London with improved transit would link Fanshawe College’s eastern and downtown campuses, support revitalization of Old East Village and encourage development of the former London Psychiatric Hospital and McCormick’s lands. Transit service to the London International Airport could be improved with the potential for buses to run every 15 minutes in mixed traffic along Oxford Street to the airport. There would also be an opportunity to provide a stronger link to the City’s eastern industrial employment areas from a transit hub at Fanshawe College.

Buses would be removed from mixed traffic with the goal of improving capacity in general traffic lanes and increasing transit frequency and reliability. On King Street, buses would travel in curbside transit lanes. Along the rest of the corridor, they would travel in centre-running transit lanes beside a small, curb-height median on the left and general traffic lanes on the right. Large concrete barriers would only be included near transit stations to enhance passenger safety. The project would coordinate necessary underground work, including replacing aging sewers and watermains. It would add dedicated turn lanes at signalized intersections to enhance driver safety and increase capacity, and active transportation infrastructure to support cycling and walking. To take advantage of environmental benefits and potentially lower operating costs, purchasing electric buses is being explored.

Work Required to Complete this Project:

- Revitalize 6.3 km of road, from Downtown to Fanshawe College, while completing necessary underground work on sewers and watermains
- Install transit stations
- Widen Highbury Bridge, Highbury Avenue and Oxford Street to establish continuous transit lanes. Install transit lanes on King and Dundas Streets.
- Install smarter traffic signals to reduce intersection delays and shorten travel times, including transit signal priority, sensors and video

Additional Considerations:

- The Transit Project Assessment Process is nearing completion, so design and construction could progress immediately.
- Emergency services vehicles could use transit lanes to reduce response time.
- Potential for some buses to serve London International Airport in mixed traffic.

Funding Eligibility Criteria:

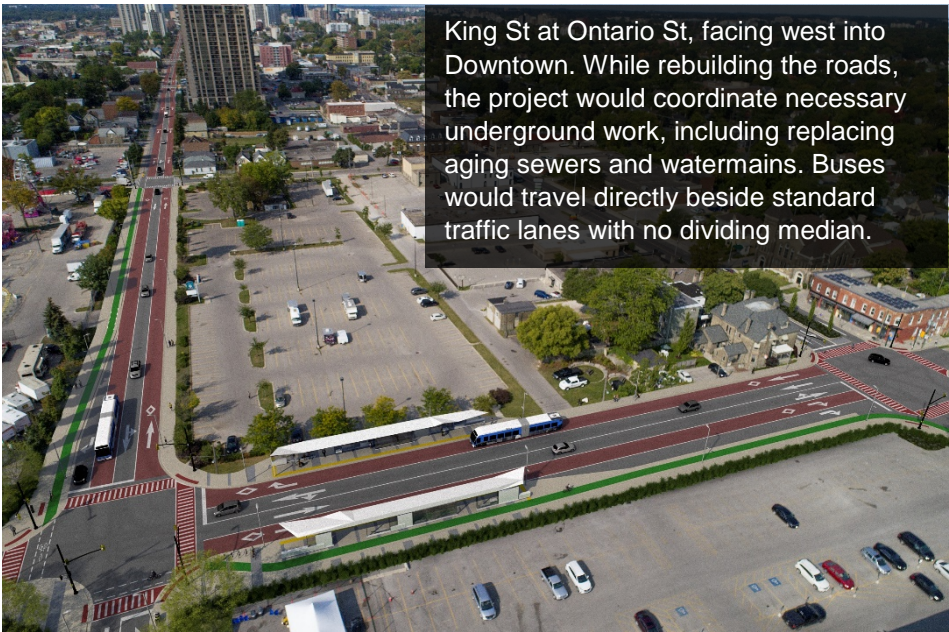
- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



East London Link – Additional Images

Estimated Cost: \$120.2 million

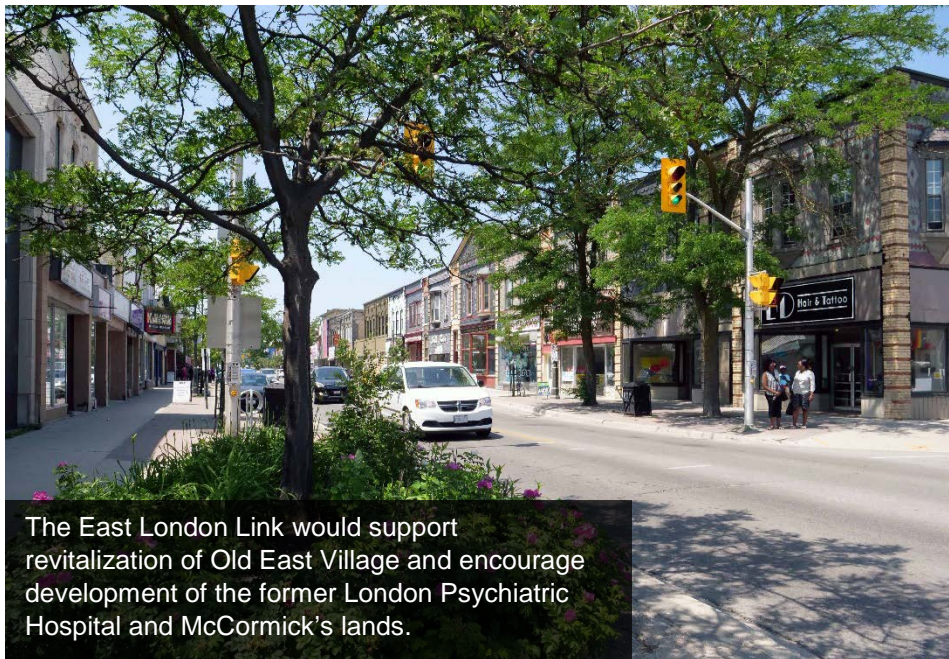
Projected Timeline: 2022 – 2024



King St at Ontario St, facing west into Downtown. While rebuilding the roads, the project would coordinate necessary underground work, including replacing aging sewers and watermain. Buses would travel directly beside standard traffic lanes with no dividing median.



Oxford St E at Fanshawe College. From this location, there would be opportunities to provide a stronger link to the City's eastern industrial employment areas and improve transit service to the airport.



The East London Link would support revitalization of Old East Village and encourage development of the former London Psychiatric Hospital and McCormick's lands.

North Connection

Estimated Cost: \$147.3 million

Projected Timeline: 2024 – 2027

Project Description:

This project would revitalize 6.4 km of roads connecting London’s Downtown to two hospitals, Western University and the Masonville transit village – a corridor that already serves as a major transit spine. The project would redesign a stretch of Richmond Street that does not function optimally now due to a high number of obstructions in general traffic lanes for drivers, including stop and start conflicts with buses and left- and right-turning vehicles.

Proposed continuous transit lanes would take buses out of mixed traffic, supporting vehicle traffic flow while minimizing impacts on the neighbourhood. Dedicated left- and right-turn lanes and extended right-turn lane/bus bays would be added to improve traffic flow and safety for drivers and support local buses on the route. As a result, vehicular traffic in the single through lane would experience fewer obstructions than the existing two lanes today. To take advantage of environmental benefits and potentially lower operating costs, purchasing electric buses is being explored.

Work Required to Complete this Project:

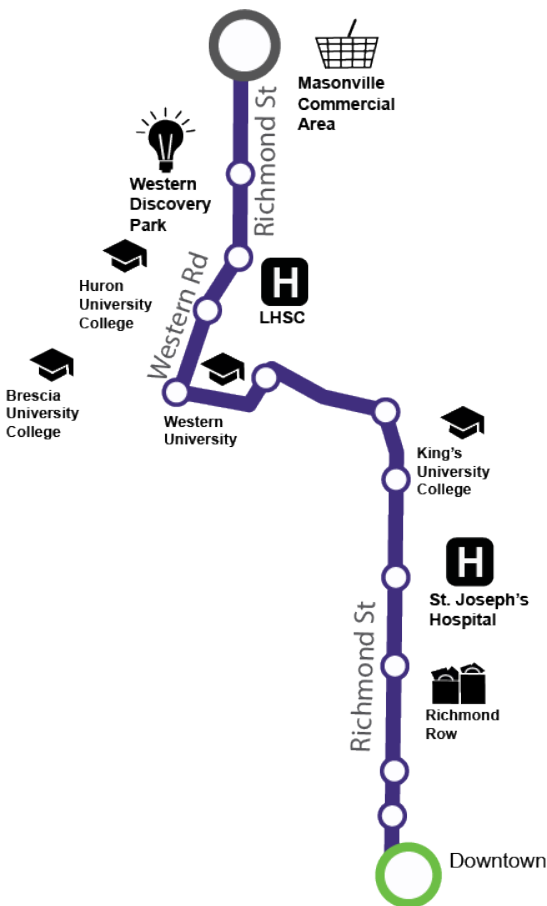
- Revitalize 6.4 km of roads that connect employees and students between Downtown, Western University, two hospitals and Masonville shopping area
- Introduce continuous transit lanes
- Create dedicated left- and right-turn lanes, and extended right-turn lane bus bays to improve traffic flow in the through lane and support local buses
- Install transit stations, including an expanded transit terminal at Masonville
- Coordinate necessary underground infrastructure improvements
- Install smarter traffic signals to reduce intersection delays and shorten travel times, including transit signal priority, sensors and video cameras

Additional Considerations:

- The Transit Project Assessment Process is nearing completion, so design and construction could progress immediately.
- Emergency services vehicles could use transit lanes to reduce response time.

Funding Eligibility Criteria:

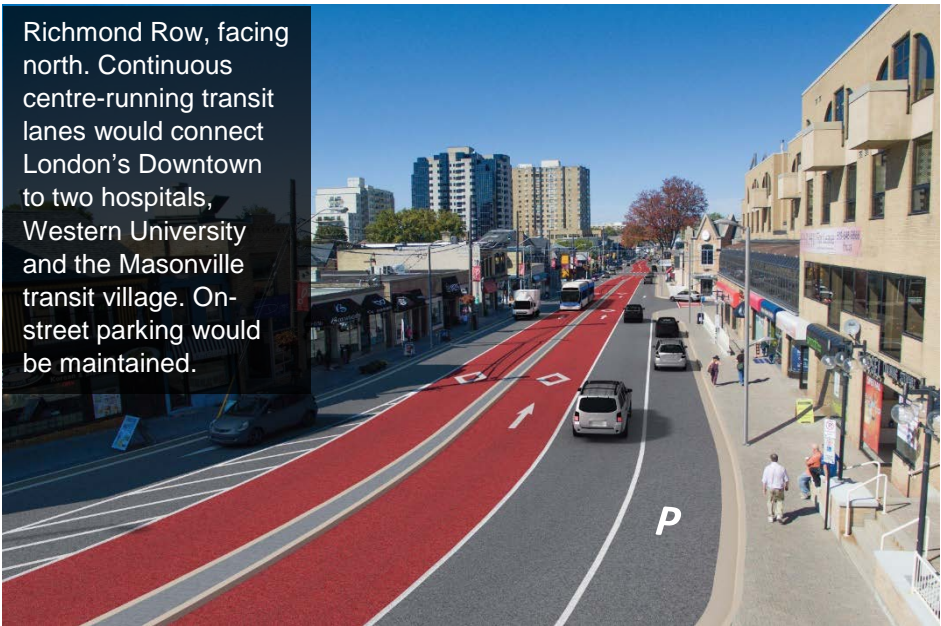
- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



North Connection – Additional Images

Estimated Cost: \$147.3 million

Projected Timeline: 2024 – 2027



West Connection

Estimated Cost: \$72.2 million

Projected Timeline: 2025 – 2028

Project Description:

This project would address a number of opportunities to enhance travel along Oxford Street, which currently serves as a major east-west transit spine with express and local routes. Along the majority of the route, from Downtown to west of Wonderland Road, the project would install continuous transit lanes, with the goal of improving capacity in general traffic lanes and increasing transit frequency and reliability.

Dedicated turn lanes would be added at signalized intersections to enhance safety for drivers. While rebuilding the roads, the project would coordinate necessary underground work, including replacing and upgrading aging sewers and watermains. To take advantage of environmental benefits and potentially lower operating costs, purchasing electric buses is being explored.

Work Required to Complete this Project:

- Revitalize 4.4 km of roadway from Downtown to west of Wonderland Road
- Widen the road to establish continuous transit-only lanes, with the exception of 1.5 km on Wharncliffe to protect heritage
- Coordinate necessary underground infrastructure improvements
- Install smarter traffic signals to reduce intersection delays and shorten travel times, including transit signal priority, sensors and video cameras
- Install transit stations

Additional Considerations:

- The Transit Project Assessment Process is nearing completion, so design and construction could progress immediately.
- Emergency services vehicles could use transit lanes to reduce response time.

Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



West Connection – Additional Images

Estimated Cost: \$72.2 million

Projected Timeline: 2025 – 2028



Intelligent Traffic Signals

Estimated Cost: \$28.0 million*

Projected Timeline: 2019 – 2027

Project Description:

This project is also known as the Transportation Intelligent Mobility Management System (TIMMS). The goals of this project are to reduce intersection delays, ensure shorter travel times for transit users and drivers and prepare London’s transportation network for the future by installing transit signal priority and other traffic signal improvements – such as sensors and video cameras – along major corridors.

Upgrades to existing technology would enable video streaming and enhanced sensors from intersections and build capacity for future systems (for example, connected and autonomous vehicles). The project would include a Transportation Management Centre (TMC) where staff could adjust signal timings to improve traffic flow, and when needed, co-ordinate with emergency operations, in real time. The TMC would share data with the transit management centre.

Work Required to Complete this Project:

- Upgrade to a high-bandwidth intersection communication network
- Purchase all necessary equipment
- Upgrade traffic signal management system for improved transit signal priority
- Implement GPS-based transit signal priority to improve transit reliability
- Install video camera and travel time monitoring equipment along key corridors
- Build TMC

Additional Considerations:

- In 2018, the planning process for this project began, and in 2019, the City of London procured a high-bandwidth communication system.
- Detailed designs for the future systems are underway to support construction starting in 2019.
- Initial operations would begin in 2020 with expansion in following years.

Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit safety and quality

*Project cost includes \$15.0 million overlap with rapid transit projects.



Expansion Buses

Estimated Cost: \$25.2 million

Projected Timeline: 2020 – 2028

Project Description:

The London Transit Commission's Five-Year Service Plan sets out changes intended to enhance overall transit service in the city, including improving direct connections and service frequencies, building on the express route network and assessing alternative service delivery options to industrial employment areas.

To achieve this, the 2020 to 2024 Service Plan calls for the addition of 22 buses to the LTC fleet during that period. Beyond that, it is currently estimated that an additional nine expansion buses will be required for the period of 2025 to 2028. This estimate is subject to change with completion of the next Five-Year Service Plan, which is scheduled for 2024.

Work Required to Complete this Project:

- Order buses on an annual basis, based on the requirements in each respective year. Annual requirements would include consideration of the mix of 40-foot and 60-foot buses.

Additional Considerations:

- Detailed expansion plans have not been completed beyond 2024, so the requirement of nine expansion buses is an estimate only. Given that 22 expansion buses were required for the preceding five-year period, this estimate is likely to be low.
- This estimate was developed in coordination with current long-term planning. Changes to the rapid transit initiative may drive the need for more expansion buses to continue to grow the transit service in response to demands of Londoners.

Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit access



On-Board Information Screens

Estimated Cost: \$5.0 million

Projected Timeline: 2020 – 2023

Project Description:

The project would enhance the ability to communicate important information to riders on London Transit buses, improving accessibility and comfort through the installation of on-board LED information screens with the ability to display still messaging and video. The screens would be used to display upcoming stops in real time, as well as public service announcements and messaging about detours and other changes to service and routes. The system would have potential to include third-party advertising, which could provide a revenue stream to offset the operating costs.

Work required to complete this project:

- Issue a Request for Proposal for the supply and implementation of the system including on-board hardware and supporting software

Additional Considerations:

- The system would require cellular data access for each bus which would cost about \$150,000 per year.

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality



Bus Stop Amenities

Estimated Cost: \$1.1 million

Projected Timeline: 2020 – 2023

Project Description:

This project would allow the London Transit Commission to improve select bus stops with shelters or lighting. The Commission would purchase 60 bus shelters and install them across the city, responding to long-standing requests that cannot be completed with current available funding. To improve transit rider safety, 150 solar-powered lights would be installed at bus stop locations where lighting and/or safety concerns have been identified.

Work Required to Complete this Project:

- Order and install shelters over the 3-year period, with concrete pads to be created prior to shelter installation
- Order and install lights over the 3-year period
- All proposed shelter locations are subject to City of London approval, and depending on location, some locations may require encroachment agreements where there is a need for the shelter/pad to be on private property.

Additional Considerations:

- The Commission’s current shelter contract program allows three shelters to be added per year, with the contractor receiving advertising rights in exchange for adding three shelters, performing annual maintenance and cleaning.
- Proceeding with additional shelters would result in additional operating costs for the Commission, estimated at approximately \$70,000 per year for maintenance and cleaning of additional shelters the existing contract would not cover.
- Proceeding with the lighting portion of this project would be subject to the results of a pilot project where lighting will be installed at four stops in Spring 2019.
- This project has not been debated/discussed by the Commission.

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access



Pedestrian Street Connectivity Improvements to the Transit Network

Estimated Cost: \$21.8 million

Projected Timeline: 2019 – 2027

Project Description:

Helping pedestrians and cyclists get to transit stops is the goal of this project, which would improve street crossings for vulnerable road users at a number of London's signalized intersections. Improvements would include the upgrade of traffic signals with features designed to help make intersections safer and improve access to transit. Features of this project include the implementation of audible pedestrian signals, pedestrian crossovers, intersection pedestrian signals, tactile plates for the visually impaired and bicycle detectors.

Work Required to Complete this Project:

- Identify priority locations for the equipment at London's traffic signals
- Traffic studies, as needed, to assist in the prioritization of the locations
- Acquire traffic signal equipment
- Purchase and install the equipment with construction of supportive infrastructure

Additional Considerations:

- Additional consultation with the Accessibility Advisory Committee would be needed to finalize the priority locations for audible pedestrian signals.
- City staff has identified several locations for pedestrian crossovers and intersection pedestrian signals.
- The Cycling Master Plan would help identify bike detection locations.

Funding Eligibility Criteria:

- ✓ Improved transit access



New Sidewalks

Estimated Cost: \$11.1 million

Projected Timeline: 2020 – 2028

Project Description:

This project would include constructing new sidewalks to improve safety and comfort for pedestrians coming from and going to transit stops. The project would also include stop improvements as well as other amenities on transit routes across the city. New sidewalks would improve connectivity, mobility and safety to the transit stops and routes, as well as provide an opportunity to increase transit ridership.

Work Required to Complete this Project:

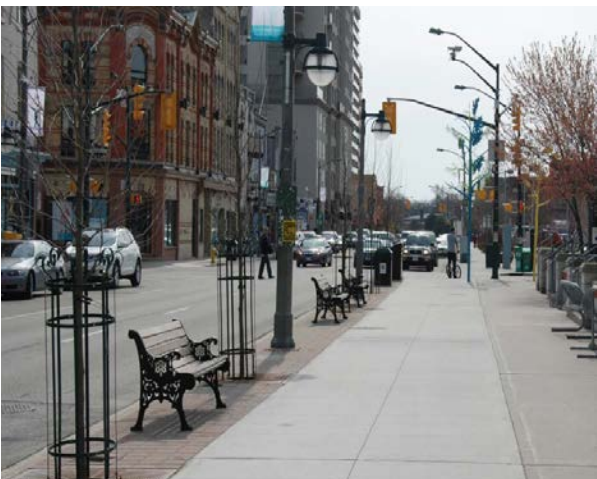
- Construct sidewalks, including transit stop improvements and other amenities
- Install any required signage

Additional Considerations:

- These projects are in early stages of initiation. Prioritization would be assisted by the existing New Sidewalk program and through consultation with the Transportation Advisory Committee.
- Throughout the design, the City would consult with the public and incorporate feedback into the project.

Funding Eligibility Criteria:

- ✓ Improved transit access



Adelaide Street Underpass Active Transportation Connections

Estimated Cost: \$18.9 million

Projected Timeline: 2021 – 2022

Project Description:

This project would implement 1.2 km of new facilities for cyclists and pedestrians on Adelaide Street and Central Avenue. Multi-use paths on both sides of Adelaide Street at the Canadian Pacific Rail (CPR) underpass and cycling lane connections on Central Avenue would give pedestrians and cyclists opportunities to connect to transit along this corridor.

Work Required to Complete this Project:

- Purchase the property required for the project
- Construct active transportation connections, including wide, multi-use paths on both sides of the roadway in conjunction with a larger new railway underpass project designed to improve route reliability, efficiency and safety for everyone crossing the railway

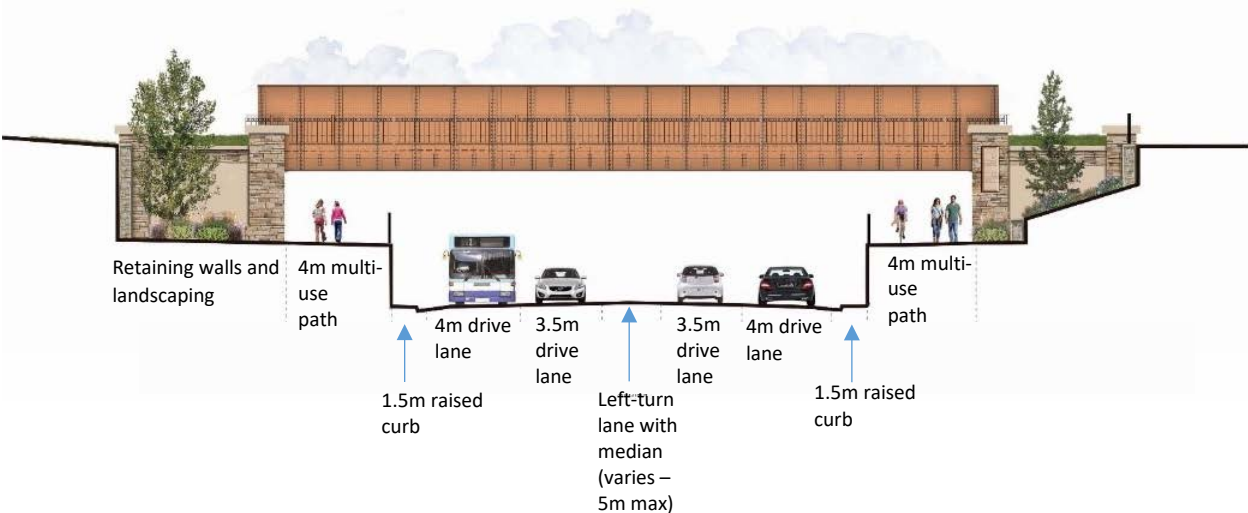
Additional Considerations:

- The Environmental Assessment for this project is complete and the detailed design phase and property acquisition for the project is currently underway, with construction planned to take place in 2021/2022.
- The identified project cost reflects only the active transportation component of the larger project cost and equates to approximately 1/3 of the total.

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access

Cross-section view of the underpass, looking north, which features multi-use paths on both sides to connect cyclists and pedestrians to transit.



Adelaide Street Underpass Active Transportation Enhancements – Additional Images

Estimated Cost: \$18.9 million

Projected Timeline: 2021 – 2022



Active Transportation Improvements across Transit Route Bridges

Estimated Cost: \$31.4 million

Projected Timeline: 2020 – 2028

Project Description:

While London’s bridges form important links across rivers and railways, some are narrow and do not provide a lot of space between vehicles and pedestrians or cyclists. The project includes coordinating bridge replacements or rehabilitations with additional construction to support active transportation improvements across those bridges (such as adding sidewalks and cycle lanes or widening existing ones).

All of the bridge structures are located along transit routes, and provide transit connections for pedestrians and cyclists commuting to and from employment, schools and residential lands. It would also include other enhancements to the structures. Proposed structures include: Victoria Bridge (Ridout Street), Wharnccliffe Road, Kensington Bridge (Riverside Drive), Queens Avenue Bridge, Boler Road Bridge, Clark’s Bridge, Dundas Street Bridge and Vauxhaul Bridge. Widening of the structure would be necessary to create the width required for pedestrian and cycling activities.

Work Required to Complete this Project:

- Work would be done in coordination with planned rehabilitation or replacement of these bridge structures in coming years, as part of the annual bridge lifecycle renewal program to keep bridges safe and functional

Additional Considerations:

- Some bridge projects require Environmental Assessments to be completed.
- Structures typically require a structural review to ensure the additional width can be accommodated.
- The identified cost is not the entire cost of improvements; the costs included for this project represent only the additional cost to create better active transportation space on the bridges while they undergo lifecycle renewal rehabilitation.

Funding Eligibility Criteria:

- ✓ Improved transit access



Dundas Place Thames Valley Parkway Active Transportation Connection

Estimated Cost: \$4.0 million

Projected Timeline: 2021 – 2022

Project Description:

The proposed Downtown Loop and active transportation priority corridors would require improved connections to the Thames Valley Parkway (TVP). An area where there’s a break in sidewalk and cycling infrastructure is between Ivey Park and Dundas Place. This project would slightly shift the alignment of Dundas Street to create space for improved sidewalks and a continuous connection in the cycling network on Dundas Street between the Thames Valley Parkway and Ridout Street. This project would connect key destinations and facilitate connections to the transit system.

Work Required to Complete this Project:

- Reconstruct a short section of Dundas Street to accommodate cycling improvements and better sidewalks between Dundas Place and TVP
- Resurface asphalt and pavement markings
- Install signage and beautify streetscape

Additional Considerations:

- The project is in initiation stage, meaning further consultation would be required along with regulatory and budget approvals.
- This project would support Dundas Place and the proposed Downtown east-west Bikeway.

Funding Eligibility Criteria:

- ✓ Improved transit access



Dundas Street Old East Village Streetscape Improvements

Estimated Cost: \$8.2 million

Projected Timeline: 2020 – 2022

Project Description:

Dundas Street East between Adelaide and Ontario Streets in Old East Village (OEV) is a dense commercial area with high transit ridership. To help provide a safe, pedestrian-friendly environment with access to transit connections, this project would improve the streetscape while simultaneously addressing necessary underground work, including replacing and upgrading utilities, aging sewers and watermains.

Wider boulevards and trees would be added, along with active transportation amenities and enhanced pedestrian street lighting on north-south connections. These enhancements would improve safety while facilitating better access between Dundas Street, the proposed rapid transit corridor on King Street and recently upgraded park-and-ride parking in the OEV.

Work Required to Complete this Project:

- Construct a new Dundas Street streetscape, in coordination with necessary underground infrastructure upgrades (watermains, storm and sanitary sewers)
- Add urban design components, including trees

Additional Considerations:

- Community consultation would be required and essential to the project.
- The design of the streetscape would be informed by the current secondary plan and bikeway assessment.
- Improving north-south transit-friendly connections would require further assessment.

Funding Eligibility Criteria:

- ✓ Improved transit access



Design rendering of Dundas St between Colborne St and William St, from the Old East Village Secondary Plan.

Oxford Street / Wharncliffe Road Intersection Improvements

Estimated Cost: \$17.8 million

Projected Timeline: 2025 – 2027

Project Description:

The intersection of Oxford Street and Wharncliffe Road often creates a traffic bottleneck, causing heavy delays at peak times. This project would add eastbound and westbound queue jump lanes on Oxford Street. A queue jump lane is a dedicated bus lane leading up to a signalized intersection that separates the bus from the traffic and provides traffic signal priority for bus merging. Queue jump lanes can improve transit reliability and facilitate better traffic flow.

Work Required to Complete this Project:

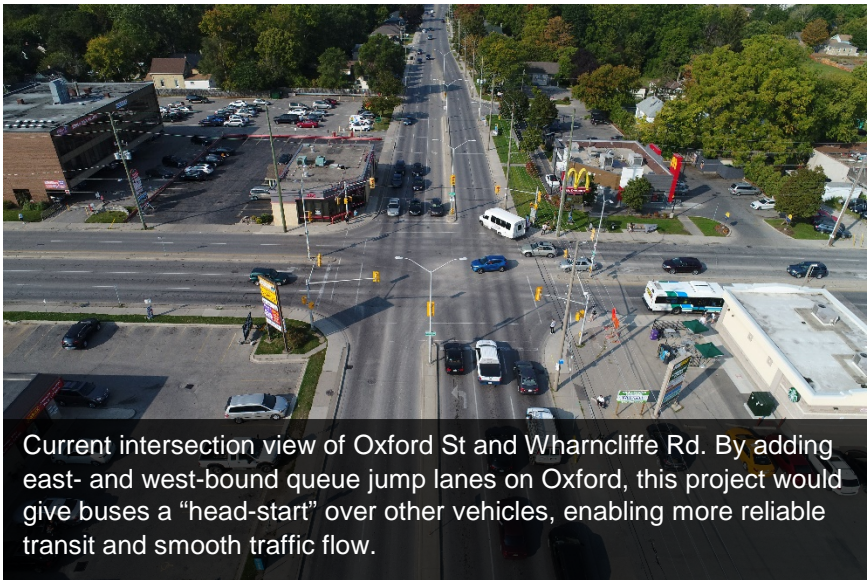
- Acquire the property required for the project
- Reconstruct the intersection with additional lanes on Oxford Street
- Implement a more intelligent traffic signal system for transit signal priority
- Review and rationalize transit stop locations

Additional Considerations:

- This work is the second phase of the improvements identified in the Western / Wharncliffe Road Environmental Assessment. The first phase included the recently completed rail underpass and road improvements north of Oxford Street.

Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit safety and quality



Current intersection view of Oxford St and Wharncliffe Rd. By adding east- and west-bound queue jump lanes on Oxford, this project would give buses a “head-start” over other vehicles, enabling more reliable transit and smooth traffic flow.

Cycling Routes Connecting to Downtown Transit

Estimated Cost: \$7.7 million

Projected Timeline: 2020 – 2028

Project Description:

With multiple modes of transportation travelling through London’s core, constructing 4.3 km of separated/buffered cycling routes to transit corridors would create safer, more comfortable cycling connections in London’s downtown. This project would install separated cycling routes, including cycle tracks, through London's downtown to improve connectivity to transit stops, including on the following streets: Colborne Street between Dufferin Avenue and Oxford Street, Colborne Street between Horton Street and Grey Street, and the east-west Bikeway on Dundas Street and Queens Avenue.

Work Required to Complete this Project:

- Install concrete curbs and flexible bollards (barriers) for separated bike lanes
- Work on curbs and sidewalks at intersections
- Improve traffic signals
- Mark pavement and install signage

Additional Considerations:

- The project is in initiation stage, meaning further consultation would be required along with regulatory and budget approvals.
- This project aligns with the goals and objectives of the London ON Bikes Cycling Master Plan.
- Details of the primary east-west route are subject to the outcomes of the current East-West Bikeway Assessment.

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access



Cycling Routes Connecting to Transit throughout the City

Estimated Cost: \$38.7 million

Projected Timeline: 2020 – 2028

Project Description:

This project would provide safe connections to transit for cyclists travelling throughout the city by installing about 30 km of cycling routes. Constructing these lanes would support active transportation by creating dedicated spaces for cyclists to get to transit stops. Streets that are currently being considered include Central Avenue from Ontario Street to Ridout Street North, Oxford Street East from Second Street to Clarke Road, Clarke Road from Huron Street to Charter House Crescent and Southdale Road from Wellington Road to Wharncliffe Road South.

Work Required to Complete this Project:

- Install approximately 30 km of cycle lanes
- Work on curbs and sidewalks at intersections
- Improve traffic signals
- Mark pavement and install signage

Additional Considerations:

- The routes in this project have been identified by the London ON Bikes Cycling Master Plan.

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access



Enhanced Bike Parking

Estimated Cost: \$4.0 million

Projected Timeline: 2020 – 2028

Project Description:

This project would put secure bike-parking stations in downtown London and at locations in neighbourhoods along transit lines. This would address the need for higher-order (secure, weather-protected) bicycle parking in London’s downtown and along transit routes. This would also encourage active transportation and connections to a well-served transit route, with the goal of making cyclists’ commutes more convenient and seamless.

Work Required to Complete this Project:

- Select locations for parking
- Renovate space if needed
- Determine technology to access bike parking and lockers in each location
- Select bike racks system

Additional Considerations:

- The City has been exploring opportunities for a downtown bike parking station for several years. This has included discussions with a major property management company and a Downtown London BIA survey to employees.
- The City is in the early stages of developing a Transportation Management Association (TMA) for employers in central London, including Downtown.
- Bike parking was included in the Downtown Parking Strategy.

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access



From: dale
Sent: Wednesday, February 20, 2019 5:24 PM
To: SPPC <sppc@london.ca>
Cc: Council of Canadians <londoncouncilcanadians@gmail.com>
Subject: Public Transportation around London Ontario

1) Have special buses travel in Circle Left/Right around the City including Hospitals / Western, Fanshawe/ Shopping Malls / Transportation Hubs, every 1\2 hour!

2)Include One Car Passenger Train every hour from London to St Thomas, London to Strathroy, London to Woodstock during the Day!

The above can be implemented with existing equipment available today with 3 months planning!

Doug Ford could give permission in Provincial Train Law in 3 Months for Cheaper Passenger Insurance Rates!

I have all the logistics on paper today!

Dale G Henderson.

BUS RAPID TRANSIT : Let's Build a Green City with Bus Rapid Transit

Submission by Helen Riordon, 95 Jacqueline St.

I live in Ward 1 and also own property on Piccadilly St. in Ward 13

Councillors and Mayor:

I urge you to consider the Bus Rapid Transit System in order to develop a sustainable and liveable city. I wish to remind you that The London Plan outlines a plan for denser growth, or sustainable growth in the City of London which would include a rapid transit corridor.

As a resident of London living in Ward 1, also owning property on Piccadilly St. in Ward 13, I will outline the reasons I feel the Bus Rapid Transit System with the two rapid transit corridors is the best system for London.

In my travels to Winnipeg, Manitoba, I encountered a great Bus Rapid Transit System which helped me travel where I needed to go in that city. I was staying out at the University of Manitoba and I took their bus rapid transit to their Forks of the Assiniboine and Red Rivers, downtown. It took me about 15 minutes to arrive at a beautiful forks of their rivers, which uses the natural features of their forks to create a beautiful and useful space. Then I took a bus from the Forks to Portage and Main (about 3 min.). I also took a bus out to their airport when I needed to go home. While in Winnipeg last year, I did not need a car or a taxi. I got around very easily totally on the bus. We need to look at Winnipeg to see how they have integrated the bus system into the life of the people there.

p.1

Last year, I also traveled to Ottawa by train from London. I stayed at my sister's place out on the west end. I found it easy to get around on their bus rapid transit to get downtown (about 10 min.) from my sister's condo on the west end. I took my skates on the bus and went skating on the Rideau Canal. I had no need for a car or a taxi in Ottawa during my stay for the Winterlude event. We need to look at how Ottawa's system is working.

In London, I take the bus or ride my bicycle everywhere I go. I do not own a car. From where I live, I find it fairly convenient to get around. But it could be so much better. We need to follow the London Plan. It calls for an input of 10,000 people and a great intensification with a target of 45% to curb urban sprawl. If we continue to eat up agricultural land through urban sprawl, this is costing taxpayers money through servicing land and expanding city services. Urban sprawl is not sustainable. We need a high intensity rapid transit system for development along the rapid transit corridors and rapid transit stations. We need high density corridors serving UWO, Fanshawe College and hospitals where parking is limited.

"If we build it, they will come". I really believe this statement. For those who complain that we don't have a high enough ridership to make this possible, I say that the system we have right now needs this work to gain the ridership. Most of the money will be coming from the Federal and Provincial governments. We need to make use of this money to also fix our infrastructure and to build the BRT.

"If we build it, they will come."

Submitted by Helen Riordon

From: Conrad
Sent: Sunday, March 10, 2019 11:41 PM
To: SPPC <sppc@london.ca>
Cc: "jesse@helmer.ca"@mx0d-002c6001.pphosted.com; conrad k. odegard
Subject: Strategic Priorities and Policy Committee submission 2019-03-10 cko
Importance: High

00. Submitted Sunday March 10, 2019 in advance of 9:00 am EDT
Monday March 11 deadline, once with receipt asked for, to
sppc@london.ca and jesse@helmer.ca and
copy to cko at 11:40 pm EDT and subsequently sent to correspondents.

0. At the bottom of this submission, below my signature, is
a wikipedia link with a super brief cut and paste to learn about "Agenda 21".

1. We're talking about 380 million dollars of government money,
all of it from our pockets, through the three different levels.

2. In the summer of 1967, I was a student fortunate to travel
in Europe, and my primary olfactory memory of one city was
diesel exhaust.

3a. About 20 or 25 years ago, when Rev. Susan Eagle was
on a committee, during a well-attended public participation meeting
discussing whether to ban back-yard fires, several others and I
protested, successfully, and I also took the opportunity to remind
that London was still operating diesel buses.

3b. It was acknowledged that a small percentage of the population was sensitive to the smoke
from back yard fires.

3c. Interestingly, also brought forward was the fact that
there had been absolutely no fires caused by a back yard fire.
This was a good example of the perhaps sincere but misguided use
of the precautionary principle for the greater good,
a phrase among an avalanche of newspeak joining waters
muddled by censorship and propaganda, to maintain credibility
that there is control in the situation, and with benevolent intent.

3d. Incidentally, I believe it was the Community and Protective Services
Committee, and I mentioned in my two minutes that time that I was surprised
that it wasn't being discussed in committee concerned with environment.

4a. I note that some cities are planning to ban diesel,
perhaps a good move as it is problematic for approximately
100 percent of the population.

4b. I cannot advise of effects of the provincial emission control program relaxation on diesel
exhaust.

4c. From wikipedia https://en.wikipedia.org/wiki/Diesel_exhaust.

The International Agency for Research on Cancer is an intergovernmental
agency forming part of the World Health Organization, part of the United Nations,
and it has listed diesel exhaust as a Group 1 carcinogen.

5a. About mass-transit, in a push-back to city-oriented land-depriving Agenda 21
pressures, the City ought to declare also a commitment
to individual transportation, giving it no inferior place to mass
transit, as the city's service to not only its own non-mass-transit users,
but also for the broad hinterland which it serves,
these City residents are due the services, and the visitors contribute greatly
to the city's financial and other vitalities.

5b. I'm in favour of autonomous private vehicles in perpetuity.

6a. Below are reproduced my notes from seeing a well-presented, comprehensive and informative video by Rosa Koire about Agenda 21 and its relationship to the planning process and other aspects of our guided autocratic development, a one hour and forty three minute video at

<https://forbiddenknowledgetv.net/behind-the-green-mask-agenda-21/>

In this submission, three phrases are high-lighted from my original notes

26:00 precautionary principle;

32:00 in every planning department

57:20 tying transportation dollars to Agenda 21

“The below video runs 1:43:33, was published on Feb 9, 2019, from a forensic appraiser of large commercial real estate in the San Francisco Bay area. Very informative about Agenda 21 and related.

6:40 land control

7:00 social engineering Senate bill 1867 just passed.

13:30 philosophy – all for the common good

15:00 communitarian law

17:40 biggest public relations scam in the history of the world

19:00 climate change – global warming

20:10 1987 Brundtland commission

21:30 1992 action plan from Rio

23:10 three pillars- economy, ecology and equity (social equity)

25:30 China working with US on sterilization vaccine

26:00 **precautionary principle** –Point No. 15 of Agenda 21

28:15 1992 Rio – Geo H.W.Bush signed along with 178 other heads of state, soft law.

28:40 Pres Clinton 1993 – President’s Council on Sustainable Development

31:00 Action Plan

30:28 few million to American Planning Association to come up with a plan to put in every single city, county and state in the entire United States so we get Agenda 21 into every single town in the whole US., took ~ six years, came up with growing smart guide book with model statutes for the management of change.

31:44 by 2002

32:00 you think your city is coming up with these laws..

in every university, in every college, **in every planning department** in the US

34:00 2002 – huge transfer of property taxes, none of us knew about it.

36:00 the new consensus is neutralizing the opposition

36:20 communitarianism is using peer pressure

37:30 Delphi technique, created in the 1960’s, used in the 70’s and 80’s to bring in acceptance of general plans and zoning.

38:00 Delphi – to bring a group of people to a pre-determined outcome

39:30 “Rescue Mission for the earth” –Agenda 21’s children’s book

43:00 Nat’l Geog. new article – cities, the answer to everything cities, the answer to sprawl

50:00 combining transportation and housing

57:20 tying transportation dollars to Agenda 21

57:40 consolidating population, off land to towns then cities

1:03:00 eleven mega regions in the US

1:06:20 the kilo decision 2005, the US Supreme Court decided that the fifth amendment that guarantees that you are entitled to just compensation if you’re taken by eminent domain, but you can only be taken for public use...but redevelopment is not a public use.

1:17:25 removing you from rural areas, suburban areas is the goal.

1:39:10 unions –AFL-CIO 2001 declared anti-sprawl, support smart growth”

6b. And thank-you to the dear correspondent who brought forward this information.

7. During my downtown business involvement from 1974 to 2010

I saw the business property tax increase from 150% of residential assessment to 400% of residential assessment. This trend is inimical to small business and diversity.

8. Additionally, I would take this opportunity to remind that the municipal level of government is key to many related issues, many of which seem seldom raised before elections.

9a. I did, in a more recent year, endeavour to bring forward information on biological effects of electromagnetic fields, but environment committee had zero interest.

9b. At that "meeting", I did engage an apparent member about climate change, and that 'carbon dioxide was bad' was totally believed.

9c. Every person should be aware of the undeniable connection between it and agricultural productivity.

9d. My communication with the city utilities goes back to April 18th of 2011

in efforts to have my electrical "smart meter" changed back to analogue.

I'm not holding my breath. I've declined the smart water meter, and, thankfully,

I'm still being provided water although they threatened to cut me off with my third letter of December 23 of 2013.

10. On the matter of wi-fi equipped buses, occupants being exposed to the buses' antenna and cell-phones should understand that they are in a kind of microwave oven.

11. Political decisions bring the burdens of liability to the City. Somebody should learn about possible lack of insurability of wi-fi technology and liability for health and other consequences, including, for example, the health consequences and potential liability accompanying any 5G rollout. The Americans are apparently meekly accepting this even though it is irrational to have the US FCC mandating ignoring health effects, any law or regulation mandating harm simply being not enforceable. In the same way that the liabilities of big pharma and nuclear industries are legislatively limited in extent, so also may the consequential liability of wi-fi developments, including past and future use, totally fall on the unprotected citizenry, for the profits of corporate interests.

12. Fluoride is a poison. That fact won't change before the next election.

My four page January 15, 2012 submission stands.

It ought not be a decision taken by the majority to put a pharmacological substance into the water supply of the 100% of the population. At that "Public Participation Meeting", the volume of excreta from the experts was so toxic, it would not be suitable for composting. Those currently exposed to anecdotal evidence from CBC and mainstream ought to learn about the effects of fluoride delaying the eruption of teeth in the young and associated statistical consequences.

Not only residents of the city but food processors, from small restaurants to large concerns, might be happy to know that no fluoride is being added to the water.

Additionally, more interdisciplinary minded readers might study the very embarrassing history of the "science" at the base of this idea that fluoride is good for you.

With the kind assistance of Chris Gupta, evidence cited in my 2012 fluoride submission was digitized and circulated. Councillors making decisions on this matter must be aware of the extent to which this information is widely known outside the ideological fortresses of the autocrats. Students might reflect on the deficiencies of their educational system.

Lucky number 13. Privatization.

13a. My letter to my councillor of October 16, 2018 included words from Charles Morris, LL.D., and his 1899 tome "XIX Century..." at page 636, the last page of his book:

"...A step in this direction some-

what widely taken in Europe, is the control of railroads and telegraphs by the government. Another step is the control of all municipal functions, including street railways, electric lights, etc., by the city authorities. The latter system, adapted by many European cities, is being actively advocated in the United States, and is gathering to its support a vigorous public opinion which promises to be strong enough in the end to achieve its purpose.”

13b. The unavoidable statement with the phrase “eternal vigilance”: public assets are very attractive large cash cows that will always be the potential prey of corporate interests. The defense of several hundreds of millions of dollars worth of citizens’ assets is left in the hands of trusted elected councillors whose aggregate annual salary represents a vanishingly small percentage of the asset being managed.

13c. This involves a real trust of councillors by citizens such that what happened in Woodstock might be less likely happen in London. The London Free Press report of June 6, 2014 from the Woodstock Sentinel-Review says that the council made their decisions in closed sessions and I do not know whether the Ontario Energy Board approved the sale.

13d. All kinds of deviousness will come from the predators, including talk from provincial government spokespersons about the benefits of mergers. That from the December 17, 2012 London Free Press article which included:

“Sharma has been authorized by London Hydro to pursue partnership and amalgamation with neighbouring utilities.”

Although this information is dated, I would like to see a definitive statement of policy from the Council to the Board of London Hydro concerning the protection of public assets from privatization.

13e. Councillors and citizens need a grasp of the simple difference between interest and principle and the related spending of capital for operating costs, which in the end leaves the citizenry exploited and poorly served.

13f. Three other related issues not heard publicly discussed are first: the corrosion of the water infrastructure by virtue of the fluoride in the water. If the larger maintenance costs are avoided, there will be much larger bills later on, if and when responsibility might come back to Londoners for their system.

13g. The deleterious effects of the wireless environment include an accelerated corrosion of the steel structures of our architecture and infrastructure, along with the biological effects.

13h. Re the 5G coming, this drastically different and more intense technology is understood to, besides communicating with your devices, also connect to your brain.

13i. Paradox present in situation with publically-owned asset able to be developed in the best interest of the citizens, while privatising electricity has pushed the citizens to a position of no control over commitments to very expensive and absolutely dead wrong nuclear.

13j. Another paradox: in my little store, as a sole proprietor, I could arbitrarily decide not to sell certain soy products. A co-operative concern, satisfying all members, was on the receiving end of a plethora of less than desirable foodstuffs, products at the end of an industrial agriculture and biochemical manufacturing process, able to be marketed only because the citizens are so poorly informed about food-ways.

14. SNC-Lavalin, of current notoriety, about June 30, 2011, paid \$15 million for Atomic Energy of Canada Ltd., the intellectual nuclear heritage of the country. The government in turn promised to give “SNC up to \$75 million to complete development of a new reactor...” <https://www.cbc.ca/news/business/aecl-sold-for-15m-to-snc-lavalin-1.985786>

Research is necessary to learn about our worsening situation, the notion of nuclear power is totally past.

15a. Oxygen.

Very early in the 1900's, Germany had developed oxygen technology for the purposes of sanitizing water.

15b. Before the construction of the Canada Games Aquatic Centre, I gave Mr Bill Kennedy, then chair of the Public Utilities Commission a brief about the use of oxygen technology for sanitizing water. The brochure which first came out spoke about the new healthy sanitization system. A few years later I was told that the price of the electronic lane timers were so high that cuts had to be made.

15c. The May 17, 2013 London Free Press has a story about the use of a new hydrogen peroxide system to enable reduction in the chlorine used in the Glencoe and area water system. There's one anecdotal report that this provides a decent cup of tea.

15d. In the late 1970's, I purchased the library of Mr. T. A. Gagen, the city engineer from the late 1940's to I think the late 1960's. Before the fluoride meeting in 2012, I reviewed the several applicable volumes to learn that there was very close to zero in his information about anything other than chlorine. His 1944 book "Water Purification" by the US Corps of Engineers was 100% about chlorine and exemplifies the role of the war and immediately following years in setting the technological agenda for what seems forever in opportunity costs with respect to our non-use of relatively long-term available benevolent methods.

16. As has been said, we might not be able to control anything at higher levels but we should try hard at the municipal level.

17. It's all our money.

Conrad K. Odegaard

From https://en.wikipedia.org/wiki/Agenda_21

"**Agenda 21** ^[1] is a non-binding action plan of the United Nations with regard to sustainable development.^[2] It is a product of the Earth Summit (UN Conference on Environment and Development) held in Rio de Janeiro, Brazil, in 1992. It is an action agenda for the UN, other multilateral organizations, and individual governments around the world that can be executed at local, national, and global levels.

The "21" in Agenda 21 refers to the 21st century. It has been affirmed and had a few modifications at subsequent UN conferences..."

GOOD NEWS



Christian Reformed Church 476 Clarke Road, London, Ontario N5V 2C7 Tel: 519-659-8278

To the City Councillors and Mayor of London,

March 10, 2019

I am writing on behalf of Good News Christian Reformed Church located in the Argyle community. We want to communicate our apprehension regarding the future plans for public transportation within London. More specifically, as a faith based community located and invested in Argyle, we have concerns regarding the proposed eastern route. As it stands, it fails to address the needs of Argyle residents, businesses or the industrial companies along the Veterans Memorial Parkway.

We know that there have been repeated objections to the current BRT plan by our Ward 2 City Councillor, Shawn Lewis. He has highlighted this detrimental oversight. We agree with his proposal that the eastern route shouldn't merely focus on the needs of Fanshawe College students. Yes, we realize that effective public transit is an attractive feature for potential students, and do agree with that value. However, the route desperately needs to be extended to the airport, via Oxford St, along Veterans Memorial and then back west on Dundas St. to Argyle Mall. This will connect with the bus hub at the mall for easy accessibility to other parts of the city. By including this extension, residents, students and businesses will benefit in multiple ways:

- access to the London airport by residents AND Fanshawe students (especially for the growing international student population)
- increased exposure and access to vital public resources housed at the East London Library
- meaningful opportunity for employment at the businesses along Veterans Memorial for those lacking personal transportation options

In pursuing and implementing this extension, you will increase public support of the plan, particularly on the east end. And recognizing that student bus usage is subsidized, thus creating a loss in revenue, you have opportunity to increase revenue in providing additional busing routes that address real-time needs.

Thanks for your attention to this matter which is not merely about transportation, but of supporting those limited in their means for personal transportation. Ultimately, this is an issue of justice and equal accessibility.

Sincerely,

Pastor Willemina L. Zwart

March 08, 2019

Dear Mayor Holder London,

I am writing to you on behalf of our Board of Directors in regard to the rapid transit issue that you will soon be deciding on.

Specifically, as an organization that is presently developing an affordable housing apartment in Argyle neighbourhood, our concern is that the eastern route as proposed serves neither Argyle residents and businesses, nor the industrial employers along Veterans Memorial Parkway.

Our Ward 2 City Councillor Shawn Lewis has repeatedly objected to the current BRT plan because of this shortcoming, even prior to his election.

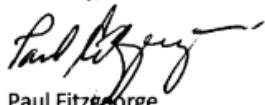
We agree with Councillor Lewis, that the eastern route should not focus solely on transit for Fanshawe College students. Instead, let's continue the eastern route all the way out Oxford St to the airport, come down Veterans Memorial Parkway, and back west on Dundas St. to Argyle Mall where we already have an excellent transit hub. From there it would be a quick trip back up Clarke Rd. to reconnect west bound on Oxford. This route would open up transit access to the airport, to employers on Oxford east and Veterans Memorial Parkway, as well as to our east London Library, and provide students from Fanshawe with easy access to the commercial business node at Dundas and Clarke Rd.

As a developer of affordable housing this would also provide access to serviceable lands east of Clarke Road for possible future development. Without bus service these lands would not qualify for funding from programs presently in place. Bus service is a very necessary component of affordable housing developments.

It is vital in our view, that if we are going to build a rapid transit service in London, it must provide service to the east end.

We believe that by adopting this plan, Council will gain much more public support for transit from Argyle residents who oppose the current BRT plan. We also believe this will do more to bring in new ridership from residents of London, rather than relying on the already heavily subsidized student ridership, and result in a more sustainable transit service for decades to come.

Sincerely,



Paul FitzGeorge

President Board of Directors

Zerin Development Corporation

Ministry of
Transportation

Office of the Minister

777 Bay Street, 5th Floor
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transportation

Ministère des
Transports

Bureau du ministre

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416 327-9200
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March 12, 2019

Mayor Ed Holder,
The Corporation of the City of London,
300 Dufferin Avenue, P.O. Box 5035,
London, ON N6A 4L9.

Dear Mayor Holder:

The Investing In Canada Program

As your city works to bring transit proposals to the Government of Ontario for consideration under the *Investing in Canada Infrastructure Program* I feel it is important to provide clarity regarding the project submission and review process.

Given the short timeframe for the review and approval of projects, the submission of a single all-encompassing program is not advisable. My recommendation is that you submit individual projects with standalone business cases in priority sequence. This will enable the province to review each project as they are received, therefore reducing the risk of missing the overall funding opportunity.

If not all individual project proposals are ready by your target date of March 31 please submit subsequent projects as they are prepared.

We look forward to receiving your project proposals in the coming weeks.
Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Yurek".

Honourable Jeff Yurek
Minister of Transportation

From: Rob Hueniken
Sent: Thursday, March 14, 2019 11:08 AM
To: SPPC <sppc@london.ca>
Cc: City of London, Mayor <mayor@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Squire, Phil <psquire@london.ca>
Subject: Micro Transit - A Submission for the Strategic Priorities and Policy Committee Added Agenda

Greetings.

A transportation project to add to London's planning is Micro Transit, a form of bus hailing.

Micro transit uses an Uber-like app to request a van, often to a person's home or very close. They are vans rather than buses so they can operate quietly in neighbourhoods.

Many cities are looking into micro transit, including Belleville and Sault Ste Marie, and successful micro transit programs are in place, including in Arlington, Texas.

While big buses running fixed routes are vital, we can encourage people to leave their cars by providing extra convenience and flexibility.

The idea is for the LTC to get a fleet of large, comfortable vans. People would use an Uber-like app to summon one. During rush hour the vans can help on the static routes. But once rush hour is done, the vans can be allocated dynamically, to pick up people close to their home, and to service areas under-served by static routes and big buses.

Imagine living in Westmount and wanting to get to White Oaks mall. You'd use the app to say that, and the information system would figure it out. It might say back to you: "There are 5 other people wanting to do the same thing over the next hour. There can be a van at the end of your driveway at 9:40 am. Accept Y/N?" Like Uber's app, it would alert you when the van is about to arrive.

These vans would be painted an attractive colour, so you'd see them coming, and Londoners would be aware of this improved transit option in their midst.

Our young people already like using Uber, and many don't own a car. With a micro transit system, we could get Londoners of all ages seeing the benefit of being car-free.

Over time, electric vans could be brought in, and further down the line even autonomous vans. London could become a place that visitors talk about as having a modern, dynamic and excellent transit alternative.

By making transit more flexible and convenient we could reduce London traffic congestion, make better use of our existing infrastructure, and get more people using our bus system. In fact, a micro transit pilot program could be started in selected neighbourhoods before any road work is done, and scaled up over time to service more Londoners.

Early micro transit pilot programs have had mixed success, as was expected for new technology, and they have provided a lot of learning and improvements for the companies providing the data-rich routing software. A great thing about software-based services is that they learn, evolve and improve over time.

It has been found preferable to have the city's own transit facility, such as the LTC, provide the service rather than private firms. The LTC has the expertise, name recognition, and the long term budgeting needed to develop a successful micro transit system. It fits well with our Strategic Plan for building a sustainable city.

The future of transit needs more of us to move out of our cars. With Micro Transit we can provide Londoners with a positive way to do that.

Thank you for your help with this.
Rob Hueniken
London, Ontario

From: Jonathan De Souza
Sent: Thursday, March 14, 2019 10:59 AM
To: SPPC <sppc@london.ca>
Subject: Potential Transit Projects

To whom it may concern,

I write to voice my support for potential transit projects related to active transportation. Active transportation can have both health and environmental benefits. The proposed improvements to transit route bridges, cycling connections between Dundas and the TVP, and cycling routes downtown all seem particularly valuable.

Sincerely,
Jonathan De Souza

From: Abe Oudshoorn
Sent: Thursday, March 14, 2019 12:48 PM
To: SPPC <sppc@london.ca>
Subject: Proposed Transportation Projects

Good afternoon,

I am a lifelong London resident and regularly utilize three different forms of transit: cycling, car, and bus. I often defer to cycling not just for health reasons but also because in traveling through downtown and up to the university traffic congestion makes the car or bus slower than riding up the TVP. Traffic congestion is an issue across the city that frustrates me, for example, when I need to get my kids across town in time for sporting activities during rush hour.

All this to point out that I believe it is time for London to make a significant move towards long-term improvement of our transportation network, even at the cost of temporary frustrations of construction. Therefore, I support the completion of all four of the BRT nodes from the proposed projects. This also equates to wises spending in my mind as we can take full advantage of funding from other orders of government.

Thank you for your consideration,

--

Abe Oudshoorn, RN, PhD
Assistant Professor
Arthur Labatt Family School of Nursing
Room 2304, FIMS & Nursing Building
Western University
London, ON, N6A 5B9
519-661-2111 x86042

From: Marci Easton
Sent: Thursday, March 14, 2019 11:49 PM
To: SPPC <sppc@london.ca>
Subject: Public Transportation London

Dear Councillor, city staff,

I am writing to share my thoughts on my London's public transportation system as well my hopes for my London in the future.

I am not a current user of our bus system, I do drive. I am truly not sure if this will change for me, but I am in my mid 50's and understand BRT as originally proposed was not really for me, it is for my children and my grandchildren - so those who are still here (three have moved away stating lack of progress in London as the reason) can hopefully live in a progressive, dynamic London in the future.

I would strongly urge you to reconsider and return to the original BRT proposal, I urge each of you to consider not the impact of doing so today but instead the impact of not doing so tomorrow.

Marci Allen-Easton

Sent from my iPhone

GREEN CITY : LET'S BUILD A GREEN CITY WITH BUS RAPID TRANSIT

Submission by Helen Riordon

I live in Ward 1 and also own property on Piccadilly St. in Ward 13

Councillors and Mayor:

I urge you to consider the Bus Rapid Transit System in order to develop a sustainable and liveable city. I wish to remind you that the London Plan outlines a plan for denser growth, or sustainable growth in the City of London which would include a rapid transit corridor.

As a resident of London living in Ward 1, also owning property on Piccadilly St. in Ward 13, I will outline the reasons I feel the Bus Rapid Transit System with two rapid transit corridors is the best system for London.

In my travels to Winnipeg, Manitoba, I encountered a great Bus Rapid Transit System which helped me travel where I needed to go in that city. I was staying out at the University of Manitoba and I took their bus rapid transit to their Forks of the Assiniboine and Red Rivers, downtown. The trip actually took about 30 min. from University of Manitoba to the Forks, as it is quite a long distance if you look on a map. The beautiful forks of their rivers uses the natural features to create a beautiful and natural space. After spending time at the forks, I took a bus to Portage and Main (about 3 min.). I also took the bus out to the airport when I needed to go home. While in Winnipeg, I did not need a car or a taxi. I got around very easily totally on the bus. We need to look at Winnipeg to see how they have integrated the bus system into the life of the people there.

Last year, I also traveled to Ottawa by train from London. I stayed at my sister's place out on the west end. I found it easy to get around on their bus rapid transit to get downtown (about 10 min.) from my sister's condo on the west end. I took my skates on the bus and went skating on the Rideau Canal. I had no need for a car or a taxi in Ottawa during my stay for the Winterlude event. We need to look at how Ottawa's system is working.

In London, I take the bus or ride my bicycle everywhere I go. I do not own a car. From where I live, I find it fairly convenient to get around. But it could be so much better. We need to follow the London Plan. It calls for an increase of 10,000 people along the transit corridors and greater intensification with a target of 45% to curb urban sprawl. If we continue to eat up agricultural land through urban sprawl, this is costing taxpayers money through servicing land and expanding city services. Urban sprawl is not sustainable. We need a high intensity rapid transit system for development along the rapid transit corridors and rapid transit stations. We need high intensity corridors serving UWO, Fanshawe College and hospitals where parking is limited.

Now, I have seen that council is thinking about dividing the parts of the BRT to do it piecemeal. I believe you should approve the whole thing. It will be less expensive that way than dividing it up piecemeal. I often take the bus from my place south east of the Thames up to UWO, University Hospital and sometimes Maisonville Mall. If you do the whole North-South and East-West corridors, it would be so much more convenient for all, as we need to access the whole city. I hope that this council decides to bring London in line with other major cities in Canada. We are the only major city in this country without some kind of rapid transit system. Breaking the BRT system into separate elements will only improve transit in certain parts of the city. Breaking the proposal into parts loses the cohesive nature of the full network, which was intended to transform London's transit system and lure development along the "L" and "7" shaped transit corridors. Those corridors are a key part of the London Plan, the city's blueprint for growth during the next 2 decades.

"If we build it, they will come." I really believe this statement. For those who complain that we don't have a high enough ridership to make this possible, I say that the system we have right now needs this work to gain the ridership. We need to promote public transit as a positive way to travel. I can get on a bus, go downtown for dinner and a play at the Grand Theatre and not have to worry about drinking and driving. I can go to a big event at the Budweiser Gardens and not have to worry about parking. We need to educate people in London that there is another way to get around this city. We need to show people that we can get around this city easily without stepping into a private vehicle.

Most of the money for this big project will be coming from the Federal and Provincial governments. We need to make use of this money to also fix our infrastructure and to build the BRT while we are fixing our roads and sewers.

This past week, we have seen people come flocking to London for our JUNO awards. This would not have been possible if we had not had some forward thinking people on council several years ago who saw the value in building the John Labatt Centre. There was much controversy back then. There were many naysayers both on council and in our city. There was a fight to have that big development in the heart of the city. There was also a fight to build the Covent Garden Market. We have had to fight the naysayers all along the way. But, we have seen the rewards last week in hosting the Junos, and when we hosted the World Skating events 2 years ago.

In closing,

“If we build it, they will come”

Submitted by: Helen Riordon

From: Chris Butler
Sent: Saturday, March 16, 2019 4:09 PM
To: SPPC <sppc@london.ca>
Cc: Squire, Phil <psquire@london.ca>
Subject: [EXTERNAL] SPPC - MTG Public Transit Infrastructure Stream (PTIS) - Public Input (Added Agenda Submission)

Major Holder & Council (SPPC)

Please consider this submission as guidance on the my top three (3) priorities & foundation blocks for stream project selection for this meeting . I am unable to attend the March 20th Public MTG with prior commitments and thank you for this opportunity to forward these recommendations.

TOP THREE PROJECTS / FOUNDATIONS & KISimple SUPPORTING BACKGROUND

1. **DOWNTOWN LOOP** - This project needs to be approved immediately as City Hall Management team was less than transparent on providing Council with the full impact and costs associated with the recent approval & implementation of FLEX STREET on Dundas St with respect to quality transit connectivity and customer service. Kelly Paleczny (LTC GM) was the canary in the coal mine as this was unfolding and clearly City MGMT Team and Council did not fully address requirement for a quality " loop " to address frequent service interruptions with Dundas St flex street events . I recommend we move forward with this initiative as soon as funding can be secured to make things right going forward on this loop and the future connectivity opportunities. As a taxpayer on this I'm long beyond the blame and shame phase here now knowing FLEX STREET actual costs will be \$16 M top service improvements + \$ 28 M to make it right @ the Downtown Loop + \$ 1M per year in OPS expenses .
2. **SMART SIGNALS** - This project is a " baseline " for everything the City of London does going forward ; not only @ respect to improving transit cycle times, but also should be viewed as the largest universal (all transit types) opportunity London has moving forward to improve our corridor network utilization / productivity & reduction CO2 levels currently now associated with our almost city wide gridlock. If Council values the opportunity to use our existing & future road infrastructure better & reduce taxpayer future capital expenses going forward , then this project is the place to start and build momentum going forward . I am more than disappointed that Doug McRae & the Signal Team has stopped short of recommending a system that incorporates more off the shelf artificial intelligence (AI) functionality in this proposal and that this team has not provided any opportunity for public input on this City Wide project - but we need to start somewhere in baby steps to resolve the gridlock . CAUTION = there is no public info available on the recommended delta addition to the OPS costs related to rolling out the new 24/ 7 Operations Centre associated@ this proposal and we need transparency here . OPPORTUNITY = targeted reduction in reducing the almost 100 % annual increase in negative comments by City of Ldn residents in the 2018 Annual Community Survey in the Roads Congestion/ Lights & Signals category. This was also a top 3 platform issue with two(2) of candidates for Mayor in our recent election which 40 % of Londoners supported @ their votes. We are done waiting for action.
3. **ADELAIDE ST. UNDERPASS** - This project should continue to be viewed by Council as one of the highest priority baseline or foundation opportunities to universally improve all transit cycle times and seriously enhance the current lower utilization of this transit corridor. This project has and should continue to be viewed by the Transportation Planning Team & Council as " complete first " on the critical path schedule prior to starting construction on all other transit projects which converge down town , as Adelaide St will be the ONLY NORTH SOUTH pass through transit corridor between Wonderland & Highbury Ave to service the city . Our 2018 summer construction of FLEX Street only reinforced this planning position for all involved; as downtown was gridlocked.

Thanks >> Chris Butler

From: Dean Sheppard
Sent: Sunday, March 17, 2019 9:32 PM
To: SPPC <sppc@london.ca>; Saunders, Cathy <csaunder@london.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; City of London, Mayor <mayor@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; van Holst, Michael <mvanholst@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Squire, Phil <psquire@london.ca>; Lewis, Shawn <slewis@london.ca>; Turner, Stephen <sturner@london.ca>; Hillier, Steven <shillier@london.ca>; Lehman, Steve <slehman@london.ca>
Subject: [EXTERNAL] Building London's Future

Please add this communication to the PPM agenda and add my name as a listed speaker.
Thank you
Dean Sheppard

March 20, 2019
To: SPPC
From: Dean Sheppard

Re: The Time Has Come to Build London's Future

The decision before you tonight is about leadership. It's easy for bureaucracies and politicians to say no. It's the less risky approach and you don't have to change anything you are currently doing.

What's not easy is to figure out a way to say yes.

And I want you to say yes to progress in London.

Yes to a game-changing approach to transit.

Yes to building quality transportation options for all Londoners.

Yes to keeping local property taxes lower with \$350M in outside investment to do road and infrastructure upgrades that we would have to otherwise pay 100% of ourselves.

Yes to an immediate 300% return on investment on our local \$120M investment.

Yes to a quiet and smooth electric ride.

Yes to looking into London's future and building for the future; not being shackled by our ways of the past.

Yes to taking action to reduce our greenhouse gas emissions.

Yes to having faith that our community can take big steps and reap big rewards.

Yes to choosing a bold path for our community even when so many naysayers seem resist change at every turn.

Yes to acknowledging that no project is perfect but that action is better than no action.

Yes to supporting the London Plan, in which 1000s and 1000s of Londoners participated.

Yes to following in the footsteps of our competition down the 401 who is showing us how much development quality transit attracts.

Yes to the years of hard work and expertise of literally hundreds of professionals that have crafted a plan for London.

Yes to grasping the opportunity that is before us.

Yes to thousands of local jobs.

Yes to courage.

Yes to leadership.

From: Matthew Rowlinson
Sent: Sunday, March 17, 2019 7:35 PM
To: SPPC <sppc@london.ca>; info@buildthiscity.ca
Subject: [EXTERNAL] Submission on proposed transportation project

Submission on proposed transportation projects:

I am an academic employed at Western; I have lived in London since 2002, after an early career in which I spent time in many cities and towns elsewhere in North America. London is the most car-centric place I have ever lived. There is nothing surprising in this; our city is in the centre of the Oshawa-Windsor corridor along which Canada's auto industry was built; many Londoners have worked or still work in the industry. Cars have enabled us to build a big, spread-out city where many privileged Londoners—including me and my family—enjoy living in detached homes with treed lots.

I travel our city on foot, by bike, using transit—but, above all for my commute to work and to run errands, I use a car. My 12km round trip to work takes twice as long by bus as it does to drive, and most days, I don't have the extra time. I am writing this letter on my own behalf and on behalf of other Londoners who want to change. I want to be able to get around our city quickly and easily, but I don't want to drive so much. Driving itself is getting slower because there are so many cars on the road, and we know that more roads or wider roads will just induce more traffic. Even to keep the cars moving, London needs to give its citizens transit options not currently available. And if we accept the science of climate change, and if we want to improve the quality of our air and the safety of our streets, we know we must do more than that; we must make our city less car-centred altogether.

To that end, I ask that council prioritize the construction of all four nodes of the bus rapid transit system that has been planned in the course of broad public consultation over the course of the last 10 years. The research I have seen shows that no other improvement to our transit will do as much to enable citizens to move rapidly around our city, or to densify future residential and commercial development as BRT. London Transit does wonders with the small public subsidy it receives per passenger mile, and our bus system must receive continued support and upgrades. But to make basic changes to how people get around our city, rapid transit should be part of the mix.

As councilors today, you face decisions that will shape our city for the next half-century. I know these decisions are hard. I beg you to act as leaders, to take the long view, and to do the right thing not just for today, but to help London thrive in the future.

Thank you for considering my submission, Matthew Rowlinson

From: Claire M
Sent: Monday, March 18, 2019 7:54 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] BRT Transit

I am writing on behalf of the Western Active Transportation Society (WATS), which currently has 140 faculty, staff and students from Western University and affiliates as members. Our aim is to actively promote cycling and walking as a means of transportation at Western and in the City of London.

We have discussed the listed 19 separate projects that are up for consideration. From a University perspective, we would like to express our strongest support to all 5 core nodes of the BRT plan, but want to stress especially the importance of the north connection. This rapid link between Masonville, the campus and downtown will serve our students, many of whom are relying on bus transport already and have to deal with crowded buses, infrequent connections and delays. The northward BRT link plays a crucial role in the Universities current open space plan that aims to reduce vehicular traffic on campus, and make the campus a place more friendly to pedestrians and cyclists.

A significant number of the transit supportive projects are targeted at addressing active transportation issues or incorporated active users. We are encouraged by this fact, and think that that promoting active transportation needs to be the focus of a modern and aspirational city. Investing in improvements to these issues will benefit the whole city - clearly when you cycle, walk or use public transport the benefit is very direct. By increasing the viability of these alternative transport options, car drivers benefit too as there will be fewer personal cars on the road. Especially important and beneficial here are the planned projects in the Old East Village, the Dundas place to TVP connection, downtown bike parking, and the installation of protected bike lanes throughout the city. These projects should form a priority for the city in the years to come, no matter if they are included in the current bid for federal and provincial funding or not. The Oxford Street / Wharncliffe Road intersection proposal currently lacks good active transportation infrastructure. Similarly, the Adelaide Street Underpass design would in our opinion not meet the needs of cyclist as there is no bike lane going northward on Adelaide street. The money would be better spent on improving Williams street as an north-south bike corridor.

We therefore urge the city council to use the federal and provincial funding for truly transformational projects, and make London a national leader in supporting alternative transportation options.

Thank you for your consideration,
Claire Mortera

Sent from [Mail](#) for Windows 10

From: Marco Prado
Sent: Monday, March 18, 2019 2:50 PM
To: SPPC <sppc@london.ca>
Cc: Kayabaga, Arielle <akayabaga@london.ca>
Subject: [EXTERNAL] Special Strategic Priorities and Policy Committee Meeting: Transportation projects

I am writing as a resident of Ward 13. I am also Faculty at Western and use a bicycle for my daily commute and other transportation needs in the City of London. I am a resident of London Ontario since 2008.

I would like to express my strongest support to the 5 core nodes of the BRT plan, as well as improving cycling infrastructure in the city. The rapid link between Masonville, the campus and downtown will serve our students, many of whom are relying on bus transport already and have to deal with crowded buses, infrequent connections and delays. The northward BRT link plays a crucial role in the Universities current open space plan that aims to reduce vehicular traffic on campus, and make the campus a place more friendly to pedestrians and cyclists.

I am a supporter of all plans for increasing cycling infrastructure. By increasing the viability of these alternative transport options, car drivers benefit too as there will be fewer personal cars on the road. Especially important and beneficial here are the planned projects in the Old East Village, the Dundas place to TVP connection, downtown bike parking, and the installation of protected bike lanes throughout the city.

I am conscious of the current issues related to global warming and now it is time to act. London is the perfect city to implement widespread cycling infrastructure to decrease our carbon footprint with transportation. London is quite flat and already has some infrastructure in place. However, this infrastructure is far from ideal and myself and most other cyclists have had too many close encounters with cars. Protected bike lanes are the standard in all modern cities and they should be prioritized. Cycling has an important added benefit. It also improves the well-being of citizens.

These projects should be a priority for the city in the years to come, no matter if they are included in the current bid for federal and provincial funding or not.

I urge the City Council to use the federal and provincial funding for truly transformational projects, and make London a national leader in supporting alternative transportation options.

Recent publications on the added health benefits of cycling for communities can be found here:

<https://www.ncbi.nlm.nih.gov/pubmed/27799235>

<https://www.ncbi.nlm.nih.gov/pubmed/26930213>

<https://momentummag.com/urban-cycling-health-benefits-2018/>

Dr. Marco A.M. Prado, Ph.D.

Scientist, Robarts Research Institute
Professor Department of Physiology and Pharmacology and Department of Anatomy & Cell Biology

Chair of the Local Host Committee 2019 ISN-ASN Meeting

Join us for the next ISN-ASN Meeting August 04-08, 2019 in Montreal

<https://www.neurochemistry.org/2019-isn-asn-meeting/>

Robarts Research Institute Room # 3207
1151 Richmond St. N, N6A 5B7
The University of Western Ontario
London, Ontario, Canada
Tel: 519-9315777 Ext. 24888

<http://www.robarts.ca/marco-antonio-maximo-prado>

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From: Jarad Fisher
Sent: Monday, March 18, 2019 3:34 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] SHIFT Transit Plans

Dear London City Council,

I would like to urge this city council to move forward with the entirety of the BRT/SHIFT plan. It seems to me that the primary stumbling block is the Richmond/"Northern" route. While it might seem simple to extract this portion (and other inconvenient portions of the plan), city building is neither simple nor convenient. That route is likely the most contentious portion of the plan *because* it is the most necessary. It is the leg that has the most ridership, both in terms of transit riders and in terms of cars or trucks. We can't or won't expand the road as it is too expensive and too unpopular, so we have a very limited amount of space to work with. We need only ask one simple question: what is the most efficient use of this space?

The answer is simple enough that even a cursory knowledge of transportation planning would enable you to answer with confidence: mass transit is the most efficient way to move large numbers of people; rapid transit especially so. This is not surprising, groundbreaking, or controversial. It is accepted around the world. That means that if we are to get rid of any part of the plan, surely it must not be the most necessary leg: the Richmond route?

I can hear the naysayers now.

"It will be expensive!" Sure, but not as expensive as continuing to build the area around personal vehicle transportation. As stated, we cannot expand Richmond much further, and I doubt Old North residents would desire that in any case. Cars are far more expensive than even a top-tier transit system if you take away subsidized externalities such as free parking and road usage (when was the last time you used a toll road in Canada?), to name just a couple. Further, it will be cheaper to do so now while the city is less built up (unless these naysayers believe the city is on the cusp of depopulating) than in the future.

"The construction will be endless!" Yes, there will be construction, but if the jokes I've heard over the past number of decades are any indication, Canada has always had only two seasons: Winter and Construction. This is nothing new. Hyde Park was under construction for the better part of a decade recently. Wonderland will be soon. Western Rd? Hamilton Rd? Oxford? I could quite honestly list at least 50% of the roads in our great city and they have had a significant construction project in the past decade. There is a silver lining, though: the BRT project will require less road construction in the long term. Don't take my word for it, ask the experts. Rapid transit reduces road maintenance.

"It will make personal car lanes more congested!" Not if BRT is implemented in a way to reduce Londoners reliance on personal car trips. We will never have a situation where every resident would rather take transit (or cycle, or walk) to get to their destination, but every person that *does* choose to use transit (or cycle or walk) to their destination instead of taking a car will reduce congestion. In addition to this simple, self-evident fact, the added left-turn lanes and traffic measures along Richmond will actually increase the capacity of the remaining lanes.

London has spent over a decade hiring experts, purchasing properties, and lobbying upper levels of government to get to this point. It is of course easier to tear things apart than to build things up. We as Londoners look to you to make the difficult decisions that are best for our city. We have a problem: Our road and transit capacities are at their limits. What is the solution to this problem? What do the experts tell us to do? Is it to build rapid transit along those corridors? Or ever more roads? Which path has evidence to indicate it will help solve the problem and not exacerbate it? I urge our city council to follow that route. Stay on the path of evidence, not fear. Move forward, not backwards.

Thank you,

Jarad Fisher
Concerned Londoner

From: Kyle Gyurics
Sent: Monday, March 18, 2019 4:20 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] SPPC-Transit Projects

Hi,

If my opinion/voice could be considered on the issue of Transit;

Residency in a forward-looking city that the London Plan outlines requires a diminishment of car-centric planning in order to foster better transport/travel options for the many residents who do not drive.

I would like to see BRT - Bus Rapid Transit - move forward, as planned, without further delay.

Thanks,

Kyle Gyurics, London ON, N6A
- Senior IT Consultant

From: Mike Bloxam

Sent: Monday, March 18, 2019 8:04 PM

To: SPPC <sppc@london.ca>

Subject: [EXTERNAL] Public Participation Meeting – Public Input regarding City of London transportation projects to be put forward for consideration for Public Transit Infrastructure Stream Funding

Dear members of the Strategic Priorities and Policy Committee,

I urge you all to move forward with the Shift London project that was before City Council in 2018, i.e. a cohesive rapid transit system that has already been given federal and provincial approval for funding. Having rapid transit in our city is critical to London's future. This project is fully sustainable: it will bring economic benefits, environmental benefits, and community benefits.

Look no farther than Kitchener-Waterloo, where their light rail system isn't even fully operational, and yet more than \$3 billion (!) in development has already been invested along the transit corridors.

(February 2018: <https://lfpress.com/2018/02/13/light-rail-transit-inspires-infill-development-in-kitchener-waterloo-some-of-it-by-london-firms/wcm/f49e2539-c9f4-2766-364f-b88141eff24d>)

Increasing the reliability of our transit system can only be done with segregated lanes. Reliability will beget ridership, and will benefit riders from all walks of life: from those who need it most (unemployed, under-employed, people on fixed incomes, students in high school and at post-secondary), to those who don't want to waste money on a personal vehicle, to those who want to use it on a casual basis. It will benefit people of all ages and walks of life. It will reduce congestion and remove the need for six-lane roads without dedicated lanes.

Cities around the world understand the importance of reliable, affordable transit. It makes for more livable cities by reducing sprawl and encouraging effective urban density. If London doesn't go forward with a full BRT system, we will be losing an entire generation's worth of smart growth and development.

Remember: an advanced society isn't one where the poor can afford a car; it's one where the rich use transit. London deserves to be an advanced city.

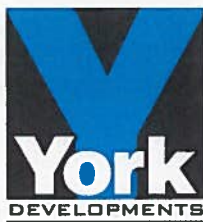
Sincerely,

Mike Bloxam

--

Mike Bloxam

Sent from a mobile device. Please forgive any spelling errors or brevity.



303-201 RICHMOND STREET
LONDON, ON N6B 2H8

March 18th 2019

By Email

Re: Ongoing Bus Rapid Transit Plans

Dear Mayor Holder and City Councillors:

York Developments is an active real estate developer and property manager in the City of London. Over the last few years, we have been an active participant in the continuing evolution of a long-term transit plan. Our involvement has made us not only aware of the role transit plays but also the complexities in making decisions going forward. As the plan continues to evolve, we believe London must put forward excellent business cases to ensure senior government engage in the building of this vital link in our future.

This letter is to express our continued commitment to the development of transit in the City. We have many active developments across the City and from a property owner's perspective, please consider some inputs for your consideration.

Wonderland Gateway

We have a significant commercial interest on Wonderland Road north of Wharncliffe Road. We are also intimately involved and see a real momentum has begun with various property owners to develop this corridor including the Gateway proposal for a new casino and entertainment hub. As density builds with new land uses, the passenger traffic on the current 12 and 28 bus routes will increase.

This gateway development area demonstrates one of the more muted benefits to the transit plan is the opportunity to improve efficiencies with local routes in connecting to primary rapid primary routes across the City. As York and other developers redevelop the corridor lands, we recognize that effective transit is a big part of access for residents, employees and patrons of the many businesses existing or planned for the Wonderland gateway.

Bostwick and Southdale Corridor

We have a major residential initiative surrounding the new Bostwick Community Centre that is in advanced planning stages. The adjustment to bus routing provides front door access. While presently served by Route 15A, the addition of several thousand new residents over the coming years will provide demand for increased transit. These developments are the leads for London's next significant growth area in the southwest.

Richmond and Fanshawe

A newer addition to York's inventory is 1673 Richmond Street (the "Richie's Plaza"), the property across the street from Masonville Mall. Already a significant transit hub, this area has been identified as a transit village in the City's London Plan. We view this area as a key growth area and at some point anticipate some redevelopment of the property.

We have been some supportive of property boundary adjustments in the Fanshawe/ Richmond transportation EA in the recognition as this intersection being a primary destination hub within the City and adjustments to provide more efficient transit operations.

Downtown Couplet

Downtown is a big interest for York and we have invested heavily in 6 locations. Most advanced is 131 King where the redevelopment of a parking lot to a 31 storey highrise development will be starting shortly. This development adds to the critical mass of the downtown residential core and along with other developments in the downtown illustrates not only York's commitment but our long term confidence in London. In our market research, we recognize that a significant number of downtown residents do not own vehicles and rely heavily on transit to get around. It is in our mutual interest to continue to work with the City, and that downtown transit connections to the greater city strengthen, as the downtown continues to build upwards.

Oxford and Wonderland Hub

A newer acquisition for York has been the London Mall at 530 Oxford St West. This 14 acre property has long been underutilized as a dated commercial centre. While we are currently repurposing it to suit today's retail needs, we also have expressed to City staff a desire to begin redevelopment of the property to also serve as a combined retail and high-density use. This business plan depends on there being a primary transit link to the hub. Combined with the Capulet Lane, Proudfoot Lane and Sugar Creek developments, our research shows a high demand for public transit at Oxford Street and Wonderland Road to reach points across the City.

We wish the Council success in every regard with respect to the ongoing development of a robust plan and implementation for the future of London's public transit system. We also hope our long-term plans may align in some form with the City's objectives. We will continue to stay involved as the plan finalizes and implementation continues to advance.

Yours Very Truly,



Ali Soufan

President
York Developments

From: Jorn Diedrichsen
Sent: Monday, March 18, 2019 9:29 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Feedback on draft list of PTIS transportation projects

Dear Strategic Priorities and Policy Committee,

I am writing on behalf of the Western Active Transportation Society (WATS), which currently has 140 faculty, staff and students from Western University and affiliates as members. Our aim is to promote cycling and walking as a means of transportation at Western and in the City of London.

We have discussed the listed 19 separate projects that are up for consideration. From a university community perspective, we would like to express our strongest support to all 5 core nodes of the BRT plan but want to stress especially the importance of the north connection. This rapid link between Masonville, the campus and downtown will serve our students, many of whom are relying on bus transport already and have to deal with crowded buses, infrequent connections, and delays. The northward BRT link plays a crucial role in the University's current open space plan that aims to reduce vehicular traffic on campus and make the campus more friendly to pedestrians and cyclists.

A significant number of the transit supportive projects are targeted at addressing active transportation issues or incorporating active users. We are encouraged by this fact and think that promoting active transportation needs to be the focus of a modern and aspirational city. Investing in improvements to these issues will benefit the whole city - clearly when you cycle, walk or use public transport the benefit is very direct. By increasing the viability of these alternative transport options, car drivers benefit too as there will be fewer personal cars on the road. Especially important and beneficial here are the planned projects in the Old East Village, the Dundas Place to TVP connection, downtown bike parking, and the installation of protected bike lanes throughout the city. These projects should form a priority for the city in the years to come, no matter whether they are included in the current bid for federal and provincial funding or not. The Oxford Street / Wharncliffe Road intersection proposal currently lacks good active transportation infrastructure. Similarly, some members felt that the Adelaide Street underpass design would not meet the needs of cyclists as there is no bike lane going northward on Adelaide Street. The money may be better spent on improving William Street (or a parallel street) as a north-south bike corridor, including an additional traffic light on Oxford, as necessary.

We therefore urge the committee to use the federal and provincial funding for truly transformational projects and make London a national leader in supporting alternative transportation options.

Thank you for your consideration,

On behalf of the 140 members of the Western Active Transportation Society,
Prof. Jörn Diedrichsen, Department of Computer Science and Statistics
Prof. Marco Prado, Department of Physiology and Pharmacology
Jon Deeks, BrainsCAN Knowledge Mobilization and Impact Manager

From: Liane Fisher Bloxam

Sent: Monday, March 18, 2019 9:34 PM

To: SPPC <sppc@london.ca>

Subject: [EXTERNAL] Public Participation Meeting – Public Input regarding City of London transportation projects

Dear members of the Strategic Priorities and Policy Committee,

I am writing to encourage you to move forward with all aspects of the Shift Rapid Transit Plan. This plan has the benefit of years of planning work tied directly to our city's goals in the London Plan.

Piecemeal updates to the existing system will not achieve the outcomes transit riders and all of London so desperately need. For our future competitiveness, and our ability to anticipate the disruption that Climate Change (already in progress) will force upon all of us, it is critical that London's growth be inward and upward, connected by a well planned, functional transit system. Failure to make this a priority now will result in future congestion and gridlock, and people and businesses choosing to make their homes elsewhere.

One complaint I have heard from rapid transit detractors is that "this system won't get me to give up my car." Respectfully, that is the wrong approach. A fast, reliable transit system will prevent future cars on the road as young people find they are able to delay purchasing one, and families like mine are able to use one car instead of two. It will also encourage growth and development where we need it the most, along transit corridors. These detractors may also not have considered their own futures as seniors who are not able to drive as much as they once were, or at all.

In a personal example I shared in a letter to the previous council, I estimate the completed BRT system would shave 20 minutes in each direction from my commute to work on Exeter Road. That extra 3+ hours per week to spend with my family will be a significant factor in any decision about whether to continue raising my children here.

I urge not to waste years of planning and hundreds of millions in potential funding. London needs and deserves a reliable rapid transit system.

Sincerely,

Liane Fisher Bloxam

From: Patricia Dlouhy
Sent: Monday, March 18, 2019 10:46 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Re: BRT

Hello: I am writing as a concerned citizen about the proposal for the BRT. We are not in favour of pushing through this project. The details are so flimsy and the plans are greatly flawed. My husband and I have said all along that this was poorly planned but there was an agenda to push it through.

First of all we have always said the cart has to stop being put before the horse. Instead of shoving BRT lanes onto already congested roads fix the foundation problems. That's how a good house is built. Get the Adelaide St. underpass built ASAP. This should have been done years ago. Once people are no longer delayed by trains that lock the street up for as long as 40 min. you will see a huge difference. Synchronize the lights on all major arteries. Adelaide actually can be pretty good as long as a train is not blocking traffic. There needs to be more advanced greens at intersections and for longer periods of time. Wellington and Southdale is such a bottleneck because of the lack of advance green turning south onto Wellington from Southdale going west. Most times only a few cars get through at best. This needs to be corrected finally. Southdale and Montgomery is the same. Keep the traffic flowing. Obviously more buses are needed in the industrial areas and starting earlier. Most shift workers start at 7 a.m. and those on the late shift work till 11 p.m. or midnight. Those buses should be available from 5:30 a.m. till 12:30 in the morning. They could go out more often during the peak times.

Whenever we travel on the 401 there are many times when there is total gridlock. We can sit there for as long as 20 min or more not moving and figure there might be an accident up ahead. When we get there, there is nothing. What happens is that when people drive the same speed limit there is a phenomenon that happens. It creates chaos because no one is passing anyone and then it creates congestion and total stoppages. Well that same issue will happen on the BRT routes. When you take Oxford ST. that is now 4 lanes of traffic and Wellington Rd. which is also 4 lanes of traffic and take them down to only 2 lanes of traffic with the BRT going down the center this city will come to a standstill. When drivers are driving a different speed than the other person and passing when it is safe than the flow of traffic continues. But if you create a single lane of traffic then the majority of the people will drive the same or similar speed, they will not be able to pass anyone to keep the flow going and therefore the streets will come to a standstill. If you believe that the BRT will take a majority of cars off the road you are wrong. Perhaps on the BRT routes the amount of cars will go down by maybe 20 or 25 percent but be assured that a big portion of drivers will take alternate routes on side streets to avoid BRT roads.

The result of that will be major complaints from the people who live on those side streets complaining of too much traffic. My husband and I do that even now when a main thoroughfare is congested. We divert our route to side streets which is much more efficient at times. Imagine what will happen when the BRT might go through.

One other concern we have is cost. Who will guarantee that it will cost half a billion dollars?....we know from past history that most construction projects always go higher than the projection. Who will pay for that? How much will our taxes go up to cover this massive debt for the next 20 years? or more. And no one yet has ever told us "how much is it going to cost to step onto the BRT and use it?".....We are tired of subsidizing so many different groups in this city. Now we will have another one to cover the cost for students and those on lower incomes. Another debt on our backs.

One last question. What happens to the houses on Wellington Rd that have already been purchased for this project. If it does not go through then what?

We believe this project should be set aside..no more money spent on it for research and consultations and buying properties until ever it is dotted and every t is crossed.

In regard to the funding from the provincial and federal governments...this is still our tax dollars anyway. So if we don't take it for the BRT then reapply for funds to make all the other corrections that need to be taken care of. One way or the other funds will be given to us but not necessarily as much as the cost of the BRT. We need to slow down and start building from the foundation. Our roads are in such horrible condition. We don't just have potholes...we have sinkholes. So many main arteries are in such horrible condition.

Please make an intelligent and logical decision on this. It should not be determined by a minority of the city population. This should have been put on the city election as a referendum. Everyone should have had a voice. Thank you for your time. Ivo and Patricia Dlouhy

From: Marieke Mur
Sent: Monday, March 18, 2019 10:57 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] transit improvements | cycling connections

Dear City Council,

I recently moved to London to work for the university, and prefer using public transport over cars when possible. I have started exploring the available transit options, and was happy to discover that there is federal and provincial funding available for transit improvements in London.

I have read through the 19 separate proposed projects that are up for consideration. I am especially enthusiastic about the transit supportive projects. Investing in transit improvements that support active transportation will benefit many Londoners. Such improvements will not only lead to increased mobility, but also to more active and healthier lifestyles. Especially important and beneficial here are the planned projects in the Old East Village, the Dundas Place to TVP connection, downtown bike parking, and the installation of protected bike lanes throughout the city.

I strongly encourage the city council to use the available federal and provincial funding for transit projects that promote healthy lifestyles and reduce environmental impact of transportation. Projects of this nature will transform the city and make London a national leader in supporting alternative and green transportation.

Sincerely,
Marieke Mur
A new London resident

March 18, 2019

Dear City Council,

I am writing on behalf of London Cycle Link, a non-profit representing hundreds of Londoners who cycle and desire a more bike-friendly city.

After reviewing the 19 projects eligible for provincial and federal infrastructure funding, the best projects for moving cycling forward in London are the 5 core BRT projects. The original BRT plan incorporates important cycling connections and offers a reliable, frequent, and fast transit alternative when cycling is not possible.

There are three transformational cycling improvements that are part of the north connection and Wellington Road Gateway projects. The first is proper cycling infrastructure across University bridge. Earlier this year when the bridge was closed to vehicular traffic, the bridge was safer for cyclists and encouraged many people to choose to ride to campus. This will also be the case with protected bike lanes on a widened University Bridge. Second, the north connection extends cycling facilities from Western University to Masonville. This will offer another great option for North London residents to get to campus and for students and faculty to get to Masonville. Finally, the third cycling improvement is Wellington Road between Base Line and Bradley. Having a safe cycling connection here will make it possible to ride to Victoria Hospital from the south, and for many people to reach the retail destinations along Wellington Road. All three of these improvements will be transformational for encouraging more people to bike in London.

Further to improved cycling projects, having reliable, fast, and frequent transit in London will allow more people to live a multi-modal lifestyle. There are many people who want to cycle when the weather is nice and the destination can be accessed safely; however, there are many other trips that may need to be completed using a different mode of transportation. A rapid transit system will benefit trips along the corridor and any transit trip that can use the corridor for part of the trip. A London with good cycling infrastructure and a reliable and frequent transit system is much more attractive to help Londoners leave their car at home. This will increase the number of cyclists dramatically.

Please proceed with the 5 projects that comprise the original BRT plan. This is the best plan for a vibrant, healthy, accessible London and the best plan on the table for cycling.

Sincerely,

Daniel Hall
Executive Director



From: Ben Cowie (London Bicycle Cafe)
Sent: Tuesday, March 19, 2019 7:21 AM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Rapid transit submission

Dear Mayor and Council,

I'm not sure I can add anything new to this saga at this time, but with the options available, please support all five (electrified) BRT options when considering your vote this week.

As the op-ed I co-authored in the London Free Press with Western Active Transportation Society, London Cycle Link, and Velo Canada Bikes states, the need for active transportation infrastructure in London is urgent, affordable, and must be prioritized to address the threat of planetary change. However, an effective transit network is also essential for creating the walkable and bikeable cities of the future, therefore I urge you to support the well studied, well planned, well consulted BRT plans on the table.

All the best,
Ben

Link to article: <https://lfpres.com/opinion/columnists/protected-bike-lane-network-should-be-transit-priority/amp>

London Bicycle Café
Southwestern Ontario's Citizen Cyclery
355 Clarence Street

From: Scott MacDougall-Shackleton
Sent: Tuesday, March 19, 2019 7:41 AM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Fwd: BRT

From: **Scott MacDougall-Shackleton**
Date: Tue, Mar 19, 2019 at 7:39 AM
Subject: BRT
To: <psquire@bellnet.ca>
Cc: Scott A. MacDougall-Shackleton

Hi Phil,

I can't make the BRT meeting since it is during the weekday, so I am writing to you with my views. I am a resident of Old North (Hellmuth Ave).

London has grown to the point where it needs the transport system of a city, not the transport system of a small town. Too many people, including many residents of Old North, exhibit some of the worst kind of NIMBYism and want to be able to drive their single-occupant cars wherever and whenever they choose. Not only is this terrible for the environment and for creating a livable city, it does huge disservice to London's population of those living at or below the poverty line.

London has Canada's fifth highest levels of child poverty. Think about that. That means thousands of parents who can barely make ends meet. These folks do not have the time or means to lobby city government as much as the soccer moms and dads of Old North. These folks need convenient and reliable transportation to get to and from work. And this work is often not 9 to 5.

Our family's piano teacher is barely getting by financially. She works in Old North and lives on Proudfoot. Some days it takes her HOURS to get home with the current transit system, and this is just a simple run down Oxford street. The evening and weekend service is so infrequent that if she misses a bus she is in big trouble. She is not alone. Many of the "working poor" cannot afford cars or taxis. We, as citizens of London, should be ashamed of this.

We need transit that runs quickly, and regularly, including the downtown-Masonville route. With regular service, where you don't need to consult maps and timetables, more people will use it.

Some of my neighbours think only students take the bus. They are so naive to the desperate need of London's less well-off it makes me ashamed of them.

With respect to traffic on Richmond, I encourage you to read a book called "Traffic" by Tom Vanderbilt. It is a well-established fact that road widening results in MORE traffic, not less. If Richmond were reduced to 1 lane each way, with regular bus routes in bus lanes the effect on traffic would be transient. People would simply alter their behaviour.

The take home message of this email is for you, as a city councillor, to please consider what is best for the London community. Not just Old North residents who see Richmond Street as their personal speedway. Although you are elected by a Ward, you have a duty to look beyond the short-sighted self-interest of some of London's most highly privileged citizens.

Thanks for your time in reading this.

Scott MacDougall-Shackleton

From: shelley carr

Sent: Tuesday, March 19, 2019 8:00 AM

To: SPPC <sppc@london.ca>; csaunder@london.c; Jesse Helmer <jesse@helmer.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Lewis, Shawn <slewis@london.ca>; City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Turner, Stephen <sturner@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Hillier, Steven <shillier@london.ca>

Subject: [EXTERNAL] BRT thoughts

Good morning to our Committee and Councillors!

I am writing this letter from a dawn filled window looking over a city I have grown to love.

Later, I will be catching a local bus to my workplace/school like I do every day.

I cannot tell the committee/council what to decide on BRT. I can hope that the message get through that something needs to improve greatly for transit for this city to grow and thrive. I can see that the need for our council to commit to something regarding BRT for the welfare of the city may cost them their future election positions. I also know that stepping out and doing something for the public good of the community is valued historically far more later than in the present.

As for the facts, I can only tell you what I see as a rider.

I see bus bays used as a way to encourage drivers to use cars. They speed up the flow of traffic for cars only. Valuable time is lost for bus drivers to attempt to get back into the flow of traffic. Transit should always be placed forefront in a community, not as secondary choice. It should always be the first choice in machined transport.

I see 20 minute waits to turn left from Oxford onto Richmond due to sheer traffic volume. This situation would not exist if there were dedicated lanes.

I see under-serviced areas like Veteran's Drive and the Airport area being missed because the majority of our buses are used to funnel students/staff to schools and hospitals. BRT would allow buses resources to reach these areas.

I taste car fumes from the "trough" of Oxford street. Because it is in a lower section of the city, it seems to be affected more than most. BRT would lessen the number of cars on Oxford making the air clearer and easier to breath especially for people with asthma.

I see a younger generation like my sons who no longer see a car as an identity and want nothing to do with cars. They prefer using bicycles, walking and transit.

I see an older generation who will soon be unable to drive, who think the halcyon days of car ownership will never end. What choices will they have if London, Ontario is not prepared with safe, use-able transit?

And finally, I see myself and my fellow business classmates considering graduation. No one is saying "I want to stay in London". The cities that are seen as employment goals already have BRT or even LRT. These cities are seen as locations of choice for growth. London cannot retain/attract citizens because of inexpensive homes much longer.

So much hinges on your decision. And it is not an easy decision either. I hope that your dedication to making London, Ontario a better place for all for now and the future is foremost in your minds as you decide. And thank you for taking the time to carefully consider all of the issues. It is much appreciated.

Yours

Shelley Carr "I don't only ride in your ward, I also use transit there"

From: Elizabeth MacDougall-Shackleton
Sent: Tuesday, March 19, 2019 8:18 AM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] BRT input

Dear Mayor and Council,

I urge you to support all five pillars of the BRT plans proposed. Developing active transport infrastructure is not only crucial for the environment, it will benefit public health, reduce congestion, make our city a more attractive tourist destination, and improve the lives and livelihoods of Londoners who do not choose to use, or do not have the option of, private vehicle transport.

Given our city's high proportion of children living in poverty, this opportunity to improve the lives of the less fortunate seems to me to be a no brainer.
Thank you for considering my input.

Dr. Elizabeth MacDougall-Shackleton (Beth) Associate Professor, Biology The
University of Western Ontario

From: Jonathan Deeks
Sent: Tuesday, March 19, 2019 8:48 AM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Feedback on proposed transit projects

Dear Strategic Priorities and Policy Committee,

City Council is due to vote next week to recommend transit projects for the City of London that they hope will qualify for federal and/or provincial funding. I realize this is going to be challenging to secure consensus, given the different motivations, needs and demands around the city. It's an emotive subject in London at a public level.

I was very pleased to have the opportunity to read the document listing the 19 separate projects up for consideration. I would like to support to all five core nodes of the BRT plan (pages 2, 4, 8, 10 and 12 of the Draft List of Potential Transit Projects published here: <http://www.london.ca/calendar/Pages/SPPC-Mar20.aspx>), especially the north connection. This rapid link between Masonville, the campus and downtown is very important for Western students, who rely on bus transport already and have to deal with crowded buses, infrequent connections and delays. The northward BRT link plays a crucial role in the University's current open space plan that aims to reduce vehicular traffic on campus and make the campus more friendly to pedestrians and cyclists.

A significant number of the transit supportive projects are targeted at addressing active transportation issues or incorporating active users. I am encouraged by this fact and think that promoting active transportation needs to be the focus of a modern and aspirational city. Investing in improvements to these issues will benefit the whole city - clearly when you cycle, walk or use public transport the benefit is very direct. By increasing the viability of these alternative transport options, car drivers benefit too as there will be fewer personal cars on the road. Especially important and beneficial here are the planned projects in the Old East Village (p24), the Dundas Place to TVP connection (p23), downtown bike parking (p28) and the installation of protected bike lanes throughout the city (p27). These projects should form a priority for the city in the years to come, no matter whether they are included in the current bid for federal and provincial funding or not.

However, in contrast, the Oxford Street/Wharncliffe Road intersection proposal (p25) currently lacks good active transportation infrastructure. Similarly, the Adelaide Street underpass design (p20) would not meet the needs of cyclists as there is no bike lane going northward on Adelaide Street. The money may be better spent on improving William Street (or a parallel street) as a north-south bike corridor, including an additional traffic light on Oxford, as necessary.

I encourage the committee to not miss this opportunity to use the federal and provincial funding for truly transformational projects, ones that have the potential to improve how London moves and grows not just in the next five to ten years, but in the decades to come and make London a national leader in supporting alternative transportation options.

Thank you for your consideration,
Jon

Jon Deeks, KTPC
Knowledge Mobilization & Impact Manager, BrainsCAN
Western Interdisciplinary Research Building, rm 6168



March 19, 2019

To: Strategic Priorities and Policy Chair and Committee
Re: Public Transit Stream Transportation Project List for Consideration

The Old East Village is in a new phase of renewal. The OEV BIA has been working since 2003 on economic and infrastructure development in the area. The inclusion of three new major projects in the March 20, 2019 SPPC report; Adelaide Street Underpass Active Transportation Connections, The East London Link and The Old East Village Streetscape Improvements mark the City's commitment to continue needed area infrastructure development.

Over the past three years The Old East Village BIA has supported each of these projects individually. This support was founded on information received at community consultations and through dialogue with City staff in order to arrive at an outcome that would be of general benefit to the area.

During meetings with City Staff and area community and business groups regarding the Adelaide Grade Separation cycling and pedestrian connections were emphasised. The four communities, Old East Village, Woodfield, Piccadilly and Carling Heights all articulated that improved access to McMahan Park, Carling Heights Optimist Community Centre and between neighbourhoods was vital to maintaining and growing community cohesion. Therefore the Adelaide Street Underpass Active Transportation Connections will be a key component in fulfilling the community's request for active and multimodal connectivity.

The East London Link proposes improved transit access to the Old East Village, Downtown London and Fanshawe College including the soon to be developed McCormick and London Psychiatric Hospital lands by way of dedicated bus lanes. In 2017 the OEV BIA supported rapid transit lanes on King Street as it projects improved transit service to OEV residents, businesses and area shoppers. However, there were concerns regarding the loss of transit activity on Dundas Street considering that currently it is high frequency transit route with thousands of riders a week. With rapid transit moving to King Street, pedestrian connectivity back to Dundas Street would be paramount.

This is why the Dundas Street Old East Village Streetscape Improvements are key to the successful shift of high volume transit from Dundas Street to King Street as well as the newly approved East-West Bikeway. There were sacrifices made to support both of these projects. Transit on King will result in a loss of transit activity on the commercial corridor and the East West Bikeway requires the removal of over 70 parking spaces on the south side of Dundas Street. To best mitigate these impacts local businesses and residents have strongly recommended better and more connected access to area assets such as new transit stops, parking and cycling routes.

With the Dundas Street OEV Streetscape Improvement proposal there is opportunity to create the recommended pedestrian, cycling and vehicular connectivity between numerous City of London area investment and policies; the infrastructure of the City of London Municipal Parking Lots 1, 2 and 4, the proposed East London Transit Link, the East-West Bikeway and the draft Old East Village Dundas Street Corridor Secondary Plan. Investment in connectivity by way of pedestrian lighting, greening, directional signage and safe mid-block connections will help ensure that previous and planned infrastructure projects and policy in the area will work together to provide maximum benefit for transit riders, pedestrians, cyclists and motorists who come to the Old East Village.

The Old East Village BIA requests that the aforementioned projects be approved. These three projects, with the proper funding and once completed will provide the Old East Village with new opportunities to continue revitalization. The proposed work however is significant. The timeline for these three projects are tight and consecutive, spanning just five years. While it is understood these improvements include needed infrastructure upgrades such as sewers and watermains, five years of construction in various locations in and around Old East Village will have significant impacts. Therefore, in order to mitigate such impacts it will be important that there be a coordinated communication strategy with area businesses during this time, in which the BIA is happy to work with City staff to assist. Also, we recommend that completion incentives/penalties be placed in the tenders of each of these projects to ensure that businesses are not subject to lengthy construction delays leading to project overlaps.

The Old East Village BIA and the community have worked closely with City of London Planning and Engineering Staff throughout the development of these various projects. All three of these proposals are vital to the ongoing revitalization of the area. If approved, we look forward to continuing work on these projects to ensure that the Old East Village of now and the future has what it needs to continue to successfully grow and develop.

Kind regards,

Maria Drangova



Board Chair
Old East Village BIA

Jennifer Pastorius



General Manager
Old East Village BIA

From: Ben Lansink
Sent: Monday, March 18, 2019 5:21 PM
To: City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; jeff.yurek@pc.ola.org; tarmstrong-qp@ndp.on.ca; tkernaghan-qp@ndp.on.ca; psattler-qp@ndp.on.ca; peter.fragiskatos@parl.gc.ca; kate.young@parl.gc.ca; SPPC <sppc@london.ca>;
Subject: [EXTERNAL] Special Strategic Priorities and Policy Committee Meeting

As I understand, the “*March 20 Public Participation meeting*” at Centennial Hall is scheduled to begin at 3:00pm with no set ending time.

The Mayor’s Office advised today:
“Where the current debate is concerned, as you referenced, there will be a public participation session at Centennial Hall on Wednesday, March 20th beginning at 3 p.m. The purpose of this Special Strategic Priorities and Policy Committee meeting is to receive input from the public with respect to the “Investing in Canada Infrastructure Program Public Transit Stream Transportation Project List for Consideration”. The Committee will receive delegations and their comments regarding proposed City of London transportation projects.”

How does the “...*Project List for Consideration*” connect with BRT?

Text from a March 14, 2019 Civic Works Committee:
“The input received from residents, businesses and stakeholders through significant consultation resulted in refinements ranging from turn lane locations to added cycling connections. Completion of the Environmental Assessment will allow the City of London to move forward with any or all elements of the BRT project, but does not bind future decisions of Council. During the March 20 Public Participation meeting, the rapid transit initiative will be presented in its constituent parts and will allow the public and a new Council to consider each element on its own merits.”

City employees / consultants promoting BRT as though it is approved is not “*significant consultation*”.

“*Rapid transit initiative will be presented in its constituent parts*” does not sound like anyone will listen to opposition to BRT given the stated intent is “*the public and a new Council to consider each element on its own merits*”?

About 77% of Londoners’ voted for mayoral candidates against BRT.

Candidates against BRT	Votes	%
Ed Holder	33,241	34%
Paul Cheng	19,330	20%
Paul Paolatto	21,583	22%
Total	74,154	77%
Total Eligible Ballots Cast	96,646	100%

Are Londoner’s now being deceived into believing BRT is dead when in fact it is very much alive but broken into “*Project List / Constituent Parts / Each Element*”?

[Ben Lansink](#), AACI, P.App, MRICS
Real Estate Appraiser & Consultant
This confidential privileged message is intended only for the use of the individual or entity to which it is addressed.

Freedom is the right to tell people what they do not want to hear. George Orwell
Vrijheid is het recht om mensen te vertellen wat ze niet willen horen. George Orwell

Dear members of the Strategic Priorities and Policy Committee,

I support the funding and implementation of bus rapid transit in London, Ontario.

As a transit user, such a plan would objectively make my life as well as those of tens of thousands of other Londoners much easier.

In an indictment of the city's current transit setup, I also commute by bicycle because it is faster. I bring along my bike year round in case the bus is very late or fails to appear. In another indictment, I obtained my G1 license in December of 2018. When I get my G2 later this year, I plan to buy my first car. I would not be doing this if transit was better.

To the people of Old North and Richmond Row who complain that transit does touch their exact doorstep, they would be very well positioned to recognize basic facts such as: a bus already travels on Richmond on average every five minutes, there are severe reliability issues on this route with respect to transit, and the status quo will not work. Something different needs to be done.

To those who complain that any of the BRT routes do not reach their exact doorstep, we will never build there unless we start remotely building anything now. This is a good version 1.0 network for rapid transit.

This Pond Mills resident who commutes to Westmount daily supports rapid transit.

Cedric Richards

Additional Appendix

Transportation Project List Eligibility Summary: Transit Projects

Project		Improved Transit Capacity	Improved Transit Safety and Quality	Improved Transit Access	Notes *
Transit Projects	Downtown Loop	✓	✓	✓	Meets all criteria and viewed as a transit focused project.
	Wellington Road Gateway	✓	✓	✓	Meets all criteria and viewed as a transit focused project.
	East London Link	✓	✓	✓	Meets all criteria and viewed as a transit focused project.
	North Connection	✓	✓	✓	Meets all criteria and viewed as a transit focused project.
	West Connection	✓	✓	✓	Meets all criteria and viewed as a transit focused project.
	Intelligent Traffic Signals (TIMMS)	✓	✓		Creates capacity by reducing intersection delays and improves quality through shorter travel times for transit users.
	Expansion buses	✓		✓	Creates capacity and improves quality by providing additional buses and transit service.
	On-board Information Screens		✓		Improves quality by displaying upcoming stops in real time, public service announcements and messaging about detours and other changes to service.
	Bus Stop Amenities		✓	✓	Improves transit rider safety and experience through the installation of solar-powered lights and new shelters.

* A stated program goal is to increase the modal share for public transit and active transportation.

Transportation Project List Eligibility Summary: Transit Supportive Projects

Project		Improved Transit Capacity	Improved Transit Safety and Quality	Improved Transit Access	Notes *
Transit Supportive Projects	Pedestrian Street Connectivity Improvements to the Transit Network			✓	Improves street crossings for vulnerable road users at a number of signalized intersections providing improved active transportation connectivity to transit.
	New Sidewalks			✓	Includes constructing new sidewalk connections to improve safety and comfort for pedestrians coming from and going to transit stops.
	Adelaide Street Underpass Active Transportation Connections		✓	✓	Implements new separated facilities for cyclists and pedestrians on Adelaide Street and Central Avenue to give pedestrians and cyclists better and safer opportunities to connect to transit.
	Active Transportation Improvements across Transit Route Bridges			✓	Includes adding or widening sidewalks and cycle lanes on existing bridges providing an improved space for active transportation connecting to transit.
	Dundas Place Thames Valley Parkway Active Transportation Connection			✓	Provides improved connection between the Downtown Loop and the Thames Valley Parkway providing improved connectivity for active transit users.
	Dundas Street Old East Village Streetscape Improvements			✓	Streetscape improvements to help provide a pedestrian-friendly environment with improved access to transit connections.
	Oxford Street / Wharncliffe Road Intersection Improvements	✓	✓		Provides eastbound and westbound queue jump lanes on Oxford Street to improve transit reliability and facilitate better traffic flow.
	Cycling Routes Connecting to Downtown Transit		✓	✓	Constructing cycling routes to transit corridors to provide safer, more comfortable cycling connections in London's downtown.
	Cycling Routes Connecting to Transit throughout the City		✓	✓	Create more and safer cycling connections to transit for cyclists travelling throughout the city.
	Enhanced Bike Parking		✓	✓	Provides safety and security to those using bicycles to access the transit system.

* A stated program goal is to increase the modal share for public transit and active transportation.