

Strategic Priorities and Policy Committee

Report

8th Special Meeting of the Strategic Priorities and Policy Committee
March 20, 2019

PRESENT: 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

ALSO PRESENT: M. Hayward, A. Bush, S. Corman, R. Hicks, D. MacRae, S. Mathers, J. Raycroft, C. Saunders, M. Schulthess, E. Skalski, S. Spring, B. Somers, B. Westlake-Power, R. Wilcox and H. Woolsey.

The meeting is called to order at 3 PM.

1. Disclosures of Pecuniary Interest

That it be noted that the following pecuniary interests were disclosed:

- a) Councillor J. Morgan discloses a pecuniary interest in item 3.1, specifically related to project 4 - North Connection, by indicating that this has a direct financial impact for his employer, Western University;
- b) Councillor J. Helmer discloses a pecuniary interest in item 3.1, specifically related to project 4 - North Connection, by indicating that his employer is also Western University;
- c) Councillor S. Lehman advises that he is currently in consultation with the Integrity Commissioner as to whether he has a pecuniary interest in item 3.1, specifically related to project 4 - North Connection, and will confirm any pecuniary interest as appropriate; and,
- d) Councillor S. Turner advises that he is currently in consultation with the Integrity Commissioner as to whether he has a pecuniary interest in item 3.1, specifically related to project 2 - Wellington Road Gateway, and will confirm any pecuniary interest as appropriate.

2. Consent

None.

3. Scheduled Items

3.1 Investing in Canada Infrastructure Program Public Transit Stream Transportation Project List for Consideration

Moved by: M. Cassidy

Seconded by: S. Lewis

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the list of potential projects described on the staff report dated March 20, 2019 and the Additional Appendix BE 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;

it being noted that the Strategic Priorities and Policy Committee heard the attached presentation from the Director Water and Wastewater and the Director - Roads and Transportation, with respect to this matter;

it being further noted that the Strategic Priorities and Policy Committee received the following communications with respect to this matter:

a communication dated February 20, 2019 from Dale G. Henderson;
 a communication from Helen Riordon;
 a communication dated March 10, 2019 from Conrad K. Odegaard;
 a communication dated March 10, 2019 from Pastor Willemina L. Zwart;
 a communication dated March 9, 2019 from Paul Fitzgeorge, President
 Board of Directors, ZerIn Development Corporation;
 a communication dated March 12, 2019 from the Honourable Jeff Yurek;
 a communication dated March 14, 2019 from Rob Hueniken;
 a communication dated March 14, 2019 from Jonathan De Souza;
 a communication dated March 14, 2019 from Abe Oudshoorn, Assistant
 Professor, Arthur Labatt Family School of Nursing, Western University;
 a communication dated March 15, 2019 from Marci Allen-Easton;
 a revised communication from Helen Riordon;
 a communication dated March 16, 2019 from Chris Butler;
 a communication dated March 17, 2019 from Dean Sheppard;
 a communication dated March 17, 2019 from Matthew Rowlinson;
 a communication dated March 18, 2019 from Claire Mortera;
 a communication dated March 18, 2019 from Dr. Marco A.M. Prado,
 Scientist, Robarts Research Institute;
 a communication dated March 18, 2019 from Jarad Fisher;
 a communication dated March 18, 2019 from Kyle Gyurics;
 a communication dated March 18, 2019 from Mike Bloxam;
 a communication dated March 18, 2019 from Ali Soufan, President, York
 Developments;
 a communication dated March 18, 2019 from Jorn Diedrichsen;
 a communication dated March 18, 2019 from Liane Fisher Bloxam;
 a communication dated March 18, 2019 from Ivo and Patricia Dlouhy;
 a communication dated March 18, 2019 from Marieke Mur;
 a communication dated March 18, 2019 from Daniel Hall, Executive
 Director, Cycle Link;
 a communication dated March 18, 2019 from Ben Cowie, London Bicycle
 Café;
 a communication dated March 19, 2019 from Scott MacDougall-
 Shackleton;
 a communication dated March 19, 2019 from Shelley Carr;
 a communication dated March 19, 2019 from Dr. Elizabeth MacDougall-
 Shackleton, Associate Professor, Biology, University of Western Ontario;
 a communication dated March 19, 2019 from John Deeks, Knowledge
 Mobilization & Impact Manager, BrainsCAN;
 a communication dated March 19, 2019 from Maria Drangova, Board
 Chair and Jennifer Pastorius, General Manager, Old East Village BIA;
 a communication dated March 18, 2019 from Ben Lansink, Real Estate
 Appraiser & Consultant; and
 a communication from Cedrick Richards;

it being pointed out that at the public participation meeting associated with
 this matter the individuals indicated on the attached public participation
 meeting record, made submissions regarding this matter.

Motion Passed

Voting Record:

Moved by: J. Morgan

Seconded by: S. Lehman

Motion to open the Public Participation Meeting.

Motion Passed

Moved by: P. Van Meerbergen
Seconded by: M. Salih

Motion to close the Public Participation Meeting.

Motion Passed

4. Items for Direction

None.

5. Deferred Matters/Additional Business

None.

6. Adjournment

The meeting adjourned at 7:50 PM.

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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 |

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| RECOMMENDATION |
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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.

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| 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

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| 2015-19 STRATEGIC PLAN |
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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.

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| BACKGROUND |
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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.

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| CONTEXT |
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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.

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| <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.

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| <p>CONCLUSION</p> |
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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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|---|---|
| SUBMITTED BY: | REVIEWED & CONCURRED BY: |
| | |
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| REVIEWED & CONCURRED BY: | RECOMMENDED BY: |
| | |
| ANNA LISA BARBON, CPA, CGA MANAGING DIRECTOR, CORPORATE SERVICES AND CITY TREASURER, CHIEF FINANCIAL OFFICER | KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER |

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



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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

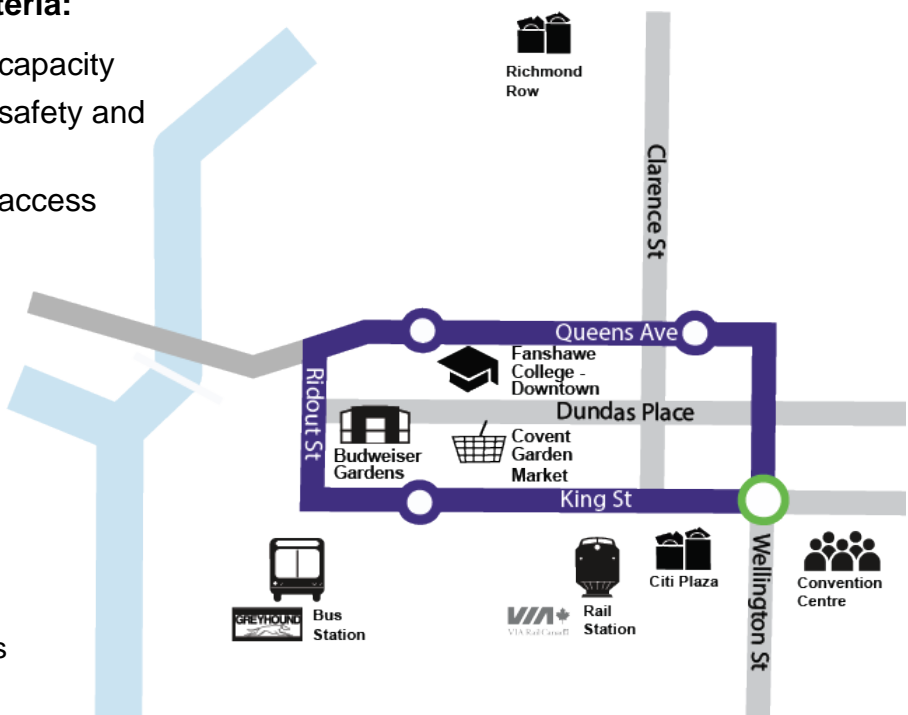
Additional Considerations:

- 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

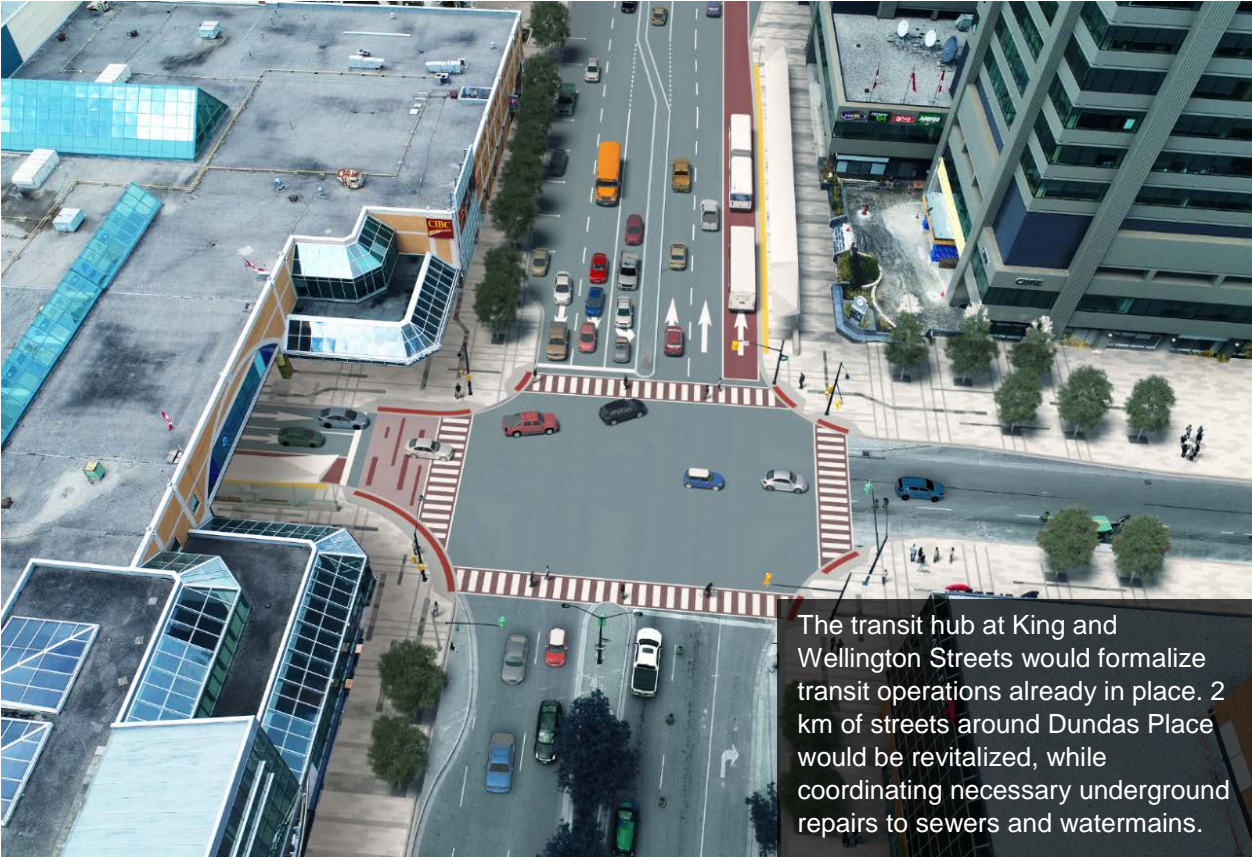
Right: Downtown Loop is shown in purple



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:

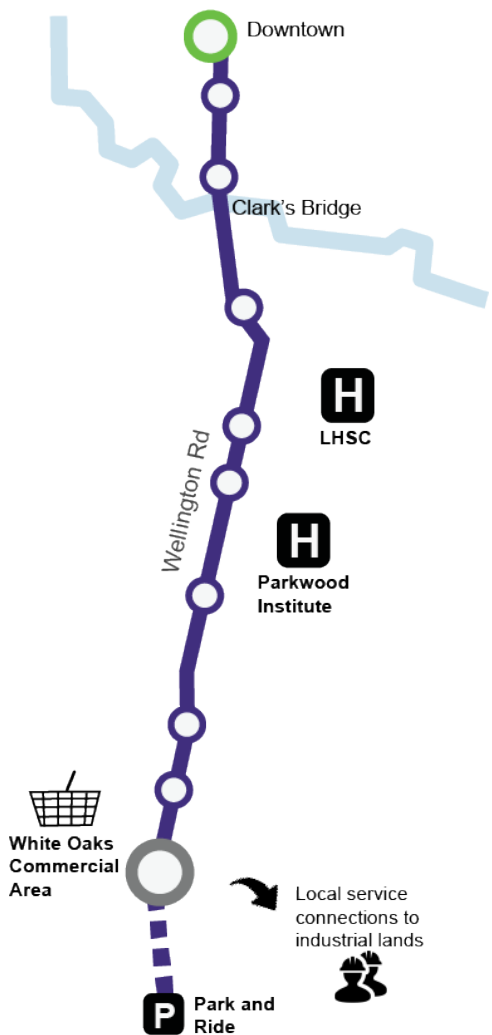
- Revitalize 6.8 km of road between Downtown and Hwy 401, including widening to establish continuous transit lanes and improving the Wellington S-curve
- Install smarter traffic signals to reduce intersection delays and shorten travel times, including transit signal priority, sensors and video cameras
- 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:

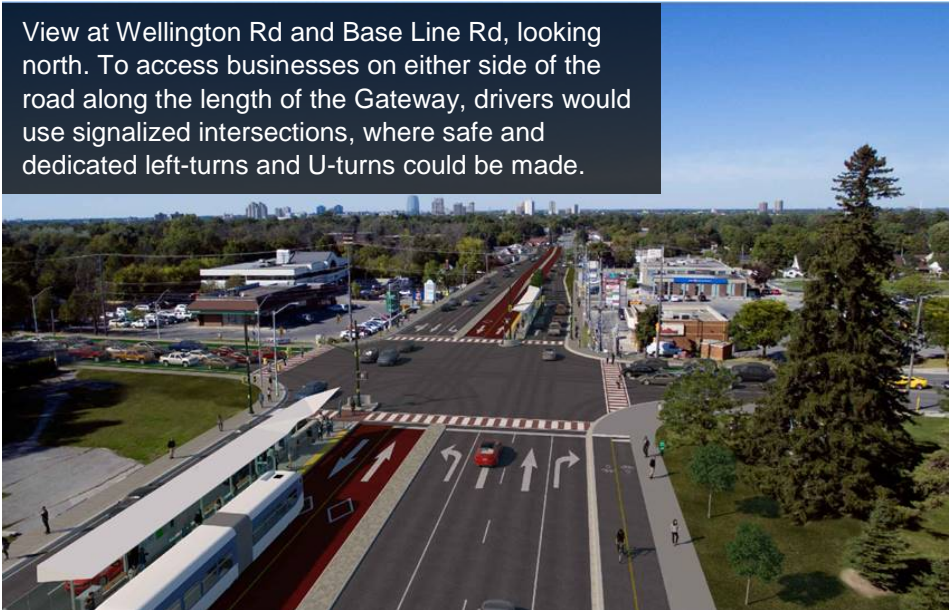
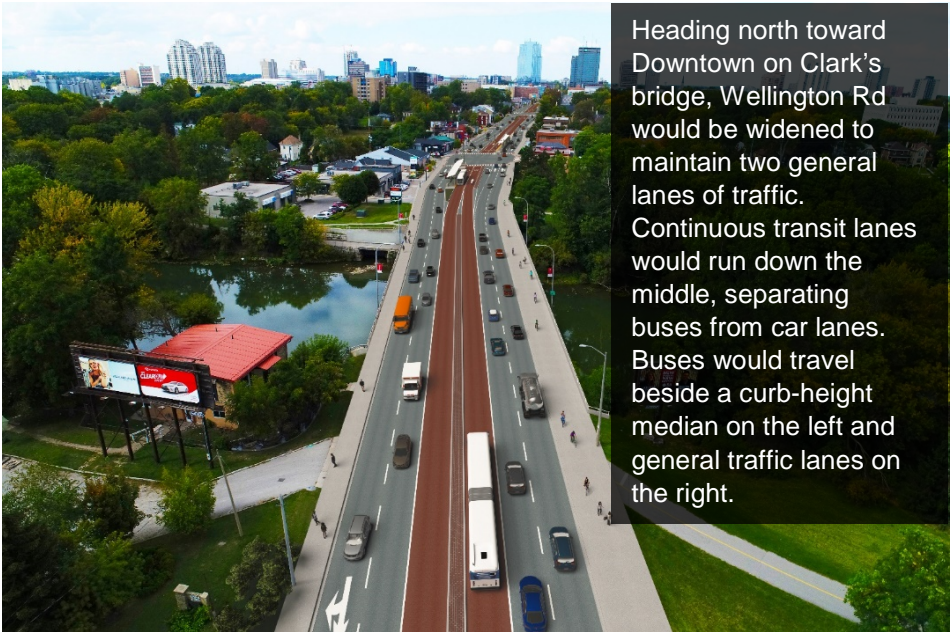
- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



Wellington Road Gateway – Additional Images

Estimated Cost: \$131.8 million

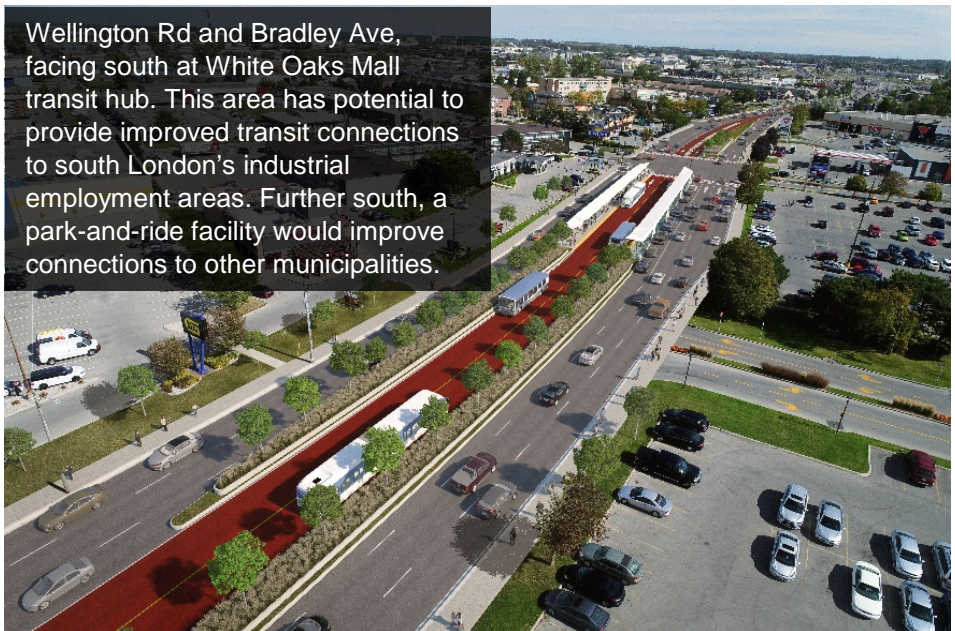
Projected Timeline: 2023 – 2026



Wellington Road Gateway – Additional Images

Estimated Cost: \$131.8 million

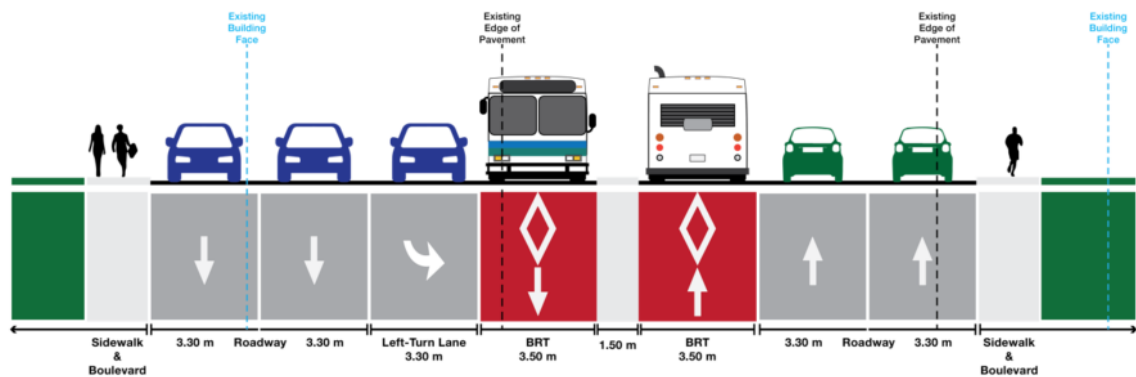
Projected Timeline: 2023 – 2026



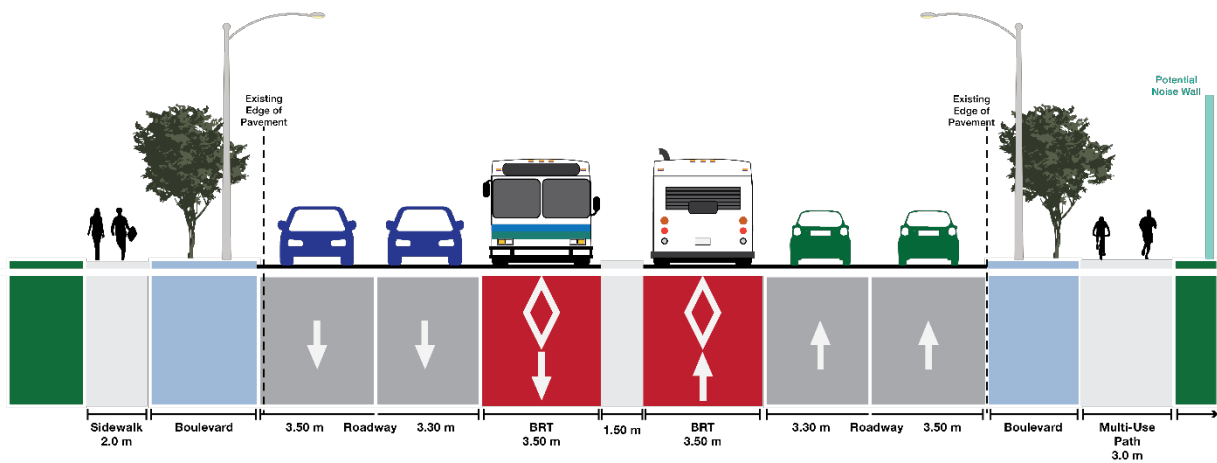
Wellington Road Gateway – Additional Images

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:

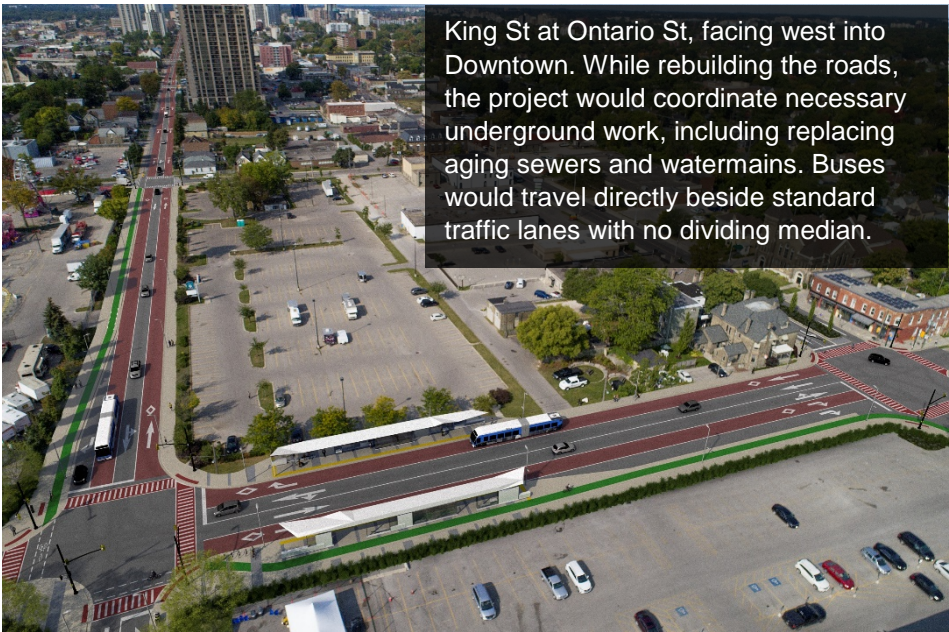
- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



East London Link – Additional Images

Estimated Cost: \$120.2 million

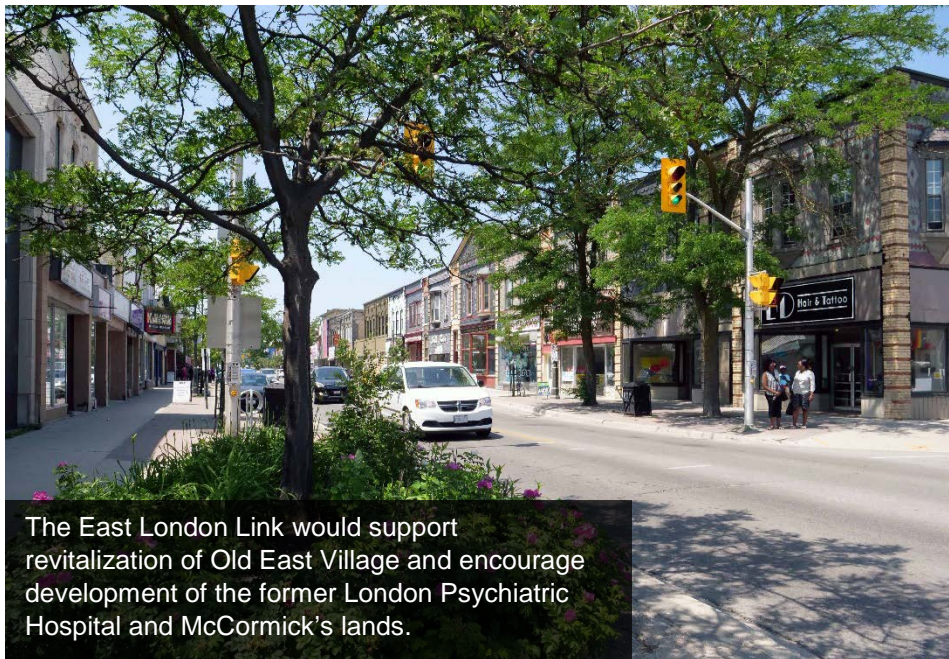
Projected Timeline: 2022 – 2024



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:

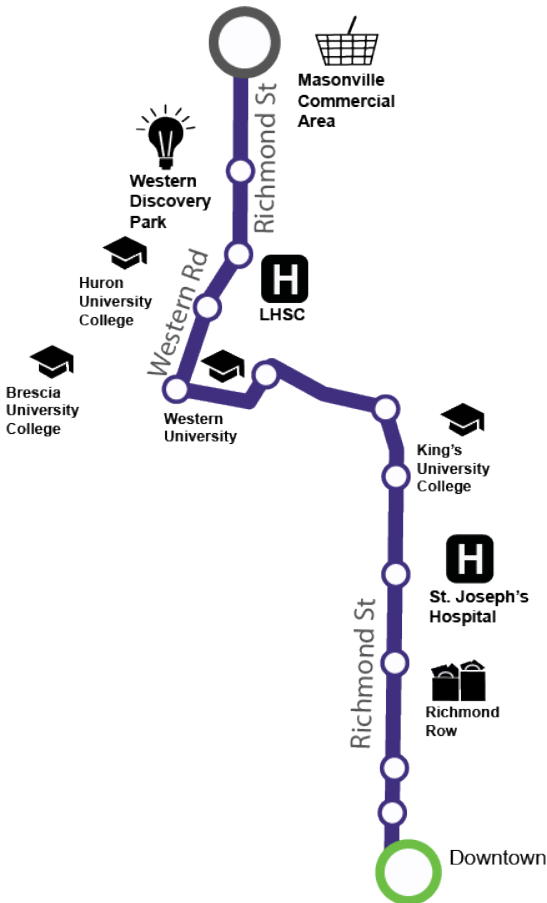
- Revitalize 6.4 km of roads that connect employees and students between Downtown, Western University, two hospitals and Masonville shopping area
- Introduce continuous transit lanes
- Create dedicated left- and right-turn lanes, and extended right-turn lane bus bays to improve traffic flow in the through 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:

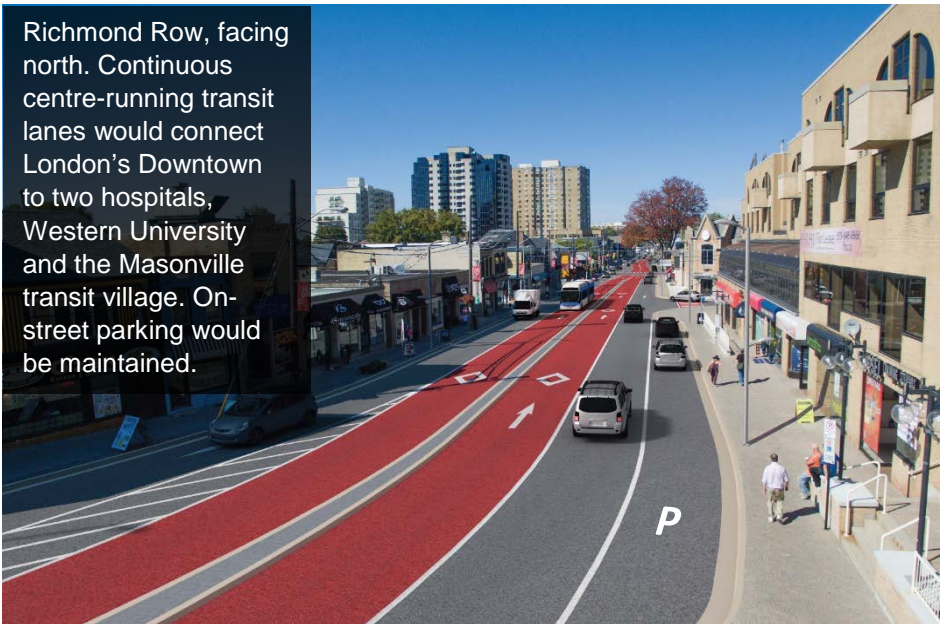
- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



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:

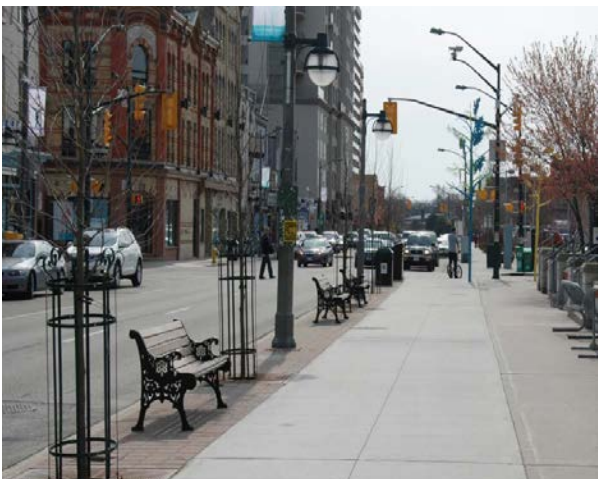
- Construct sidewalks, including transit stop improvements and other amenities
- Install any required signage

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

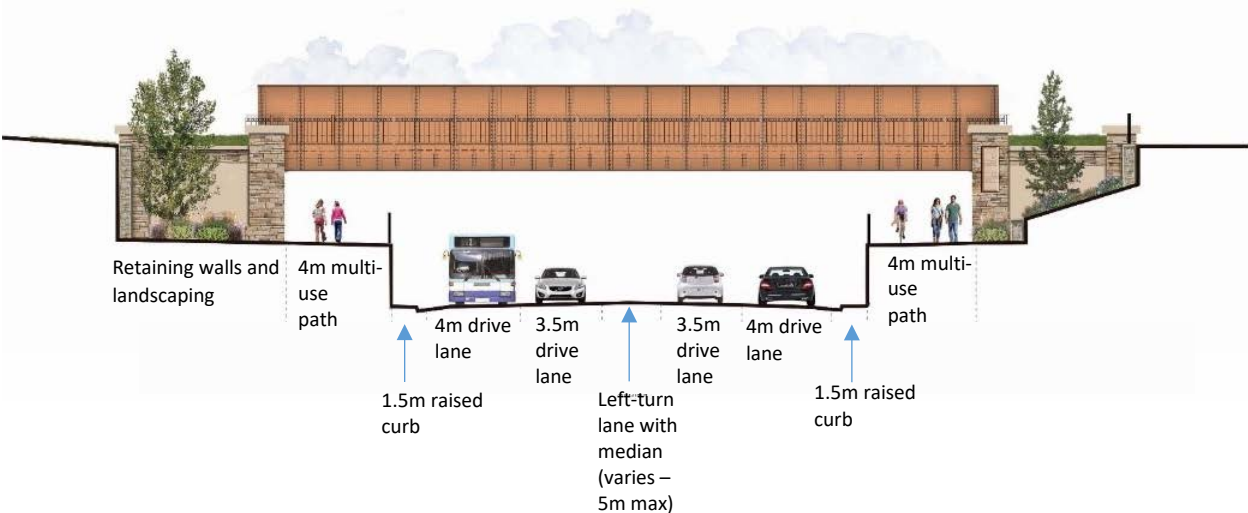
Additional Considerations:

- 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), Wharncliffe 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:

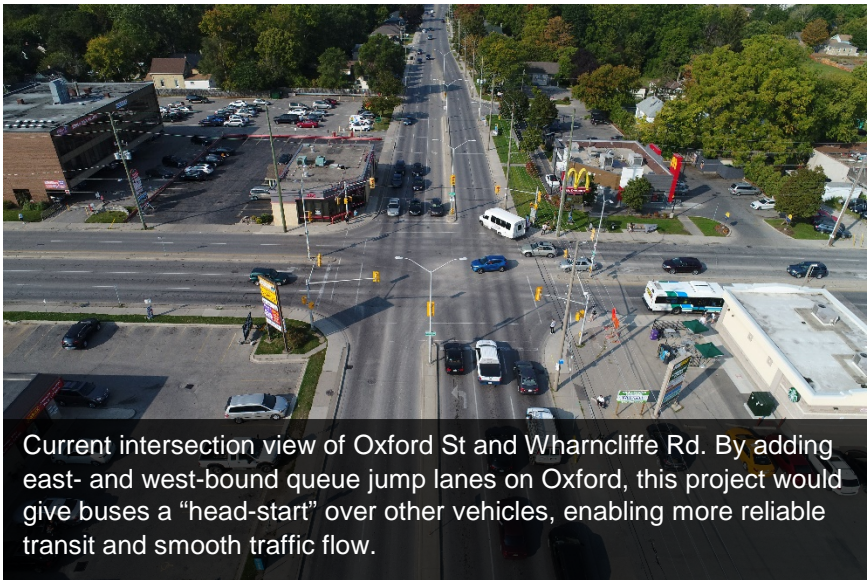
- Acquire the property required for the project
- Reconstruct the intersection with additional lanes on Oxford Street
- Implement a more intelligent traffic signal system for transit signal priority
- Review and rationalize transit stop locations

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





PUBLIC TRANSIT INFRASTRUCTURE STREAM - TRANSPORTATION PROJECTS

Strategic Priorities and Policy Committee - Public Participation Meeting
March 20, 2019

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Council Resolution – February 13, 2019

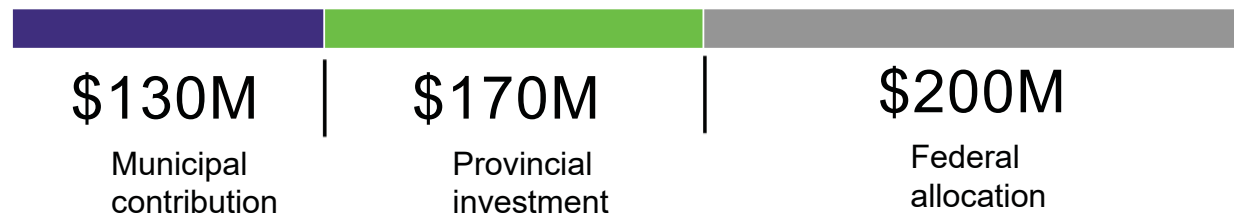
- Staff ASSEMBLE a list of transportation projects that are both likely to be eligible for PTIS funding and able to be delivered within the PTIS funding window ending in March of 2028;
- the list BE CONSIDERED at a special meeting of Strategic Priorities and Policy Committee, including a Public Participation Meeting, to be held off site on Wednesday March 20, 2019 at 3:00 PM;

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The Funding Opportunity



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Eligibility Criteria

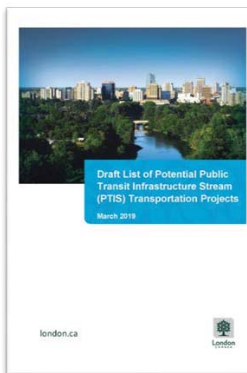
- ✓ Improved capacity of public transit infrastructure
- ✓ Improved quality and/or safety of transit systems
- ✓ Improved access to a public transit system

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List of Potential Public Transit Infrastructure Stream Transportation Projects



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.



TRANSIT SUPPORTIVE PROJECTS

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The Context

The London Plan

Smart Moves Transportation Master Plan

Rapid Transit Master Plan

Transit Project Assessment Process

Cycling Master Plan

Asset Management

LTC 5-Year Plan

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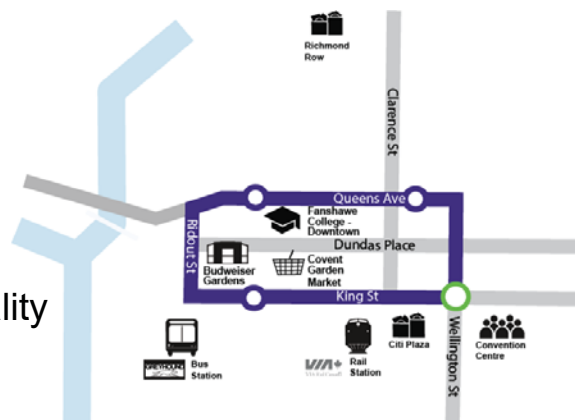
Downtown Loop

Estimated Cost: \$28.5 million

Projected Timeline: 2021 – 2023

Funding Eligibility Criteria:

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



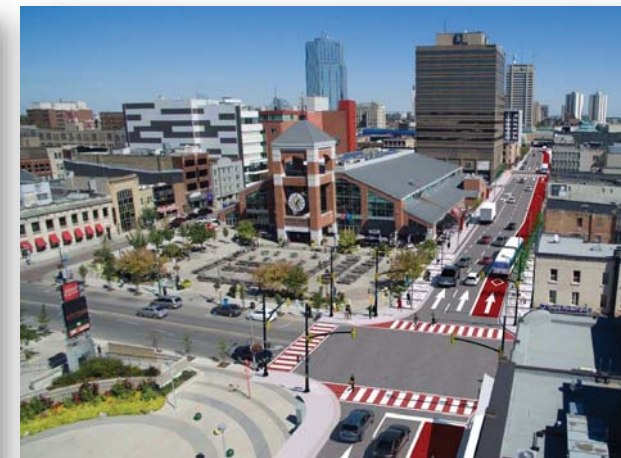
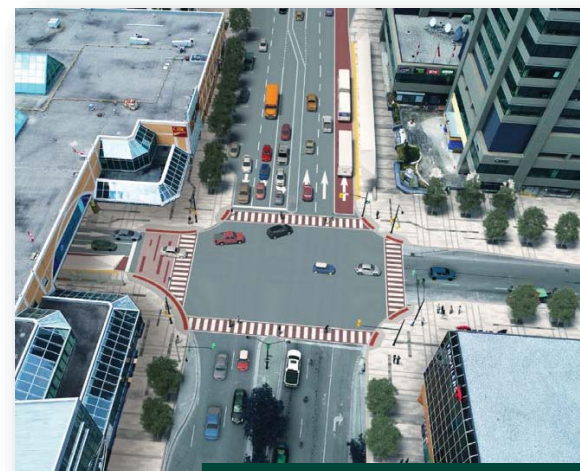
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Downtown Loop



TRANSIT PROJECTS

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Wellington Road Gateway

Estimated Cost: \$131.8 million

Projected Timeline: 2023 – 2026

Funding Eligibility Criteria:

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



TRANSIT PROJECTS



Wellington Road Gateway



TRANSIT PROJECTS



Wellington Road Gateway



TRANSIT PROJECTS



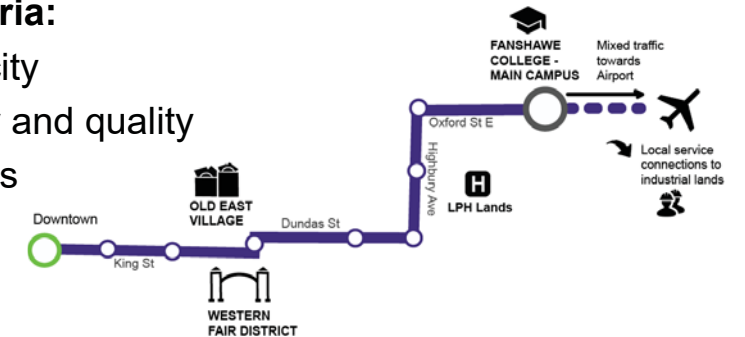
East London Link

Estimated Cost: \$120.2 million

Projected Timeline: 2022 – 2024

Funding Eligibility Criteria:

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



TRANSIT PROJECTS



East London Link



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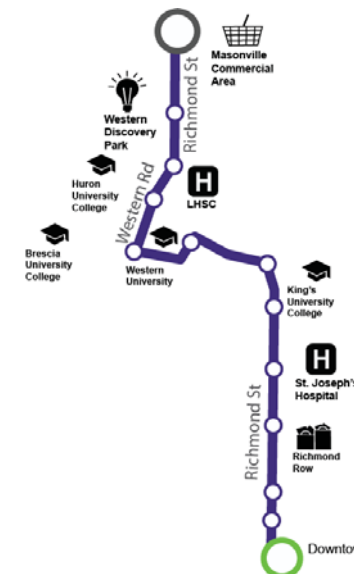
North Connection

Estimated Cost: \$147.3 million

Projected Timeline: 2024 – 2027

Funding Eligibility Criteria:

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



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North Connection



TRANSIT PROJECTS

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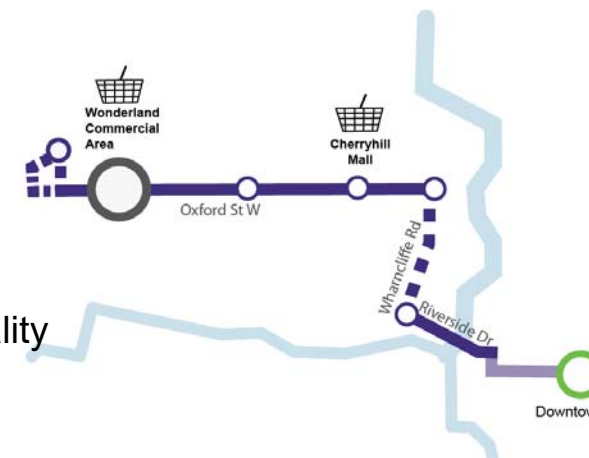
West Connection

Estimated Cost: \$72.2 million

Projected Timeline: 2025 – 2028

Funding Eligibility Criteria:

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



TRANSIT PROJECTS

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West Connection



TRANSIT PROJECTS

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Intelligent Traffic Signals

Estimated Cost: \$28.0 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved safety and quality

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



TRANSIT PROJECTS

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Expansion Buses

Estimated Cost: \$25.2 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit access



TRANSIT PROJECTS

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On Board Information Screens

Estimated Cost: \$5.0 million

Projected Timeline: 2020 – 2023

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality



TRANSIT PROJECTS

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Bus Stop Amenities

Estimated Cost: \$1.1 million

Projected Timeline: 2020 – 2023

Funding Eligibility Criteria:

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



TRANSIT PROJECTS

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Pedestrian Connectivity Improvements

Estimated Cost: \$21.8 million

Projected Timeline: 2019 – 2027

Funding Eligibility Criteria:

- ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS

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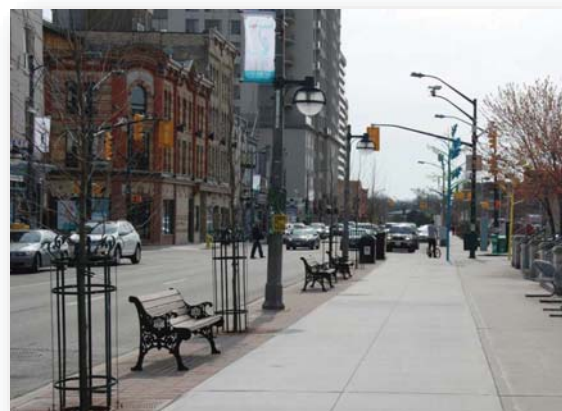
New Sidewalks

Estimated Cost: \$11.1 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

- ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS

london.ca

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Adelaide Street Underpass – Active Connections

Estimated Cost: \$18.9 million

Projected Timeline: 2021 – 2022

Funding Eligibility Criteria:

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



TRANSIT SUPPORTIVE PROJECTS

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Active Transportation – Transit Route Bridges

Estimated Cost: \$31.4 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

- ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS

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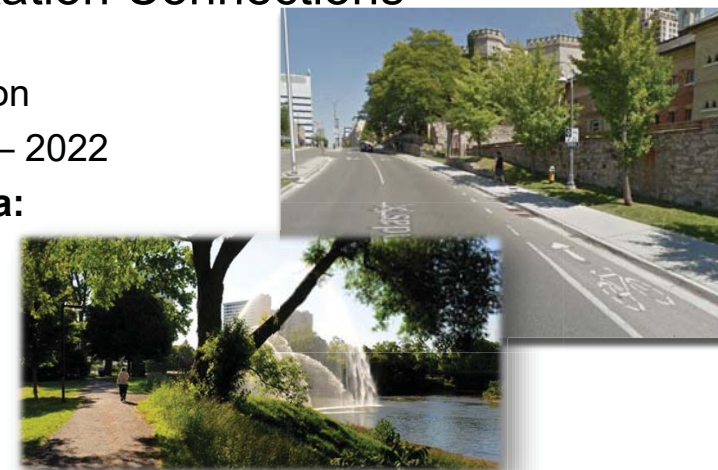
Dundas Place Thames Valley Parkway – Active Transportation Connections

Estimated Cost: \$4.0 million

Projected Timeline: 2021 – 2022

Funding Eligibility Criteria:

- ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS

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Dundas Street Old East Village – Streetscape Improvements

Estimated Cost: \$8.2 million

Projected Timeline: 2020 – 2022

Funding Eligibility Criteria:

- ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS

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27



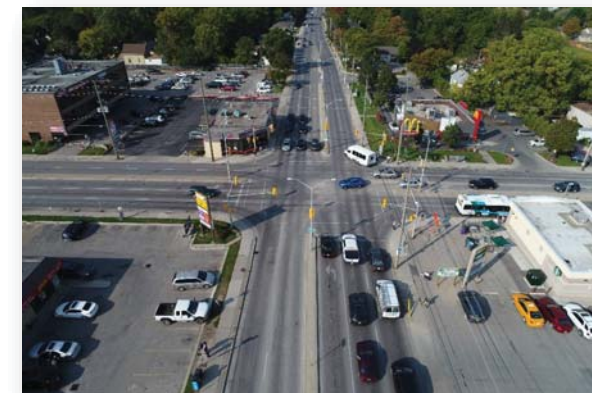
Oxford / Wharncliffe Intersection Improvements

Estimated Cost: \$17.8 million

Projected Timeline: 2025 – 2027

Funding Eligibility Criteria:

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



TRANSIT SUPPORTIVE PROJECTS

london.ca

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Cycling Routes to Downtown Transit

Estimated Cost: \$7.7 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

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



TRANSIT SUPPORTIVE PROJECTS



Cycling Route Connections

Estimated Cost: \$38.7 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

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



TRANSIT SUPPORTIVE PROJECTS



Enhanced Bike Parking

Estimated Cost: \$4.0 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

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



TRANSIT SUPPORTIVE PROJECTS



PUBLIC TRANSIT INFRASTRUCTURE STREAM - TRANSPORTATION PROJECTS

Strategic Priorities and Policy Committee - Public Participation Meeting
March 20, 2019



Transportation Project List

| Transit Projects: | Transit Supportive Projects: |
|---|---|
| <ul style="list-style-type: none">• Downtown Loop• Wellington Road Gateway• East London Link• North Connection• West Connection• Intelligent Traffic Signals (TIMMS)• Expansion buses• On-board Information Screens• Bus Stop Amenities | <ul style="list-style-type: none">• Pedestrian Street Connectivity Improvements to the Transit Network• New Sidewalks• Adelaide Street Underpass Active Transportation Connections• Active Transportation Improvements across Transit Route Bridges• Dundas Place Thames Valley Parkway Active Transportation Connection• Dundas Street Old East Village Streetscape Improvements• Oxford Street / Wharncliffe Road Intersection Improvements• Cycling Routes Connecting to Downtown Transit• Enhanced Bike Parking |

PUBLIC PARTICIPATION MEETING COMMENTS

3.1 PUBLIC PARTICIPATION MEETING – Investing in Canada Infrastructure Program Public Transit Stream Transportation Project List for Consideration

- Harold Usher – speaking in support of the proposed bus rapid transit projects, as per the attached submission;
- Helen Riordon – urging all Council members to construct all projects of the bus rapid transit, as per the submission on the public agenda;
- Penny Moore – suggesting that better transit for all is needed, and noting that paratransit should be included in the bus rapid transit projects, as per the attached submission;
- Resident – speaking against the evisceration of the bus rapid transit plan; suggesting that the proposed bus rapid transit plan is the best thing that could happen to the city; advising that London can become the best of Canada's mid-sized cities with the well thought, comprehensive bus rapid transit projects;
- Sammy Roach – speaking in support of the proposed bus rapid transit projects, noting that each provides opportunity to branch out and really make public transit a viable choice for residents, as per the attached submission;
- Rob Hueniken – providing information related to micro transit, as per his submission on the public agenda; suggesting that this is the future of public transit;
- Joe Fontana – noting that there is not any urgency to complete the bus rapid transit projects all at once; suggesting that London has developed differently than other cities; advising that everyone believes there is a need for better transit, particularly at peak times, but there are issues that are not addressed with the bus rapid transit projects such as under-served areas; speaking firmly against the north route, because it will not work; encouraging incremental steps to any development;
- Paul Hubert – speaking in support of the bus rapid transit plan as an economic development for London, and noting historical actions that have been to the detriment of the city, as per the attached submission;
- Jodi Simpson – acknowledging agreement with the comments of the previous speaker, in support of the bus rapid transit projects as economic development; noting that hundreds of thousands of hours (experts and individuals) have gone into the projects already; advising that London does not perform well against other municipalities with respect to public transit; imploring Council to make the right decision for the future of London, and leverage the additional funding that is available;
- Mike McKenzie – noting that he has probably never used any bus service in London, but expressing support for the bus rapid transit projects, with the exception of the north route; suggesting that there is a time constraint and the submission for funding should be done as soon as possible, the money is always on the table; speaking about the Adelaide project, traffic signals, the need for additional buses – hybrid, alternate fuel cells and noting support for the cycling downtown connections;
- Marcus Plowright – imploring Council to understand the impact of the decisions they make related to the funding available for the projects, as per the attached submission;
- James Chan – noting his public transit experience in other cities, and suggesting support, as per the attached submission;

- Dean Sheppard – speaking in support of all parts of the bus rapid transit plan and encouraging Council’s support for the whole project, as per the submission on the public agenda;
- Ed Goodhue – providing information about the Kitchener-Waterloo experience; suggesting that there are new ways for public transit that are more effective such as micro transit; suggesting that the city can experiment with the technologies going forward and there will be employment opportunities for autonomous vehicle building; noting that there are other municipalities facing these same challenges and members need to think about today’s and tomorrow’s technology;
- Joy Cameron – speaking in support of the full bus rapid transit network; advising that transportation as a social justice issue; providing details of her own experience as a cyclist and public transit user; suggesting that not everyone can drive, some people are unable to ride a bike, others cannot afford a taxi or personal car – but everyone can ride the bus; advising that these decisions have impacts for those living with disabilities or in poverty;
- Resident - speaking in favour of all projects, but particularly the north corridor; noting that students are a lot of the ridership; suggesting that there are clear economic impacts to having students be able to get around, better service would result in additional students staying after graduation; suggesting that we have this opportunity now, and should take it now;
- Danny Chang – urging support of the entire project, but in particular the north connection, noting that this is crucial for more efficient and affordable transit, as per the attached submission;
- Aiden Fullarton – noting that as a student he had to buy a car, resulting in less money that he can spend in London in a year; encouraging support for the full bus rapid transit project, with notation that the north connection is essential;
- Resident – advising that his whole family uses the bus, and noting support for the bus rapid transit project, but also concern with the project business case; noting a need for more agile approach to transit; suggesting that most of the current transit ridership is subsidized; noting support for the proposed infrastructure, and encouraging a foundation to make the whole system better;
- Jeff Williams – speaking against the proposed bus rapid transit projects; noting his experience in Melbourne, compared to North America; suggesting that the proposed bus rapid transit will compound existing problems, and that people will not get out of their cars; suggesting that Council should review traffic lights for removal that are no longer useful, and encourage alternate designs in any new development that would encourage traffic to flow;
- Alex Masserant – noting support of the entire transit initiative, noting a need to get to the city from suburbia; suggesting people choose where to live, based on reliable transit; advising that bus rapid transit has flexibility and that there is availability to expand in the future; suggesting that under-used routes be removed; and noting that dedicated lanes equate to future development potential;
- John Hassan – noting support for the bus rapid transit projects as the work benefits all Londoners, as per the attached submission;
- M. Wallace, London Development Institute (LDI) – noting that the LDI recognizes the importance of the bus rapid transit project, as members are concerned about the mobility of the community, as per the attached submission;
- Paul Cocker – noting support for improved public transit, but also noting concerns with some facets of the current plan; noting that a major issue that can’t be ignored is the railroad tracks in the city;

- Cathy Melo, Lambeth Community Association – noting that the plan focuses on the privileged north and northwest and there's not anything for the south of the City; noting the money that has been spent on the Bostwick Community Centre and there is not transit to the area; suggesting that transit improvements need to come before we talk about fancy systems;
- Ben Lansink – noting opposition to the proposed bus rapid transit plan, as per the submission on the public agenda;
- Sean O'Connell – noting some of his experiences, as he uses transit exclusively, and advising of his concern with the approach being taken for parts of the bus rapid transit project; suggesting a need for political will to see this entire project through, noting that dedicated lanes are key to rapid transit; suggesting it's time for Council to be innovative in supporting the whole project;
- Resident – noting concern for the timing of the meeting, meaning input may be limited; advising her support for the bus rapid transit project, and encouraging action now; noting the need to curb climate change is critical and bold action is needed; suggesting Council allow for the benefit of moving away from cars;
- Jen Sadler – noting support for the bus rapid transit projects, especially the north connection, per the attached submission;
- Sarah Gastle – noting that current transit in London is a problem, and that she uses active transit and transit; noting the need for dedicated lanes for the proposed bus rapid transit projects, as per the attached submission;
- Vicky Van Linden – noting a need for public transit and desire that future social projects not have funds diverted from them; noting concern with the proposed north connection (Richmond), but support for the remainder of the bus rapid transit projects; also noting concern for the areas that are excluded from the current plan;
- Paul Michael Anderson – noting that the current proposed projects are perfect, but they offer improved road equity; the bus rapid transit projects are a good first step, and should be approved entirely; suggesting that this is a moral choice, it's affordable and it will make London a more livable city;
- Gil Warren – noting support for the full bus rapid transit proposal; suggesting that sprawl doesn't support mass transit, it is designed for car use, and that micro-transit is not appropriate for density;
- Robin Pitman – suggesting that more cut-outs for buses are needed; noting support for the Adelaide underpass project; noting concerns with the proposed bus rapid transit plan;
- Dave Wayman – noting a need to fix London Transit, that is the root of more issues and should be a priority; questioning where the land to facilitate projects will come from; requesting the impact to property taxes be made known, and suggesting that residents be allowed to vote on the issue; advising that the project will exceed the proposed \$500 million;
- Walter Lonc – suggesting that the October 2018 election was a referendum on the bus rapid transit, and the majority of Londoners don't want it; advising that voters will remember actions in 2022;
- David Winner – comparing the consideration of the bus rapid transit projects to Brexit, where viable alternatives were not offered or suggested; noting his past experience on municipal council and London Transit Commission related to this matter; suggesting support for the bus rapid transit projects;
- Sandy Weir – noting displeasure in notification for this meeting, and suggesting that the projects amount to bus rapid transit presented in a different way, as per the attached submission;
- Josephine Pepe – expressing disappointment with the provided project list; citing current issues with Richmond Street traffic and suggesting that

- the north route should be on Wharncliffe; expressing support for intelligent traffic signals;
- Cam Lee – expressing support for the bus rapid transit projects as a step in the right direction and it serves the majority of the city, as per the attached submission;
 - Megan Carlson – noting that she commutes daily on the bus and suggesting that personal vehicles need to be made less convenient in order to battle climate change; encouraging support for the bus rapid transit projects;
 - Matthew Hendry – referring to the original bus rapid transit plan, and noting his support of various proposed projects, as per the attached submission;
 - Bob (Old South) – noting support for intelligent traffic signals and improving traffic flow; agreeing with the comments of J. Fontana that the current bus rapid transit is not workable, and that transit needs different enhancements especially in the north; indicating that getting people out of their cars is unlikely and unrealistic;
 - Conrad Odegard – noting that use of diesel fuel is a significant issue, and this needs to be considered in decision making, as per the attached submission;
 - Susan Smith – noting she has been a long-time user of London transit and speaking in support of several projects: bus stop amenities, expansion buses, west connection, Adelaide underpass; noting that she can't ride her bike anymore, due to traffic;
 - Tanya Whiteside – noting that it can take her two hours to get home on the bus and urging support of bus rapid transit and the dedicated lanes;
 - Resident – noting there will never be unanimous agreement on project, and that it would be ideal to have the complete bus rapid transit plan approved;
 - Steve Struthers – suggesting that if this opportunity doesn't proceed due to "political pain" it will be a permanently lost opportunity; noting the need for bus rapid transit, not piecemeal; noting that the bus rapid transit will also have potential impact for high speed rail;
 - Stan Goss – noting opposition to the proposed bus rapid transit plan, particularly related to the trees that will be lost; noting a need for an improved system that goes to the south side of the city; advising the majority of voters were against bus rapid transit;
 - Kirk Holman – noting that the city missed an opportunity when they didn't build a ring road; suggesting he would choose "none of the above" for the proposed projects;
 - Joan Martin – providing her past experience with London Transit; suggesting completion of the west connection and that Council not proceed with the north connection, noting that the money saved could provide something for car drivers;
 - Frank Fellice – noting support bus rapid transit for London, particularly the east London link; suggesting that staff have done a good job with engaging and listening; Adelaide underpass – positive experience; suggesting that a lot of good reasons have been noted to proceed with bus rapid transit, but the most important is the issue of climate change and is a main reason to support bus rapid transit;
 - Gayle Harrison – noting the options (and associated timing) for transportation in the city, and advising that she is fortunate to have all of these options; suggesting that the system needs to focus on the people who do not have options and imploring that decisions be made for those people who have to use it, it will work for those who choose to use it;
 - Matthew Pereira – requesting support of full bus rapid transit for London, not piecemeal; noting that London is a very car-centered city and that adequate transit is needed for getting to work; noting support for the north

route - while it takes a lane of traffic, it also gives dedicated turn lanes; advising that a dedicated plan is needed to grow the city and the full plan supports this;

- Jason Jordan – advising he takes the bus and can relax, listen to music, etc.; noting he also uses his bike a lot; suggesting people have to allow the most time when taking the bus, but that this is known; advising of his support all the parts of the bus rapid transit project and his support all 19 projects, because so much work needs to be done;
- Cedrick Richards – requesting support funding and implementation of bus rapid transit, as per the submission on the public agenda;
- Resident – noting his agreement with previous speakers, and suggesting that people will move to the city because of bus rapid transit; noting that to make London a great small city, people need to be able to get to work on time; suggesting that it is ok for politicians who ran anti-bus rapid transit platforms to change their mind, and support the projects;
- Anne Lausch – suggesting it's time for London to have a proper transit system, and encouraged implementation of bus rapid transit, as per the attached submission;
- Resident – noting concern for the proposed cost, particularly the 25% overage that is considered acceptable; question why after ten years of work, there's no Plan B;
- Theresa de Jeu – noting she does not have a car, and the overall transit system is just getting worse and suggesting that bus rapid transit is an expensive way to make the system even worse, as per the attached submission;
- Jasmine Ball – noting she uses active transportation, and transit; encouraging support for the bus rapid transit, and other amenities proposed; noting that when they considered moving to London from Ottawa, they looked at the London Plan; describing her transit experience in Ottawa (positive) and Windsor (negative); suggesting that Council needs to look long term, take leadership and consider the needs of the city as a whole;
- written submissions provided at the public participation meeting, and by email, at the request of the Chair.

Harold Usher

Subject: BRT - from Harold Usher, P. Eng., DTM -

Mr. Mayor Ed holder, Councillors! Greetings! Thanks for serving our City. Yours is a Very Noble vocation, that should be appreciated and respected. Know that I do both!

I'm here today, not to interfere, but to shine a bit of light on some things that may be forgotten or gotten lost!

I've been associated with BRT since its inception in 2006, first as a Member of the London Transit Commission (LTC) and simultaneously, as a City Council. I'd like to offer you my take on it.

It was initiated on the premise, after much observation, experiences and collection of data, by staff and drivers of the LTC, and discussion with **Consultants** and the **community**, that we had to do something about potential **traffic congestion** in our City.

Subsequent to its initiation, the **Smart Moves Transportation Master Plan** was developed with BRT as its base, and subsequently the **London Plan**. Many Public meeting were conducted throughout those periods, and the many people who attended were well informed and their inputs considered.

BRT is designed to help provide RELIEF to the potential **traffic congestion** – **RELIEF**, not just for Buses, but for all traffic. We missed the opportunity of building a **Ring Road**, years ago - BRT is our only chance to make up for it, as we move into the future.

This initial BRT that is being proposed can be extended, similarly as Sub-ways in larger cities are extended, after being initiated! More than likely, someday, it will extend out to the Airport, Argyle Mall, Hyde Park and even along Highbury or Adelaide and out to the West along Wharnccliffe and Wonderland Roads, and others.

There is no doubt in my mind - BRT prepares the city for growth into the 22nd Century.

BRT allows development along its routes at various STOPS – where you can build up, instead of OUT, avoiding sprawl. In fact, it's already begun.

Our grand-children and great grand children's generations will benefit from BRT, if we start now.

Something that is not talked about, these days is that even with BRT costing \$500M, you will still need about \$800M to \$900M worth of Road work over the next 20 years. However, without BRT you will need about \$2.0B worth of Road Work over the same period. That's in today's \$\$\$\$. Any delay will cost more

BRT is designed, with five sections, including the downtown LOOP, to be built separately over an 8 to 10 years period. BRT construction is not deep construction, mostly surface – relatively, little utility work is involved.

Even if you consider breaking it up, and building it over a longer period of time, you should still package it as one BUNDLE to get all the \$\$\$ from the Feds and the Province.

They have been well informed and educated of its need and requirement, by staff and your former Colleagues, including me and the Federation of Canadian Municipalities.

In fact, on several occasions when I had the opportunity to meet with the former Minister of Infrastructure, Amarjeet Sohi, and I remind him that I was from London, He'd respond with, "Yes, the BRT City."

That's my high Level input to you! Hope you appreciate it, as much as I appreciate you!

Allow me to leave you with this thought: THE ROAD TO SUCCESS IS ALWAYS UNDER CONSTRUCTION!

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

COMMENT SHEET

Written submissions may also be submitted at this public participation meeting if you do not wish to make an oral presentation. These submissions will form a part of the public record.

The following information is required.

Name: Penny Moore

Address: 55-24 SPIRITWOOD COURT

Cherryhill
Wonderland Oxford St
is too wide
fordisble.

South side of Oxford
Oxford + Wonderland

is already 6 lanes
4 + 2 turnings
8 lanes

Comments: Intelligent Traffic Signals

- Please test these lights with persons with mobility
I have noticed with even system now that many times
busy intersections have been dangerous because
not enough time to cross there have been many injuries
even death from this. At the time it may be seem timing
is enough but in reality not I have many
times in my wheelchair almost being hit and
had a friend hit cross legally.

② Expansion Buses

- How many wheelchair spaces
- call bell accessible to person in wheelchair
have been on a couple buses where the
bell is behind my chair on LTC

we need more transport or disable
2107 can't get Periz Thank you

Personal information collected and recorded through the public participation process, or through written submissions on this subject, is collected under the authority of the *Municipal Act, 2001*, as amended, and will be used by Members of Council and City of London staff in their consideration of the matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Committee meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 ext. 4937.

Penny Moore

Mayor & City Councilors:

Even though I am a member of the Accessibility Advisory Committee and TAC; I am writing this not as a member of these committee but as a member of the public.

I attended the meeting at the Centennial Hall on Wednesday March 20, 2019 on Transit.

Here are my following comments:

- Yes, we do need to upgrade and improve (change to enhancement) to our infrastructure of roadways and transit but a lot of times I find plans and decisions leave out the following seniors, disable, persons with mobility such as wheelchairs, crutches, canes, parents with child in strollers etc. We need these people included also because they are also part of our City as a community.
- We need a sustainable, economical, affordable, accessible attainable transit system that serves everyone. which it is important for education, economics, social, medical/health, entertainment, employment. These all together build a stronger and better City as a Community. Also, without the previous a person has a poor well-being which in turn is a financial cost to society.
- In making a decision on the transit especially the BRT Para Transit or and accessible transit must be included the decision, planning, action. Right now, the accessible transit system for those with mobility or disable that

are in need is broken and needs to be fixed. A lot times Paratransit you can't get a booking ; since Jan this year until this week mar 20 I have missed my full program at Hutton House because can't get booking or cancel medical appts this I hear over and over again even starting calling when the phone lines open at 7am I start at 655am and get as fourth caller in line at 705 am and can't get any booking. This causes isolation, depression, non-inclusion. EVERYONE WANTS TO FEEL BELONGING IN THE COMMUNITY.

- I do a lot of programs at Hutton House on Oxford and Wonderland. This corner is very dangerous at this time; you have in the plans to widen this road; it at present has six lanes (four regular and two turning). A lot of the time when crossing in my electric wheelchair I would be 1/3 the way across when the light changes to red and that is at the highest speed of the chair and cars do not wait for me to get across and almost hit me. I have had close calls on a weekly bases there and several clients from Hutton House also even today one the clients were almost hit I would be very upset and angry if I end up with one killed because of this.
- Last year about five wheelchairs had been hit on the roads in London in fact one person was killed in December 2018 on Commissioners .
- When doing the intelligent lights please use persons with disabilities to test these. I find it looks good sound good on computer and paper but unless the ones who actually going to use these do not test these, I have found that some of the technology is not actually working the way it said to work.
- We are to be accessible barrier free (I will put barrier reduced) by 2025 BUT we are far from it.
- A lot of the bus stops need revision, reassessments. I live over on Pond mills and Thompson Rd along Pond Mills three stops are dangerous for me because going south at Scenic Dr stop at the light where there a garage there is a ditch at the edge where the end of ramp from bus drops down; then across the street the stop the ramp almost touches the railing when drop. I went to the Walmart at Hyde Park on the City LTC; when the driver let me off, we didn't realize that at both ends of the sidewalk there no way

for me to continue to get to the Walmart since there was no curve ramp it a regular curb across to get the bus stop to go back downtown the same thing. I n my neighborhood on King Edward the same.

So, in conclusion; please review carefully to include persons with disabilities/ mobilities to include everyone as a City, as a community.

Any further information; I can be contacted.

Sincerely Yours

Penny Moore

Hello, my name is Sammy Roach. I live, work, and volunteer a lot of my time in the downtown core - you will hear me mention a couple of organizations today and I want it to be known that the views I hold are my own and do not reflect the organizations as a whole.

I am 26 years old. I mention my age because I am a millennial, and one who is passionate about celebrating the cool stuff we've got going on in London. I'm led to believe that London wants to keep passionate young people around.

I've also been riding public transit systems since I was in kindergarten, and my generation and the generations succeeding me make up a good number of the people who would be riding the BRT.

It's important to mention that a lot of those current and future transit riders can't make it here to speak on a Wednesday afternoon. I definitely have a level of privilege standing here today. I am able to take time away from my job without losing wages or else damaging my livelihood. There are thousands of people in our city who do not have that option who are also transit riders. There are also thousands of young people sitting in school right now who cannot be here, and who depend on our transit system.

Over several years of volunteering with organizations such as the London Youth Advisory Council and LondonFuse, as well as in casual conversations with friends in my age group, I hear the same points over and over again, about how frustrating it is to want to get out and get involved in what our city has to offer, but finding the transit infrastructure isn't there to support in making those connections, the ones that make a city a home.

I've been living in London for about eight years, and I chose to make London home after finishing my post-secondary education because I saw a city with potential. We have a beautiful example of potential in Dundas Place. I have been living directly in a construction zone, and I'm dealing with it, because I know that transformational change takes time, money, and inconvenience in the short-term, but walking down Dundas Place this past Saturday during Junofest, I can already see that it is ultimately worth it for the long-term benefits.

I see those same qualities in our proposed rapid transit system. We have an incredible opportunity, much in the same way as with Dundas Place, to do the necessary infrastructure work and come out with something better, with something transformational. Transformational change is not adding more bus bays or simply widening the roads, or popping more buses onto routes that are already stopping up our major corridors.

The single most exciting thing for me with a BRT system is the notion that once we have the BRT spines set up, we don't need to have so many bus routes driving up and down the same corridors over and over again. Those buses can be branched out into our underserved communities. We can give more people public transit as a viable choice for how they travel London, and that barrier to discovering what London has to offer disappears.

To offer some personal experience, in the four years I spent commuting from Byron to Western, I can't tell you how many times I was left out, literally in the cold and often in the dark, because my transfer didn't line up, and so I needed to wait another 20-30 minutes to get home, on a commute that on a good day would take about 45 minutes one way. A rapid transit system that can cut down those wait times by improving the frequency of connection on top of streamlining our transit routes has the potential to literally warm people to our city.

I want more young people to see the potential that I have seen in this city and choose to make London home. You have the opportunity here to send a message to not only students and young professionals, but to seniors, single-vehicle or no-vehicle families, our lower-income populations, and everyone else who depends on public transit, that their voice matters, and that they deserve greater freedom in their mobility.

As I continue to grow in my community investment, I want to be able to look back a couple decades from now, and see that it was this council that was willing to make the right decision to move this city forward.

Thank you.

March 20, 2019

Esteemed members of Council.

My purpose today is not to dwell on the financial elements of the proposals before you. However, changing the plan is likely to increase taxes and development charges substantially impacting London's competitive position in the market place.

However, history can be our teacher if we let it.

Throughout the history of our city, London, Ontario, Wellington Road, Oxford Street, Dundas and Richmond have been the key corridors. Richmond Street in fact had a stage coach and rail line stopping at little hamlets such as Broughdale and Masonville, and Arva.

Also significant is how this town of ours **convulses between big city identity and aspiration to small town mentality**. Whenever there is a major opportunity there is often a vocal minority who whip up negative response in spite of and in the face of hard data and evidence.

Think of the furor around the downtown library moving into Citiplaza, or the museum, and the rebuild of the Covent Garden Market or the new Convention Centre. The classic case was the Budweiser Gardens it was going to kill downtown. It will never work. People will not find parking. Oh my the sky truly is falling. But without these investments there would have been no Junos, no World Figure skating, no Memorial Cup twice, No Scott Tournament of Hearts, No State of the City address, No Business Achievement Awards dinner with 1000 plus people.

The loss of economic investment in both the development and the impact of the investments is beyond the simple calculation. They have come to define our city.

But there is one that got away. **Remember the ring road**. The politicians of the day could not decide and the province took the money off the table and the opportunity was lost.

These decisions are not about BRT. They are about economic development. They are about building a vibrant city that is competitive with outstanding transportation for cars, bikes pedestrians and public transit users. It is for young people, newcomers, seniors and those who cannot afford a car. It is for millennials and downtown works that chose to ride to work. This opens up more space to move goods and people. It is about an effective, reliable and efficient system that enables commerce.

It is critical to leverage to the maximum the monies available from senior government as any loss of revenue will increase taxes and development charges. The leveraging of monies from senior levels of government ensures London is open for business and competitive with other municipalities.

One specific ask, I would encourage the inclusion of the west spine along Oxford Street. Without it, new developments such as Esam's Kingsmill's land in Ward 6, West 5 in Ward 9, redevelopment of London Mall in Ward 13 and access to the rapid transit for Ward 8 and 7 could be severely impacted or curtailed.

Thank you for your time.

Paul Hubert, M.A.

Thank you Mr. Mayor and members of Council.

My name is Marcus Plowright. I am a member of the "Build This City" citizens group. I am a contractor and a realtor – a minor cog in the economic engine of our Great City.

For those of you who take pride in making prudent decisions in regard to our tax dollars, I implore you to fully understand the financial implications of your decisions on this file.

Allow me to use the North Leg of the BRT as an example. The cost of this leg is \$147.3 M. Approximately \$123M of that cost is for roadworks along the route. The taxpayer portion is approximately \$7M.

For that \$7M our City upgrades 85 year old infrastructure from downtown all the way to university gates, rebuilds the University Bridge, and the roadway from the University on Western Road all the way to Masonville.

\$7M buys us \$123M of roadway improvements, and as a bonus, \$24M worth of transit infrastructure. By building a few transit stations along the route, painting one lane of the asphalt a different colour, and buying a few electric buses, this roads project becomes a growth oriented, transformational transit project. This saves the local taxpayer \$116M.

Much of the infrastructure below Richmond St. is more than 85 years old. The route is slated for redevelopment in the next 10 years, with or without BRT.

If you don't approve this roads project now, with the current funding model, you are in effect voting for the single largest tax increase in our history.

As the plans are finalized in the coming years, as technology changes, as new ride sharing programs gain traction, council can choose to amend what types of vehicles are allowed to utilize this painted lane of asphalt. Buses, emergency vehicles, high occupancy vehicles, electric vehicles, ride sharing vehicles – any and all could take advantage of this widened, rebuilt roadway in the future, with a simple majority vote of council.

Andy Spriet is an esteemed engineer, builder, property owner and philanthropist in this city. He took the time to meet with the Shift Team to educate himself about the entirety of this plan. His conclusion... "this is quite simply a roads project, paid for almost entirely by senior levels of government and development charges – the bonus is we get an improved transit system for our City."

One more financial consideration... we've been collecting Development Charges from developers and builders for the last 5 years on the pretense we would be investing in growth oriented transformational transit improvement. Every dollar of this project that is redirected away from "growth oriented, approved projects" results in a decreased portion paid out of Development Charges, and an increased cost to taxpayers. On top of that, if we don't accommodate for growth through a well conceived transformational transit plan such as this, future Development Charges will have to increase substantially. This will increase the costs of new homes, making the city less affordable.

Please don't burden taxpayers by missing out on senior government funding for these roadwork projects. Build a few transit stations, paint a lane red, buy a few buses, and secure us \$370M of roadwork funds. Please don't be short-sighted. Don't be the council that orchestrates the largest effective tax increase in the history of our city.

Thank you for your time and consideration.

Thank you for the opportunity to speak. First off I'd like to self-identify as a member of a minority group in this city. You wouldn't know it from looking at me, but I belong to the demographic known as people who came to London for school, left the city like everyone else, but for one reason or another decided to move back and make London home. The relevance of this will become more apparent later on.

I'm here to offer a different perspective on rapid transit. Some of you believe that we need to invest in transit because it's good for the environment, or that it's essential for connecting people to jobs, or that it promotes healthy and active lifestyles. That's all good and true, and all perfectly legitimate and commendable reasons to have a good rapid transit system. But I'm not here to talk about all that - I'm here to make a confession.

See, all the times you're stuck in traffic, wondering why there are so many cars on the road, almost all carrying just a single person? Or why you can never find parking close to your destination? Or maybe why your kids can't get a decent game of street hockey going because they're constantly interrupted by cars? That's MY fault! I am the cause of the traffic congestion, the full parking lots, the reason you need a lawn sign begging drivers to slow down in front of your house. It's all because of me, and people like me.

Before I explain what I mean by that, let me tell you about where I've been in the 12 years from when I left London and when I came back. My first job was in Calgary, where

I didn't have a car. In an era before Uber, I was able to get around because of their light rail system that extended to all four quadrants of that sprawling city. Not only did the trains run in their dedicated right of way, when they crossed the downtown core, they had their own dedicated street! After 3 years, I moved back to the GTA where I commuted on GO Transit - both buses and trains. The Lakeshore line got upgraded to 30 minute frequency all day - not bad for the burbs. But I got tired of the Kiss and Ride Olympics. I moved downtown, where my first place was on two streetcar lines, and my second was on top of a subway station. I never once had to look up a schedule. 6 years later, my work took me to Ottawa, a city that pioneered the BRT concept in Canada, with dedicated lanes that were grade separated everywhere except where they cross downtown. That short sightedness will be finally corrected when they open their new LRT system, with a tunnel that goes under the downtown core serving the central business district, Parliament Hill, and the ByWard market tourist area. Why am I telling you all this? Well, it's to say that in all those cities I've lived in, public transit was either the fastest option, the most convenient option, the cheapest option, or my only option.

Then I came back to London, where the LTC is none of those things.

Now you can begin to see why I am the cause of, and the solution to, London's traffic congestion and transportation problems. I'm in my 30s, relatively healthy with no physical disabilities or mobility impairments. I am fortunate enough to have choices when it comes to how I get around. Before, when I was a student, I had none. I lived at

Sarnia and Wonderland, a bit too far to walk to campus, and there were no bike lanes then. I needed the bus to get to school, to my part time job at Westmount Mall - the 10 Wonderland was my everything. But now, like many of you, I have a car - the primary cause of congestion. I could leave it at home and walk if it's nice out, like I did today. But if the sidewalks are full of snow and ice like so many days this past winter, I will choose to drive. I like riding my bike, but not so much that I'm willing to risk my life with nothing but a faint line of paint separating me and the cars blasting past me at 70 k an hour, or dodging the delivery vans who treat it as a parking lane - and that's assuming there's a lane to begin with. No thanks - I will choose to drive. And as you heard from my cross-Canada adventures, I am used to taking transit. I grew up taking transit. I don't have a feeling of shame or stigma taking transit. But here at home, if I have to go out of my way to stand next to a metal pole with no seating, no shelter from the elements, no idea whether I'm going to be super early or super late to my appointments, to get to work, to the show I've got tickets for, if I am going to be stuck in traffic anyways because the bus is held up by cars because it's not running in dedicated lanes, if I have to pay extra to get a worse user experience than if I drove and parked for free, then guess what - I'm going to choose to drive.

So therein lies the rub. I, and thousands of people like me, hold the key to reducing traffic congestion by walking, cycling, or taking transit instead of taking up space on the road in another single-occupancy vehicle. We don't need to drive, but because the alternatives are so inconvenient, so infeasible, so unsafe, we choose to drive. Contrast

this with people who have no choice but to drive: taxis, first responders, trucks that keep our grocery stores stocked and our Amazon packages delivered, people like my wife who needs a car for her work. I mean that quite literally - she has a company car because that's how critical it is to her work. Many of you here are in a similar situation. And the best thing for her, the absolute best thing for YOU in terms of a faster commute is to get me off the road. Give me a reason to take the bus, and I will gladly do it. But it has to be a good reason. Turning 30 minute headways into 20 minutes isn't going to do it. Adding a route to the new chicken plant isn't going to do it. Picking apart years of progress and community input for political expediency isn't going to do it.

You have in front of you a list of projects in front of you, with different price tags and different categories. But don't think they are competing priorities or mutually exclusive options. You don't have to call it BRT, but you have to think of that list as part of a holistic transportation system. You can't just pick and choose based on what's in your Ward, or what adds up to the lowest number. Don't think about the environment, about autonomous vehicles, or what exactly the word "transformative" means according to the federal government - think of me, and what you can do to get me to leave my car at home so that I'm not in your way. Think of your constituents who have no choice but to drive, and how I am the reason they show up to work late, stressed out, and not as productive as they should be. How they are late picking their kids up from school, and the lost quality time with their family. How they circle the block searching for parking because I took up a spot I didn't need. I have a choice, and so do you. Invest in a

city-wide rapid transit system, supported and complemented by safe walking and cycling infrastructure, and I will use it. Or don't, and I will see you on Wonderland - only this time I won't be on the #10. And we'll be stuck in traffic, together but alone in our cars, going nowhere fast.

Thank you for listening.

Hello,

My name is Danny Chang, and I am the Vice President of the Western USC, one of London's largest non-profit corporations that also represents 30,000 undergraduate students at Western University.

Let's face it: London is growing. As the Greater Toronto Area continues to be a less viable place to start a business, to settle down, or to just afford in general, it's important to recognize that London's future is very promising.

But not unless the city keeps up with the demands that come with growth. Now is not the time for risk-averse decisions for this city. That was for a city council many years ago. Yet time and time again, city council has pushed back our plans for years and years and years because we are afraid of change. The council sitting before me today has an opportunity to be innovative and forward-thinking with a deadline that is short—that would be the truly pragmatic decision.

I recognize that almost everyone who is here has their own vested interest in various portions of the BRT plan. Before I go into my points in particular, I want to stress that London is falling behind. We're one of the only cities of our size that does not have an efficient, rapid transit system, something that is vital for economic prosperity.

The reason why I am here today is regarding the North corridor and the Adelaide underpass of the rapid transit plan. Students overwhelming support the proposal for rapid transit to go up along Richmond St, through Western University, then back up Western Rd to Richmond. This, along with dedicated lanes, we believe, is crucial to more efficient and reliable transit.

Access to Kings University College, St. Joseph's Hospital, and the downtown core come with the current proposal up Richmond St. This is vital for students, staff, faculty, and community members.

Another item I wanted to stress is the Adelaide Underpass. We have constantly heard from medical students, their instructors, and colleagues that the train tracks that bisect the city prevent those who are on call from heading to emergencies near or at our hospitals in the city. To those individuals and those who need their support, an effective transit system is vital.

Look, there are very few of us here who have the engineering degrees and experience that compare to those who have spent all of the time in crafting the 19 recommendations you see before you today. To try and convince any of you otherwise, is foolish. Listen to our experts. Listen to the time and efforts that they been put into this plan already, and the needs of those who take transit every day.

You know, throughout this entire process, I have heard many in the community say that transit is just for students. But I'm only really here to focus on the North Leg and Adelaide Underpass--

the rest of the plan supports all of London, not just students. But I wanted to take this time for us all to realize, that these students I'm talking about contribute \$10 million every single year to London's transit system. I should know, because my organization administers the cheques. But Not just students, but Western University as a whole, does so much for this city.

Western provides almost 11,000 jobs in the City of London— 11,000 people who need efficient access to campus. Medical students are studying to and participating in saving lives in the city. Students contribute approximately \$300 million in student living expenses every year, and the need to get them further throughout the city to different areas to contribute economic growth is pretty straightforward -- something that is addressed by the north leg and underpass, but also, of the entire transit plan. We are an important stakeholder for transit, and also, the entire city, just like all of you. So on behalf of the significant majority of Western students who depend on transit, I hope you take these words seriously in your consideration to move forward with the rapid transit plan.

Good afternoon,

My name is John Hassan, resident of ward 11.

I am probably the least likely person some think would be standing up here in support of adopting the full BRT or as much as possible of that plan that has unfolded over many years of careful planning.

I rarely need to be anywhere in a particular hurry, I have access to a car if I really need one, I have no kids or grandkids whose future I have to worry about; and one of our family businesses is downtown and just off Richmond Row which could potentially be negatively impacted during construction.

Every year I get even closer to my expiry date, and some might argue I am well past my best before date.

Now to be honest I am not particularly good at math, but even I can see that leveraging this project to obtain federal and provincial monies for infrastructure improvements that will have to be done anyway just adds up to me.

But the infrastructure improvements we are talking about today aren't really about me; they are about the many generations of Londoners who will follow me. Those who are currently in school, not yet started school, working their first jobs, or in some cases multiple jobs given the precarious labour market that so many find themselves in.

Those people, those generations to follow who may be unable or reluctant to show up here or even weigh in on the debate, many of whom who won't have time or haven't yet realized the gravity of what is at stake here today and in the debates that follow. This is about them.

London seems to have had this reputation of not getting some big and transformative projects right, of living too much in the past and missing obvious opportunities that are eschewed because they upset the status quo or are deemed too risky, not needed, don't benefit the right people.

As someone who has lived here for over three decades I have experienced this mindset, still experience this mindset, but thankfully we are now starting to outgrow this particularly limiting approach to always appeasing the status quo.

Many have woken up to the fact that this issue is going to be a redefining moment in the history and the future of our community.

Using facts and sensible decision making metrics is how I hope you are going to determine how, and if we mature into the economically prosperous and intelligently planned city we should be.

During this past election a friend of mine (a bit older and substantially busier than I) got into a short discussion about BRT and his negative stance toward BRT was borne from this idea that...in his words "they are trying to take our cars away" and this is what he believed based on the anti BRT messaging he was receiving.

Damn you facebook.

I get that in his case his car is his independence. I tried to explain that BRT was not about taking away from him but trying to more level the transportation playing field for those who don't have the luxury or option of vehicle ownership....it was a hard sell.

There is a lot at stake that goes far beyond any of your terms of office and you owe it to those future generations of Londoners to get it right.

As an aside, and purely anecdotally based on a previous life, use of those dedicated bus lanes would have potentially (again anecdotally in my view) shaved off valuable seconds or minutes in responding to life threatening emergencies to save lives and property.

****this part not spoken**** and when responding to an infant with vital signs absent during rush hour on busy routes.....well I leave it to you to picture the difference that could make.

Thanks for your time.

Presentation overview for City Council Strat Plan Meeting March 20th

1. Intro as the new ED for LDI, London Development Institute
2. LDI as the voice of the development community in London for almost 40 years, in collaboration with council, staff and the community in supporting the success of the city we call home now and in the future.
3. LDI recognizes the importance of the BRT issue/as one of the key municipal election policy debates last fall.
4. LDI also wants to recognize City's staff's efforts in reflecting the results of that debate and the election results in the revised approach to the BRT implantation options being presented.
5. Our members care deeply about the mobility options of our City's residents. It affects their ability to work, play and live in this City. It affects their everyday quality of life.
6. LDI wants to make sure 2 key issues are answered through this process to determine what is best for our community.
7. First, we must be realistic. A BRT system is not going to solve all of London's traffic issues. We will still be an automobile dominated transportation system in the City. So the ^{road} capacity issue must be answered

Road capacity will be taken away through the implantation of the BRT routes. That road capacity was paid for by growth through previous development charges. In the future, if that lost capacity must be found

elsewhere, surrounding roads for example, growth (development charges) should not be responsible for paying for the reinstated road capacity that was already paid for in the past. As a Council the question of the future need to replace lost road capacity and how it is to be funded needs to be asked.

Secondly, for a BRT to work you need to attract new riders to the transit system. The question is, as a Council, are you committed to supporting redevelopment and intensification of the existing properties that are adjacent to any BRT route?

We will need those new residents to utilize the BRT to make the system sustainable. Are you prepared for the push back you as a Council as we all know Not in My Backyard can difficult as a politician?

The development community is willing to deliver the projects for intensification and infill growth, but we will need Council's support to make it happen.

LDI's is not expecting answers to the questions posed here tonight but just to be part of the conversation as the BRT plan goes forward.

LDI wants to be part of the collaboration with the City and the community to make sure we get the transit system that is right and works for London.

On behalf of the LDI members. Thank you for this opportunity.

My name is Jen Sadler. I live in Old East Village and I work at Western University. My primary mode of transportation is the London Bus System. I see every day the crush of people who are trying to get from old east and downtown to Western. Often whole lines of people are left standing in freezing temperatures because there is no room on the full busses. Increasing the number of busses can only do so much, as they get caught in traffic, leading to delays. Having a rapid transit system is a real solution to this problem. By having dedicated bus lines, especially the North Connection, the Downtown loop and the East London Link, all of the people who work and study at Western will have a reliable way to get to campus.

I would also like to give support to the proposed improvements to the Old East Village Streetscape as I believe it would give new life to Old East.

Good evening Honoured Council Members,

My name is Sarah Gastle and my fiancé Ben and I relocated to London 4 years ago. Prior to that we lived and worked in Montreal and Toronto - and several other large Canadian cities.

Ben is a doctoral student at Western, hoping to work in clinical neuroscience research, and I work in business development at a local non-profit.

In the next few years we will be faced with a decision -- do we stay in London, or do we relocate. *Like many of our peers, we are mobile and relocating is something we have done multiple times before.*

When making our decision about where to settle long-term, there are many things we look for in a city.

London checks off many of the boxes on our list, but the box it doesn't check off is transit. And from our social network of young professionals, I know we're not alone.

Like many of our peers we prioritize use of public transit and active transportation over car ownership. Owning a car is just not a priority for us.

To keep young professionals like us here, you need to make London as competitive as possible. Approve dedicated bus lanes on all identified priority routes, and as much of the BRT plan as possible.

Thank you for your time.

From: sandy weir

Sent: Wednesday, March 20, 2019 3:40 PM

Cc: 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-q@ndp.on.ca; tkernaghan-q@ndp.on.ca; psattler-q@ndp.on.ca; peter.fragiskatos@parl.gc.ca; kate.young@parl.gc.ca; SPPC <sppc@london.ca>; mstacey@postmedia.com

Subject: [EXTERNAL] BRT 2.0

Mayor Holder & Council,

I cannot begin to express my disappointment that we are back to where we started with the BRT and the same old tricks from Mayor Brown's handbook.

Let me start with you Mayor Holder. You ran on a platform of being anti-BRT. The votes you received were very much based on your position on this matter. To now crumble so quickly is a disappointment at best. An outright slap in the faces of those who voted for you. You can cut this bird up any way you like but it still quacks like a duck and walks like a duck. This is still the same BRT plan that the citizens of London loudly said NO to in the municipal election. Did you outright lie when you campaigned? Because the words that came from Ed Holder pre-election are not the same ones I hear today. We foolishly let our guard down because we thought you would live up to your key campaign promise. Matt Brown actually believed that he was elected because he said he would build better public transit. Ed, you ran on an anti-BRT platform and now you are fulfilling Matt's flawed transit plan.

Beyond the disappointment of trying to deceive the citizens by slicing and dicing this up with a bit of added sugar and spice is the intentional obfuscation. I thought Mayor Brown was a pro at holding "public consultations". Remember all those 'consultations' like the one at the Kids Expo? The other ones that nobody was made aware? Yup those ones. It all blew up in his face and communication became the credo of the day. Citizens were encouraged to sign up to the Shift Newsletters so they could stay informed about the progress and updates. I had a hard time keeping up with all the updates after that but at least we were informed. Too late to save Matt's political career but at least we had a chance to engage. The "Shift" branding may have been filed away with Matt's City Hall pass but those same citizens expected to continue to get updates on this project. Unless Matt took that email database with him I would expect that it would be used to keep the citizens of London updated with relevant news like...."oh we are holding a 'public consultation' on March 20th". None of us received anything. Is this an attempt to keep the very people who were engaged in the debate from showing up? Say it isn't so Ed. How can we be back to where we started?

To all of you....the vehement opposition that you heard to this plan over the last two years and during the election campaign has not gone away. Many of you ran on anti-BRT platforms. The citizens that voted for you have not changed their opinion. We just stopped lobbying because we believed you heard us.

Regards,
Sandy Weir

p.s. apologies to Councillor Kayabaga who said yesterday on record that she doesn't want to get any more communication from anyone. I thought that since I was addressing this to all of your peers that you too should be included. Hopefully they want to hear from the citizens who elected them.

From: Cam Lee
Sent: Wednesday, March 20, 2019 11:47 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] BRT discussion points

here is my smattering of bullet points i took inspiration from during my unintelligible rant. for reference, i was the black guy with the dreadlocks who congratulated ed on his scandal-free mayoral term (also i just read an hour ago that his campaign cost just under 200 grand? fingers crossed that doesn't develop into anything shady.)

- what is London? during the municipal election, no one really addressed what it is, in order to gain support
- what other initiative would generate this many jobs and genuinely serve those of lower incomes? what else would help us this much in the short term AND long term?
- we must expand if we want expansion
- must be accessible and beneficial to all income levels and demographics
 - serves cherryhill (old people central) who need safe and accessible areas
 - serves industrial areas
- we can sit here and circlejerk each others opinions but it doesn't make anything genuinely happen.
- to stereotype and joke around: most of the opposition to brt is selling "there are better ways!!!" pipe dreams that are basically just mini buses of homogeneity
- "it doesn't get me from x to y!" that's not the point of brt!
- considering roundabouts as an option as well? like hale and trafalgar. could they be included?
- would bus driver shields be included in the cost? would this be implemented in only new fleets?
- the federal election is coming, and our funding is under direct threat because of it! if minimum wage can get frozen by a dollar provincially, think of the massive implications that can come from a federal government overhaul!

forward to sppc@london.ca

that's all i had on my screen, verbatim. i know this is now "on the record" but i have little faith that the public forum today (or previously) is much more than a diversionary stalling tactic used to give the illusion of thoughtful consideration. i feel like if that weren't the case, we'd have more to show for it by now. the funding is most likely gonna slip away from us, as it probably deserves to by now.

Cam Lee
Ward 7

Strategic Priorities and Policy Committee

2019-03-20 supplement only to original of 2019-03-11 11:40 PM EDT and includes, below, correction filed 2019-03-12 4:06 PM EDT.

1. Additional correction, to Rosa Koire's video notes, at " 34:00 2002 – huge transfer of property taxes, none of us knew about it." should be "huge transfer of property rights,..."
2. Thank-you to Chris Gupta for sharing the wealth and collaborating on this work and bringing forward benign solutions with a different perspective than mainstream.
3. Thank-you to Dr. Andrew Michrowski, of the Planetary Association for Clean Energy, and his international collaborative network, for their on-going valuable work.
4. In addition to all of the above, thank-you to some long-suffering undisclosed correspondents who are in the "Yes But" camp. You need to know what many other people know.
- 5a. Although the word censorship was used only once in the original submission, a current event, and I hope that I am mistaken in this, the deplatforming of the Consumer Health Organization of Canada may have recently occurred. If this can be confirmed, then it is justifiable to declare "force majeure" and put out a clarion call for assistance for a cooperative effort to conserve this body of information.
- 5b. The archives, as previously available online, had a mysterious 5 year 1985-1989 gap, which, with the help of Chris Gupta were digitized and circulated in 2013. In spite of submission of duplicated flash drives of this work, they didn't appear online, and now, the whole site's gone.
- 5c. Nothing new received as of 2019-03-20 7:00 AM EDT.
- 6a. Further, re SNC-Lavalin, I was reminded that this corporate entity has replaced the federal government with first line responsibility for Chalk River. In the US, there are currently legal proceedings in Arizona, with copy and paste details from original March 8, 2019 information:
"The case is El Paso Natural Gas Co. LLC v. United States of America, number 3:14-cv-08165, in the U.S. District Court for the District of Arizona." concerning nuclear cleanup liability, characterized by dear correspondent as "hot potato".
- 6b. In London, Ontario, Canada, this city and other municipalities are subject to bullying by higher levels of government, whether it's some mega-city's land-fill site next door to a smaller city, or a tiny municipality trying to confront the federal government with front line corporate enforcers with a plan to turn a particular Garden of Eden into an in-perpetuity nuclear waste disposal site.
- 7a. In 1983, the City successfully brought forward a proposal to build a garbage incinerator beside Victoria Hospital. Orlando Zamproga was Deputy Mayor as well as Vice-President of Engineering at Victoria Hospital, with the two corporate entities being co-proponents.
- 7b. My brother Rick asked me to assist and I did so as a self-declared lay witness. He witnessed an unsuccessful effort by the proponents' lawyer to reduce my credibility by asking a difficult technical question which I successfully answered.

Some government processes occur in the absence of a co-operative atmosphere.

7c. I did ask for help from the University in analyzing the wind tunnel evidence submitted but it was explained to me that the University couldn't be involved.

7d. At the 2012 fluoridation discussion, I recall one person who spoke, self-identified as a member of the university community, and brought forward information of a cautionary nature. One.

7e. Concerning the university, I attended the Inaugural Symposium of Electromagnetics Western in 1992, when there was a sparse awareness, but if there is any increasing awareness within the institution, which the city succours, it is not evidenced by its aggressive behaviour in installing Wi-fi, apparently totally oblivious to a now widely distributed body of evidence on the biological effects of these technologies, all the way from "simpler" earlier line power and radio waves, but now even into the 5G realm. It's ignored. See local paper of August 5, 2011 regarding the proposed tower at the Museum of Ontario Archaeology. I don't see an antenna on google street view, don't know the outcome on that.

7f. The Health care industry, educational and practising, are so totally Yes But, and at the same time subject themselves to a very significant occupational hazard. I don't wish to quote Dr. Joel Wallach. This will be on the Darwin Awards in years hence.

7g. The old civilizations of India and China have a rich heritage of subtle energies of the body and, with China, the landscape. Europe also has historical sources about these subtle energies.

7h. The \$35 million (1983) incinerator operated for nearly 20 years, functioning poorly, and financially costly, inputting to our city environment, including the adjacent hospital's, much pollution, including fluoride from the burning of plastics.

7i. Incidentally, this particular Deputy Mayor, in the Mayor's absence, signed for the City when receiving title to the Parkwood property from the federal government, and I do not know the rest of the story of this land and St. Joseph's.

7j. When these events occurred, I believe that municipal terms may still have been at 2 years. Now that they're four years, it's all the more reason to acknowledge the inability of elected officials, influenced by autocratically-guided technological momentum which precludes innovation, to reach in an alternative, benevolent direction. Also, if we could shift all elections to February 29th, we could co-operatively try and change the reality with the other 1,460 days.

7k. Listening to the lowest price is the law argument is short-sighted. One unknown is when the inevitably higher costs will be borne. Also borne into the future are presently dimly perceived other costs.

8a. The March 16, 2019 local newspaper carried a Canadian Press report of provincial government action in reducing environmental oversight. "Advocacy groups have noted some of the environment commissioner's duties, such as the power to issue special reports on topics like climate change, will not carry over to the auditor."

8b. Absence of comment upon their topic given as example is intentional.

8c. From the 1983 last in the province environmental hearing where citizens were able to speak in open discussion about matters, we're seeing the approach of the end of environmental discourse between citizens and the governments which are supposed to represent them.

9. The same article also mentions the merging of 20 agencies of the province's health-care system. This will create a health-care czar and citizens might keep in the mind the wide emergency powers given by a preceding provincial government to the Minister of Health. The ideologies guiding the decisions, both political and medical, have serious deficiencies, and while benevolent character of many participants is acknowledged, the misappropriation of loyalties by malevolent ideologies plays large in maintaining the momentum of normalcy bias in social engineering.

Communication

10a. "A little bird told me" phrase dates from the Battle of Waterloo when the banker, using carrier pigeons, learned the outcome and then sent the opposite message to England, and, almost immediately thereafter, took control of the British Empire for a shilling on the pound.

10b. I have previously noted the apparent change occurring in the path of science coinciding with the promotion of Pasteur's work, that "germs are bad", and the ongoing suppression of Bechamp's work that the "terrain" ought to be the focus.

10c. I recently read the 1953 book "The Great Iron Ship" by James Dugan about the engineer I. K. Brunel and the ship Great Eastern. This ship laid the first adequately functioning trans-Atlantic cable, completed in 1866, and of course supports a major change noted, 51 years after 1815, and 47 years before 1913.

10d. From page 5 of Eustace Mullins' 1993 (Author's 70th birthday edition) "Federal Reserve System", "A study of the panics of 1873, 1893, and 1907, indicates that these panics were the result of the operations of the international bankers' operations in London. The public was demanding in 1908 that Congress enact legislation to prevent the recurrence of artificially induced money panics."

10e. Although the legislation was drafted in November of 1910 at Jekyll Island, it wasn't ~~introduced~~ passed until December 23, 1913 ~~when the Federal Reserve Act was passed~~, to the day, one hundred years before I got my 3rd letter threatening water cut-off by local utility. Ezra Pound was an American poet who was very critical of the war effort, to such an extent that he was captured in Italy in 1945 on personal orders from FDR, subsequently he spent thirteen and a half years, the last twelve at an insane asylum in Washington DC, not being released until 1958.

Mullins met Pound in 1949 when Mullins was 25 years old, and had never heard of the Federal Reserve. From The 1991 note in the forward to the 1993 edition, Mullins writes:

"This book was from its inception commissioned and guided by Ezra Pound.

Four of his proteges have previously been awarded the Nobel Prize for Literature,

William Butler Yeats for his later poetry, James Joyce for "Ulysses",

Ernest Hemingway for "The Sun Also Rises", T.S. Eliot for "The Waste Land".

Henry Newbolt's 1940 "New Paths on Helicon" notes at p.386 that "'The Waste Land' is inscribed by T.S. Eliot 'for Ezra Pound, il miglior fabbro'" which might be "the better craftsman".

Wikipedia is unreliable with Dr. Pound's information. He is mis-characterized as unpatriotic and his pronouncements about the bankers were transformed into racially prejudicial remarks, a regular tactic to change the subject.

10f. 50 years on from 1913 is 1963, JFK. Although the 1960's were seriously wounded by this, much self empowerment was achieved. 1970's Kent State seemed to set the atmosphere for subsequent decades, with an occasional kettling in Toronto for reinforcement.

10g. Currently, we're on a 50 year cusp of the conversion of communication abilities from a technology

of service to the people to a mechanism of control, and not just a gentle steering. It is repeatedly demonstrated that any advances in communications technology which can be nefariously exploited will be so used for increasing control and profit.

10h. It should be noted that while profit is important, it is not as important as control. Who controls the money is behind the veil anyway. The 5G system, if implemented, will control minds.

10i. With cannabis legalization trying to take us much further down the road of police testing and our loss of personal sovereignty, it is happening at the same time as governments with medical emergency powers legislated, mandatory vaccination policies being introduced, health care systems and mainstream media spouting more anecdotal data, steering the population away from accurate information, all being reinforced by our universities.

10j. From a right to know your accuser, the Turn In a Pusher programme was the beginning, in my recollection, of the transition away from transparency, and there are obviously entrenched many non-transparent decisions made, from secret US FISA courts, to more or less hidden clauses in omnibus bills which exempt corporations from prosecution, to communications amongst autocrats across a spectrum of departments, perhaps much unknown to the "clients" or public being served.

10k. The individual has lost sovereignty of knowing all the facts in the situation.

11. The grey wave will soon be over. Current decision-makers need to commit to investments to benefit their descendants. In this situation, although the city is a creature of the province, the higher-level government has become to some extent an adversary and citizens of the city will have to increasingly pick up responsibilities passed down from above, on several files.

12. Received this past Friday March 15, 2019 from Chris Gupta this timely item:

"The City Council of Everett, Washington Plans to Impose Agenda 21 on Residents, Removing Them from Their Cars and Downgrading Their Lifestyle

<https://needtoknow.news/2019/03/the-city-council-of-everett-washington-plans-to-impose-agenda-21-on-residents-removing-them-from-their-cars-and-downgrading-their-lifestyle/>

from which upon reading the one medium paragraph summary, the veracity of which I would support, I copy and pasted:

"Agenda 21 "utopia" cities will ultimately fail, at tremendous expense to taxpayers, because the plans are built on the lie of global warming and other fraud...".

The video is 28:05 March 5, 2019. Everett is 25 miles (40 km) north of Seattle, pop: 2010 census 103,019, city supplies water additionally to 500,000 in nearby county.

City is fluoridated but has dropped from 1992 1 ppm, to 2011 0.8 ppm, 2016 0.7 ppm.

Contents of 28 minutes is substantially applicable to London's situation and it will be interesting to see what parallel information from that video may be brought forward here.

Brief clip of Rosa Koire transcribed 12:19 to 13:00:

"So what I'm going to be talking about is United Nations Agenda 21 Sustainable Development, and it is the blueprint, it is the action plan, to inventory and control all land, all water, all minerals, all plants, all animals, all means of production, all construction, all energy, all education, all information, and all human beings in the world. Inventory and control."

[measure and control]

Food

13a.

I am very grateful to dear correspondent for sharing information from Suspicious Observers, with the latter bringing forward the work of geologist Douglas Vogt.

It has to do with a solar micro-burst. Individuals can make their own decisions about the science brought forward. 2046.

13b. Our civilization, in spite of the momentum, has become somewhat technologically crystallized and fragile. The separation of population from sustainable food-ways ought to be on several minds.

13c. J.D.Bernal's 1929 "The World, the Flesh and Devil" brings forward for the first time the idea of high population density spheres for space habitation. He inspired Olaf Stapledon's flights of fancy and Arthur C. Clarke's work, but Bernal thought of food as some predictable biochemical process with a precocious period confidence in the nutritional discoveries of his time.

His brief words on that from page 14 of 2017 edition of his 1929 book:

"On the chemical side the problem of the production of food under controlled conditions, biochemical and ultimately chemical, should become an accomplished fact. In the new synthetic foods, will be combined physiological efficacy and a range of flavour equal to that which nature provides, and exceeding it as taste demands; with a range of textures also, the lack of which so far has been the chief disadvantage of substitute food stuffs. With such a variety of combinations to work on, gastronomy will be able to rank with the other arts."

13c. Growing vegetables is one half the answer. The other concern is animal fat sourced essential vitamins. Their replacement ought to be a subject of interest, with example given of nattokinase supplying K2, the vitamin studied by Dr. Weston A. Price, DDS.

13d. Weston A. Price, born near Ottawa, became a Cleveland dentist who did much research from the 1920's into the 1940's on the role of diet and health with emphasis on nutrients from animal fats.

13e. Francis M. Pottenger, Jr., M.D. conducted, from 1932 to 1942, his 10 year cat study which demonstrated many consequences of dietary manipulations, including loss of fertility by the 3rd generation with devitalized food.

13f. The work of both researchers was preserved by the Price-Pottenger Foundation, dated to a 1972 renaming, but the effort actually started in 1952.

13g. The Weston A. Price Foundation was established in 2000, and with a much more active, proselytizing attitude, has steadily grown with many international chapters. Over the twenty years of its existence, it also attracted very informed researchers cum authors, and its quarterly publication is a treasure. Valuable, complete digital archives.

13h. The local university curriculum for those interested in nutrition might be 70 years out of date, with some doctors, embarrassingly, still speaking out about the evils of animal fats.

13i. From Dr. Evan Shute's 1961 book "Flaws in Theory of Evolution", a 1928 quote from W. B. Scott, paleo-botanist:

"Scientific men, however, are not always deterred from theory by the absence of facts."

13j. The university and a primary co-identified partner, the health care system, enjoy virtually preeminent status as valid sources of knowledge.

13k. Following the Atlantic cable of course came the whole era of establishing universities and medical schools with Rockefeller funding, and the suppression of competing modalities.

13l. It's been 80 years since Morris Fishbein put a stop to Royal Raymond Rife's successful 1935 cancer cure. By 1933, Rife and colleagues had developed a cancer test being 90% accurate and completed in 30 minutes.

13m. Microbiology students might see the 150 year span from the fork in the road between Pasteur and Bechamps and now as a challenge, to repair this great tear in the fabric of a coherent perspective on the matter.

13n. Still up on reddit world news as of March 4th, 2019:

<https://www.cbc.ca/news/health/stop-homeopaths-honduras-1.5039745?cmp=rss>

more oppression. Sent to self March 9th, 2019 under their heading "Canada cancels homeopathic foreign aid to Honduras", a BBC link and comments:

<https://www.bbc.com/news/world-us-canada-47489008>

with argument of therapy not proven.

13o. As a matter of fact, the concept of homeopathy was confirmed in 1988, with an article titled "Researchers discover phenomenon that breaks basic scientific rules", published in Nature about Thursday, June 30, 1988 with a reporting newspaper article appearing in the London Free Press about July 02, 1988. Naysayers have been shielded from the facts.

13p. March 19th 2019 same story still up on reddit news, still using "not proven" line. Non-stop propaganda.

14. Is the blob of tar on anybody's list?

Conrad K. Odegaard

Sent: Monday, March 11, 2019 4:06 PM

To: sppc@london.ca

Cc: jesse@helmer.ca ; CHRIS GUPTA ; conrad k. odegaard

Subject: Strategic Priorities and Policy Committee submission 2019-03-11 correction cko

The original 5b with

"5b. I'm in favour of autonomous private vehicles in perpetuity." is an error and is being replaced with:

"5b I'd rather persons be autonomous, always able to drive."

Hello everyone, thank you all for showing up to help make these important decisions. Special shout out to the City Council for allowing us yet another opportunity by organizing this meeting! For those of you who do not know me my name is Matthew, I am a student at King's, UWO and outside of my studies and work at Storybook Gardens I am very active with several humanitarian and charity organizations including the Salvation Army and the Lambeth Lions club, I am also represented in Ward 7 by the phenomenal Joshua Morgan and have in turn been helping represent Londoners in Northwest London as a Member of the Child and Youth Network established in 2017. Tonight there are three issues I plan to speak to the first regards Rapid Transit, the next two relate to One River and Housing. I apologize the latter are off topic, however these next few months are going to be very busy for me and owing to the fact that this clearly is going to be my key chance to make my points on them I will try to be as brief as possible.

First, Bus Rapid Transit does not by any means meet the condition of making our city better to live in! At the present time there is no planned connection to Lambeth Ontario. This means that there is a future population of students we are willingly driving away from Fanshawe and Western. Second, perhaps more importantly of economic concern it poses risk to heritage buildings. Third, it is inaccessible.

The reason I say this is that our current system is inaccessible as well; both are synonymous with each other. The current system uses information provided by riders to promote minor accommodations rather than acceptance, it requires people to jump through hoops to get what they need, it treats the rights of independence and access as

privileges. Two prevalent examples being that the London Transit Commission fails to offer adequate services for those who are visually impaired and

The situation of navigating transit in a municipality is not much better for people with anxiety. There is a significant amount of joy in discovering that later classes at a college or university also mean a reduced level of basic transit service. Never mind the fact that the bus operating at regular capacity is packed like a sardine can in the morning. To move ahead we have to first fix issues with what we currently have and that my friends will take time. On the future of Transit, I personally have to say that I am a supporter of combination of light rail and electric busses and the reason for this is that the buses currently in use are an environmental catastrophe. The reason I say this is that several author's including Naomi Kline author of "Shock Doctrine" lists a switch to light rail as one of several measures needed to deter an environmental catastrophe. One again, lets not set a ridiculous time frame, at the last meeting I attended on BRT in 2016, I heard many great options and the truth is we honestly are not considering all of them with the time frame set. ~~We also need to pressure~~ Once again move from warp speed to human speed on this issue, Ed speaking as a friend the time frame of decision-making you've set is going to give everyone a coronary and I encourage you and all city councilors to slow down just a little bit. Lets have more meetings next week and the week after, if not here then over at Storybook or King's.

between
1994 and
2012
accounted
for 1,400
deaths,
diverse
74 cities,
7,500
serious
injuries.

~~W~~ Bike safety

My second topic of concern is with regards to the One River Revitalization project. This project has had extensive input from well over 250 Londoners and two rounds of environmental assessments. In addition in a recent London Free Press survey out of a total of one thousand four hundred and fifty votes, fifty one percent or seven hundred and thirty three Londoners came out in support of this project. The message from this snapshot is clear, a majority of Londoners support One River and the ribbon at the Thames. Despite this, Councilor Shawn Lewis cares more about his own ego and wants to take away the Ribbon at the Thames and also kill affordable housing project attached to the ribbon at the Thames. I say to the entire city council, you need to re-think this! Right now London's environmental record while having improved over recent years still equates to a condominium smog shack! For twenty-two years I have been fortunate to, during the summer, be able to get away from the city and experience nature. My Grandparents owned a cottage in Muskoka for that length of time. I can say that there is a health benefit to a project like One River in that being able to access a body of water is a great stress reliever. The revitalization of our river front will improve health and wellbeing of all Londoners, it will carry a much greater return than the 25 million investment and it is community development from the ground up which means it can foster alliances. My family can see potential for the involvement of Rotary clubs, Lions clubs, Optimist clubs, Antler River Rally and the London Environmental Network just to name a few of many profits, non-profits and charity organizations which will I can promise you look to carry the weight of this and help reduce costs further. I have drafted a petition, if anyone is interested in signing it. I will be available after for anyone who wants to sign it.

As an added concern
Following Broken
Ribbon
on
Thames
Worst
thing
for all
y

Finally, having been placed with LIFESPIN for the past four months as part of my Social Justice course at King's, I can say that a third issue needing to be addressed is affordable and equitable housing. While I will not go into detail as I have maxed out my time here, I can say that more seventeen percent of Londoners are on a fixed income and struggle to make ends meet, another eight hundred are unsheltered and thirty-six of those unsheltered are youth. I implore all of you to think on this that not having adequate transportation, not developing our riverfront and not investing in affordable and equitable housing is nothing less than absolute degradation. Next Wednesday students will have a symposium at Innovation Works to further address Social Justice needs in the community and I encourage everyone in this room, watching on television and watching online to attend it. I am hoping to look forward to many more meetings, regarding all of these issues. I thank you once again, for allowing me the time to speak here tonight.

4,000,000
List 1
- London
Reactive
Fund
- On-Renovation

From: Anne Lausch

Sent: Wednesday, March 20, 2019 9:00 PM

To: SPPC <sppc@london.ca>

Cc: City of London, Mayor <mayor@london.ca>; Squire, Phil <psquire@london.ca>

Subject: [EXTERNAL] Draft List of Potential Public Transit Projects

Dear members of the SPPC,

having attended the public participation meeting today, I would like to express my views in writing. While most of the projects on the list seem useful and well thought-out, I really feel that **after years and years of planning and consulting, the time has come to finally implement the integrated transit system envisioned in the BRT plan.** Currently London does not have a transit system that matches the city's size and importance as a regional centre. The current system does not provide a practical alternative for people who do not have access to a car. Just putting a few more busses on the road will not solve the problem. I fear that younger people are seriously turned off by the lack of transit options in this city.

As a resident of Ward 6 who lives close to Richmond Street, I would be delighted to see BRT coming to my neighbourhood, or to any other London neighbourhood for that matter. There has been enough discussion, let's start building!

Thank you for your attention.

Respectfully,

Anne Lausch

From: Theresa deJeu
Sent: Wednesday, March 20, 2019 8:59 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] BRT public meeting

Your honour, council,

My name is Theresa de Jeu. I live on the west side of White Oaks subdivision and I work downtown. I have been riding the bus for 30 years. I don't have a car.

The proposed BRT is not appealing to riders. In fact the transit system overall is getting worse.

Transferring doesn't work. If buses ran every 5-10 minutes, I would not be opposed to transferring; however, London buses are nowhere near that frequent or reliable.

I read in the newspaper that the BRT will improve my travel time from downtown to White Oaks mall by a minute or two. I would then have to wait up to 20 minutes for a shuttle bus to take me a distance of 1.5 km to my home. I could walk faster than it would take me to wait for a transfer.

At present, my total trip time is only slightly more than 20 minutes, so having to wait an additional 20 minutes for a transfer would more than double my travel time.

Destruction of existing routes in preparation for BRT is not acceptable. I am referring to the end of LTC route 26. In addition, further changes have been proposed as part of a 5 year plan that are not in the best interest of the people who live in White Oaks / Cleardale (ward 12).

I have attended a number of BRT and LTC meetings over the years, expressing my concerns, only to feel dismissed. I feel like employees from London Transit are rolling their eyes at me. They are determined to proceed with their agenda and are not interested in hearing passenger viewpoints. I feel that their public consultation meetings are only held because they are mandated. I am by far not the only person who is opposed to the changes. I know many, many people who do not have time to attend meetings, and furthermore, don't want to subject themselves to being dismissed the way I have been dismissed. They keep telling me not to waste my time, that I can't fight the city.

I went to a BRT meeting several years ago. When an engineer from the city found out that I live in White Oaks, he told me that I was lucky, that I would be the beneficiary of the BRT. Actually, I feel like the victim. The engineer told me that the BRT buses would have comfortable seats and WiFi. I told him that I would be significantly worse off with the BRT because my travel time would double and I would have to wait to transfer, among other issues. I had to argue with him for 20 minutes before he finally conceded and acknowledged that I would not be better off. That is all I want from the city now: acknowledgement that there are many, many regular transit riders who will not be better off with the BRT or any other London Transit changes.

I have been told that London needs money to fix the infrastructure under Wellington Road and many other streets. I am not opposed to getting money for infrastructure, but their argument tells me that the BRT is not being proposed to serve people, but rather to get money to pay for city expenses.

Overall, the transit system does need a lot of improvements, just not the BRT, and I also don't agree with a number of other recent London Transit changes. Change isn't always improvement. I do not support the BRT.

Thank you for your time.

Theresa de Jeu

Dear City of London City Councillors,

I submit this written statement to you as I was unable to attend the Public Participation Meeting on Wednesday, March 20th, 2019 at Centennial Hall as part of the Special Strategic Priorities and Policy Committee Meeting regarding projects to be put forward for consideration for funding under the Government of Canada's Infrastructure Canada Public Transit Infrastructure Stream (PTIS) funding program with a bilateral agreement with the Government of Ontario. Through the Public Transit Infrastructure Stream there is a shared goal between municipalities, the Government of Ontario and the Government of Canada that **the Public Transit Infrastructure Stream will provide provinces, territories and municipalities with funding to address the new construction, expansion, and improvement and rehabilitation of public transit infrastructure, and active transportation projects. These investments will help to improve commutes, cut air pollution, strengthen communities and grow Canada's economy.**

It is vital that the city of London have a strong and stable public transit system. The city of London is a city that is within the top 10 biggest cities in Canada by population size. We need a public transit system that is strong, stable and innovative to reflect our size and our needs. We are a mid to large size city that will only continue to grow with our prime location as a hub for Southwestern Ontario and a major artery to the Greater Toronto Area. We need to be forward thinking and bold in our approach to public transportation.

Improving public transit encourages more people to take transit- improving the environment and our city and reduces commute and travel times for those who drive their own vehicles with a reduction of overall vehicles that are on the roadways. More people can be moved faster and more efficiently via public transit than if everyone on a bus travelled in their own car. With fewer cars on the roadways, one has to wonder if the impact on the roads and infrastructure may be less too- saving the city funds in road repairs and upkeep.

We know that not everyone is interested in taking public transit and that is okay- it's not for everyone. However, I suggest that everyone do try it at least once.

We need to modernize our public transit system to encourage more people to use it- including how to find out when the bus is going to arrive (e.g. texting a Stop ID to a short code number which would reply back with the next few arrival times for routes that service the stop- Transit Windsor, the Toronto Transit Commission, OC Transpo (Ottawa) among others offer this), how to pay for fares, how frequent buses run (increasing frequency), how late buses run and more. Overall, we need to do better- while I came to London to attend Western University in September 2011 and haven't left following graduation, the public transit service has vastly improved since that time, though there still is a ways to go.

I believe that if we as a community, the city of London prioritize public transit making it accessible to all that it will benefit everyone in our community, including those who take public transit as well as those who cycle, walk, or drive in an automobile to get around. Helping public transit, helps us all.

As a city, let's be forward thinking, let's be bold, let's be brave and let's do things differently- let's make change and as we continue to shape our identity as a world-class city that is within the top 10 by population size in Canada. Let's work together to reflect that as we move forward together for better- for everyone.

Bus Rapid Transit is a bold, approach to London's needs for public transit as well as its growing need to address aging infrastructure. We are the last major city without a rapid transit system in Canada. It's time. It's time to think forward and improve our conventional public transit, create bus rapid transit and improve our specialized transit for those with accessibility needs. Let's work together for better- for all of us.

Thank you,

Deana Ruston
Ward 13/ Downtown Resident

From: Barrie EVANS

Sent: Thursday, March 21, 2019 8:16 AM

To: SPPC <sppc@london.ca>; Squire, Phil <psquire@london.ca>

Subject: [EXTERNAL] Transit Public Meeting

I appreciate the opportunity for public input given by the Mayor and Council at the enhanced public meeting of the Strategic Priorities and Policy Committee meeting at Centennial Hall (March 20, 2019). I am sending this by email as I did not get a chance to speak at the meeting.

As with previous meetings, the public input has to a large extent been characterized by a polarization of views: pro and anti- BRT. This has unfortunately divided Londoners into camps, detracted from finding workable solutions and also has often made the debate acrimonious. We all want to see the City grow economically, culturally, and as a livable place for individuals and families. I think we all understand the need for a forward-looking transit plan which moves people and goods efficiently, and, more importantly, reduces our carbon footprint. The intention behind the City's current approach which provides a broader set of options and which allows for the expression of support for elements in a more comprehensive transit plan is laudable.

Of the 19 components, the most contentious piece for me (shared by many other Londoners) is the North Connection. Dedicated BRT routes in the North Connection will have little or marginal benefit for transit users. There is a strong likelihood of a negative impact on residential neighbourhoods and to a greater extent than with the other routes in the BRT plan. Dedicated bus lanes will create a major bottleneck for private vehicles, including commercial vehicles on Richmond Street. The impediment of the rail crossing and the likelihood of business losses in the Richmond Row area further outweigh the potential benefits of this route. Also, cost and logistical uncertainties exist since Western University has yet to buy into a plan for a BRT route through the campus. The Province's decision to allow students to direct their student fee allocations will mean that they will have choice about their transportation options. From a personal point of view, there is no functional value in a bus service that has a single point destination at Maisonville after taking a meandering route through Western. To use the Cinema, Mall, library, pet store, liquor store etc. a flexible mode of transport is required. Also the Maisonville hub shows no planned connection for the increasing number of residents North of Fanshawe Park Road and whose vehicles have contributed to the current peak time congestion on Richmond Street.

While bus transit has certainly taken the lion's share of attention and money, some other options have not received the attention they deserve. These include the use of on-demand point-to-point services using micro-transit electricity powered vehicles enabled by a computer-based network, encouragement of pooling through HOV lanes, further development of bicycle, electric scooter and pedestrian lanes etc. Fixed schedule bus transit may continue to be the most efficient form of transit on major routes during peak hours. I am of the opinion that if the City's plan is to speak to the needs, preferences and aspirations of the younger generation, whom we hope to retain and/or bring back to the City, this type of forward-thinking approach will appeal to them.

These options need to be considered for London as a whole, but in particular a start could be considered for the North Connection where the proposed BRT system is not the best option. Please defer any decisions regarding the North Connection at this time in order to develop a better plan.

We understand that you have difficult choices to make and we hope that this input may be helpful in your deliberations.

Barrie Evans

From: Ian Bailey
Sent: Wednesday, March 20, 2019 5:29 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Feedback on Draft List of PTIS Transportation Projects

Hi,

Firstly, thank you for providing the information and allowing the London public to input to this important topic. I attended the first part of the session until around 4:30pm, thus had the privilege to hear a number of the people present their input.

The following are my comments:

1. First and foremost, I support the overriding view that Rapid Transit / BRT in its full form is essential and an absolute priority for our City. It is a critical part of the City Plan / Rethink London strategic direction, which I believe was developed after intense input from Londoners. I defy anybody to say they were not adequately informed or able to provide their input as that is just pure ignorance. The City Plan was formally agreed as the blueprint of London's direction and, as such, I believe this Council needs to step up and execute to it for our City to evolve. I was so pleased to see this view repeatedly stated by the public at this session and applaud the younger demographic for the manner in which they expressed its importance if we want London to attract and retain talent.
2. So from a Strategic transit viewpoint I firmly believe that you need to immediately progress BRT in its entirety as originally presented and intended, not the proposals stated in your items under "Transit Projects".
3. In addition, I believe you should prioritise the following projects:
 - Intelligent Traffic Signals: I believe this can gain short term tactical benefit as well as likely a requirement to support effective BRT operation once implemented
 - Adelaide Street Underpass: I consider this a high priority infrastructure project, independent of BRT
 - Enhanced bike Parking: I and I believe many more people would ride their bikes to downtown events if they were provided secure bike parking options. At present I would not leave my bike unattended due to a real risk of theft. This to me is a low cost and simple to implement project and would extend to the rapid transit stations as they are implemented under BRT.

I appreciate you providing me the ability to provide my input, respect that these are difficult and difficult decisions you face and assure my continued support to yourselves and our City.

Please contact me if you wish to discuss any items or if I can assist further,

Thanks, Ian Bailey

From: Barrie And Marion]
Sent: Wednesday, March 20, 2019 10:22 PM
To: SPPC <sppc@london.ca>
Cc: Squire, Phil <psquire@london.ca>
Subject: [EXTERNAL] Response to Public Participation Meeting

Thank you Mayor Holder and council for providing the opportunity to comment on the 19 potential transportation projects.

In my opinion, all but the North Connection have merit. I am opposed to the North Connection as it is the only Transit Project to strongly impact a primarily residential heritage neighbourhood. From Oxford until North Centre Road, the buildings on Richmond are all homes with the exception of a few doctors/dentists, a bank, two variety stores and a pub and a barber shop. These businesses are all in repurposed homes or in a single story building compatible with the neighbourhood. Richmond is already a busy, noisy street with traffic that regularly speeds through red lights. When this traffic moves onto the neighbourhood streets to the east and west of Richmond in order to escape the gridlock that will result from BRT, then the possibility of family homes being able to offer a safe environment for children will disappear.

The other four parts of the original BRT suggestion use roads that are primarily commercial/industrial/institutional, and which are much wider in many parts than Richmond St.

As for the needed infrastructure replacement, the federal budget of March 19 is offering municipalities a greater portion of the gas tax for infrastructure projects. So perhaps we could set in motion as many of the other 18 proposals as possible, all of which have merit, and still fix the Richmond infrastructure as well without burdening the taxpayers.

Thank you for considering my strong objections to the North Connection.
Marion Evans
St. George St.

Sent from my iPad

From: Richard Hammond
Sent: Wednesday, March 20, 2019 5:17 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Transportation project list - process suggestion

I suggest that a formal public opinion poll be conducted for the list of projects, based on a representative sampling of the London community.

This would provide an opportunity for objective input from a wider audience than have participated in the consultation process to date.

The results would give Council another layer of information as part of its decision making.

Richard Hammond

Hello, thank you for taking the time to listen to some of the public's concerns.

Londoners need to have pride in their city and confidence in their Council: a pride based on our heritage, the character of our communities and our love of trees and nature, (hence the moniker of 'the Forest city'); our confidence based on an expectation of recognition and respect by Council, as curators of our properties and all the investments they incur, in our personal attempt to contribute to the general enrichment of the city, and as residents who appreciate others' contributions.

If this project, or any part of it, sacrifices properties, heritage, community character, or well-established trees and large natural spaces, we have lost before we have even started.

Smooth operation of traffic and bus transport is important but we already destroyed so much of the city in our attempts to facilitate traffic, we would now be simply compounding that damage in a well-intentioned but misgiven attempt to facilitate bus transport.

An overview of the projects here tonight show 90% concrete, asphalt and car park space, all of which are practically empty of approachable, person-sized, vital, or commercial activities. This is no accident. Such huge enlargements are conducive to highways, not to a high quality of city living.

It has been often stated, during this process, that we are 'the last' city of our size to approach BRT. School ground politics are alive and well in this argument: 'they have it, we must get it'; 'you're afraid'; 'you're afraid of change'; 'just do it'.

Common sense and a likely vision of the future indicate that by the time BRT is completed, it would be anachronistic.

The '60s and '70s were all about arrogant change and we still have the evidence of the loss those changes brought to cities all over the world.

In its present state the plan is faulty and expensive, for the benefit it might, arguably, bring to our city, so caution is the smart approach but buses and pedestrian traffic must be part of the answer to a viable downtown.

So, how can we achieve progress, without removing heritage trees (replacement planting is unsatisfactory and a last-ditched approach to be taken), or destroying communities?

1- Take the emphasis off traffic congestion, (this will change soon with ageing populations unable to drive anyway, as well as the basic overhaul in car design, higher gas prices, adjustments of timetables and better walkability.)

2- Improve the 'walkability' factor throughout London, as you're hoping to do but by

a/ much better snow clearance throughout the city, (not a huge cost at a basic wage and perhaps an opportunity of helping the unemployed sector)

b/ a small widening of sidewalks where necessary, taken from car space, rather than civic space, thereby slowing the traffic by a fraction

c/ implementation of a division from traffic, preferably a natural one, such as a hedge and/or trees,

d/some occasional seating, preferably open to design competitions.

e/ more pedestrian crossings.

Better walkability will work hand-in-hand with bus stops but the primary purpose is to encourage the community to walk everywhere where possible: children to school, students to university, the way they do all over the world, rather than the existing attitude of waiting for hours for an often poor service, even to cover small and manageable distances.

f/ This has to be reinforced with health advertisements and education. We may even be able to use federal grants towards better community health. Where possible we should connect to small green areas, or parks.

2/ Promote smarter Buses, as you're hoping to do but

a/ change the stops to bypass road blockage at left turns.

b/change the design from the present model to a narrower, ergonomically designed vehicle, which will not be so overwhelming in traffic,

c/ which should preferably be run electrically

d/ and be nearly continuous, every 5 to 7 minutes.

e/ It would be a clever idea to make them also free, at least for the first year.

By removing half the width of the bus and incorporating the wheelchair spaces facing the opposite way, there is continuous service for everyone, without constituting a traffic nuisance quite to the present extent.

Our delays are negligible by modern city standards, even factoring in the 8 minute train delay. (A greater concern regarding the train is the contents that are being transported through our city!)

Altering traffic signals in order to promote continuous car traffic will only bring fast speeds to even less tolerable levels: this is a living city, inhabited by people, used by children and their pets, by squirrels, deer and other wildlife and the point is that we need to maintain and enrich the residential and participatory life on our streets; this, obviously, is not a positive contribution to an active street.

(If roadworks are undertaken for infrastructure, please consider moving electric cables underground. This will eventually be seen as a wise saving and a good move, even if not connected to the system at the time).

We need better design in our city, on every level.

Thank you for all the work you have undertaken in trying to improve London and your patience in dealing with our concerns.

A large portion of the public at the meeting had personal and political agendas. This address may very possibly represent a good part of the demographic missing from the hall, with the only vested interest being an appreciation of the city in the role of resident.

Thank you,

Christiane McAlister

Contemplation season is close to over.
It's construction season, any week now.

Apologies for attachment, small, but is the mysterious 5 missing years,
titles and authors, so nature of the information originally actively censored
may be appreciated.

- A. Report of Wednesday, March 20th meeting.
- B. Prepared remarks not spoken, with meandering continuation from March 19.
- C. Corrected March 19-20 supplement.[next to bottom]
- D. Corrected March 11 submission.[at very bottom]

A. Meeting Report.

1a. Although there was a feeling amongst some old-timers that the attendance was sparse
in light of the import of the topic, perhaps 200 to 250 attended, more than 70 persons spoke,
and aside from 3 retired, recycling politicians, the rest spoke their minds,
articulate and informed, some plain-spoken but very expressive, and very much good
information came forward
from several perspectives on the questions.
CBC reported 60 speakers, maybe their reporter left early.

1b. Council is going to have
a very tough time with this.

1c. The full council was in attendance, and very attentive. The Mayor ran
an excellent meeting.

1d. City staff made an excellent presentation of the information and it was very brief.
It was a complete contrast to the fluoride meeting when the long parade of medical witnesses
exhausted the room before the people spoke.

1e. I did try to say that I wished them sincere good luck
in their [difficult] decisions.

1f. I think the Mayor said that March 25 would be a council meeting for their discussion
and the vote
would be on March 26.

B. prepared remarks, not spoken, with meandering continuation from March 19

1a. I've always been a slow thinker,
and in recent years, although improving,
my speech is not up to par, and I would be grateful
if my digitized written remarks might be accepted.

Continuation.

1b. It is nice to have the time to think and write, to be in
the ongoing discussion, holding the stick for a few pages.

2. Stewart Brand spoke about the digital dark age.
We are on the shore knowing we are very shortly going
to be victims of a tsunami of challenges necessitating major adaptations,
and apart from the essentially totally unpredictable mostly end of the story solar flare,
the challenges involve not only primordial requirements of shelter and food
but also defense of freedom of speech and inter-personal communications
for the survival of a knowledge base.

3. The only way that cities can survive in extremis adversity is to have an adaptive plan
to the food ways requirement, and there is some thinking that, basically, the cities wouldn't
make it.

4. Energy, in my opinion is no problem. The sun and wind, decentralized,
with property rights protected by the golden rule against solar encroachment, which is a
complicated topic

because it involves managing your own trees to co-operatively benefit your neighbour's solar exposure. There would be whole new protocols arising necessitated by mutual co-operation

as unavoidable to share the sun and wind.

With the currently available insulation and so on, any single family residence will be able, even with a modest exposure to the sun, to be heating self-sustaining. I calculated in 1973 that this

latitude might necessitate a quarter of an acre of chlorophyll life per person for oxygen production

assuming annual storage, but, even assuming the need doesn't arise, I'm hoping that there will be

ways to improve that.

5a. R. Buckminster Fuller said that residential dwelling turn-over rate was 50 years.

5b. As an admirer of London homes, including two particular Ontario cottages (the store is perhaps 150,

current house is 96), with every new apartment building, my spirits lessen, every new increased density development, seeing row housing which, aside from the mod-cons and sparse greenery, has aesthetic value below the row housing of the British Industrial Revolution.

6a. I've previously said that basically only single family homes might have the possibility of controlling their own energy situation, including food, by their own adaptations, while apartments and several layers of in-between densities will have essentially no control, and with no back-up plan, might join as superfluous construction material, that which didn't survive

the disconnect from the fragile external sources of energy, water, etc.

6b. The agricultural land cost of city sprawl is mostly inevitable. Cities are most frequently established

in rich agricultural areas. The rising level of carbon dioxide in the atmosphere is doubtless a major factor for steady and substantial increases in yields in agriculture while the dark forces behind industrial agriculture would claim credit that this is a result of their wares, and who knows who owns these corporations this minute?

6c. Re agriculture in the city, as I've previously noted, Ruth McNabb and I were able to visit an experimental street farm in London, England, in the summer of 1973. An architectural student by the name of Grahame Caine and his associates, with the blessing of a very co-operative school, had created, beside the football pitch, an integrated street farm type residence with greenhouse and inside

food production and was a great start to de-technologizing components with the integration of sub-systems in closed systems. Happy to find a possibly accurate wikipedia page at https://en.wikipedia.org/wiki/Street_Farm with detailed additional information.

6d. Street Farm Products, which honoured their work with its name, operated locally from 1978 to 1987.

Over nine years, producing 500 pounds a week, with 3 weeks off each year, totalled about 225,000 pounds of sprouts, most of them alfalfa, and most of those, four ounce bags.

6e. I wasn't convinced that there was a problematic nature in alfalfa in response to one credible 1992 caution, but after Nourishing Traditions came out, I referred many a store customer to page 113

with the statement about the amino acid canavanine and the diseases possibly associated with it.

6f. Back in the day, I did some arithmetic. While adding water to the 15 tons of seeds produced more than seven times its weight of sprouts, if they were instead planted, and given sun and rain, they could be converted to alternatively 225,000 pounds of blue brand beef.

6g. After the Weston A. Price-initiated learning curve, and after being exposed to the permaculture

ideas, those seeds, thinking of India and the sacred cow, these long lived and productive animals

could essentially sustainably, infinitely, provide the necessities. Alfalfa requires a certain small wasp

for pollination. From the Arabic, it means "king of the land".

6h. About a special house.

After giving my paper "Energy Management Program For Ontario Agriculture" (76-302) to the Canadian Society of Agricultural Engineers in July of 1976 which included my "Estimates of the Off-farm Energy Inputs to the Principal Field Crops in Ontario, 1974", I went over to PEI to see the Ark, then approaching completion. This was a government-financed project involving John and Nancy Todd and associates who had previously created a smaller but similarly integrated effort in New England. I have 14 slides, now converted to scans, but I don't have the skills to convert them to files which I can store and share without being involved with an external agent. I'm happy to share them. I have the 1980 book by John Todd and Nancy Jack Todd title "Tomorrow is Our Permanent Address" (after a line in an E.E.Cummings poem), have scanned several pages including those about the PEI Ark, again happy to share. Was very pleased to find a robust interest online hosted by Dalhousie University, at <https://peiark.com/introduction/>. The term used for the Cape Cod Ark was "agricultural bioshelter".

Mind Bomb

7. My dear friend B and I saw the Greenpeace documentary in a recent year, and while we were previously familiar with many of the details, I carried away this notion of "mind bomb". Nothing can compare with the event of confronting a Russian whaler with a Zodiac, but we need to adjust the image evoked by the word. Instead of a damaging explosion, the approach should mimic a "whompf", with sufficient slowness of the expansion to preclude triggering startle-response threshold in magnesium-deficient readers.

8. I've long admired the geese and the lemurs with their sentries. What if the sentry is fluoridated? If the whole group is fluoridated, would they post a sentry?

9a. Concerning solar flares of item 2 above, "...and apart from the essentially totally unpredictable mostly end of the story solar flare...", dear correspondent sent a link to March 21, 2019

Suspicious Observers 5:21 concerning current one expected this Saturday at <https://www.youtube.com/watch?v=GmnFCm0tHrA>

This would serve as good introduction to nature of the information from Suspicious Observers, have copy/pasted for convenience from C13a below:

"Food

13a.

I am very grateful to dear correspondent for sharing information from Suspicious Observers, with the latter bringing forward the work of geologist Douglas Vogt. It has to do with a solar micro-burst

Individuals can make their own decisions about the science brought forward. 2046."

9b. Suspicious Observers is very prolific, and while most of the regular production is considerably brief as this one is, there are several long ones from Douglas Vogt involved in getting a handle on his thinking.

10. I recently explained to a younger acquaintance about my learning in my late twenties about the "right livelihood"

concept, and, tying ends together across disciplinary lines these last several weeks, I'm just realizing

that the coherence, doubtless questioned by some, has arisen as a direct result of a continuity of intent, with initial disparate elements finding integration through some unifying guidance.c.

C.

Strategic Priorities and Policy Committee

2019-03-20 supplement only to original of 2019-03-11 11:40 PM EDT

1. Previously detailed error corrected.

2. Thank-you to Chris Gupta for sharing the wealth and collaborating on this work and bringing forward benign solutions with a different perspective than mainstream.

3. Thank-you to Dr. Andrew Michrowski, of the Planetary Association for Clean Energy, and his international collaborative network, for their on-going valuable work.

4. In addition to all of the above, thank-you to some long-suffering undisclosed correspondents who are in the "Yes But" camp. You need to know what many other people know.

5a. Although the word censorship was used only once in the original submission, a current event,
and I hope that I am mistaken in this, the deplatforming of the Consumer Health Organization of Canada
may have recently occurred. If this can be confirmed, then it is justifiable to declare "*force majeure*"
and put out a clarion call for assistance for a cooperative effort to conserve this body of information.

5b. The archives, as previously available online, had a mysterious 5 year 1985-1989 gap, which, with the help of Chris Gupta were digitized and circulated in 2013. In spite of submission of duplicated flash drives of this work, they didn't appear online, and now, the whole site's gone.

5c. Nothing new received as of 2019-03-20 7:00 AM EDT.

6a. Further, re SNC-Lavalin, I was reminded that this corporate entity has replaced the federal government
with first line responsibility for Chalk River. In the US, there are currently legal proceedings in Arizona,
with copy and paste details from original March 8, 2019 information:
"The case is El Paso Natural Gas Co. LLC v. United States of America, number [3:14-cv-08165](#), in the U.S. District Court for the District of Arizona." concerning nuclear cleanup liability, characterized by dear correspondent as "hot potato".

6b. In London, Ontario, Canada, this city and other municipalities are subject to bullying by higher levels of government, whether it's some mega-city's land-fill site next door to a smaller city, or a tiny municipality trying to confront the federal government with front line corporate enforcers with a plan to turn a particular Garden of Eden into an in-perpetuity nuclear waste disposal site.

7a. In 1983, the City successfully brought forward a proposal to build a garbage incinerator beside Victoria Hospital. Orlando Zamprognia was Deputy Mayor as well as Vice-President of Engineering at Victoria Hospital, with the two corporate entities being co-proponents.

7b. My brother Rick asked me to assist and I did so as a self-declared lay witness.

He witnessed an unsuccessful effort by the proponents' lawyer to reduce my credibility by asking a difficult technical question which I successfully answered.

Some government processes occur in the absence of a co-operative atmosphere.

7c. I did ask for help from the University in analyzing the wind tunnel evidence submitted but it was explained to me that the University couldn't be involved.

7d. At the 2012 fluoridation discussion, I recall one person who spoke, self-identified as a member of the university community, and brought forward information of a cautionary nature. One.

7e. Concerning the university, I attended the Inaugural Symposium of Electromagnetics Western in 1992, when there was a sparse awareness, but if there is any increasing awareness within the institution, which the city succours, it is not evidenced by its aggressive behaviour in installing Wi-fi, apparently totally oblivious to a now widely distributed body of evidence on the biological effects of these technologies, all the way from "simpler" earlier line power and radio waves, but now even into the 5G realm. It's ignored. See local paper of August 5, 2011 regarding the proposed tower at the Museum of Ontario Archaeology. I don't see an antenna on google street view, don't know the outcome on that.

7f. The Health care industry, educational and practising, are so totally Yes But, and at the same time subject themselves to a very significant occupational hazard. I don't wish to quote Dr. Joel Wallach. This will be on the Darwin Awards in years hence.

7g. The old civilizations of India and China have a rich heritage of subtle energies of the body and,

with China, the landscape. Europe also has historical sources about these subtle energies.

7h. The \$35 million (1983) incinerator operated for nearly 20 years, functioning poorly, and financially costly, inputting to our city environment, including the adjacent hospital's, much pollution, including fluoride from the burning of plastics.

7i. Incidentally, this particular Deputy Mayor, in the Mayor's absence, signed for the City when receiving title to the Parkwood property from the federal government, and I do not know the rest of the story of this land and St. Joseph's.

7j. When these events occurred, I believe that municipal terms may still have been at 2 years. Now that they're four years, it's all the more reason to acknowledge the inability of elected officials,

influenced by autocratically-guided technological momentum which precludes innovation, to reach in an

alternative, benevolent direction. Also, if we could shift all elections to February 29th, we could co-operatively try and change the reality with the other 1,460 days.

7k. Listening to the lowest price is the law argument is short-sighted. One unknown is when the inevitably higher costs will be borne. Also borne into the future are presently dimly perceived other costs.

8a. The March 16, 2019 local newspaper carried a Canadian Press report of provincial government action

in reducing environmental oversight. "Advocacy groups have noted some of the environment commissioner's duties, such as the power to issue special reports on topics like climate change, will not carry over to the auditor."

8b. Absence of comment upon their topic given as example is intentional.

8c. From the 1983 last in the province environmental hearing where citizens were able to speak in open

discussion about matters, we're seeing the approach of the end of environmental discourse between citizens and the governments which are supposed to represent them.

9. The same article also mentions the merging of 20 agencies of the province's health-care system.

This will create a health-care czar and citizens might keep in the mind the wide emergency powers given by a preceding provincial government to the Minister of Health. The ideologies guiding the decisions,

both political and medical, have serious deficiencies, and while benevolent character of many participants is acknowledged, the misappropriation of loyalties by malevolent ideologies plays large in

maintaining the momentum of normalcy bias in social engineering.

Communication

10a. "*A little bird told me*" phrase dates from the Battle of Waterloo when the banker, using carrier pigeons, learned the outcome and then sent the opposite message to England, and, almost immediately thereafter, took control of the British Empire for a shilling on the pound.

10b. I have previously noted the apparent change occurring in the path of science coinciding with

the promotion of Pasteur's work, that "germs are bad", and the ongoing suppression of Bechamp's

work that the "terrain" ought to be the focus.

10c. I recently read the 1953 book "*The Great Iron Ship*" by James Dugan about the engineer I. K. Brunel and the ship *Great Eastern*. This ship laid the first adequately functioning trans-Atlantic

cable, completed in 1866, and of course supports a major change noted, 51 years after 1815,

and 47 years before 1913.

10d. From page 5 of Eustace Mullins' 1993 (Author's 70th birthday edition) "Federal Reserve System",

"A study of the panics of 1873, 1893, and 1907, indicates that these panics were the result of the

operations of the international bankers' operations in London. The public was demanding in 1908 that Congress enact legislation to prevent the recurrence of artificially induced money panics."

10e. Although the legislation was drafted in November of 1910 at Jekyll Island, it wasn't passed until December 23, 1913, to the day, one hundred years before I got my 3rd letter threatening water cut-off by local utility.

Ezra Pound was an American poet who was very critical of the war effort, to such an extent that he was captured in Italy in 1945 on personal orders from FDR, subsequently he spent thirteen and

a half years, the last twelve at an insane asylum in Washington DC, not being released until 1958.

Mullins met Pound in 1949 when Mullins was 25 years old, and had never heard of the Federal Reserve.

From The 1991 note in the forward to the 1993 edition, Mullins writes:

"This book was from its inception commissioned and guided by Ezra Pound.

Four of his proteges have previously been awarded the Nobel Prize for Literature,

William Butler Yeats for his later poetry, James Joyce for "Ulysses",

Ernest Hemingway for "The Sun Also Rises", T.S. Eliot for "The Waste Land".

Henry Newbolt's 1940 "New Paths on Helicon" notes at p.386 that "'The Waste Land' is inscribed by T.S. Eliot 'for Ezra Pound, *il miglior fabbro*'" which might be "the better craftsman".

Wikipedia is unreliable with Dr. Pound's information. He is mis-characterized as unpatriotic and his pronouncements about the bankers were transformed into racially prejudicial remarks, a regular tactic to change the subject.

10f. 50 years on from 1913 is 1963, JFK. Although the 1960's were seriously wounded by this, much self empowerment was achieved. 1970's Kent State seemed to set the atmosphere for subsequent decades, with an occasional kettling in Toronto for reinforcement.

10g. Currently, we're on a 50 year cusp of the conversion of communication abilities from a technology

of service to the people to a mechanism of control, and not just a gentle steering. It is repeatedly demonstrated that any advances in communications technology which can be nefariously exploited

will be so used for increasing control and profit.

10h. It should be noted that while profit is important, it is not as important as control. Who controls the

money is behind the veil anyway. The 5G system, if implemented, will control minds.

10i. With cannabis legalization trying to take us much further down the road of police testing and our loss

of personal sovereignty, it is happening at the same time as governments with medical emergency powers legislated, mandatory vaccination policies being introduced, health care systems and mainstream media spouting more anecdotal data, steering the population away from accurate information, all being reinforced by our universities.

10j. From a right to know your accuser, the Turn In a Pusher programme was the beginning, in my recollection, of the transition away from transparency, and there are obviously entrenched many

non-transparent decisions made, from secret US FISA courts, to more or less hidden clauses in omnibus bills which exempt corporations from prosecution, to communications amongst autocrats

across a spectrum of departments, perhaps much unknown to the "clients" or public being served.

10k. The individual has lost sovereignty of knowing all the facts in the situation.

11. The grey wave will soon be over. Current decision-makers need to commit to investments

to benefit their descendants. In this situation, although the city is a creature of the province, the higher-level government has become to some extent an adversary and citizens of the city will have to increasingly pick up responsibilities passed down from above, on several files.

12. Received this past Friday March 15, 2019 from Chris Gupta this timely item:

“

The City Council of Everett, Washington Plans to Impose Agenda 21 on Residents, Removing Them from Their Cars and Downgrading Their Lifestyle

<https://needtoknow.news/2019/03/the-city-council-of-everett-washington-plans-to-impose-agenda-21-on-residents-removing-them-from-their-cars-and-downgrading-their-lifestyle/>

from which upon reading the one medium paragraph summary, the veracity of which I would support,

I copy and pasted:

“

Agenda 21 “utopia” cities will ultimately fail, at tremendous expense to taxpayers, because the plans are built on the lie of global warming and other fraud...”.

The video is 28:05 March 5, 2019. Everett is 25 miles (40 km) north of Seattle, pop: 2010 census 103,019, city supplies water additionally to 500,000 in nearby county.

City is fluoridated but has dropped from 1992 1 ppm, to 2011 0.8 ppm, 2016 0.7 ppm.

Contents of 28 minutes is substantially applicable to London’s situation and it will be interesting to see what parallel information from that video may be brought forward here.

Brief clip of Rosa Koire transcribed 12:19 to 13:00:

“So what I’m going to be talking about is United Nations Agenda 21 Sustainable Development, and it is the blueprint, it is the action plan, to inventory and control all land, all water, all minerals, all plants, all animals, all means of production, all construction, all energy, all education, all information, and all human beings in the world. Inventory and control.”

[measure and control]

Food

13a.

I am very grateful to dear correspondent for sharing information from Suspicious Observers, with the latter bringing forward the work of geologist Douglas Vogt.

It has to do with a solar micro-burst

.

Individuals can make their own decisions about the science brought forward. 2046.

13b. Our civilization, in spite of the momentum, has become somewhat technologically crystallized and fragile.

The separation of population from sustainable food-ways ought to be on several minds.

13c. J.D.Bernal’s 1929 “The World, the Flesh and Devil” brings forward for the first time the idea of high population density spheres for space habitation. He inspired Olaf Stapledon’s flights of fancy and Arthur C. Clarke’s work, but Bernal thought of food as some predictable biochemical process with a precocious period confidence in the nutritional discoveries of his time.

His brief words on that from page 14 of 2017 edition of his 1929 book:

“On the chemical side the problem of the production of food under controlled conditions, biochemical and ultimately chemical, should become an accomplished fact. In the new synthetic foods, will be combined physiological efficacy and a range of flavour equal to that which nature provides, and exceeding it as taste demands; with a range of textures also, the lack of which so far has been the chief disadvantage of substitute food stuffs. With such a variety of combinations to work on, gastronomy will be able to rank with the other arts.”

13c. Growing vegetables is one half the answer. The other concern is animal fat sourced essential vitamins. Their replacement ought to be a subject of interest, with example given

of nattokinase supplying K2, the vitamin studied by Dr. Weston A. Price, DDS.

13d. Weston A. Price, born near Ottawa, became a Cleveland dentist who did much research from the 1920's into the 1940's on the role of diet and health with emphasis on nutrients from animal fats.

13e. Francis M. Pottenger, Jr., M.D. conducted, from 1932 to 1942, his 10 year cat study which demonstrated many consequences of dietary manipulations, including loss of fertility by the 3rd generation with devitalized food.

13f. The work of both researchers was preserved by the Price-Pottenger Foundation, dated to a 1972 renaming, but the effort actually started in 1952.

13g. The Weston A. Price Foundation was established in 2000, and with a much more active, proselytizing attitude, has steadily grown with many international chapters. Over the twenty years of its existence, it also attracted very informed researchers cum authors, and its quarterly publication is a treasure. Valuable, complete digital archives.

13h. The local university curriculum for those interested in nutrition might be 70 years out of date,

with some doctors, embarrassingly, still speaking out about the evils of animal fats.

13i. From Dr. Evan Shute's 1961 book "Flaws in Theory of Evolution",
a 1928 quote from W. B. Scott,
paleo-botanist:

"Scientific men, however, are not always deterred from theory by the absence of facts."

13j. The university and a primary co-identified partner, the health care system, enjoy virtually preeminent status as valid sources of knowledge.

13k. Following the Atlantic cable of course came the whole era of establishing universities and medical schools with Rockefeller funding, and the suppression of competing modalities.

13l. It's been 80 years since Morris Fishbein put a stop to Royal Raymond Rife's successful 1935 cancer cure.

By 1933, Rife and colleagues had developed a cancer test being 90% accurate and completed in 30 minutes.

13m. Microbiology students might see the 150 year span from the fork in the road between Pasteur and Bechamp and now as a challenge, to repair this great tear in the fabric of a coherent perspective on the matter.

13n.

Still up on reddit world news as of March 4th, 2019:

<https://www.cbc.ca/news/health/stop-homeopaths-honduras-1.5039745?cmp=rss>

more oppression.

Sent to self March 9th, 2019 under their heading "Canada cancels homeopathic foreign aid to Honduras", a BBC link and comments:

<https://www.bbc.com/news/world-us-canada-47489008>

with argument of therapy not proven.

13o. As a matter of fact, the concept of homeopathy was confirmed

in 1988, with an article titled "Researchers discover phenomenon that

breaks basic scientific rules", published in Nature about Thursday, June 30, 1988

with a reporting newspaper article appearing in the London Free Press about July 02, 1988.

Naysayers have been shielded from the facts.

13p. March 19th 2019 same story still up on reddit news, still using "not proven" line.

Non-stop propaganda.

14. Is the blob of tar on anybody's list?

D.

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'd rather people be autonomous, always able to drive.

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 rights, 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 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 somewhat 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..."

Consumer Health Newsletters

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From: Donna Crinklaw Wiancko
Sent: Thursday, March 21, 2019 4:44 PM
To: SPPC <sppc@london.ca>
Cc: Paul Wiancko; Donna Crinklaw Wiancko
Subject: [EXTERNAL] Response to the Draft List of Potential Public Transit Infrastructure Stream - meeting March 20, 2019

To: Members of the Committee regarding decisions about Transit Infrastructure

My husband and I attended the public meeting at Centennial Hall on March 21, 2019 from 3:00 to 6:30 p.m. and listened to the speakers, many of whom were supportive of the intent or concept of the full proposal for the BRT projects from east/west and north/south.

****I strongly support the completion of the underpass on Adelaide Street.** It has been discussed for so long and in fact three years ago I had thought it was "a go" and construction would start soon. The pictures and drawings I learned were only teasers and no environmental assessment and land attainment seemed to have been done. This project is critical to enhance north/south traffic flow.

****I support the extension of a bus line to the airport.** I have looked into this a few times over the years; when I returned from living in the Toronto area, I was surprised even 15-20 years ago that London had no regular bus service there.

****I support bus service in the outlying London lands of "lovely" Lambeth,** as it was known in the past, and around its new community centre. I have known people from Lambeth who claim that they received nothing from London with annexation and, I guess, bus service fits the bill. I support also the need for businesses in the periphery to receive bus service since workers are so dependent on transportation to these areas. I assisted a person with a job interview who lived in north London but in the end was not able to take the position in the south-east end by the 401 since he had no car and on his hourly pay scale he would not be able to finance a vehicle. This occurred a few years ago. We need to make peripheral accessibility a focus in our transit plans and have early hours built into the schedule. Perhaps a ring road bus service in the periphery could be viable? What are the ideas that Transit has? Do share.

***I support the BRT but not the North Connection as set out.** (See comments below with my concerns). I feel a different route is necessary and as one speaker mentioned perhaps along Wharncliffe Road is more appropriate to meet service needs. More information is needed.

History: I grew up in London and lived here during the discussions of the "ring road" and the fallout from this when not delivered. I left London and returned 20 years later. Members of my family had been in the agricultural section for years and even for them it was inconceivable that the ring road was not completed since they could see the advantages to a growing city and the movement of people at that time - both within and outside the city. It was a mistake and something that cannot be undone but is part of the history of London and not forgotten.

Lack of Confidence and Trust: As a preface to my remarks, I must say that I do not have a great deal of confidence and trust in those who are putting forth the plans for this project. I am not inspired. Much of what has happened in London over the years in planning does not engender this confidence. I recognize that at every council meeting it seems that City Staff are given much positive feedback on their work, which I find to be patronizing, and is done for the benefit of the city residents who are listening to the meetings or reading it in the newspaper. I am not sure that this is always justified. I find the outcomes from the planning and completion of the work are at times questionable and may reflect what we get in the future. Planning philosophies/strategies change and we are at the whim of the trend of the times and what is thought best at the time.

One simple example was mentioned by a few people at the meeting. The unpredictable bottle neck, on Richmond Street North, west side, south of the river/bridge and the curve and south of Windermere Road, is one good example of why I have minimal faith in planning in our City. This is not an old project and is reflective of "our times" more or less here-and-now. Indeed, in my view it does not take a great deal of insight or foresight to recognize the potential issues of the road configuration, sidewalk allowance and no "cut in" for delivery vans, mail trucks, cabs, etc. If this is an example of what we can expect in the BRT next planning stages, then I have no confidence in what we are being told, outcomes, drawings, etc. and how wonderful it will be. This Richmond Street example is very poor planning for the movement of people/cars, and, who knows why? It was thought of as good planning or is it possibly related to the developer's pressures on whomever and meeting the developer's needs or else the building will not be built?

It was interesting yesterday to hear the “veiled threat” that seemingly was given by LDI that developers had already paid development fees and would not do so again... and *just remember that!* (so we were told by the speaker). I do not believe I misinterpreted this and although what was said may be true, it was somewhat troubling I felt as presented in this venue.

I am not sure what will inspire my confidence in the planning process and outcomes. I have a fear that many of “your knowns” are our “unknowns” and when we learn of these details it will be after the fact and we are left in the same situation as on Richmond Street at the apartments or with “new” bus routes. Thus I am hesitant about supporting the projects and *yet know something must be done for our transit situation.*

Safe Turns: There was a mention of “safe turns” as a means of crossing over the street and transit lanes for left turns and into businesses. Recently we were in New Orleans and the centre of the main streets where the trolley runs is called “neutral” ground and left turns are made in a fashion you described in the presentation. I had noted when in New Orleans the number of cars with large dents in the doors and sides – most likely due to “safe turns” and others not giving way in heavy traffic for the driver to make the U-turn. Co-incidental?...I think not. Just an anecdotal comment. London is not known for “good/courteous drivers” who let others in or ahead. It would be good to know of statistics from other communities with a similar construction for transit and turns. You probably have the facts, please share the good and the bad. We need to be prepared, even if we can do nothing about it.

Masonville Hub/Commercial Area: I am concerned about the parking availability for commuters at the Masonville Hub. What are your plans? Where are people to park? Will a parking garage be built? We have not been told of this and yet I am sure planners have considered this, and if not, it is reflective of our planners. I will give them the benefit of the doubt and think it has been considered but “kept under wraps”. Indeed, Masonville will not want the parking spaces occupied by riders unless the riders pay daily for this as well...say \$5.00 per day or \$10.00 per day or more, along with the transit fare? Have you these facts but are not sharing then with the public? Not everyone will want to take a “branch” or “feeder” bus to the BRT if coming from out of the city or even from the west or east. How will you sell this unknown? Be upfront and honest with the citizens. *Maybe I have missed something, and if I have, let me know your plans.*

As your planners will know, I suspect, in Toronto at Yorkdale Shopping Centre and Scarborough Town Centre the shopping parking lots are closed until after the rush hour - nearer 0930 or 1000 even on week-ends so commuters cannot park there early for the day. Around GoTrain stations (familiar with the Toronto east side to Peterborough) there are newly built parking garages for pay. Is this the plan? Do share.

There does not seem to be land around Masonville for parking of cars since the closest land parcel will now turn into a condominium north of the Richmond/Fanshawe corner. Is there other land for this purpose? What is your solution? I am sure you have ideas, but will not share and we (I) need to know in order to feel more comfortable with your plans for our future and give us confidence. Give us a potential vision and do not hide the costs which we, as users, will need to know and pay i.e. parking first to ride.

People in cars are driving into London, “clogging” our roads from Arva, Birr, Lucan and north and continue along Richmond Street southbound to work, restaurants, entertainment. Do we not want these people to park and use transit? Certainly we do, but I see no plans being addressed outwardly for where they could park. This transit system is not just for Londoners to decrease traffic but also for those who come into London and use the services, work here and leave. Let us hear more about the north end plans at the Masonville Hub and stop being told we are “the privileged”. Indeed I would give the proposed bus travelling north of Oxford on residential Colborne to the people in Lambeth where no access is available it seems, and we in the north end have buses - noisy (listen to the airbrakes) and engine start-ups and slow downs, and dust all around on more residential streets potentially, not far from the buses running on the main arteries.

Make it appealing & needing information: In addition, the “sales/marketing job” for this system tends to focus on the economics for the “working class”, the working mother or university/college student as many stated and, in fact, came across as self-serving at the meeting. This is not going to increase ridership, which will be needed, if students opt out! Somehow we need to see this system as attractive, exciting and even appealing and not just as a system for those with less finances or a pension. For me, not only the number of times the bus passes a stop is somewhat of a selling factor (more importantly it will there when expected), but also its comfort, its safeness, its cleanliness and freshness are helpful and not the start-stop jerkiness and “almost” falls in the aisles. At one point in my life it was fun to ride a bus

and I did so from Grade 5 onwards, but now the image is old/dull, smelly, bumpy, confining and awkward. I took a bus to my work setting on occasion in London but I needed to be there by 0620-0630 and the bus could not accommodate me so I ended up driving 95% of the time. Buses did not run in heavy snow storms too – caught by this x3 as cars drove by me as I waited for the bus on Richmond and Oxford and/or Colborne.

I fully support directing buses to the peripheries for people to be able to get to work on time and even a few minutes before. In Toronto, for 10 years plus I rode the subway and enjoyed it for the most part. I lived in Thornhill and parked in the large parking lots at the “end of the subway - Finch”. There was something different and exciting about it for me, but coming to London and riding the same “old” bus again is a “downer”. Indeed, the necessity to stop for the trains at Richmond Street, south of Oxford, is a deterrent to the word “Rapid” and once again does not reflect the actuality for the future. Perhaps another north route needs to be considered to give more flexibility and rapidity to the system and to help sell this project.

The idea, as some did yesterday, that giving guilt trips to others because they use a car, is not a strategy which will win everyone to public transit. Do be careful with this. It is hard to reach a beach without a car or deal with an emergency immediately. It also creates a divide of the “haves” and “have nots” and a transit system should not be seen in this light if ridership is to increase. Cashmere sweaters and cotton/polyester knits need to mix on the BRT and transit system.

The pictures in the handout, although appealing, do not give me confidence about the vision of BRT because we know London does not look like that with wide open spaces and brightness and never will I suspect (i.e. as on page 11 – Central and Richmond will never look so bright and open with wide sidewalks). London has a tendency to be darkish and dull in colour. The pictures in the handout look more like a Markham, Ontario width-street with its wide east-west corridors and new construction abounding with the transit system. They are interesting photo-shopped pictures with bands of grey and red in London streets, and lots of “airiness” but not reflective of the true London landscape/streetscape. This could be a disappointing if what is finally built does not look like the photo-shopped pictures.

How will the feeder branches of the transit system connect with the BRT – where? any ideas? Once again I am sure there are ideas but these “knowns” seem not to be shared until the decision is made at the point for them to be activated and a feeder/branch bus turns up on a residential street and BRT is “blamed”. This is why I am skeptical and lack a sense of trust in the outcomes although I know that BRT in some form is critical to the growth of London for the future. Make it more appealing.

Finally: In my view, London is not particularly attractive or “pretty” in general – others may disagree, but many of its distinctive streetscapes, the ambience created and atmosphere have changed and for the most part it is now not notable. The core and along some streets (core and periphery) are, in fact, ugly in some places, but there are some attractive taller, newer buildings, heritage homes/apartments and office buildings, and residential streetscapes, and a few open spaces which add to the character of the city but could be eventually altered as the transit planners and planners decide their fate and our futures over the many years, no matter. Not only do we need a vision for increased density and intensity (as is now the mantra voiced by so many) but also a vision of “pretty” landscapes/streetscapes being integrated and fitting in with each other. I realize we have the London Plan. We need our setting to be memorable for the good, not the bad. How will the BRT enhance this? How will it create an integrated and memorable environment which fits into the character of the city which is desired i.e. not ugly, but inviting? Why is Wortley Road so inviting versus Richmond Row (Oxford/Richmond) which seems to have fallen on hard times even with all its daily traffic? I recall when it was active and thriving even with a bakery and not just an access to somewhere else. BRT is not the solution to this area if increased business is anticipated – even the banks have left as they saw no future in dealing directly with people in the area. We seem to have lost character and are turning into a mishmash of whatever works for whomever and wherever. Can BRT be an element to support an integrated city setting and be enticing or is it just an electric bus running down the centre or sides of a road delivering people to destinations.

Indeed, we need better and reliable transit, as in BRT, for the future and for the people who will be living here, but it needs to be an enhancement to the character of the city and how it is developed within the vision - making London not only attractive but also functional. We need to be connected easily to the bus terminal, to the train station and to the airport and not expect people to “high-tail” it along city blocks with luggage and computers in the cold, wind, rain, snow or intense heat. Let us look at flow and how we can enable people to have a better quality of life based on planning and the vision of others now. One speaker yesterday suggested: be honest, be critical in your analysis and let us be able to trust you. I suggest you be open, listen to the people, provide more details and give us a reason for us to have confidence in your work and a sense of trust so that the outcomes will be positive and not a

surprise. Then we will support it. "Trust us" is not good enough. Is there any chance that this will exceed our expectations?

Sincerely,

Donna Crinklaw Wiancko

Sent from Mail for Windows 10

(Deb Rosebrugh 519-681-3077
11 Clara Cres. LONDON)

More than ten years of planning
and \$10M have been spent already
on the BRT plan.
This will be wasted if this Council
does not move forward with the
whole BRT plan.

BRT staff held many public
information and consultation
meetings over the past few years.
At these meetings they explained
in great detail how the BRT plan
would work and how it would
be paid for. They ^{also} highlighted
the infrastructure work that
would be done with government
funding. The public was given
the opportunity to provide valuable
input at ^{these} meetings. With
all of the work and money
that have already been spent,
it would be foolhardy of
this Council to discard the
BRT dream in order to adopt
other projects that have been put

When I was involved in Union political life, I sometimes took a stand on issues. Upon getting further information I sometimes changed my mind. Councillors, you are allowed to change your stand on BRT.

forward in the past six weeks. ~~These~~ additional projects can be completed in future years.

The City of London cannot move forward if every new Council undoes projects which previous Councils have approved. A Project like BRT cannot be completed in a four year period of time and unfortunately is dependent on this Council to move it forward. London has a history of failed transit solutions. Many of us rue the failure of past Councils to build a ring road to facilitate north/south travel.

BRT, as proposed by the past Council is London's chance to join other progressive cities in moving into the future. I encourage this Council to approve the entire BRT plan.

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

COMMENT SHEET

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The following information is required.

Name:

Don Murray

Address:

337 Southcrest Dr, London

Comments:

I HAVE FOLLOWED THE BRT ISSUE FROM THE OUTSET, ATTENDING PUBLIC MEETINGS AND FILLING OUT COMMENT FORMS. I KNOW THE 40X MONTH TONIGHT'S MEETING ATTENDANCE PROVES HOW MUCH THE PUBLIC IS INVOLVED AND INTERESTED IN BRT.

HOWEVER, DESPITE ALL THE FACTS, FUTURE REDESIGN ETC MY BASIC NUTS AND BOLTS CONCERNS STILL REMAIN. BRT WILL RUIN RICHMOND ST - AN HISTORIC AND ENVIRONMENTAL ASPECT OF LONDON'S IMAGE - ONE LANE FOR CAR NORTH & SOUTH IS RIDICULOUS. U-TURN, NO LEFT TURN ETC. IT'S THE SMALL THINGS THAT WILL PLAGUE THE PUBLIC, DESPITE ALL

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THE FLASHY TALK OF FINANCIAL & ECONOMIC DEVELOPMENTS AS AN LTC RISK I KNOW WHAT TRANSIT MEANS AT GROUND LEVEL & I DON'T THINK THE PLANNERS & POLITICIANS DO.

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: Matthew Chasmar

Address: 349 Western Road, London, ON, N6G 1H3

Comments: As a student currently studying here in London, I'd like to express my support for the BRT plan as a whole. As it stands today, London is quite difficult to get around w/o a car, and even drivers find themselves frequently stuck in traffic. BRT offers London the opportunity to fix this issue with a ^{higher-capacity} ~~greater~~ more efficient transit system. BRT will allow students (and indeed many Londoners more broadly) to travel around the city more easily. From this, the economic and social benefits to our city will flow. BRT will make it easier for people to go downtown, visit shops, restaurants and events, and do whatever else they may like. This won't only help those businesses - it will lead to a more livable, vibrant city. The other speakers here today have highlighted how BRT is crucial in placing London for the future. Thus, I urge council to choose a better London and choose to support BRT.

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Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: Diem Nguyen

Address: 1347 Western Road, N6G 1H3

Comments: ~~From~~ Spending my life in Toronto, I see what good transit can do for a person. I found (my parents never owned a car) that I never needed to use a car, even though I lived in a suburb of Toronto due to rapid & accessible transit system. When I came to London to study, I have never had to use more ~~than~~ Uber in my life due to the infrequency & outright lack of transit in general. I was also shocked how bad traffic was on Richmond & around the University of London, a city of less than 400,000 people, has more traffic at times than the City of Toronto. We don't need half measures, we need major, long term thinking & investment. If we aren't going to build the entire BRT, at least the north connection. Good transit investment is the only way for London to grow.

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Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: Michael Borrie

Address: 150 Parkside Cres. London. borrie@sympatico.ca

Comments: ① I and my family support BRT. 2 of my 3 daughters don't
have a need a car. They use LTC buses a Uber on occasion.

② I would like to be able to bus from Westmount to parkwood/Victoria
Hospital. However the present routes and frequency of buses don't
make this practical. I would like to use my car less.

③ Vancouver has rapid buses from downtown to UBC with limited numbers
of stops. Could there be a rapid bus route from Byron along Comox Road
to park with more frequent times at charge of \$1.50 ft
for Victoria Hospital & Parkwood Hospital at 7am 3pm-4pm

④ ^{7pm.} I am greatly concerned about the environment and a transit plan
for our city that reduces our carbon foot print to the maximum extent
possible is essential to just begin to address climate change

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Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: BARRY TROWER

Address: 312 CROMWELL ST.

Comments: I AND MY FAMILY ARE TOTALLY
SUPPORTIVE OF B.R.T. & HOPE THAT
CITY COUNCIL WILL SUPPORT THE
LONDON PLAN & B.R.T. IN ITS
ENTIRETY! WE BELIEVE THIS IS IN
THE INTEREST OF ALL LONDONERS &
HOPE THE CITY WILL SHOW SOME
VISION & SUPPORT B.R.T.!

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Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

Improve transit to south of the 401 Please.

COMMENT SHEET

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The following information is required.

Name: Mary Lake Collins

Address: 1603 Richmond St. London, Ont N6G 2M9

Comments: 1) I agree with all the transit supportive

projects but would like to add BUS BAYS
as an inexpensive way to greatly improve transit

2) Intelligent traffic signals & on board information screens
are great additions but BUS STOP information screens
would also be a great improvement

3) I am very much against the changes required
for the North Connection which would destroy
what is one of London's loveliest & historic streets.
Richmond has always provided a beautiful entrance to our
city & has a wonderful sense of place. Please do not turn
this into another Wellington Rd S. which could be a street
in any city in North America. The widening required would
ruin the most ^{beautiful &} historic part from Oxford to the University
Matu. The widening in front of my home, which celebrates

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its 176th birthday this year would turn the street from
Western Road to Fanshawe into a mini 401. Many huge
historic 160 year old evergreens would also be
destroyed, Please do not widen Richmond at all.

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: WAYNE G. GIBSON

Address: HIGHBURY 1555

Comments: ① Who goes downtown? We have adequate malls on the north, west, east & south.

② Can our bus system now serve in the future vs objectionable cost of BRT

③ The \$370,000,000 is our money, or is borrowed money to be paid by the next generation.

④ What would it cost to maintain the BRT? Who would pay ???

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

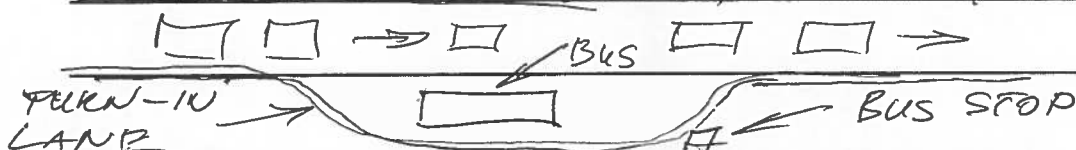
Name: DUSKO ANTONIO KEZELE

Address: 115 MEADOWOAK CRES, LONDON, N6H 5E8

Comments: I AGREE WITH THE UPGRADES,
HOWEVER I WOULD HIGHLY RECOMMEND
THAT IN AREAS OUTSIDE OF DOWNTOWN
+ ON MAJOR ~~THE~~ ROUTES, DEDICATED
BUS TURN-OFF/TURN-IN LANES BE
INCLUDED AT ALL BUS STOPS. THIS
WOULD AVOID BUSES TRIPEDING REGULAR
TRAFFIC FLOW. THIS ALONE WOULD
IMPROVE THE TRANSIT EXPERIENCE
FOR ALL ~~THE~~ PEOPLE IN THE CITY.

*** PLEASE INCLUDE TURN-OFF
LANES AT ALL ~~BUS~~ BUS STOPS ***

↓ CARS . TRAFFIC FLOW THANK YOU!!



MAK
MAR 20/2019

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Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: ALASDAIR ROSE

Address: 180 NORTH CENTRE RD LONDON

Comments: THANK YOU FOR ALL YOUR TIME, EFFORT IN
GUIDING LONDON INTO THE NEAR FUTURE

AS YOU ARE AWARE 230 NORTH CENTRE (R1)
WAS CHANGED FROM MEDIUM TO HIGH DENSITY
BY VARIOUS CITY HALL UNITS, PASSED ON
THE APPROVAL OF BRT AND TRANSIT VILLAGES
NOT YET APPROVED!

THIS'AN AFFECT ON OUR LOVE TO LIVE HERE
NEIGHBOURHOOD, THIS CREATES A NEGATIVE
EFFECT ON YOUR PROCESS

YES WE DO NEED MAJOR STRUCTURE

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: SHETILIA SARKSON

Address: 427 DUFFERIN AVE. LONDON

Comments: YES RMD, D TRANSPORT VITAL
IS THE ANSWER
INTERUATION IS VERY
SPENDING FOR VISION FOR CITY
IN PORTLAND BUT IT SHOULD
NOT BE THE MAIN REASON
YES LOCAL LIGHTS

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MINA PEE KAST
ORONA

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

COMMENT SHEET

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The following information is required.

Name: TOM ALBRECHT.

Address: 1006 WATERLOO ST.

Comments: IF THE C.O.L. INSISTS ON SPENDING \$500M IN ORDER
TO SECURE \$375M IN SENIOR GOVT. FUNDING, THEN I SUGGEST
THE FOLLOWING BUDGET ALLOCATIONS:

• ITEMS 1-3 PROCEED

• ITEMS 5-9 PROCEED

• ITEM #4 (NORTH CONNECTION) BE MODIFIED SO THAT

THERE IS NO DEDICATED BUS LANE. INSTEAD, THE EXISTING

4 LANES REMAIN AS MIXED AUTO/BUS TRAFFIC WITH

SMART LIGHTS (#6), RESTRICTED LEFT TURNS ~~AT~~ AT

MAJOR INTERSECTIONS WITH LEFT TURN LANES, AND

BUS LAY-BY BAYS AT ALL BUS STOPS @ CURB SIDE.

• THIS TOTALS \$412M PLUS ROAD UPGRADES (+\$20M)

• THIS LEAVES APPROX. \$70M TO SELECT THE

HIGHEST PRIORITY ITEMS #10-19, WHILE CONSTRUCTING

THE BULK OF THE BRT AND KEEPING A FUNCTION RICHMOND
ST.

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The following information is required.

Name: Robert EAMAN

Address: Appt. 15-B; 59 Ridout Street South

Comments: - points which resonate as of 6pm tonight.

- support intelligent traffic systems

- improve traffic flow - ↑ traffic circles

- improve LTC service to as many areas as possible - expansion buses

→ - improve London Transit Commission

- sincere concerns - please take the time to develop a really good, sustainable (financially) London transit system.

- BRT plan, especially North Rte/Connection, is unworkable

- construction & operating costs - be realistic, honest, critical in evaluation of current proposals and future planning.

- please don't remove or reduce current lanes available for autos
→ current drivers will continue to drive cars.

- truthfully, many younger people and future seniors will rely on public transit.

⇒ sincere best wishes as you work diligently to improve transit and transportation in London. Thank you. Robert Eaman

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The following information is required.

Name: MIKE LUCAS

Address: 417 BAKER ST. NGC1X8

Comments: EVEN WITH 26¢ ON THE DOLLAR

THE COST OF THE NORTH, SOUTH EAST
AND WESTERN BRT CORRIDORS IS

STAGGERING. THIS SOCIETY IS ALREADY BURDENED
WITH SEVERE BANK DEBT IN ALL LEVELS OF
GOVERNMENT AND THE AVERAGE CANADIAN

CARRIES 10 THOUSAND DOLLARS IN CREDIT

CARD DEBT (CBC QUOTE) YET THIS CITY CONTINUES

TO SPEND "BORROWED" MONEY. INFRASTRUCTURE

AND CITY SERVICES NEED TO BE MAINTAINED. THE

BRT IS AN EXPENSE THAT DOES NOT NEED TO BE

STARTED. I WOULD SUGGEST THE ADELAIDE UNDERPASS

AS A WISER MOVE THE TRAINS CONTINUE TO BE A

TRAFFIC JAM UP AND ANYTHING WE CAN DO TO

REMEDY THIS WOULD HELP. I ALSO AM AGAINST

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THE USE OF VIDEO SURVEILLANCE SYSTEMS AT
TRAFFIC INTERSECTIONS.

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

PG 1 OF 3

COMMENT SHEET

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The following information is required.

Name: David & Marilyn Beach

Address: 21-2081 Phillbrook Dr N5X3A4

Comments: ① Too much money being spent on downtown loop.
K.J.S. KEEP IT SIMPLE!

② Roads such as Windermere should have continuous
cycle lane full length of road

③ cycling lanes need to be maintained, cleaned free of
debris and shrapnel from vehicle collisions. This includes
all bridge decks. Look at Clark road bridge deck -
it is a mess!

4 North Connection route: No left turns permitted except
in designated dedicated turn lanes. Centre lane for vehicles
curb lanes for buses. HOWEVER! What happens
when there is a vehicle breakdown? lanes are now
blocked: NEXT PAGE

DC Beach
Phillbrook Dr.

PG 2 OF 3

at apartment buildings (NEW) just south of the Thames river. Delivery vehicles frequently stopped in curb lane slowing traffic. Richmond street cannot currently handle existing traffic. Dedicated bus lane there will not work unless road is widened. Where will cycling lanes be?

How do people connect with rapid bus service who are several kms. away?

Most avid cyclists also prefer cycling lanes to be part of paved roadway allowance instead of being next to sidewalks. sidewalk cycling lanes are slow and pedestrians often block the path.

Roads need to be maintained in a much higher standard than currently.

Waterloo Road has damaged my bike several times and has been costly! - Take a different road? same conditions.

OC Beach
Phillbrook Dr.

PG 3 OF 3

I would rather see continuous
bus service from the north of city limits
to the south of 401. as well as service
full east to west OXFORD Street is
great road for an east west route.
Wonderland road great road for North
south route. build on from
there!

OC Beach

P.S. I do not like the advertising
covering the windows. - They limit visibility
and in winter impossible to see out!

Also - more forward facing seats - I have
a back injury and sitting sideways is painful.

From: Richard Hammond
Sent: Thursday, March 21, 2019 8:57 AM
To: SPPC <sppc@london.ca>
Cc: Philip Squire <psquire@bellnet.ca>
Subject: [EXTERNAL] Transportation Project List - supported items with rationale

Further to yesterday's public meeting, I support the following items, based on their versatility and cost effectiveness.

Transit Projects (\$59.3 million)

- Intelligent Traffic Signals
- Expansion Buses
- On-Board Information Screens
- Bus Stop Amenities

Transit Supportive Projects (\$163.6 million)

- Street Connectivity Improvements
- New Sidewalks
- Adelaide Underpass Connections
- Active Transportation Improvements
- Dundas Place Connection
- Old East Village Improvements
- Oxford/Wharncliffe Improvements
- Cycling Connections to Downtown
- Cycling Connections to Transit
- Enhanced Bike Parking

I am concerned that any of the BRT options are essentially road widening projects that commit the City to outdated technology in an age of emerging mobility options. Based on the statistics provided, BRT offers few tangible benefits beyond those provided by the measures listed above in combination with the LTC's current initiatives. In particular, the 'North Connection' involves substantial disruption to Richmond Street, unpredictable delays at the CP Rail crossing, and undetermined implications from traveling through Western's campus.

Thank you.

Richard Hammond, *Principal*
BES BArch MERS OAA MRAIC LEED®AP(BD+C) GGP
rhammond@cornerstonearchitecture.ca
Cornerstone Architecture Incorporated
110-700 Richmond St London N6A 5C7
www.cornerstonearchitecture.ca

From: jj.looper jj.looper
Sent: Wednesday, March 20, 2019 5:09 PM
To: Kayabaga, Arielle <akayabaga@london.ca>
Subject: [EXTERNAL] BRT input meeting

I have just returned from the input meeting at Centennial Hall re BRT. I was greatly disappointed. I came hoping to express my views, ask a few questions, and discuss issues with council members or city staff. Instead, we were required to stand in a long lineup (which is impossible for me as I use a cane and cannot stand for over an hour!). Each person was asked to state his/her opinion, and no one was allowed to ask for clarification. I stayed for 90 minutes, then left without being able to give any input whatsoever!

I have carefully reviewed the project as outlined in the handout, and although some have great merit (improved bus stops, intelligent traffic lights, etc.) I am very much against others, such as designated lanes, especially with curbs, shelters on a median, and reduction of traffic lanes. Unfortunately, I do not see any future way of letting my views be known. I thought we had solved the problem by electing a mayor who held my views, but I don't think there are enough councillors to overrule the old plan!

Although they did say we could give our input on line, the email address was rattled off once; I was unable to get more than half. So I will hope that you will see these opinions are forwarded to the proper recipients.

Jackie Looper

520 Talbot St., London

Dear Committee,

I wish to register my opposition to the north leg of the BRT project proposals. As a logical alternative, I propose Wharncliffe Rd and Western Rd. Thank you for your consideration of these suggestions.

Why the Richmond North “Leg” doesn’t make sense:

- For any rapid transit on Richmond Street, the issue of the train would first have to be dealt with;
- To deliver students to UWO, buses would have to travel over the campus bridge, which will have to be replaced;
- Richmond Street runs through the heart of London’s prized “Old North” neighbourhood. To widen it as would be necessary for that leg of the BRT, would be to destroy the charm of the neighbourhood and effectively cut it in half. This is contrary to the City’s goal of maintaining neighborhood character;
- Local utilities (i.e. Start.ca, Rogers, Bell, Hydro etc) have expressed concern about being able to stop along Richmond Street to provide service to customers should the BRT be installed on Richmond street because the curb lane will be dedicated to local bus service;
- Should the Richmond Street “north leg” route be selected by the City, traffic along the area streets (St. George; Wellington; Regent) will increase dramatically during the construction years;
 - These streets are currently quiet, neighbourhood streets where children play and walk to school. Safety would be a very real concern, potentially exposing the City;
 - Property values are currently high in this area. Area realtors have advised that the amount of increased expected would have a negative impact on property values of anywhere from 10% to 30%. This would result in a direct reduction in revenue for the City.

Ehy Wharncliffe/Western Road makes sense.

By stark contrast, Wharncliffe and the newly-widened Western Road are the logical location for the northern leg of the BRT.

- The train bridge improvement has been completed;
- Western Road has just been widened;
- Access to UWO would not require travel over the campus bridge;
- The route to Masonville Mall would actually be shortened, thereby providing better service to the LTC ridership; and
- Students would be delivered to campus without buses driving over the campus bridge.

Conflicts of Interest.

Finally, I am concerned that Mr. Helmer is employed by Kings University College. As such, I believe he is in a conflict of interest position. I understand that Mr. Turner, who is employed by UWO has been advised by the Integrity Commissioner that he has a conflict. The same would be the case for Mr. Helmer.

Cate Grainger | [HARRISON PENSA LLP](#) | 450 Talbot St., London, Ontario N6A 5J6 | *tel/* 519-661-6751
| *fax* 519-667-3362 | cgrainger@harrisonpensa.com | Assistant: **Olivia Ash** | *tel/* 519-850-5615
| *fax* 519-667-3362 | oash@harrisonpensa.com

From: Donald Creighton
Sent: Friday, March 22, 2019 3:37 PM
To: SPPC <sppc@london.ca>
Cc: Squire, Phil <psquire@london.ca>
Subject: [EXTERNAL] BRT Comments

Good Afternoon Committee Members:

I attended the public participation session at Centennial Hall on March 20th. Both sides of the debate offered important pros and cons towards the BRT.

I feel the priorities for the transportation projects should be -

1. Wellington Road Gateway/South Connection - not necessarily BRT - improved LTC service
2. East London Link - not necessarily BRT - improved LTC service
3. West Connection - not necessarily BRT - improved LTC service
4. Intelligent Traffic Signals
5. Adelaide St Underpass

As I am a resident of Old North, my focus is on the North Connection to Western and Masonville which I feel should not be a priority and is not required.

The flaw for that entire stretch of the construction and service is, as Paul Cocker so accurately pointed out - The CP tracks. I work at the Selby building at Richmond and Pall Mall, so his comment that the average wait time for the trains is more in the range of 8-12 minutes rather than the reported 5 minutes. Maybe it drops to 5 minutes if you include overnight trains.

At BRT meetings, the consultants indicated that they would work with CP to get the trains adjusted out of the key rush hour times. That has never happened and won't happen now. And the trains will only get longer in the future.

As a side note, I just went and got a coffee at Black Walnut and parked out front on Richmond was a FedEx truck delivering to our building. This and all other sorts of deliveries stops in combination with a dedicated bus lane on Richmond Street is a recipe for disaster.

In addition, at previous public BRT meetings, the reports indicated that there will be minimal cut through traffic in the impacted neighbourhoods. That analysis doesn't jive with what LTC staff have indicated which is that cars try to avoid being behind buses so they take alternate routes. These alternate routes will be local residential streets in school districts.

As a parent of a current Western student and as an Alumni, my pattern was and is always closer to Western Road than Richmond Road. Rarely did I ever or do I ever spend my day near the Richmond Road entrance.

Why isn't the BRT being routed along Western Road? This road recently underwent extensive improvements and runs through the middle of the campus. It seems to make more sense.

Also, if the Richmond BRT portion is a go, why not take a page out of the Toronto transit plans and dedicate the outside lane to buses during rush hours and open it up to all traffic during non-peak times? This could leave Richmond wide open in the summer when school is out at Western.

It was also interesting to hear the comments from the speaker who lived in Lambeth questioning why all of the City's transit efforts seem to be focused on the north end of the City. Quite frankly our area is very well served by transit. Adding some express

buses Masonville/Western/Oxford/Downtown would speed things up and address the students concerns.

I feel that the City should be focusing its efforts on providing transit in the under served areas - the South, the East and the West ends of London. The solution may not necessarily be BRT and the construction of excessive infrastructure in the middle of the road but simply the provision of bus service.

The existing LTC service should also be reviewed. A number of speakers commented on problems with the existing service - buses showing up late or leaving before the posted times which left them stranded.

There seem to be a variety of transit options that could be adopted in the City without the need for the hugely costly BRT system which in my opinion has not been adequately justified. As was noted at the meeting, what happens if BRT is a flop? Are the taxpayers on the hook to remove all of the BRT associated infrastructure?

Thank you for your consideration.

Yours truly,

Don Creighton

From: Ken Owen

Sent: Friday, March 22, 2019 3:57 PM

To: SPPC <sppc@london.ca>

Cc: Squire, Phil <psquire@london.ca>; Aleix Adgira <aadgira@gmail.com>; damon@hardycriminallaw.com; Jackie Farquhar <jackiefar2@gmail.com>; JO ANN SWEENEY <sweeneyjoann2@gmail.com>; Judith Rodger <judith.rodger@start.ca>; Karen Macdonald <karenemacdonald@rogers.com>; Kevin Langs <Kevin@langsbus.com>; Mark Tovey <metamer@gmail.com>; MARTHA MURRAY <marthamurray@rogers.com>; paul cocker <paul@phc-advisors.com>

Subject: [EXTERNAL] PTIS Transportation Projects

Mayor, Members of the Committee.

The geographic boundaries of the St. George Grosvenor Neighbourhood Association (SSGNA) are Victoria Street to the north, Waterloo Street to the east, Oxford Street to the south and the Thames River to the west. Since the Association's inception in 1980 we have recognized the importance of contributing positively to appropriate and sustainable development within the City of London and its impact upon the fabric of our community.

Of the more than 600 properties within our boundaries we have a membership of 120 households and on behalf of the Association and its membership I thank you for the opportunity to provide input regarding the list of potential transit projects tabled at the Special Strategic Priorities and Policy Committee Meeting held March 20, 2019.

It is significant to note that none of the proposals put forward reference Bus Rapid Transit. BRT has always been a misnomer as the proposed system, either in its whole or segregated parts, could be considered anything but rapid.

SSGNA supports the implementation of efficient, innovative and reliable transportation systems and corridors that enhance the quality of life of all the citizens of London regardless of the mode of transportation they elect to use.

Having reviewed the projects it is clear that several of them may have merit. Improvements to conventional public transit, upgrades to bicycle and pedestrian infrastructure, installing intelligent traffic signals and intersection & streetscape improvements will all combine to improve mobility throughout the City.

Identifying and including five separate BRT segments may now allow you to step away from some of the more destructive elements the original BRT program.

While there may be justification for road widening, where feasible, along some of these corridors to introduce dedicated bus lanes it is not a viable option where widening has been deemed impracticable. It would be far more effective to introduce curbside lanes throughout all transit corridors that are restricted to public transit and high occupancy vehicles during peak hours and open to all traffic outside peak hours. Where existing road allowances constrain the introduction of turning lanes peak hour traffic turns would be restricted during these times.

Infrastructure investment must be made in systems that are flexible in accommodating new and evolving transportation technologies without incurring major investments to remove or modify them in the future.

On a final note, constructing and maintaining transportation routes through privately owned lands, such as the Western University campus, should not be undertaken without a clear understanding of the required capital investment as well as the future operational costs and agreed to in the form of a written contract between the public transit operator and the property owner.

I do not believe such an understanding and contractual agreement has been reached with WU and all efforts to implement an enhanced transportation system through this property should be put on hold immediately and alternative public transit routes identified and put forward for consideration.

Ken Owen

On behalf of St. George Grosvenor Neighbourhood Association

From: Didi Pinto

Sent: Saturday, March 23, 2019 1:40 AM

To: SPCC <sppc@london.ca>

Cc: 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>; 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>; Peloza, Elizabeth <epeloza@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>

Subject: [EXTERNAL] Transit Input from London's Top Uber Driver

Dear City Councillors and Mayor of London,

My name is Deirdre Pinto ("Didi"). Some of you know me as "London's top-rated Uber driver" who was one of the Uber representatives during the time when our issue was highly controversial. BRT is another controversial transit-related issue. After attending and observing the PPM in its entirety this past Wednesday, I would like to offer my perspectives on transit issues in London.

After completing over 10,500 Uber rides, I have interacted with over 20,000 customers. Since Uber itself is a common topic of discussion, it has often led to hundreds of conversations about the bus system here in London. I would estimate that 90% of my customers are also bus takers, and that about half of them are Western University and Fanshawe College students without cars, and the other half are low-income London residents who cannot afford the expenses of owning a vehicle, making Uber, taxis, and buses essential services. The vast majority of students come from the GTA or other cities, and are accustomed to much better transit systems. While I do not mean to sound disrespectful, overall the general description from my customers is that they feel that the London bus system "sucks" (is the number 1 word used) and pales in comparison to other cities and needs major improvements.

Uber, taxis, buses, and cycling are used not as a luxury, but rather as an essential service. We cannot forget about the cyclists. With how the roads are right now, I would be terrified to ride a bike on London's roads. Cyclists need better roads for them. I am not an expert on that, so I'll leave that issue for them. All I know is that London needs to do better on that issue, because it puts people at risk everywhere across this city. Every second I drive, I have to be so careful that I don't get too close to a cyclist. I've had a lot of close calls between my car and cyclists. We all know who would suffer the injuries in the event of an accident. So let's remember the cyclists in all of the road planning and act on their expert firsthand recommendations.

Many years ago, I used to work as an Employment Counsellor and also worked in the immigration field as a Settlement Counsellor. It is statistically proven that labour force growth in Canada is dependent on immigration. Do we not want to be a city that attracts skilled immigrant workers and also young new graduates? These groups of people are often reliant on public transportation. Many people move to London because our housing prices are more affordable. I moved here for exactly that reason, but I have a car, so I did not think about transit as a factor in my decision.

From the many conversations I've had with my Uber customers, I know that highly skilled immigrants and recent graduates of Western University and Fanshawe College would be more likely to choose to move here and stay here if we could offer two primary things – affordable housing and reliable transit. I've had thousands of students in my car. They are fun, smart, thoughtful, innovative, environmentally-conscious, and forward-thinking. I want London to attract and RETAIN these students. Don't you want that too?

My understanding is that \$500 million of provincial and federal funding has been granted to London, and that hundreds of thousands of dollars have been spent in researching and planning the BRT system, and that this is a component of the London Plan. My understanding from speaking to Councillors and others is that the majority of the roads that will be under construction would have to be under construction regardless, and that this use of funding dollars would essentially "kill two birds with one stone" so to speak. To spend so much time and money into planning this massive project only to kill it now would be in my opinion become analogous to the "ring road" failure.

I spent most of my upbringing in the Washington, D.C. / Northern Virginia area, and I understand firsthand how wonderfully efficient a "ring road" can be, as we have the 495

“Beltway” so that commuters can bypass the majority of traffic from the 95 and 66 Highways. It is my understanding that London’s City Council failed to go ahead with the Ring Road idea a long time ago, and now many people look back at it with a feeling of regret. It is apparently now too late to implement. I feel similarly regarding BRT -- I feel that it should have been started a long time ago, and that to fail to act now in fully going ahead with this project will be looked upon as a failure in future years.

This is the time to decide – is London a progressive, forward-thinking city, or are we going to say no to bold innovations that would improve the city that we love? I’ve lived 12 years in Washington, D.C., four years in Montreal, six years in Ottawa, and have visited Toronto and cities abroad such as London, England and Amsterdam, which have modern transit systems. London is growing – people like me are moving here for a variety of reasons. As someone who is driving on London’s roads at least 50 hours per week, I can see that the traffic and congestion is getting worse. With more students and other newcomers (both Canadian-born people and immigrants) coming to London, something has to be done now, or else the congestion will only keep getting worse. The time to act is NOW. No more delaying. Are we a city or not a city? If we are a forward-thinking city that is growing and developing, then we need to have a big city transit system. Period.

Back at the time when Uber was so highly controversial, we were the minority who supported Uber, but eventually City Council understood it is the way of the future and eventually embraced us. When it comes to BRT, I do NOT see the same numbers. At the PPM theother night, it was clear that it was split much more evenly, if anything more in favour of BRT than against. It’s time to step up and be a leader and do what is in the best interest of this city and for the people who rely on public transit.

Now, as a Ward 2 resident who supported and has great respect for Shawn as my Ward 2 Councillor, I agree with some of his concerns and understand that many people in our area feel left out of the BRT plan. We have some of the worst roads in London. We don’t have the basics, and we need better routes and connections, so those should be a priority as well. I also worked at Dr. Oetker for 6 months and The Original Cakerie for 1 year, and I understand firsthand the lack of buses in those industrial areas. Those jobs are good-paying jobs with benefits and they are constantly hiring and desperate for workers. Having no public transit besides cabs and Ubers makes it so difficult for those employers to hire the numbers of people they need. These areas are underserved, regardless of BRT. Changes should have happened a long time ago in these areas.

Also, I’ve heard people say that the BRT doesn’t include certain areas. Well, how can it ever include certain areas if it never begins somewhere? I’ve lived in 3 major cities -- Montreal, Ottawa, and Washington, D.C. They did not build their transit systems overnight. It had to start somewhere, and then expand from there. It can’t always be about me, me, me, me. Are we residents of our Ward first? Or are we Londoners first? I am an Argyle Ward 2 resident who is a Londoner first. We need to start somewhere, and the time to start is NOW. WE as a city need to move forward.

I appreciate you taking the time to read my statement regarding transit in London and wish you good luck in making your decisions on Monday and Tuesday.

I wish you a wonderful weekend.

Regards,

Deirdre Pinto (aka “London’s top-rated Uber driver)

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.

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.

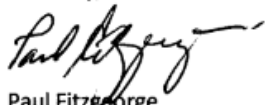
We agree with Councillor Lewis, that the eastern route should not focus solely on transit for Fanshawe College students. Instead, let's continue the eastern route all the way out Oxford St to the airport, come down Veterans Memorial Parkway, and back west on Dundas St. to Argyle Mall where we already 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

777, rue Bay, 5^e étage
Toronto ON M7A 1Z8
416 327-9200
www.ontario.ca/transports



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 "J. 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

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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.

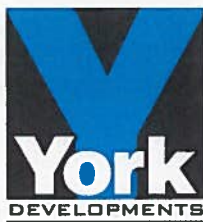
Sincerely,

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-q@ndp.on.ca; tkernaghan-q@ndp.on.ca; psattler-q@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.