

From: Andrea Loewen [REDACTED]
Sent: Sunday, July 16, 2023 7:57 PM
To: CWC <cwc@london.ca>
Subject: [EXTERNAL] Mode Share Options

Good morning, Civic Works Committee members,

I have read through the agenda for this week's meeting and wanted to connect with you regarding the *Mode Share Options* of the *Mobility Master Plan*.

MMP roll out is very slow:

Before sharing my thoughts on that, I wanted to say that the pace with which the *Mobility Master Plan* (MMP) is being rolled out is remarkably slow and hope that your team will be able to speed this whole process along. The amount of Carbon going into the air, the number of people moving to London, and the frequency of devastating weather events are all increasing.

Stop public participation and move on:

I have participated in all the MMP requests for surveys and opportunities to speak and am not sure why the public input is allowed to continue. I was at the *Home County Music & Art* festival this weekend where I discovered a City tent staffed by casual workers asking to complete the survey. The information has been gathered -- residents can't complain that an opportunity to speak wasn't provided. It's time to move on into action mode.

Can you please help the staff members move much faster and prevent this report from being sent back to staff to be turned around in months-time?

Mode Share Options:

Regarding the Mode Share Options, London cannot consider itself as a progressive city if Option 1 is chosen. Can you please strike that one off the list?

I prefer to see comparison information like what was provided in one spot so I created a spreadsheet for myself. I decided to share it with you in case using it is helpful. I have attached it as a PDF at the bottom of this email.

Option 3 is by far the best option even though it feels like a very low bar to anticipate 35% as an anticipated absolute percentage increase in walking, cycling, and transit use. Expecting one third of residents to move around NOT in a car is a very reasonable ask.

How can I help Londoners reduce their car trips? I would love to assist where I can -- our family of four rarely uses our one vehicle.

Regarding the idea to widen roads:

Lastly, having lived in Vancouver where growth just can't happen "out" because of hard boundaries like rivers and mountains, they have had to figure out how to grow "up." They also can't increase the width of roadways because they can't take the space. Let's use this same mindset for London.

Making roads wider does not reduce traffic congestion. [Here is a site](#) that outlines some current research on that topic. The important summary is this:

"This phenomenon, known as "induced demand," has been proven to happen over and over again. **Numerous studies** have examined the evidence and concluded that adding road capacity fails to address congestion because it adds new drivers to the road and increases the overall distance driven."

Thank you for your attention. I appreciate the gravity and importance of the decisions your team is making.

With gratitude,
Andrea Loewen Nair

Co-Owner: [The Core Family Health Centre](#), serving over 7000 patients with 6 family doctors

Co-Owner: [Infinity School](#)

Board of Directors, [London Cycle Link](#)

Member, [Old South Business Association](#) -- website forthcoming

Winner: [Live Net Zero Challenge](#) - national competition through *Canadian Geographic Magazine*



Mode Share Target Options

Options	1	2	3
Walk, Cycle, Transit Percentage	25%	30%	35%
Percentage increase from 2019 (23%)	2	7	12
Number of daily transit trips is expected to increase by...	59%	116%	148%
Number of walking and cycling trips per day is expected to increase by...	62%	83%	113%
Number of daily car trips is expected to increase by...	46%	35%	26%
What does that mean for vehicle congestion	worse	this percentage is slower than population growth	this percentage is slower than population growth

How does City of London achieve the above?	Transit	Slight improvements to transit & cycling infrastruce at current pace, more land paved over for roads.	-double transit bus hours -buy more buses -need more bus storage -\$ for improved transit functionality	-more than double with corresponding operating costs
	Land Use		-increased building heights & densities -city-wide protected cycling grid -better sidewalks	"This would create a more costeffective service and make travel distances walkable/bikeable for more people" <-- Similar (density, height increase)
	Policies & Programs		-limit road expansion -better mobility options -culture of sustainable transport -new development has transit, cycling plan	<-- Similar with corresponding increases needed
	Road Network		Targeted capacity increases	Increases would be manageable