

The Transportation Advisory Committee asks the Strategic Priorities and Policy Committee consider the following recommendations for the proposed 2016-2019 multi-year budget.

**1. The Transportation Advisory Committee notes and supports a decrease to its budget.**

Rationale: the current TAC work plan includes no foreseeable expenses

**2. The Transportation Advisory Committee supports the staff-recommended increase to funding for the Annual Warranted Sidewalk Program, which makes \$400,000 per year available for creating sidewalks around the city.**

Rationale: Many of the streets still in the queue are near transit routes or schools, or will create opportunities for pedestrian activity where residents might currently feel unsafe walking. Streets typically become listed for consideration under the program through citizen requests, which means this program responds directly and specifically to residents' desire for increased, safer, or more accessible mobility options. It puts sidewalks where we know people want to use them.

The Annual Warranted Sidewalk Program should not be an ongoing expense. Panning practices and policies have been updated so that sidewalks are a part of new construction projects, and this program corrects the mistakes of the past in not including sidewalks. That is to say, once we catch up, funding for warranted sidewalks will no longer be required. This increase brings the 25-year completion estimate down to 14 years. It also means that the city avoids a further eleven years of inflation associated with these costs by completing the construction projects earlier.

**3. Strategic Investment Business Case #4 – The Transportation Advisory Committee recognizes and supports the Thames Valley Corridor Plan.**

Rationale: The Thames Valley Corridor Plan, by bridging an important gap in infrastructure increases multi-modal transportation options and efficiency for a significant section of the city. It has the potential to decrease cross-town vehicular commutes, make active transportation safer for many people in that area of the city, and to increase overall usage of the entire Thames Valley Parkway, one of the pieces of infrastructure that we as Londoners are most fortunate to have.

**4. Strategic Investment Business Case #5 – The Transportation Advisory Committee supports the Road Safety Strategy strategic investment.**

Rationale: We believe in the importance of pushing forward on the London Road Safety Strategy, and know that many Londoners still feel unsafe when using active transportation, and struggle with safety concerns as drivers integrated in multi-modal transportation. Our Committee feels strongly that the investment required for this business case, which represents only a 0.02% increase in the annual tax levy over the next four years, is well worth the immense potential for return. It's one of the few business cases that lists lives saved as a metric. In the opinion of the TAC, it's well worth \$125,000 a year.

**5. Business Case #7 – The Transportation Advisory Committee supports the proposed State of Infrastructure Report funding, as well as the proposed allocation of 67% of that funding to transportation infrastructure, and further recommends that in recognition of the fact that the sidewalk life cycle renewal budget does not increase in the next 10 years, the infrastructure gap reserve fund be directed appropriately to sidewalk repair and replacement, as needed.**

Rationale: Pedestrian infrastructure, much of which is also multi-modal infrastructure, represents a significant gap in our city's transportation infrastructure. Infrastructure gap reserve fund could make a significant impact in that area, if needed.

**6. Case #17 – The Transportation Advisory Committee supports a Winter Maintenance strategy that includes the removal of snow from class 1 and 2 sidewalks on bridge structures.**

Rationale: snow buildup can create particular safety and accessibility issues on bridges.