

From: bill brock
Date: May 24, 2016 at 10:04:12 PM EDT
To: Cathy Saunders <csaunder@london.ca>
Cc: Bill Brock
Subject: Rapid transit Part 2
Reply-To: bill brock

There is some knowledge or misconceptions circulating around about transit that should be raised as part of the discussion.

Public transit is mass transportation; is not a taxi service! Public transit follows development it doesn't lead! Transit and schools follow development and usually several years after started. This is because of the time needed to generate population and demand for investment. For one to think new development such as Sifton in the west side should have transit key to start up is badly mistaken! Also, how many people do you think buy in a new development on the basis of school or transit availability? Some Councillors think children / students should be taken off school buses and made to walk for their health. Presently elementary children ride buses if over 1.6 klm. & 3.2 klm. for secondary schools. Catholic Central currently has about 30 school buses morning and afternoon serving students in their zone.

Common sense should say leave well enough alone! Public transit is not at it's peak and still able to add buses to give a much better service including specials, trippers, for many years to come. All this while the system grows ridership!

What happens in the next 5 years if you charge ahead and Western extends the campus west of Western Road including parking garages and housing and Fanshawe successfully obtains Oxford and Highbury property and does the same thing? Contract with LTC isn't forever!

Recently the London Free Press wrote an article about Tech Expert Section needing 1000 vacancies filled now and wanted to retain young talent here in London! Light Rail is the only way to go! Really! Will they hang in there on a promise it will here in 15 years; if ever. Should't someone share the facts; noting London is a campus center for Western Ontario. Surely not all techs. are from London?

The London Plan is designed to make London better. The fact is the plan cannot force developers to build as the city wants and is an attempt to force us into social engineering by telling us where to live, work and play! While internal communities are told to infill and save farm land new homes such as Sifton etc. are bigger and take more space; city streets are wider and more utilized for roads, sidewalks and bike ways. The fact is; like Mississauga we will end at the borders of Middlesex and Elgin! IN the next 10 years London could have over a billion dollars of downtown development generating millions of development charges and taxes. A transit terminal on Clarence shouldn't be permitted to foil this approach!

There is over 300,000 people who were not included in the London Plan and will automatically lose any right to appeal when finally approved. This is wrong!

It is time to pause and ask the question? If you proceed down this road what does it do to ensure seniors, lower income and poverty does not get worse?

The Mayor's Task Force (Expert Panel) came with recommendation dealing with a critical situation of over 150 recommendations and to start with no cost! Today you fight over \$200,000. for child fares.

You can't continue operating as if transit is the saviour for London! You must ensure all Londoners; regardless of age or position in life all share in a better life! A death of a gentleman on Oxford Street has told us the reality the haves get more the have nots continue to struggle and it only gets worse! It reminds me of the master downtown plan where it was clearly stated we ignored the marginalized people.

Below are listed some recommendations for your consideration; noting you are charging full speed ahead using some very interesting processes with the publi left behind!

RECOMMENDATIONS:

- 1) Staff clearly state their position now; noting last change and that if there is a difference with Council staff clearly state not withstanding our recommendation!
- 2) Staff or Council clearly state that if not filed immediately the Prov. or Feds. will not participate. (letter re same).

- 3) Council publicly declare this project will not deprive any Londoners of the basic needs whether they be seniors, low income workers, milienials or poverty. That all Londoners will see a better life now. Note that is they wait for 20 years to get what they need now while the visionaries get something not needed for at least 20 years (if ever).
- 4) Council review the Calgary CTrain success story which started in 1968 and LRT by 1981. Clearly a model missed!
- 5) Council adjust their plan so that instead of storming ahead they move as ridership increase commencing with the next London Transit Route changes and that revenue will impact speed of change.
- 6) Council clarify that the rush to charge ahead with bricks and motor is to gain infrastructure funds towards LRT and will mostly be spent making downtown better first in case the vision flops.
- 7) Answer the question that the key here is to force people to go downtown!
Note: reminds one of the old days when everything went to springbank park, downtown and east end manufacturing. However today it is Western, Downtown and Fanshawe. This while communities of 50,000 get left out!
- 8) Show Londoners no one will be left behind!

Please note if you think I am too late for these comments please refer to your emails and inputs to this day I still wait for answers to questions . This supports the view you can still be saved from jumping off the bridge?