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To: Bill Brock
Sent: Wednesday, May 10, 2017 11:35 AM
Subject: Strategic Policy Committee brief

Strategic Policy and Priorities Committee
Meeting of May 15, 2017
To: Mayor Matt Brown; Chair

Re: Follow up presentation after the public meeting of May 3, 2017 at Budweiser Gardens.

Introduction: The meeting at Budweiser; unlike a London Knights Game, was attended by various factions indicating their positions on moving forward with BRT. As currently designed to be changed to LRT somewhere down the road. This was not a meeting sharing the enthusiasm to make transportation better for all Londoners.

How did we get here!

On July 31, 2013 London Transit received a plan from AECOM "The Way Ahead: London's Rapid Transit Strategy - Business Case. This plan was endorsed by Council later in 2013. London is an introverted mid size city wanting to improve transportation in the city by expanding transit; based on meeting the needs of all Londoners and doing so over time and being fiscally responsible! The bottom line is the recognition by London Transit and the City that London Transit had to do better in how service was provided. To this end; without a lot of verbiage, all one needs to do is read this report and look at the current 2016 - 2017 transit map. Express buses, service to airport and industries and frequency levels based on meeting ridership numbers. All of this is to complement better service.

On the other hand; after the election 11 new Councillors were added and major funding was announced by the Federal and Provincial Governments. The change in attitude came as a result of other government action

This means that within 6 months of taking office a 1 billion dollar business was developed with unanimous support on November 15, 2015. The action in either case is caused by ignorance or arrogance.

Ignorance is if not aware of "The Way Forward" which addresses 98% of all participants who have raised the question; as late as today, about better service. Better service based on needs growing as ridership increases. London transit was improving service. Arrogance if the dollars were shown and Council went after because feeling they were entitled to their share. What happened with those who put together a billion dollar business case such as the Council and former treasurer This is a plan to force people to move about as directed using buses as something that competes with the auto. The difference between the two is choice and need verses build it and make people use it. What has been shoved aside is the reality that transit can be improved (now really #1?; not lip service) by using. It is time to examine how London makes the four major transportation methods (auto; bus, walk and bike) complement each other and based on need!

Recommendations as follows:

- + Remove any reference to LRT from further discussions.
- + Replace separation of traffic lanes and BRT to mixed traffic and change as growth occurs.
- + Eliminate back to the river and amend flex street to temporary closing Dundas to Talbot only on weekends and holidays.
- + Return downtown ring road to King, Queens, Ridout and Wellington; eliminate Clarence St. terminal; have mixed traffic back on Richmond St.
- Use Dundas east of Wellington to Argyle Mall mixed traffic. (7 routes currently serve mall).
- + Use Express or local transit Highbury to Oxford.
- + Eliminate tunnel.
- + Eliminate any compliance to UWO conditions; noting currently 13 routes currently service the UWO from all over London.
- + Have staff update impact of Southwest plan; Siftons, Masonville \$70 million dollar entertainment and OLG plans at Western Fair District.

+ Clarify if fixed BRT routes are necessary to contract a private group to operate; LTC relegated to feeder service

Finally note this isn't scrapping BRT it is go back to 2013 and proceed with Mixed Traffic concept. Note this eliminates major negative impact on Londoners and recognizes the recommendations give life and reality to the real London.

Please note it was only this March that Council raised a concern about bike lanes on Queens Ave. impacting transit and the pontificating is BRT / LRT only way to save downtown / city.

Bill Brock