

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

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