

From: Jonathan Deeks
Sent: Tuesday, March 19, 2019 8:48 AM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Feedback on proposed transit projects

Dear Strategic Priorities and Policy Committee,

City Council is due to vote next week to recommend transit projects for the City of London that they hope will qualify for federal and/or provincial funding. I realize this is going to be challenging to secure consensus, given the different motivations, needs and demands around the city. It's an emotive subject in London at a public level.

I was very pleased to have the opportunity to read the document listing the 19 separate projects up for consideration. I would like to support to all five core nodes of the BRT plan (pages 2, 4, 8, 10 and 12 of the Draft List of Potential Transit Projects published here: <http://www.london.ca/calendar/Pages/SPPC-Mar20.aspx>), especially the north connection. This rapid link between Masonville, the campus and downtown is very important for Western students, who rely 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 University's current open space plan that aims to reduce vehicular traffic on campus and make the campus more friendly to pedestrians and cyclists.

A significant number of the transit supportive projects are targeted at addressing active transportation issues or incorporating active users. I am encouraged by this fact and think 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 (p24), the Dundas Place to TVP connection (p23), downtown bike parking (p28) and the installation of protected bike lanes throughout the city (p27). These projects should form a priority for the city in the years to come, no matter whether they are included in the current bid for federal and provincial funding or not.

However, in contrast, the Oxford Street/Wharncliffe Road intersection proposal (p25) currently lacks good active transportation infrastructure. Similarly, the Adelaide Street underpass design (p20) would not meet the needs of cyclists as there is no bike lane going northward on Adelaide Street. The money may be better spent on improving William Street (or a parallel street) as a north-south bike corridor, including an additional traffic light on Oxford, as necessary.

I encourage the committee to not miss this opportunity to use the federal and provincial funding for truly transformational projects, ones that have the potential to improve how London moves and grows not just in the next five to ten years, but in the decades to come and make London a national leader in supporting alternative transportation options.

Thank you for your consideration,
Jon

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