

**From:** Rocky  
**Sent:** Wednesday, March 20, 2019 4:52 PM  
**To:** SPPC <sppc@london.ca>  
**Subject:** [EXTERNAL] Proposed 19 transportation project list

I've reviewed the projects and find that several of them have merit, including improvements to conventional transit, improvements to bike and pedestrian infrastructure, improved traffic signalization, intersection improvements and streetscape improvements.

But it is unfortunate that the proposed transit improvements are not considered in the context of overall transportation improvements in the city. London desperately needs a broader discussion of its long-range transportation needs, but this approach does not allow this to occur.

And the inclusion of the BRT routes as five separate links, may allow the City to step away from some of the most destructive segments. Hopefully some of the speakers tomorrow will remind the Council of the likelihood of business closures and increased traffic congestion if any of these sections are constructed. There may be a justification for some road/lane widening along some of these corridors -- but it would be far more effective to make the additional lanes available to transit and HOV-2 vehicles than separate lanes for buses. There will likely be references to the unfolding problems in the Waterloo area with their LRT system, but it would also be useful to point out the problems that Albuquerque is facing with their just opened BRT route. As we fear in London, construction of the BRT route in Albuquerque has resulted in significant business closures and now that the route is complete, access for private vehicles along the corridor has been reduced and as a result the driving public have sought out businesses and activities in more accessible areas, further hurting businesses along the corridor.

The future of urban transit in mid-sized urban areas is likely to rely increasingly on renewable energy and will be almost exclusively provided as point-to-point, on demand mobility in private vehicles, ride hailing vehicles, formal and informal pooled transportation, micro-mobility from scooters and other small, powered vehicles and bicycling and walking. Fixed-route public transit will still have a role to play, but will likely be focused mostly on key routes during peak hours.

London should be focused on creating an energy charging network and have its transit agency evolve to a mobility agency that is modally agnostic and that looks at the most efficient way to provide mobility, including programs to subsidize ride-hailing and hailed pooled transportation network services particularly for off-peak transportation, particularly for commuting and for trips that cannot be efficiently provided by fixed route transit.

Regards,

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