

Strategic Priorities and Policy Committee

Report

8th Special Meeting of the Strategic Priorities and Policy Committee
March 20, 2019

PRESENT: Mayor E. Holder (Chair), Councillors M. van Holst, S. Lewis, M. Salih, J. Helmer, M. Cassidy, P. Squire, J. Morgan, S. Lehman, A. Hopkins, P. Van Meerbergen, S. Turner, E. Pelozo, A. Kayabaga, S. Hillier

ALSO PRESENT: M. Hayward, A. Bush, S. Corman, R. Hicks, D. MacRae, S. Mathers, J. Raycroft, C. Saunders, M. Schulthess, E. Skalski, S. Spring, B. Somers, B. Westlake-Power, R. Wilcox and H. Woolsey.

The meeting is called to order at 3 PM.

1. Disclosures of Pecuniary Interest

That it be noted that the following pecuniary interests were disclosed:

- a) Councillor J. Morgan discloses a pecuniary interest in item 3.1, specifically related to project 4 - North Connection, by indicating that this has a direct financial impact for his employer, Western University;
- b) Councillor J. Helmer discloses a pecuniary interest in item 3.1, specifically related to project 4 - North Connection, by indicating that his employer is also Western University;
- c) Councillor S. Lehman advises that he is currently in consultation with the Integrity Commissioner as to whether he has a pecuniary interest in item 3.1, specifically related to project 4 - North Connection, and will confirm any pecuniary interest as appropriate; and,
- d) Councillor S. Turner advises that he is currently in consultation with the Integrity Commissioner as to whether he has a pecuniary interest in item 3.1, specifically related to project 2 - Wellington Road Gateway, and will confirm any pecuniary interest as appropriate.

2. Consent

None.

3. Scheduled Items

3.1 Investing in Canada Infrastructure Program Public Transit Stream Transportation Project List for Consideration

Moved by: M. Cassidy
Seconded by: S. Lewis

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the list of potential projects described on the staff report dated March 20, 2019 and the Additional Appendix BE CONSIDERED for the purposes of establishing an approved list that is within London's identified allocation and would be eligible for funding under the Public Transit Stream of the Federal Investing in Canada Infrastructure Program;

it being noted that the Strategic Priorities and Policy Committee heard the attached presentation from the Director Water and Wastewater and the Director - Roads and Transportation, with respect to this matter;

it being further noted that the Strategic Priorities and Policy Committee received the following communications with respect to this matter:

a communication dated February 20, 2019 from Dale G. Henderson;
a communication from Helen Riordon;
a communication dated March 10, 2019 from Conrad K. Odegaard;
a communication dated March 10, 2019 from Pastor Willemina L. Zwart;
a communication dated March 9, 2019 from Paul Fitzgeorge, President Board of Directors, ZerIn Development Corporation;
a communication dated March 12, 2019 from the Honourable Jeff Yurek;
a communication dated March 14, 2019 from Rob Hueniken;
a communication dated March 14, 2019 from Jonathan De Souza;
a communication dated March 14, 2019 from Abe Oudshoorn, Assistant Professor, Arthur Labatt Family School of Nursing, Western University;
a communication dated March 15, 2019 from Marci Allen-Easton;
a revised communication from Helen Riordon;
a communication dated March 16, 2019 from Chris Butler;
a communication dated March 17, 2019 from Dean Sheppard;
a communication dated March 17, 2019 from Matthew Rowlinson;
a communication dated March 18, 2019 from Claire Mortera;
a communication dated March 18, 2019 from Dr. Marco A.M. Prado, Scientist, Robarts Research Institute;
a communication dated March 18, 2019 from Jarad Fisher;
a communication dated March 18, 2019 from Kyle Gyurics;
a communication dated March 18, 2019 from Mike Bloxam;
a communication dated March 18, 2019 from Ali Soufan, President, York Developments;
a communication dated March 18, 2019 from Jorn Diedrichsen;
a communication dated March 18, 2019 from Liane Fisher Bloxam;
a communication dated March 18, 2019 from Ivo and Patricia Dlouhy;
a communication dated March 18, 2019 from Marieke Mur;
a communication dated March 18, 2019 from Daniel Hall, Executive Director, Cycle Link;
a communication dated March 18, 2019 from Ben Cowie, London Bicycle Café;
a communication dated March 19, 2019 from Scott MacDougall-Shackleton;
a communication dated March 19, 2019 from Shelley Carr;
a communication dated March 19, 2019 from Dr. Elizabeth MacDougall-Shackleton, Associate Professor, Biology, University of Western Ontario;
a communication dated March 19, 2019 from John Deeks, Knowledge Mobilization & Impact Manager, BrainsCAN;
a communication dated March 19, 2019 from Maria Drangova, Board Chair and Jennifer Pastorius, General Manager, Old East Village BIA;
a communication dated March 18, 2019 from Ben Lansink, Real Estate Appraiser & Consultant; and
a communication from Cedrick Richards;

it being pointed out that at the public participation meeting associated with this matter the individuals indicated on the attached public participation meeting record, made submissions regarding this matter.

Motion Passed

Voting Record:

Moved by: J. Morgan

Seconded by: S. Lehman

Motion to open the Public Participation Meeting.

Motion Passed

Moved by: P. Van Meerbergen
Seconded by: M. Salih

Motion to close the Public Participation Meeting.

Motion Passed

4. Items for Direction

None.

5. Deferred Matters/Additional Business

None.

6. Adjournment

The meeting adjourned at 7:50 PM.



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PUBLIC TRANSIT INFRASTRUCTURE STREAM - TRANSPORTATION PROJECTS

Strategic Priorities and Policy Committee - Public Participation Meeting
March 20, 2019

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Council Resolution – February 13, 2019

- Staff ASSEMBLE a list of transportation projects that are both likely to be eligible for PTIS funding and able to be delivered within the PTIS funding window ending in March of 2028;
- the list BE CONSIDERED at a special meeting of Strategic Priorities and Policy Committee, including a Public Participation Meeting, to be held off site on Wednesday March 20, 2019 at 3:00 PM;

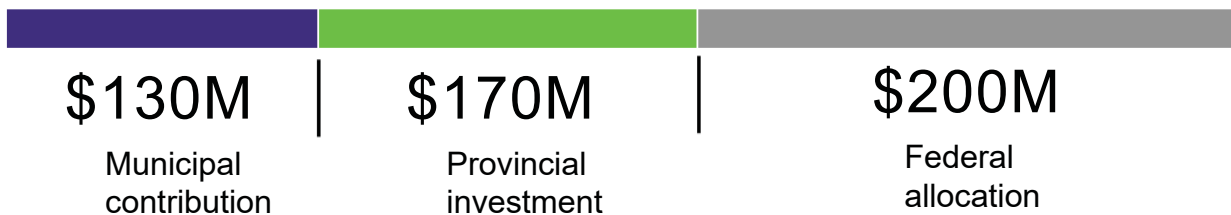
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2



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The Funding Opportunity



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3



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Eligibility Criteria

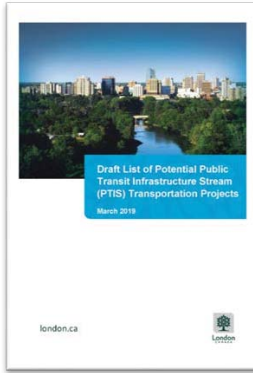
- ✓ Improved capacity of public transit infrastructure
- ✓ Improved quality and/or safety of transit systems
- ✓ Improved access to a public transit system

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4



List of Potential Public Transit Infrastructure Stream Transportation Projects



Adelaide Street Underpass Active Transportation Connections

Estimated Cost: \$18.9 million
Projected Timeline: 2021 – 2022

Project Description:
This project would implement 1.2 km of new facilities for cyclists and pedestrians on Adelaide Street and Central Avenue. Multi-use paths on both sides of Adelaide Street at the Canadian Pacific Rail (CPR) underpass and cycling lane connections on Central Avenue would give pedestrians and cyclists opportunities to connect to transit along this corridor.

Work Required to Complete this Project

- Purchase the property required for the project
- Construct active transportation connections, including wide, multi-use paths on both sides of the roadway in conjunction with a larger new railway underpass project designed to improve route reliability, efficiency and safety for everyone crossing the railway

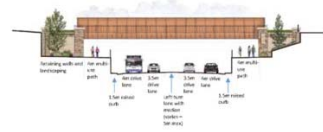
Additional Considerations:

- The Environmental Assessment for this project is complete and the detailed design phase and property acquisition for the project is currently underway, with construction planned to take place in 2021/2022.
- The identified project cost reflects only the active transportation component of the larger project cost and equates to approximately 1/3 of the total.

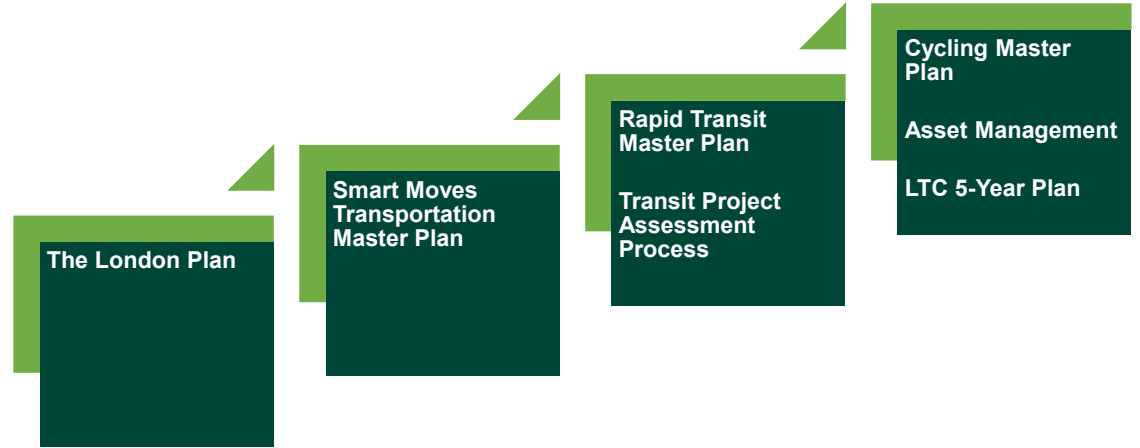
Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access

Cross-section view of the underpass, looking north, which features multi-use paths on both sides to connect cyclists and pedestrians to transit.



The Context



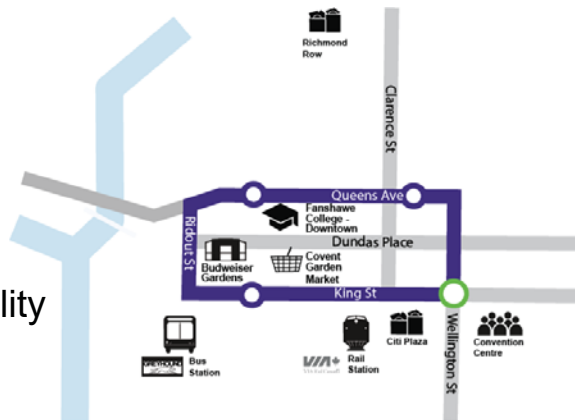
Downtown Loop

Estimated Cost: \$28.5 million

Projected Timeline: 2021 – 2023

Funding Eligibility Criteria:

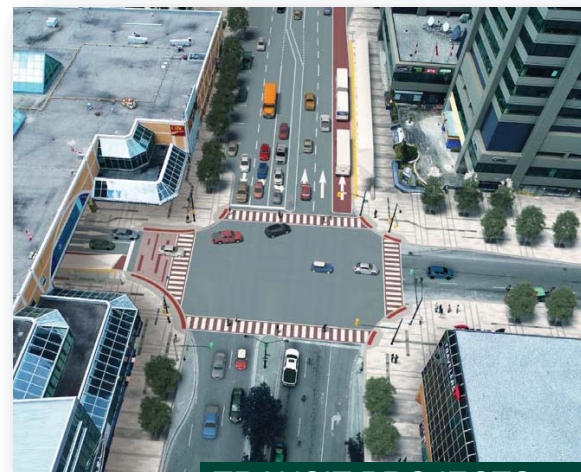
- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



TRANSIT PROJECTS



Downtown Loop



TRANSIT PROJECTS



Wellington Road Gateway

Estimated Cost: \$131.8 million

Projected Timeline: 2023 – 2026

Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



TRANSIT PROJECTS



Wellington Road Gateway



TRANSIT PROJECTS



Wellington Road Gateway



TRANSIT PROJECTS



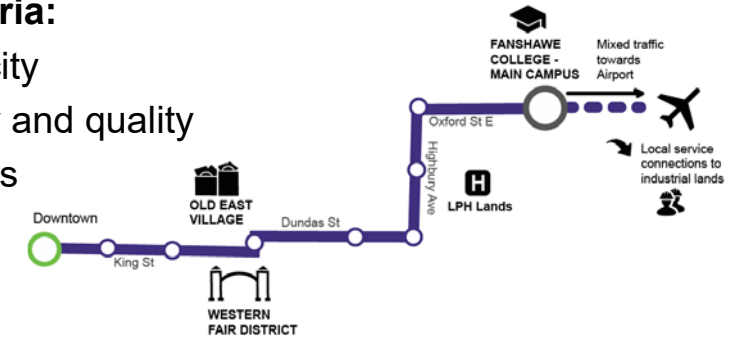
East London Link

Estimated Cost: \$120.2 million

Projected Timeline: 2022 – 2024

Funding Eligibility Criteria:

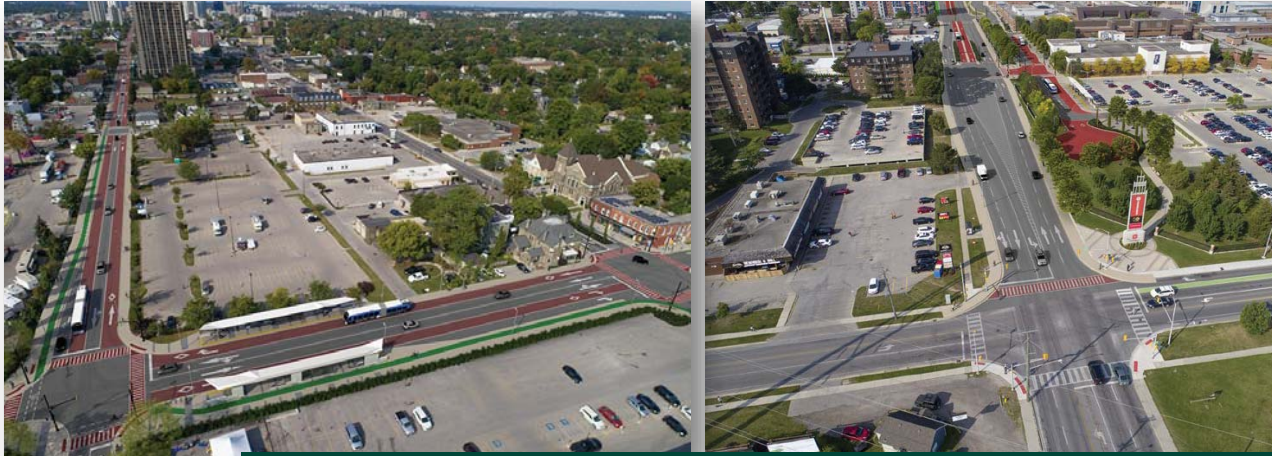
- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



TRANSIT PROJECTS



East London Link



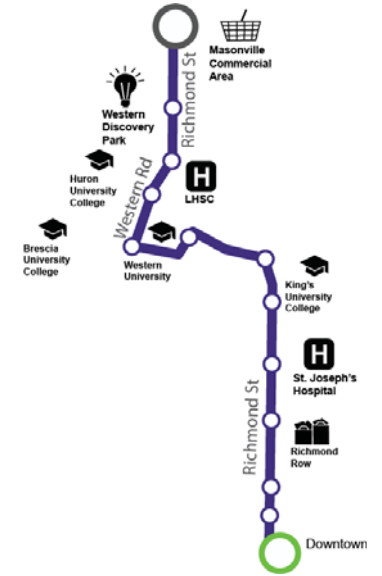
TRANSIT PROJECTS



North Connection

Estimated Cost: \$147.3 million
Projected Timeline: 2024 – 2027
Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



TRANSIT PROJECTS



North Connection



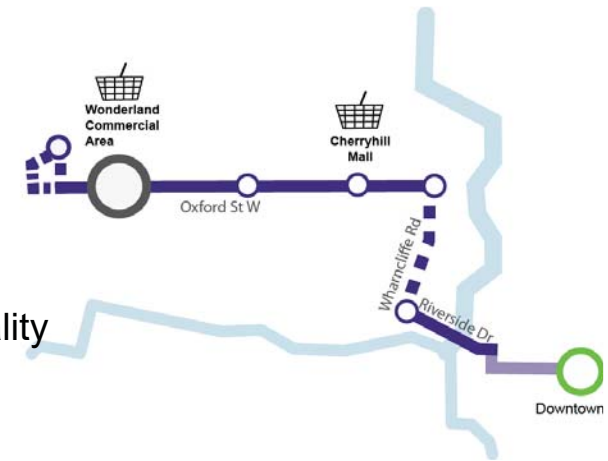
TRANSIT PROJECTS



West Connection

Estimated Cost: \$72.2 million
Projected Timeline: 2025 – 2028
Funding Eligibility Criteria:

- ✓ Improved transit capacity
- ✓ Improved transit safety and quality
- ✓ Improved transit access



TRANSIT PROJECTS



West Connection



TRANSIT PROJECTS



Intelligent Traffic Signals

- Estimated Cost:** \$28.0 million
- Projected Timeline:** 2020 – 2028
- Funding Eligibility Criteria:**
 - ✓ Improved transit capacity
 - ✓ Improved safety and quality

Project cost includes \$15.0 million overlap with rapid transit projects.



TRANSIT PROJECTS



Expansion Buses

- Estimated Cost:** \$25.2 million
- Projected Timeline:** 2020 – 2028
- Funding Eligibility Criteria:**
 - ✓ Improved transit capacity
 - ✓ Improved transit access



TRANSIT PROJECTS



On Board Information Screens

- Estimated Cost:** \$5.0 million
- Projected Timeline:** 2020 – 2023
- Funding Eligibility Criteria:**
 - ✓ Improved transit safety and quality



TRANSIT PROJECTS



Bus Stop Amenities

- Estimated Cost:** \$1.1 million
- Projected Timeline:** 2020 – 2023
- Funding Eligibility Criteria:**
 - ✓ Improved transit safety and quality
 - ✓ Improved transit access



TRANSIT PROJECTS



Pedestrian Connectivity Improvements

- Estimated Cost:** \$21.8 million
- Projected Timeline:** 2019 – 2027
- Funding Eligibility Criteria:**
 - ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS



New Sidewalks

- Estimated Cost:** \$11.1 million
- Projected Timeline:** 2020 – 2028
- Funding Eligibility Criteria:**
 - ✓ Improved transit access

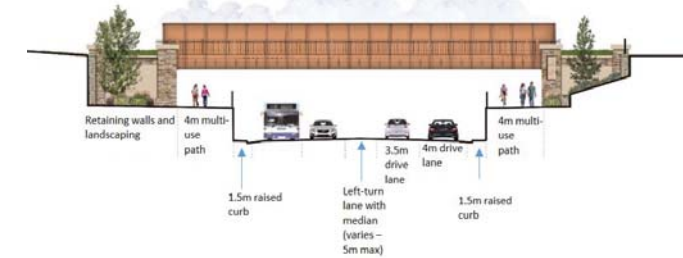


TRANSIT SUPPORTIVE PROJECTS



Adelaide Street Underpass – Active Connections

- Estimated Cost:** \$18.9 million
- Projected Timeline:** 2021 – 2022
- Funding Eligibility Criteria:**
 - ✓ Improved transit safety and quality
 - ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS



Active Transportation – Transit Route Bridges

Estimated Cost: \$31.4 million
Projected Timeline: 2020 – 2028
Funding Eligibility Criteria:
 ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS



Dundas Place Thames Valley Parkway – Active Transportation Connections

Estimated Cost: \$4.0 million
Projected Timeline: 2021 – 2022
Funding Eligibility Criteria:
 ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS



Dundas Street Old East Village – Streetscape Improvements

Estimated Cost: \$8.2 million
Projected Timeline: 2020 – 2022
Funding Eligibility Criteria:
 ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS



Oxford / Wharncliffe Intersection Improvements

Estimated Cost: \$17.8 million
Projected Timeline: 2025 – 2027
Funding Eligibility Criteria:
 ✓ Improved transit capacity
 ✓ Improved transit safety and quality



TRANSIT SUPPORTIVE PROJECTS



Cycling Routes to Downtown Transit

Estimated Cost: \$7.7 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS



Cycling Route Connections

Estimated Cost: \$38.7 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS



Enhanced Bike Parking

Estimated Cost: \$4.0 million

Projected Timeline: 2020 – 2028

Funding Eligibility Criteria:

- ✓ Improved transit safety and quality
- ✓ Improved transit access



TRANSIT SUPPORTIVE PROJECTS



PUBLIC TRANSIT INFRASTRUCTURE STREAM - TRANSPORTATION PROJECTS

Strategic Priorities and Policy Committee - Public Participation Meeting
March 20, 2019



Transportation Project List

Transit Projects:

- Downtown Loop
- Wellington Road Gateway
- East London Link
- North Connection
- West Connection
- Intelligent Traffic Signals (TIMMS)
- Expansion buses
- On-board Information Screens
- Bus Stop Amenities

Transit Supportive Projects:

- Pedestrian Street Connectivity Improvements to the Transit Network
- New Sidewalks
- Adelaide Street Underpass Active Transportation Connections
- Active Transportation Improvements across Transit Route Bridges
- Dundas Place Thames Valley Parkway Active Transportation Connection
- Dundas Street Old East Village Streetscape Improvements
- Oxford Street / Wharnccliffe Road Intersection Improvements
- Cycling Routes Connecting to Downtown Transit
- Enhanced Bike Parking

PUBLIC PARTICIPATION MEETING COMMENTS

3.1 PUBLIC PARTICIPATION MEETING – Investing in Canada Infrastructure Program Public Transit Stream Transportation Project List for Consideration

- Harold Usher – speaking in support of the proposed bus rapid transit projects, as per the attached submission;
- Helen Riordon – urging all Council members to construct all projects of the bus rapid transit, as per the submission on the public agenda;
- Penny Moore – suggesting that better transit for all is needed, and noting that paratransit should be included in the bus rapid transit projects, as per the attached submission;
- Resident – speaking against the evisceration of the bus rapid transit plan; suggesting that the proposed bus rapid transit plan is the best thing that could happen to the city; advising that London can become the best of Canada’s mid-sized cities with the well thought, comprehensive bus rapid transit projects;
- Sammy Roach – speaking in support of the proposed bus rapid transit projects, noting that each provides opportunity to branch out and really make public transit a viable choice for residents, as per the attached submission;
- Rob Hueniken – providing information related to micro transit, as per his submission on the public agenda; suggesting that this is the future of public transit;
- Joe Fontana – noting that there is not any urgency to complete the bus rapid transit projects all at once; suggesting that London has developed differently than other cities; advising that everyone believes there is a need for better transit, particularly at peak times, but there are issues that are not addressed with the bus rapid transit projects such as under-served areas; speaking firmly against the north route, because it will not work; encouraging incremental steps to any development;
- Paul Hubert – speaking in support of the bus rapid transit plan as an economic development for London, and noting historical actions that have been to the detriment of the city, as per the attached submission;
- Jodi Simpson – acknowledging agreement with the comments of the previous speaker, in support of the bus rapid transit projects as economic development; noting that hundreds of thousands of hours (experts and individuals) have gone into the projects already; advising that London does not perform well against other municipalities with respect to public transit; imploring Council to make the right decision for the future of London, and leverage the additional funding that is available;
- Mike McKenzie – noting that he has probably never used any bus service in London, but expressing support for the bus rapid transit projects, with the exception of the north route; suggesting that there is a time constraint and the submission for funding should be done as soon as possible, the money is always on the table; speaking about the Adelaide project, traffic signals, the need for additional buses – hybrid, alternate fuel cells and noting support for the cycling downtown connections;
- Marcus Plowright – imploring Council to understand the impact of the decisions they make related to the funding available for the projects, as per the attached submission;
- James Chan – noting his public transit experience in other cities, and suggesting support, as per the attached submission;

- Dean Sheppard – speaking in support of all parts of the bus rapid transit plan and encouraging Council’s support for the whole project, as per the submission on the public agenda;
- Ed Goodhue – providing information about the Kitchener-Waterloo experience; suggesting that there are new ways for public transit that are more effective such as micro transit; suggesting that the city can experiment with the technologies going forward and there will be employment opportunities for autonomous vehicle building; noting that there are other municipalities facing these same challenges and members need to think about today’s and tomorrow’s technology;
- Joy Cameron – speaking in support of the full bus rapid transit network; advising that transportation as a social justice issue; providing details of her own experience as a cyclist and public transit user; suggesting that not everyone can drive, some people are unable to ride a bike, others cannot afford a taxi or personal car – but everyone can ride the bus; advising that these decisions have impacts for those living with disabilities or in poverty;
- Resident - speaking in favour of all projects, but particularly the north corridor; noting that students are a lot of the ridership; suggesting that there are clear economic impacts to having students be able to get around, better service would result in additional students staying after graduation; suggesting that we have this opportunity now, and should take it now;
- Danny Chang – urging support of the entire project, but in particular the north connection, noting that this is crucial for more efficient and affordable transit, as per the attached submission;
- Aiden Fullarton – noting that as a student he had to buy a car, resulting in less money that he can spend in London in a year; encouraging support for the full bus rapid transit project, with notation that the north connection is essential;
- Resident – advising that his whole family uses the bus, and noting support for the bus rapid transit project, but also concern with the project business case; noting a need for more agile approach to transit; suggesting that most of the current transit ridership is subsidized; noting support for the proposed infrastructure, and encouraging a foundation to make the whole system better;
- Jeff Williams – speaking against the proposed bus rapid transit projects; noting his experience in Melbourne, compared to North America; suggesting that the proposed bus rapid transit will compound existing problems, and that people will not get out of their cars; suggesting that Council should review traffic lights for removal that are no longer useful, and encourage alternate designs in any new development that would encourage traffic to flow;
- Alex Masserant – noting support of the entire transit initiative, noting a need to get to the city from suburbia; suggesting people choose where to live, based on reliable transit; advising that bus rapid transit has flexibility and that there is availability to expand in the future; suggesting that under-used routes be removed; and noting that dedicated lanes equate to future development potential;
- John Hassan – noting support for the bus rapid transit projects as the work benefits all Londoners, as per the attached submission;
- M. Wallace, London Development Institute (LDI) – noting that the LDI recognizes the importance of the bus rapid transit project, as members are concerned about the mobility of the community, as per the attached submission;
- Paul Cocker – noting support for improved public transit, but also noting concerns with some facets of the current plan; noting that a major issue that can’t be ignored is the railroad tracks in the city;

- Cathy Melo, Lambeth Community Association – noting that the plan focuses on the privileged north and northwest and there's not anything for the south of the City; noting the money that has been spent on the Bostwick Community Centre and there is not transit to the area; suggesting that transit improvements need to come before we talk about fancy systems;
- Ben Lansink – noting opposition to the proposed bus rapid transit plan, as per the submission on the public agenda;
- Sean O'Connell – noting some of his experiences, as he uses transit exclusively, and advising of his concern with the approach being taken for parts of the bus rapid transit project; suggesting a need for political will to see this entire project through, noting that dedicated lanes are key to rapid transit; suggesting it's time for Council to be innovative in supporting the whole project;
- Resident – noting concern for the timing of the meeting, meaning input may be limited; advising her support for the bus rapid transit project, and encouraging action now; noting the need to curb climate change is critical and bold action is needed; suggesting Council allow for the benefit of moving away from cars;
- Jen Sadler – noting support for the bus rapid transit projects, especially the north connection, per the attached submission;
- Sarah Gastle – noting that current transit in London is a problem, and that she uses active transit and transit; noting the need for dedicated lanes for the proposed bus rapid transit projects, as per the attached submission;
- Vicky Van Linden – noting a need for public transit and desire that future social projects not have funds diverted from them; noting concern with the proposed north connection (Richmond), but support for the remainder of the bus rapid transit projects; also noting concern for the areas that are excluded from the current plan;
- Paul Michael Anderson – noting that the current proposed projects are perfect, but they offer improved road equity; the bus rapid transit projects are a good first step, and should be approved entirely; suggesting that this is a moral choice, it's affordable and it will make London a more livable city;
- Gil Warren – noting support for the full bus rapid transit proposal; suggesting that sprawl doesn't support mass transit, it is designed for car use, and that micro-transit is not appropriate for density;
- Robin Pitman – suggesting that more cut-outs for buses are needed; noting support for the Adelaide underpass project; noting concerns with the proposed bus rapid transit plan;
- Dave Wayman – noting a need to fix London Transit, that is the root of more issues and should be a priority; questioning where the land to facilitate projects will come from; requesting the impact to property taxes be made known, and suggesting that residents be allowed to vote on the issue; advising that the project will exceed the proposed \$500 million;
- Walter Lonc – suggesting that the October 2018 election was a referendum on the bus rapid transit, and the majority of Londoners don't want it; advising that voters will remember actions in 2022;
- David Winninger – comparing the consideration of the bus rapid transit projects to Brexit, where viable alternatives were not offered or suggested; noting his past experience on municipal council and London Transit Commission related to this matter; suggesting support for the bus rapid transit projects;
- Sandy Weir – noting displeasure in notification for this meeting, and suggesting that the projects amount to bus rapid transit presented in a different way, as per the attached submission;
- Josephine Pepe – expressing disappointment with the provided project list; citing current issues with Richmond Street traffic and suggesting that

- the north route should be on Wharncliffe; expressing support for intelligent traffic signals;
- Cam Lee – expressing support for the bus rapid transit projects as a step in the right direction and it serves the majority of the city, as per the attached submission;
 - Megan Carlson – noting that she commutes daily on the bus and suggesting that personal vehicles need to be made less convenient in order to battle climate change; encouraging support for the bus rapid transit projects;
 - Matthew Hendry – referring to the original bus rapid transit plan, and noting his support of various proposed projects, as per the attached submission;
 - Bob (Old South) – noting support for intelligent traffic signals and improving traffic flow; agreeing with the comments of J. Fontana that the current bus rapid transit is not workable, and that transit needs different enhancements especially in the north; indicating that getting people out of their cars is unlikely and unrealistic;
 - Conrad Odegaard – noting that use of diesel fuel is a significant issue, and this needs to be considered in decision making, as per the attached submission;
 - Susan Smith – noting she has been a long-time user of London transit and speaking in support of several projects: bus stop amenities, expansion buses, west connection, Adelaide underpass; noting that she can't ride her bike anymore, due to traffic;
 - Tanya Whiteside – noting that it can take her two hours to get home on the bus and urging support of bus rapid transit and the dedicated lanes;
 - Resident – noting there will never be unanimous agreement on project, and that it would be ideal to have the complete bus rapid transit plan approved;
 - Steve Struthers – suggesting that if this opportunity doesn't proceed due to "political pain" it will be a permanently lost opportunity; noting the need for bus rapid transit, not piecemeal; noting that the bus rapid transit will also have potential impact for high speed rail;
 - Stan Goss – noting opposition to the proposed bus rapid transit plan, particularly related to the trees that will be lost; noting a need for an improved system that goes to the south side of the city; advising the majority of voters were against bus rapid transit;
 - Kirk Holman – noting that the city missed an opportunity when they didn't build a ring road; suggesting he would choose "none of the above" for the proposed projects;
 - Joan Martin – providing her past experience with London Transit; suggesting completion of the west connection and that Council not proceed with the north connection, noting that the money saved could provide something for car drivers;
 - Frank Fellice – noting support bus rapid transit for London, particularly the east London link; suggesting that staff have done a good job with engaging and listening; Adelaide underpass – positive experience; suggesting that a lot of good reasons have been noted to proceed with bus rapid transit, but the most important is the issue of climate change and is a main reason to support bus rapid transit;
 - Gayle Harrison – noting the options (and associated timing) for transportation in the city, and advising that she is fortunate to have all of these options; suggesting that the system needs to focus on the people who do not have options and imploring that decisions be made for those people who have to use it, it will work for those who choose to use it;
 - Matthew Pereira – requesting support of full bus rapid transit for London, not piecemeal; noting that London is a very car-centered city and that adequate transit is needed for getting to work; noting support for the north

route - while it takes a lane of traffic, it also gives dedicated turn lanes; advising that a dedicated plan is needed to grow the city and the full plan supports this;

- Jason Jordan – advising he takes the bus and can relax, listen to music, etc.; noting he also uses his bike a lot; suggesting people have to allow the most time when taking the bus, but that this is known; advising of his support all the parts of the bus rapid transit project and his support all 19 projects, because so much work needs to be done;
- Cedrick Richards – requesting support funding and implementation of bus rapid transit, as per the submission on the public agenda;
- Resident – noting his agreement with previous speakers, and suggesting that people will move to the city because of bus rapid transit; noting that to make London a great small city, people need to be able to get to work on time; suggesting that it is ok for politicians who ran anti-bus rapid transit platforms to change their mind, and support the projects;
- Anne Lausch – suggesting it's time for London to have a proper transit system, and encouraged implementation of bus rapid transit, as per the attached submission;
- Resident – noting concern for the proposed cost, particularly the 25% overage that is considered acceptable; question why after ten years of work, there's no Plan B;
- Theresa de Jeu – noting she does not have a car, and the overall transit system is just getting worse and suggesting that bus rapid transit is an expensive way to make the system even worse, as per the attached submission;
- Jasmine Ball – noting she uses active transportation, and transit; encouraging support for the bus rapid transit, and other amenities proposed; noting that when they considered moving to London from Ottawa, they looked at the London Plan; describing her transit experience in Ottawa (positive) and Windsor (negative); suggesting that Council needs to look long term, take leadership and consider the needs of the city as a whole;
- written submissions provided at the public participation meeting, and by email, at the request of the Chair.

Harold Usher

Subject: BRT - from Harold Usher, P. Eng., DTM -

Mr. Mayor Ed holder, Councillors! Greetings! Thanks for serving our City. Yours is a Very Noble vocation, that should be appreciated and respected. Know that I do both!

I'm here today, not to interfere, but to shine a bit of light on some things that may be forgotten or gotten lost!

I've been associated with BRT since its inception in 2006, first as a Member of the London Transit Commission (LTC) and simultaneously, as a City Council. I'd like to offer you my take on it.

It was initiated on the premise, after much observation, experiences and collection of data, by staff and drivers of the LTC, and discussion with **Consultants** and the **community**, that we had to do something about potential **traffic congestion** in our City.

Subsequent to its initiation, the **Smart Moves Transportation Master Plan** was developed with BRT as its base, and subsequently the **London Plan**. Many Public meeting were conducted throughout those periods, and the many people who attended were well informed and their inputs considered.

BRT is designed to help provide RELIEF to the potential **traffic congestion** – **RELIEF**, not just for Buses, but for all traffic. We missed the opportunity of building a **Ring Road**, years ago - BRT is our only chance to make up for it, as we move into the future.

This initial BRT that is being proposed can be extended, similarly as Sub-ways in larger cities are extended, after being initiated! More than likely, someday, it will extend out to the Airport, Argyle Mall, Hyde Park and even along Highbury or Adelaide and out to the West along Wharnccliffe and Wonderland Roads, and others.

There is no doubt in my mind - BRT prepares the city for growth into the 22nd Century.

BRT allows development along its routes at various STOPS – where you can build up, instead of OUT, avoiding sprawl. In fact, it's already begun.

Our grand-children and great grand children's generations will benefit from BRT, if we start now.

Something that is not talked about, these days is that even with BRT costing \$500M, you will still need about \$800M to \$900M worth of Road work over the next 20 years. However, without BRT you will need about \$2.0B worth of Road Work over the same period. That's in today's \$\$\$\$. Any delay will cost more

BRT is designed, with five sections, including the downtown LOOP, to be built separately over an 8 to 10 years period. BRT construction is not deep construction, mostly surface – relatively, little utility work is involved.

Even if you consider breaking it up, and building it over a longer period of time, you should still package it as one BUNDLE to get all the \$\$\$ from the Feds and the Province.

They have been well informed and educated of its need and requirement, by staff and your former Colleagues, including me and the Federation of Canadian Municipalities.

In fact, on several occasions when I had the opportunity to meet with the former Minister of Infrastructure, Amarjeet Sohi, and I remind him that I was from London, He'd respond with, "Yes, the BRT City."

That's my high Level input to you! Hope you appreciate it, as much as I appreciate you!

Allow me to leave you with this thought: THE ROAD TO SUCCESS IS ALWAYS UNDER CONSTRUCTION!

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

COMMENT SHEET

Written submissions may also be submitted at this public participation meeting if you do not wish to make an oral presentation. These submissions will form a part of the public record.

The following information is required.

Name: Penny Moore

Cherryhill
Wonderland Oxford St
is too wide
for disable.

Address: 55-24 SPIRITWOOD COURT

South side of road
Oxford + Wonderland

is already 6 lanes
+ 2 turnings
8 lanes

Comments: Intelligent Traffic Signals

① Pg 14
- Please test these lights with persons with mobility
I have noticed with even system now that many times
busy intersections have been dangerous because
not enough time to cross there have been many injuries
even death from this. At the time it may be seem timing
is enough but in reality not I have many
times in my wheelchair almost being hit and
had a friend hit cross legally.

② Expansion Buses

- How many wheelchair spaces
- call bell accessible to person in wheelchair
have been on a couple buses where the
bell is behind my chair on LTC

we need more transport or disable
2107 can't get Pariz Thankyou

Personal information collected and recorded through the public participation process, or through written submissions on this subject, is collected under the authority of the *Municipal Act, 2001*, as amended, and will be used by Members of Council and City of London staff in their consideration of the matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Committee meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 ext. 4937.

Mayor & City Councilors:

Even though I am a member of the Accessibility Advisory Committee and TAC; I am writing this not as a member of these committee but as a member of the public.

I attended the meeting at the Centennial Hall on Wednesday March 20, 2019 on Transit.

Here are my following comments:

- Yes, we do need to upgrade and improve (change to enhancement) to our infrastructure of roadways and transit but a lot of times I find plans and decisions leave out the following seniors, disable, persons with mobility such as wheelchairs, crutches, canes, parents with child in strollers etc. We need these people included also because they are also part of our City as a community.
- We need a sustainable, economical, affordable, accessible attainable transit system that serves everyone. which it is important for education, economics, social, medical/health, entertainment, employment. These all together build a stronger and better City as a Community. Also, without the previous a person has a poor well-being which in turn is a financial cost to society.
- In making a decision on the transit especially the BRT Para Transit or and accessible transit must be included the decision, planning, action. Right now, the accessible transit system for those with mobility or disable that

are in need is broken and needs to be fixed. A lot times Paratransit you can't get a booking ; since Jan this year until this week mar 20 I have missed my full program at Hutton House because can't get booking or cancel medical appts this I hear over and over again even starting calling when the phone lines open at 7am I start at 655am and get as fourth caller in line at 705 am and can't get any booking. This causes isolation, depression, non-inclusion. EVERYONE WANTS TO FEEL BELONGING IN THE COMMUNITY.

- I do a lot of programs at Hutton House on Oxford and Wonderland. This corner is very dangerous at this time; you have in the plans to widen this road; it at present has six lanes (four regular and two turning). A lot of the time when crossing in my electric wheelchair I would be 1/3 the way across when the light changes to red and that is at the highest speed of the chair and cars do not wait for me to get across and almost hit me. I have had close calls on a weekly bases there and several clients from Hutton House also even today one the clients were almost hit I would be very upset and angry if I end up with one killed because of this.
- Last year about five wheelchairs had been hit on the roads in London in fact one person was killed in December 2018 on Commissioners .
- When doing the intellingent lights please use persons with disabilities to test these. I find it looks good sound good on computer and paper but unless the ones who actually going to use these do not test these, I have found that some of the technology is not actually working the way it said to work.
- We are to be accessible barrier free (I will put barrier reduced) by 2025 BUT we are far from it.
- A lot of the bus stops need revision, reassessments. I live over on Pond mills and Thompson Rd along Pond Mills three stops are dangerous for me because going south at Scenic Dr stop at the light where there a garage there is a ditch at the edge where the end of ramp from bus drops down; then across the street the stop the ramp almost touches the railing when drop. I went to the Walmart at Hyde Park on the City LTC; when the driver let me off, we didn't realize that at both ends of the sidewalk there no way

for me to continue to get to the Walmart since there was no curve ramp it a regular curb across to get the bus stop to go back downtown the same thing. I n my neighborhood on King Edward the same.

So, in conclusion; please review carefully to include persons with disabilities/ mobilities to include everyone as a City, as a community.

Any further information; I can be contacted.

Sincerely Yours

Penny Moore

Hello, my name is Sammy Roach. I live, work, and volunteer a lot of my time in the downtown core - you will hear me mention a couple of organizations today and I want it to be known that the views I hold are my own and do not reflect the organizations as a whole.

I am 26 years old. I mention my age because I am a millennial, and one who is passionate about celebrating the cool stuff we've got going on in London. I'm led to believe that London wants to keep passionate young people around.

I've also been riding public transit systems since I was in kindergarten, and my generation and the generations succeeding me make up a good number of the people who would be riding the BRT.

It's important to mention that a lot of those current and future transit riders can't make it here to speak on a Wednesday afternoon. I definitely have a level of privilege standing here today. I am able to take time away from my job without losing wages or else damaging my livelihood. There are thousands of people in our city who do not have that option who are also transit riders. There are also thousands of young people sitting in school right now who cannot be here, and who depend on our transit system.

Over several years of volunteering with organizations such as the London Youth Advisory Council and LondonFuse, as well as in casual conversations with friends in my age group, I hear the same points over and over again, about how frustrating it is to want to get out and get involved in what our city has to offer, but finding the transit infrastructure isn't there to support in making those connections, the ones that make a city a home.

I've been living in London for about eight years, and I chose to make London home after finishing my post-secondary education because I saw a city with potential. We have a beautiful example of potential in Dundas Place. I have been living directly in a construction zone, and I'm dealing with it, because I know that transformational change takes time, money, and inconvenience in the short-term, but walking down Dundas Place this past Saturday during Junofest, I can already see that it is ultimately worth it for the long-term benefits.

I see those same qualities in our proposed rapid transit system. We have an incredible opportunity, much in the same way as with Dundas Place, to do the necessary infrastructure work and come out with something better, with something transformational. Transformational change is not adding more bus bays or simply widening the roads, or popping more buses onto routes that are already stopping up our major corridors.

The single most exciting thing for me with a BRT system is the notion that once we have the BRT spines set up, we don't need to have so many bus routes driving up and down the same corridors over and over again. Those buses can be branched out into our underserved communities. We can give more people public transit as a viable choice for how they travel London, and that barrier to discovering what London has to offer disappears.

To offer some personal experience, in the four years I spent commuting from Byron to Western, I can't tell you how many times I was left out, literally in the cold and often in the dark, because my transfer didn't line up, and so I needed to wait another 20-30 minutes to get home, on a commute that on a good day would take about 45 minutes one way. A rapid transit system that can cut down those wait times by improving the frequency of connection on top of streamlining our transit routes has the potential to literally warm people to our city.

I want more young people to see the potential that I have seen in this city and choose to make London home. You have the opportunity here to send a message to not only students and young professionals, but to seniors, single-vehicle or no-vehicle families, our lower-income populations, and everyone else who depends on public transit, that their voice matters, and that they deserve greater freedom in their mobility.

As I continue to grow in my community investment, I want to be able to look back a couple decades from now, and see that it was this council that was willing to make the right decision to move this city forward.

Thank you.

March 20, 2019

Esteemed members of Council.

My purpose today is not to dwell on the financial elements of the proposals before you. However, changing the plan is likely to increase taxes and development charges substantially impacting London's competitive position in the market place.

However, history can be our teacher if we let it.

Throughout the history of our city, London, Ontario, Wellington Road, Oxford Street, Dundas and Richmond have been the key corridors. Richmond Street in fact had a stage coach and rail line stopping at little hamlets such as Broughdale and Masonville, and Arva.

Also significant is how this town of ours **convulses between big city identity and aspiration to small town mentality**. Whenever there is a major opportunity there is often a vocal minority who whip up negative response in spite of and in the face of hard data and evidence.

Think of the furor around the downtown library moving into Citiplaza, or the museum, and the rebuild of the Covent Garden Market or the new Convention Centre. The classic case was the Budweiser Gardens it was going to kill downtown. It will never work. People will not find parking. Oh my the sky truly is falling. But without these investments there would have been no Junos, no World Figure skating, no Memorial Cup twice, No Scott Tournament of Hearts, No State of the City address, No Business Achievement Awards dinner with 1000 plus people.

The loss of economic investment in both the development and the impact of the investments is beyond the simple calculation. They have come to define our city.

But there is one that got away. **Remember the ring road**. The politicians of the day could not decide and the province took the money off the table and the opportunity was lost.

These decisions are not about BRT. They are about economic development. They are about building a vibrant city that is competitive with outstanding transportation for cars, bikes pedestrians and public transit users. It is for young people, newcomers, seniors and those who cannot afford a car. It is for millennials and downtown works that chose to ride to work. This opens up more space to move goods and people. It is about an effective, reliable and efficient system that enables commerce.

It is critical to leverage to the maximum the monies available from senior government as any loss of revenue will increase taxes and development charges. The leveraging of monies from senior levels of government ensures London is open for business and competitive with other municipalities.

One specific ask, I would encourage the inclusion of the west spine along Oxford Street. Without it, new developments such as Esam's Kingsmill's land in Ward 6, West 5 in Ward 9, redevelopment of London Mall in Ward 13 and access to the rapid transit for Ward 8 and 7 could be severely impacted or curtailed.

Thank you for your time.

Paul Hubert, M.A.

Thank you Mr. Mayor and members of Council.

My name is Marcus Plowright. I am a member of the "Build This City" citizens group. I am a contractor and a realtor – a minor cog in the economic engine of our Great City.

For those of you who take pride in making prudent decisions in regard to our tax dollars, I implore you to fully understand the financial implications of your decisions on this file.

Allow me to use the North Leg of the BRT as an example. The cost of this leg is \$147.3 M. Approximately \$123M of that cost is for roadworks along the route. The taxpayer portion is approximately \$7M.

For that \$7M our City upgrades 85 year old infrastructure from downtown all the way to university gates, rebuilds the University Bridge, and the roadway from the University on Western Road all the way to Masonville.

\$7M buys us \$123M of roadway improvements, and as a bonus, \$24M worth of transit infrastructure. By building a few transit stations along the route, painting one lane of the asphalt a different colour, and buying a few electric buses, this roads project becomes a growth oriented, transformational transit project. This saves the local taxpayer \$116M.

Much of the infrastructure below Richmond St. is more than 85 years old. The route is slated for redevelopment in the next 10 years, with or without BRT.

If you don't approve this roads project now, with the current funding model, you are in effect voting for the single largest tax increase in our history.

As the plans are finalized in the coming years, as technology changes, as new ride sharing programs gain traction, council can choose to amend what types of vehicles are allowed to utilize this painted lane of asphalt. Buses, emergency vehicles, high occupancy vehicles, electric vehicles, ride sharing vehicles – any and all could take advantage of this widened, rebuilt roadway in the future, with a simple majority vote of council.

Andy Spriet is an esteemed engineer, builder, property owner and philanthropist in this city. He took the time to meet with the Shift Team to educate himself about the entirety of this plan. His conclusion... "this is quite simply a roads project, paid for almost entirely by senior levels of government and development charges – the bonus is we get an improved transit system for our City."

One more financial consideration... we've been collecting Development Charges from developers and builders for the last 5 years on the pretense we would be investing in growth oriented transformational transit improvement. Every dollar of this project that is redirected away from "growth oriented, approved projects" results in a decreased portion paid out of Development Charges, and an increased cost to taxpayers. On top of that, if we don't accommodate for growth through a well conceived transformational transit plan such as this, future Development Charges will have to increase substantially. This will increase the costs of new homes, making the city less affordable.

Please don't burden taxpayers by missing out on senior government funding for these roadwork projects. Build a few transit stations, paint a lane red, buy a few buses, and secure us \$370M of roadwork funds. Please don't be short-sighted. Don't be the council that orchestrates the largest effective tax increase in the history of our city.

Thank you for your time and consideration.

Thank you for the opportunity to speak. First off I'd like to self-identify as a member of a minority group in this city. You wouldn't know it from looking at me, but I belong to the demographic known as people who came to London for school, left the city like everyone else, but for one reason or another decided to move back and make London home. The relevance of this will become more apparent later on.

I'm here to offer a different perspective on rapid transit. Some of you believe that we need to invest in transit because it's good for the environment, or that it's essential for connecting people to jobs, or that it promotes healthy and active lifestyles. That's all good and true, and all perfectly legitimate and commendable reasons to have a good rapid transit system. But I'm not here to talk about all that - I'm here to make a confession.

See, all the times you're stuck in traffic, wondering why there are so many cars on the road, almost all carrying just a single person? Or why you can never find parking close to your destination? Or maybe why your kids can't get a decent game of street hockey going because they're constantly interrupted by cars? That's MY fault! I am the cause of the traffic congestion, the full parking lots, the reason you need a lawn sign begging drivers to slow down in front of your house. It's all because of me, and people like me.

Before I explain what I mean by that, let me tell you about where I've been in the 12 years from when I left London and when I came back. My first job was in Calgary, where

I didn't have a car. In an era before Uber, I was able to get around because of their light rail system that extended to all four quadrants of that sprawling city. Not only did the trains run in their dedicated right of way, when they crossed the downtown core, they had their own dedicated street! After 3 years, I moved back to the GTA where I commuted on GO Transit - both buses and trains. The Lakeshore line got upgraded to 30 minute frequency all day - not bad for the burbs. But I got tired of the Kiss and Ride Olympics. I moved downtown, where my first place was on two streetcar lines, and my second was on top of a subway station. I never once had to look up a schedule. 6 years later, my work took me to Ottawa, a city that pioneered the BRT concept in Canada, with dedicated lanes that were grade separated everywhere except where they cross downtown. That short sightedness will be finally corrected when they open their new LRT system, with a tunnel that goes under the downtown core serving the central business district, Parliament Hill, and the ByWard market tourist area. Why am I telling you all this? Well, it's to say that in all those cities I've lived in, public transit was either the fastest option, the most convenient option, the cheapest option, or my only option.

Then I came back to London, where the LTC is none of those things.

Now you can begin to see why I am the cause of, and the solution to, London's traffic congestion and transportation problems. I'm in my 30s, relatively healthy with no physical disabilities or mobility impairments. I am fortunate enough to have choices when it comes to how I get around. Before, when I was a student, I had none. I lived at

Sarnia and Wonderland, a bit too far to walk to campus, and there were no bike lanes then. I needed the bus to get to school, to my part time job at Westmount Mall - the 10 Wonderland was my everything. But now, like many of you, I have a car - the primary cause of congestion. I could leave it at home and walk if it's nice out, like I did today. But if the sidewalks are full of snow and ice like so many days this past winter, I will choose to drive. I like riding my bike, but not so much that I'm willing to risk my life with nothing but a faint line of paint separating me and the cars blasting past me at 70 k an hour, or dodging the delivery vans who treat it as a parking lane - and that's assuming there's a lane to begin with. No thanks - I will choose to drive. And as you heard from my cross-Canada adventures, I am used to taking transit. I grew up taking transit. I don't have a feeling of shame or stigma taking transit. But here at home, if I have to go out of my way to stand next to a metal pole with no seating, no shelter from the elements, no idea whether I'm going to be super early or super late to my appointments, to get to work, to the show I've got tickets for, if I am going to be stuck in traffic anyways because the bus is held up by cars because it's not running in dedicated lanes, if I have to pay extra to get a worse user experience than if I drove and parked for free, then guess what - I'm going to choose to drive.

So therein lies the rub. I, and thousands of people like me, hold the key to reducing traffic congestion by walking, cycling, or taking transit instead of taking up space on the road in another single-occupancy vehicle. We don't need to drive, but because the alternatives are so inconvenient, so infeasible, so unsafe, we choose to drive. Contrast

this with people who have no choice but to drive: taxis, first responders, trucks that keep our grocery stores stocked and our Amazon packages delivered, people like my wife who needs a car for her work. I mean that quite literally - she has a company car because that's how critical it is to her work. Many of you here are in a similar situation. And the best thing for her, the absolute best thing for YOU in terms of a faster commute is to get me off the road. Give me a reason to take the bus, and I will gladly do it. But it has to be a good reason. Turning 30 minute headways into 20 minutes isn't going to do it. Adding a route to the new chicken plant isn't going to do it. Picking apart years of progress and community input for political expediency isn't going to do it.

You have in front of you a list of projects in front of you, with different price tags and different categories. But don't think they are competing priorities or mutually exclusive options. You don't have to call it BRT, but you have to think of that list as part of a holistic transportation system. You can't just pick and choose based on what's in your Ward, or what adds up to the lowest number. Don't think about the environment, about autonomous vehicles, or what exactly the word "transformative" means according to the federal government - think of me, and what you can do to get me to leave my car at home so that I'm not in your way. Think of your constituents who have no choice but to drive, and how I am the reason they show up to work late, stressed out, and not as productive as they should be. How they are late picking their kids up from school, and the lost quality time with their family. How they circle the block searching for parking because I took up a spot I didn't need. I have a choice, and so do you. Invest in a

city-wide rapid transit system, supported and complemented by safe walking and cycling infrastructure, and I will use it. Or don't, and I will see you on Wonderland - only this time I won't be on the #10. And we'll be stuck in traffic, together but alone in our cars, going nowhere fast.

Thank you for listening.

Hello,

My name is Danny Chang, and I am the Vice President of the Western USC, one of London's largest non-profit corporations that also represents 30,000 undergraduate students at Western University.

Let's face it: London is growing. As the Greater Toronto Area continues to be a less viable place to start a business, to settle down, or to just afford in general, it's important to recognize that London's future is very promising.

But not unless the city keeps up with the demands that come with growth. Now is not the time for risk-averse decisions for this city. That was for a city council many years ago. Yet time and time again, city council has pushed back our plans for years and years and years because we are afraid of change. The council sitting before me today has an opportunity to be innovative and forward-thinking with a deadline that is short—that would be the truly pragmatic decision.

I recognize that almost everyone who is here has their own vested interest in various portions of the BRT plan. Before I go into my points in particular, I want to stress that London is falling behind. We're one of the only cities of our size that does not have an efficient, rapid transit system, something that is vital for economic prosperity.

The reason why I am here today is regarding the North corridor and the adelaide underpass of the rapid transit plan. Students overwhelming support the proposal for rapid transit to go up along Richmond St, through Western University, then back up Western Rd to Richmond. This, along with dedicated lanes, we believe, is crucial to more efficient and reliable transit.

Access to Kings University College, St. Joseph's Hospital, and the downtown core come with the current proposal up Richmond St. This is vital for students, staff, faculty, and community members.

Another item I wanted to stress is the Adelaide Underpass. We have constantly heard from medical students, their instructors, and colleagues that the train tracks that bisect the city prevent those who are on call from heading to emergencies near or at our hospitals in the city. To those individuals and those who need their support, an effective transit system is vital.

Look, there are very few of us here who have the engineering degrees and experience that compare to those who have spent all of the time in crafting the 19 recommendations you see before you today. To try and convince any of you otherwise, is foolish. Listen to our experts. Listen to the time and efforts that they been put into this plan already, and the needs of those who take transit every day.

You know, throughout this entire process, I have heard many in the community say that transit is just for students. But I'm only really here to focus on the North Leg and Adelaide Underpass--

the rest of the plan supports all of London, not just students. But I wanted to take this time for us all to realize, that these students I'm talking about contribute \$10 million every single year to London's transit system. I should know, because my organization administers the cheques. But Not just students, but Western University as a whole, does so much for this city.

Western provides almost 11,000 jobs in the City of London— 11,000 people who need efficient access to campus. Medical students are studying to and participating in saving lives in the city. Students contribute approximately \$300 million in student living expenses every year, and the need to get them further throughout the city to different areas to contribute economic growth is pretty straightforward -- something that is addressed by the north leg and underpass, but also, of the entire transit plan. We are an important stakeholder for transit, and also, the entire city, just like all of you. So on behalf of the significant majority of Western students who depend on transit, I hope you take these words seriously in your consideration to move forward with the rapid transit plan.

Good afternoon,

My name is John Hassan, resident of ward 11.

I am probably the least likely person some think would be standing up here in support of adopting the full BRT or as much as possible of that plan that has unfolded over many years of careful planning.

I rarely need to be anywhere in a particular hurry, I have access to a car if I really need one, I have no kids or grandkids who's future I have to worry about; and one of our family businesses is downtown and just off Richmond Row which could potentially be negatively impacted during construction.

Every year I get even closer to my expiry date, and some might argue I am well past my best before date.

Now to be honest I am not particularly good at math, but even I can see that leveraging this project to obtain federal and provincial monies for infrastructure improvements that will have to be done anyway just adds up to me.

But the infrastructure improvements we are talking about today aren't really about me; they are about the many generations of Londoners who will follow me. Those who are currently in school, not yet started school, working their first jobs, or in some cases multiple jobs given the precarious labour market that so many find themselves in.

Those people, those generations to follow who may be unable or reluctant to show up here or even weigh in on the debate, many of whom who won't have time or haven't yet realized the gravity of what is at stake here today and in the debates that follow. This is about them.

London seems to have had this reputation of not getting some big and transformative projects right, of living too much in the past and missing obvious opportunities that are eschewed because they upset the status quo or are deemed too risky, not needed, don't benefit the right people.

As someone who has lived here for over three decades I have experienced this mindset, still experience this mindset, but thankfully we are now starting to outgrow this particularly limiting approach to always appeasing the status quo.

Many have woken up to the fact that this issue is going to be a redefining moment in the history and the future of our community.

Using facts and sensible decision making metrics is how I hope you are going to determine how, and if we mature into the economically prosperous and intelligently planned city we should be.

During this past election a friend of mine (a bit older and substantially busier than I) got into a short discussion about BRT and his negative stance toward BRT was borne from this idea that...in his words "they are trying to take our cars away" and this is what he believed based on the anti BRT messaging he was receiving.

Damn you facebook.

I get that in his case his car is his independence. I tried to explain that BRT was not about taking away from him but trying to more level the transportation playing field for those who don't have the luxury or option of vehicle ownership....it was a hard sell.

There is a lot at stake that goes far beyond any of your terms of office and you owe it to those future generations of Londoners to get it right.

As an aside, and purely anecdotally based on a previous life, use of those dedicated bus lanes would have potentially (again anecdotally in my view) shaved off valuable seconds or minutes in responding to life threatening emergencies to save lives and property.

****this part not spoken**** and when responding to an infant with vital signs absent during rush hour on busy routes.....well I leave it to you to picture the difference that could make.

Thanks for your time.

Presentation overview for City Council Strat Plan Meeting March 20th

1. Intro as the new ED for LDI, London Development Institute
2. LDI as the voice of the development community in London for almost 40 years, in collaboration with council, staff and the community in supporting the success of the city we call home now and in the future.
3. LDI recognizes the importance of the BRT issue / as one of the key municipal election policy debates last fall.
4. LDI also wants to recognize City's staff's efforts in reflecting the results of that debate and the election results in the revised approach to the BRT implantation options being presented.
5. Our members care deeply about the mobility options of our City's residents. It affects their ability to work, play and live in this City. It affects their everyday quality of life.
6. LDI wants to make sure 2 key issues are answered through this process to determine what is best for our community.
7. First, we must be realistic. A BRT system is not going to solve all of London's traffic issues. We will still be an automobile dominated transportation system in the City. So the ^{road} capacity issue must be answered

Road capacity will be taken away through the implantation of the BRT routes. That road capacity was paid for by growth through previous development charges. In the future, if that lost capacity must be found

elsewhere, surrounding roads for example, growth (development charges) should not be responsible for paying for the reinstated road capacity that was already paid for in the past. As a Council the question of the future need to replace lost road capacity and how it is to be funded needs to be asked.

Secondly, for a BRT to work you need to attract new riders to the transit system. The question is, as a Council, are you committed to supporting redevelopment and intensification of the existing properties that are adjacent to any BRT route?

We will need those new residents to utilize the BRT to make the system sustainable. Are you prepared for the push back you as a Council as we all know Not in My Backyard can difficult as a politician?

The development community is willing to deliver the projects for intensification and infill growth, but we will need Council's support to make it happen.

LDI's is not expecting answers to the questions posed here tonight but just to be part of the conversation as the BRT plan goes forward.

LDI wants to be part of the collaboration with the City and the community to make sure we get the transit system that is right and works for London.

On behalf of the LDI members. Thank you for this opportunity.

My name is Jen Sadler. I live in Old East Village and I work at Western University. My primary mode of transportation is the London Bus System. I see every day the crush of people who are trying to get from old east and downtown to Western. Often whole lines of people are left standing in freezing temperatures because there is no room on the full busses. Increasing the number of busses can only do so much, as they get caught in traffic, leading to delays. Having a rapid transit system is a real solution to this problem. By having dedicated bus lines, especially the North Connection, the Downtown loop and the East London Link, all of the people who work and study at Western will have a reliable way to get to campus.

I would also like to give support to the proposed improvements to the Old East Village Streetscape as I believe it would give new life to Old East.

Good evening Honoured Council Members,

My name is Sarah Gastle and my fiancé Ben and I relocated to London 4 years ago. Prior to that we lived and worked in Montreal and Toronto - and several other large Canadian cities.

Ben is a doctoral student at Western, hoping to work in clinical neuroscience research, and I work in business development at a local non-profit.

In the next few years we will be faced with a decision -- do we stay in London, or do we relocate. *Like many of our peers, we are mobile and relocating is something we have done multiple times before.*

When making our decision about where to settle long-term, there are many things we look for in a city.

London checks off many of the boxes on our list, but the box it doesn't check off is transit. And from our social network of young professionals, I know we're not alone.

Like many of our peers we prioritize use of public transit and active transportation over car ownership. Owning a car is just not a priority for us.

To keep young professionals like us here, you need to make London as competitive as possible. Approve dedicated bus lanes on all identified priority routes, and as much of the BRT plan as possible.

Thank you for your time.

From: sandy weir

Sent: Wednesday, March 20, 2019 3:40 PM

Cc: City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; jeff.yurek@pc.ola.org; tarmstrong-qp@ndp.on.ca; tkernaghan-qp@ndp.on.ca; psattler-qp@ndp.on.ca; peter.fragiskatos@parl.gc.ca; kate.young@parl.gc.ca; SPPC <sppc@london.ca>; mstacey@postmedia.com

Subject: [EXTERNAL] BRT 2.0

Mayor Holder & Council,

I cannot begin to express my disappointment that we are back to where we started with the BRT and the same old tricks from Mayor Brown's handbook.

Let me start with you Mayor Holder. You ran on a platform of being anti-BRT. The votes you received were very much based on your position on this matter. To now crumble so quickly is a disappointment at best. An outright slap in the faces of those who voted for you. You can cut this bird up any way you like but it still quacks like a duck and walks like a duck. This is still the same BRT plan that the citizens of London loudly said NO to in the municipal election. Did you outright lie when you campaigned? Because the words that came from Ed Holder pre-election are not the same ones I hear today. We foolishly let our guard down because we thought you would live up to your key campaign promise. Matt Brown actually believed that he was elected because he said he would build better public transit. Ed, you ran on an anti-BRT platform and now you are fulfilling Matt's flawed transit plan.

Beyond the disappointment of trying to deceive the citizens by slicing and dicing this up with a bit of added sugar and spice is the intentional obfuscation. I thought Mayor Brown was a pro at holding "public consultations". Remember all those 'consultations' like the one at the Kids Expo? The other ones that nobody was made aware? Yup those ones. It all blew up in his face and communication became the credo of the day. Citizens were encouraged to sign up to the Shift Newsletters so they could stay informed about the progress and updates. I had a hard time keeping up with all the updates after that but at least we were informed. Too late to save Matt's political career but at least we had a chance to engage. The "Shift" branding may have been filed away with Matt's City Hall pass but those same citizens expected to continue to get updates on this project. Unless Matt took that email database with him I would expect that it would be used to keep the citizens of London updated with relevant news like...."oh we are holding a 'public consultation' on March 20th". None of us received anything. Is this an attempt to keep the very people who were engaged in the debate from showing up? Say it isn't so Ed. How can we be back to where we started?

To all of you....the vehement opposition that you heard to this plan over the last two years and during the election campaign has not gone away. Many of you ran on anti-BRT platforms. The citizens that voted for you have not changed their opinion. We just stopped lobbying because we believed you heard us.

Regards,
Sandy Weir

p.s. apologies to Councillor Kayabaga who said yesterday on record that she doesn't want to get any more communication from anyone. I thought that since I was addressing this to all of your peers that you too should be included. Hopefully they want to hear from the citizens who elected them.

From: Cam Lee
Sent: Wednesday, March 20, 2019 11:47 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] BRT discussion points

here is my smattering of bullet points i took inspiration from during my unintelligible rant. for reference, i was the black guy with the dreadlocks who congratulated ed on his scandal-free mayoral term (also i just read an hour ago that his campaign cost just under 200 grand? fingers crossed that doesn't develop into anything shady.)

- what is London? during the municipal election, no one really addressed what it is, in order to gain support
 - what other initiative would generate this many jobs and genuinely serve those of lower incomes? what else would help us this much in the short term AND long term?
 - we must expand if we want expansion
 - must be accessible and beneficial to all income levels and demographics
 - serves cherryhill (old people central) who need safe and accessible areas
 - serves industrial areas
 - we can sit here and circlejerk each others opinions but it doesn't make anything genuinely happen.
 - to stereotype and joke around: most of the opposition to brt is selling "there are better ways!!!" pipe dreams that are basically just mini buses of homogeneity
 - "it doesn't get me from x to y!" that's not the point of brt!
 - considering roundabouts as an option as well? like hale and trafalgar. could they be included?
 - would bus driver shields be included in the cost? would this be implemented in only new fleets?
 - the federal election is coming, and our funding is under direct threat because of it! if minimum wage can get frozen by a dollar provincially, think of the massive implications that can come from a federal government overhaul!
- forward to sppc@london.ca

that's all i had on my screen, verbatim. i know this is now "on the record" but i have little faith that the public forum today (or previously) is much more than a diversionary stalling tactic used to give the illusion of thoughtful consideration. i feel like if that weren't the case, we'd have more to show for it by now. the funding is most likely gonna slip away from us, as it probably deserves to by now.

Cam Lee
Ward 7

Strategic Priorities and Policy Committee

2019-03-20 supplement only to original of 2019-03-11 11:40 PM EDT and includes, below, correction filed 2019-03-12 4:06 PM EDT.

1. Additional correction, to Rosa Koire's video notes, at " 34:00 2002 – huge transfer of property taxes, none of us knew about it." should be "huge transfer of property rights,..."

2. Thank-you to Chris Gupta for sharing the wealth and collaborating on this work and bringing forward benign solutions with a different perspective than mainstream.

3. Thank-you to Dr. Andrew Michrowski, of the Planetary Association for Clean Energy, and his international collaborative network, for their on-going valuable work.

4. In addition to all of the above, thank-you to some long-suffering undisclosed correspondents who are in the "Yes But" camp. You need to know what many other people know.

5a. Although the word censorship was used only once in the original submission, a current event, and I hope that I am mistaken in this, the deplatforming of the Consumer Health Organization of Canada may have recently occurred. If this can be confirmed, then it is justifiable to declare "force majeure" and put out a clarion call for assistance for a cooperative effort to conserve this body of information.

5b. The archives, as previously available online, had a mysterious 5 year 1985-1989 gap, which, with the help of Chris Gupta were digitized and circulated in 2013. In spite of submission of duplicated flash drives of this work, they didn't appear online, and now, the whole site's gone.

5c. Nothing new received as of 2019-03-20 7:00 AM EDT.

6a. Further, re SNC-Lavalin, I was reminded that this corporate entity has replaced the federal government with first line responsibility for Chalk River. In the US, there are currently legal proceedings in Arizona, with copy and paste details from original March 8, 2019 information:

"The case is El Paso Natural Gas Co. LLC v. United States of America, number 3:14-cv-08165, in the U.S. District Court for the District of Arizona." concerning nuclear cleanup liability, characterized by dear correspondent as "hot potato".

6b. In London, Ontario, Canada, this city and other municipalities are subject to bullying by higher levels of government, whether it's some mega-city's land-fill site next door to a smaller city, or a tiny municipality trying to confront the federal government with front line corporate enforcers with a plan to turn a particular Garden of Eden into an in-perpetuity nuclear waste disposal site.

7a. In 1983, the City successfully brought forward a proposal to build a garbage incinerator beside Victoria Hospital. Orlando Zamproga was Deputy Mayor as well as Vice-President of Engineering at Victoria Hospital, with the two corporate entities being co-proponents.

7b. My brother Rick asked me to assist and I did so as a self-declared lay witness. He witnessed an unsuccessful effort by the proponents' lawyer to reduce my credibility by asking a difficult technical question which I successfully answered.

Some government processes occur in the absence of a co-operative atmosphere.

7c. I did ask for help from the University in analyzing the wind tunnel evidence submitted but it was explained to me that the University couldn't be involved.

7d. At the 2012 fluoridation discussion, I recall one person who spoke, self-identified as a member of the university community, and brought forward information of a cautionary nature. One.

7e. Concerning the university, I attended the Inaugural Symposium of Electromagnetics Western in 1992, when there was a sparse awareness, but if there is any increasing awareness within the institution, which the city succours, it is not evidenced by its aggressive behaviour in installing Wi-fi, apparently totally oblivious to a now widely distributed body of evidence on the biological effects of these technologies, all the way from "simpler" earlier line power and radio waves, but now even into the 5G realm. It's ignored. See local paper of August 5, 2011 regarding the proposed tower at the Museum of Ontario Archaeology. I don't see an antenna on google street view, don't know the outcome on that.

7f. The Health care industry, educational and practising, are so totally Yes But, and at the same time subject themselves to a very significant occupational hazard. I don't wish to quote Dr. Joel Wallach. This will be on the Darwin Awards in years hence.

7g. The old civilizations of India and China have a rich heritage of subtle energies of the body and, with China, the landscape. Europe also has historical sources about these subtle energies.

7h. The \$35 million (1983) incinerator operated for nearly 20 years, functioning poorly, and financially costly, inputting to our city environment, including the adjacent hospital's, much pollution, including fluoride from the burning of plastics.

7i. Incidentally, this particular Deputy Mayor, in the Mayor's absence, signed for the City when receiving title to the Parkwood property from the federal government, and I do not know the rest of the story of this land and St. Joseph's.

7j. When these events occurred, I believe that municipal terms may still have been at 2 years. Now that they're four years, it's all the more reason to acknowledge the inability of elected officials, influenced by autocratically-guided technological momentum which precludes innovation, to reach in an alternative, benevolent direction. Also, if we could shift all elections to February 29th, we could co-operatively try and change the reality with the other 1,460 days.

7k. Listening to the lowest price is the law argument is short-sighted. One unknown is when the inevitably higher costs will be borne. Also borne into the future are presently dimly perceived other costs.

8a. The March 16, 2019 local newspaper carried a Canadian Press report of provincial government action in reducing environmental oversight. "Advocacy groups have noted some of the environment commissioner's duties, such as the power to issue special reports on topics like climate change, will not carry over to the auditor."

8b. Absence of comment upon their topic given as example is intentional.

8c. From the 1983 last in the province environmental hearing where citizens were able to speak in open discussion about matters, we're seeing the approach of the end of environmental discourse between citizens and the governments which are supposed to represent them.

9. The same article also mentions the merging of 20 agencies of the province's health-care system. This will create a health-care czar and citizens might keep in the mind the wide emergency powers given by a preceding provincial government to the Minister of Health. The ideologies guiding the decisions, both political and medical, have serious deficiencies, and while benevolent character of many participants is acknowledged, the misappropriation of loyalties by malevolent ideologies plays large in maintaining the momentum of normalcy bias in social engineering.

Communication

10a. "A little bird told me" phrase dates from the Battle of Waterloo when the banker, using carrier pigeons, learned the outcome and then sent the opposite message to England, and, almost immediately thereafter, took control of the British Empire for a shilling on the pound.

10b. I have previously noted the apparent change occurring in the path of science coinciding with the promotion of Pasteur's work, that "germs are bad", and the ongoing suppression of Bechamp's work that the "terrain" ought to be the focus.

10c. I recently read the 1953 book "The Great Iron Ship" by James Dugan about the engineer I. K. Brunel and the ship Great Eastern. This ship laid the first adequately functioning trans-Atlantic cable, completed in 1866, and of course supports a major change noted, 51 years after 1815, and 47 years before 1913.

10d. From page 5 of Eustace Mullins' 1993 (Author's 70th birthday edition) "Federal Reserve System", "A study of the panics of 1873, 1893, and 1907, indicates that these panics were the result of the operations of the international bankers' operations in London. The public was demanding in 1908 that Congress enact legislation to prevent the recurrence of artificially induced money panics."

10e. Although the legislation was drafted in November of 1910 at Jekyll Island, it wasn't passed until December 23, 1913. To the day, one hundred years before I got my 3rd letter threatening water cut-off by local utility. Ezra Pound was an American poet who was very critical of the war effort, to such an extent that he was captured in Italy in 1945 on personal orders from FDR, subsequently he spent thirteen and a half years, the last twelve at an insane asylum in Washington DC, not being released until 1958.

Mullins met Pound in 1949 when Mullins was 25 years old, and had never heard of the Federal Reserve.

From The 1991 note in the forward to the 1993 edition, Mullins writes:

"This book was from its inception commissioned and guided by Ezra Pound.

Four of his proteges have previously been awarded the Nobel Prize for Literature,

William Butler Yeats for his later poetry, James Joyce for "Ulysses",

Ernest Hemingway for "The Sun Also Rises", T.S. Eliot for "The Waste Land".

Henry Newbolt's 1940 "New Paths on Helicon" notes at p.386 that "'The Waste Land' is inscribed by T.S. Eliot 'for Ezra Pound, il miglior fabbro'" which might be "the better craftsman".

Wikipedia is unreliable with Dr. Pound's information. He is mis-characterized as unpatriotic and his pronouncements about the bankers were transformed into racially prejudicial remarks, a regular tactic to change the subject.

10f. 50 years on from 1913 is 1963, JFK. Although the 1960's were seriously wounded by this, much self empowerment was achieved. 1970's Kent State seemed to set the atmosphere for subsequent decades, with an occasional kettling in Toronto for reinforcement.

10g. Currently, we're on a 50 year cusp of the conversion of communication abilities from a technology

of service to the people to a mechanism of control, and not just a gentle steering. It is repeatedly demonstrated that any advances in communications technology which can be nefariously exploited will be so used for increasing control and profit.

10h. It should be noted that while profit is important, it is not as important as control. Who controls the money is behind the veil anyway. The 5G system, if implemented, will control minds.

10i. With cannabis legalization trying to take us much further down the road of police testing and our loss of personal sovereignty, it is happening at the same time as governments with medical emergency powers legislated, mandatory vaccination policies being introduced, health care systems and mainstream media spouting more anecdotal data, steering the population away from accurate information, all being reinforced by our universities.

10j. From a right to know your accuser, the Turn In a Pusher programme was the beginning, in my recollection, of the transition away from transparency, and there are obviously entrenched many non-transparent decisions made, from secret US FISA courts, to more or less hidden clauses in omnibus bills which exempt corporations from prosecution, to communications amongst autocrats across a spectrum of departments, perhaps much unknown to the "clients" or public being served.

10k. The individual has lost sovereignty of knowing all the facts in the situation.

11. The grey wave will soon be over. Current decision-makers need to commit to investments to benefit their descendants. In this situation, although the city is a creature of the province, the higher-level government has become to some extent an adversary and citizens of the city will have to increasingly pick up responsibilities passed down from above, on several files.

12. Received this past Friday March 15, 2019 from Chris Gupta this timely item:

"The City Council of Everett, Washington Plans to Impose Agenda 21 on Residents, Removing Them from Their Cars and Downgrading Their Lifestyle

<https://needtoknow.news/2019/03/the-city-council-of-everett-washington-plans-to-impose-agenda-21-on-residents-removing-them-from-their-cars-and-downgrading-their-lifestyle/>

from which upon reading the one medium paragraph summary, the veracity of which I would support, I copy and pasted:

"Agenda 21 "utopia" cities will ultimately fail, at tremendous expense to taxpayers, because the plans are built on the lie of global warming and other fraud...".

The video is 28:05 March 5, 2019. Everett is 25 miles (40 km) north of Seattle, pop: 2010 census 103,019, city supplies water additionally to 500,000 in nearby county.

City is fluoridated but has dropped from 1992 1 ppm, to 2011 0.8 ppm, 2016 0.7 ppm.

Contents of 28 minutes is substantially applicable to London's situation and it will be interesting to see what parallel information from that video may be brought forward here.

Brief clip of Rosa Koire transcribed 12:19 to 13:00:

"So what I'm going to be talking about is United Nations Agenda 21 Sustainable Development, and it is the blueprint, it is the action plan, to inventory and control all land, all water, all minerals, all plants, all animals, all means of production, all construction, all energy, all education, all information, and all human beings in the world. Inventory and control."

[measure and control]

Food

13a.

I am very grateful to dear correspondent for sharing information from Suspicious Observers, with the latter bringing forward the work of geologist Douglas Vogt.

It has to do with a solar micro-burst. Individuals can make their own decisions about the science brought forward. 2046.

13b. Our civilization, in spite of the momentum, has become somewhat technologically crystallized and fragile. The separation of population from sustainable food-ways ought to be on several minds.

13c. J.D. Bernal's 1929 "The World, the Flesh and Devil" brings forward for the first time the idea of high population density spheres for space habitation. He inspired Olaf Stapledon's flights of fancy and Arthur C. Clarke's work, but Bernal thought of food as some predictable biochemical process with a precocious period confidence in the nutritional discoveries of his time.

His brief words on that from page 14 of 2017 edition of his 1929 book:

"On the chemical side the problem of the production of food under controlled conditions, biochemical and ultimately chemical, should become an accomplished fact. In the new synthetic foods, will be combined physiological efficacy and a range of flavour equal to that which nature provides, and exceeding it as taste demands; with a range of textures also, the lack of which so far has been the chief disadvantage of substitute food stuffs. With such a variety of combinations to work on, gastronomy will be able to rank with the other arts."

13c. Growing vegetables is one half the answer. The other concern is animal fat sourced essential vitamins. Their replacement ought to be a subject of interest, with example given of nattokinase supplying K2, the vitamin studied by Dr. Weston A. Price, DDS.

13d. Weston A. Price, born near Ottawa, became a Cleveland dentist who did much research from the 1920's into the 1940's on the role of diet and health with emphasis on nutrients from animal fats.

13e. Francis M. Pottenger, Jr., M.D. conducted, from 1932 to 1942, his 10 year cat study which demonstrated many consequences of dietary manipulations, including loss of fertility by the 3rd generation with devitalized food.

13f. The work of both researchers was preserved by the Price-Pottenger Foundation, dated to a 1972 renaming, but the effort actually started in 1952.

13g. The Weston A. Price Foundation was established in 2000, and with a much more active, proselytizing attitude, has steadily grown with many international chapters. Over the twenty years of its existence, it also attracted very informed researchers cum authors, and its quarterly publication is a treasure. Valuable, complete digital archives.

13h. The local university curriculum for those interested in nutrition might be 70 years out of date, with some doctors, embarrassingly, still speaking out about the evils of animal fats.

13i. From Dr. Evan Shute's 1961 book "Flaws in Theory of Evolution", a 1928 quote from W. B. Scott, paleo-botanist:

"Scientific men, however, are not always deterred from theory by the absence of facts."

13j. The university and a primary co-identified partner, the health care system, enjoy virtually preeminent status as valid sources of knowledge.

13k. Following the Atlantic cable of course came the whole era of establishing universities and medical schools with Rockefeller funding, and the suppression of competing modalities.

13l. It's been 80 years since Morris Fishbein put a stop to Royal Raymond Rife's successful 1935 cancer cure. By 1933, Rife and colleagues had developed a cancer test being 90% accurate and completed in 30 minutes.

13m. Microbiology students might see the 150 year span from the fork in the road between Pasteur and Bechamps and now as a challenge, to repair this great tear in the fabric of a coherent perspective on the matter.

13n. Still up on reddit world news as of March 4th, 2019:

<https://www.cbc.ca/news/health/stop-homeopaths-honduras-1.5039745?cmp=rss>

more oppression. Sent to self March 9th, 2019 under their heading "Canada cancels homeopathic foreign aid to Honduras", a BBC link and comments:

<https://www.bbc.com/news/world-us-canada-47489008>

with argument of therapy not proven.

13o. As a matter of fact, the concept of homeopathy was confirmed in 1988, with an article titled "Researchers discover phenomenon that breaks basic scientific rules", published in Nature about Thursday, June 30, 1988 with a reporting newspaper article appearing in the London Free Press about July 02, 1988. Naysayers have been shielded from the facts.

13p. March 19th 2019 same story still up on reddit news, still using "not proven" line. Non-stop propaganda.

14. Is the blob of tar on anybody's list?

Conrad K. Odegaard

Sent: Monday, March 11, 2019 4:06 PM

To: sppc@london.ca

Cc: jesse@helmer.ca ; CHRIS GUPTA ; conrad.k.odegaard

Subject: Strategic Priorities and Policy Committee submission 2019-03-11 correction cko

The original 5b with

"5b. I'm in favour of autonomous private vehicles in perpetuity." is an error and is being replaced with:

"5b I'd rather persons be autonomous, always able to drive."

Hello everyone, thank you all for showing up to help make these important decisions. Special shout out to the City Council for allowing us yet another opportunity by organizing this meeting! For those of you who do not know me my name is Matthew, I am a student at King's, UWO and outside of my studies and work at Storybook Gardens I am very active with several humanitarian and charity organizations including the Salvation Army and the Lambeth Lions club, I am also represented in Ward 7 by the phenomenal Joshua Morgan and have in turn been helping represent Londoners in Northwest London as a Member of the Child and Youth Network established in 2017. Tonight there are three issues I plan to speak to the first regards Rapid Transit, the next two relate to One River and Housing. I apologize the latter are off topic, however these next few months are going to be very busy for me and owing to the fact that this clearly is going to be my key chance to make my points on them I will try to be as brief as possible.

First, Bus Rapid Transit does not by any means meet the condition of making our city better to live in! At the present time there is no planned connection to Lambeth Ontario. This means that there is a future population of students we are willingly driving away from Fanshawe and Western. Second, perhaps more importantly of economic concern it poses risk to heritage buildings. Third, it is inaccessible.

The reason I say this is that our current system is inaccessible as well; both are synonymous with each other. The current system uses information provided by riders to promote minor accommodations rather than acceptance, it requires people to jump through hoops to get what they need, it treats the rights of independence and access as

privileges. Two prevalent examples being that the London Transit Commission fails to offer adequate services for those who are visually impaired and

The situation of navigating transit in a municipality is not much better for people with anxiety. There is a significant amount of joy in discovering that later classes at a college or university also mean a reduced level of basic transit service. Never mind the fact that the bus operating at regular capacity is packed like a sardine can in the morning. To move ahead we have to first fix issues with what we currently have and that my friends will take time. On the future of Transit, I personally have to say that I am a supporter of combination of light rail and electric busses and the reason for this is that the buses currently in use are an environmental catastrophe. The reason I say this is that several author's including Naomi Kline author of "Shock Doctrine" lists a switch to light rail as one of several measures needed to deter an environmental catastrophe. One again, lets not set a ridiculous time frame, at the last meeting I attended on BRT in 2016, I heard many great options and the truth is we honestly are not considering all of them with the time frame set. ~~We also need to present~~ Once again move from warp speed to human speed on this issue, Ed speaking as a friend the time frame of decision-making you've set is going to give everyone a coronary and I encourage you and all city councilors to slow down just a little bit. Lets have more meetings next week and the week after, if not here then over at Storybook or King's.

between 1994 and 2012 accounted for 1,408 deaths, average 74 a year, 7,500 serious injuries.

✓ Bike safety

My second topic of concern is with regards to the One River Revitalization project. This project has had extensive input from well over 250 Londoners and two rounds of environmental assessments. In addition in a recent London Free Press survey out of a total of one thousand four hundred and fifty votes, fifty one percent or seven hundred and thirty three Londoners came out in support of this project. The message from this snapshot is clear, a majority of Londoners support One River and the ribbon at the Thames. Despite this, Councilor Shawn Lewis cares more about his own ego and wants to take away the Ribbon at the Thames and also kill affordable housing project attached to the ribbon at the Thames. I say to the entire city council, you need to re-think this! Right now London's environmental record while having improved over recent years still equates to a condominium smog shack! For twenty-two years I have been fortunate to, during the summer, be able to get away from the city and experience nature. My Grandparents owned a cottage in Muskoka for that length of time. I can say that there is a health benefit to a project like One River in that being able to access a body of water is a great stress reliever. The revitalization of our river front will improve health and wellbeing of all Londoners, it will carry a much greater return than the 25 million investment and it is community development from the ground up which means it can foster alliances. My family can see potential for the involvement of Rotary clubs, Lions clubs, Optimist clubs, Antler River Rally and the London Environmental Network just to name a few of many profits, non-profits and charity organizations which will I can promise you look to carry the weight of this and help reduce costs further. I have drafted a petition, if anyone is interested in signing it. I will be available after for anyone who wants to sign it.

as an added concern FOLLOWING BACK ON RIBBON ON THAMES? WORST THING FOR ALL

Finally, having been placed with LIFESPIN for the past four months as part of my Social Justice course at King's, I can say that a third issue needing to be addressed is affordable and equitable housing. While I will not go into detail as I have maxed out my time here, I can say that more seventeen percent of Londoners are on a fixed income and struggle to make ends meet, another eight hundred are unsheltered and thirty-six of those unsheltered are youth. I implore all of you to think on this that not having adequate transportation, not developing our riverfront and not investing in affordable and equitable housing is nothing less than absolute degradation. Next Wednesday students will have a symposium at Innovation Works to further address Social Justice needs in the community and I encourage everyone in this room, watching on television and watching online to attend it. I am hoping to look forward to many more meetings, regarding all of these issues. I thank you once again, for allowing me the time to speak here tonight.

4,000,000
List #
- London
Reserve
Fund
- Ont. Renovates

From: Anne Lausch

Sent: Wednesday, March 20, 2019 9:00 PM

To: SPPC <sppc@london.ca>

Cc: City of London, Mayor <mayor@london.ca>; Squire, Phil <psquire@london.ca>

Subject: [EXTERNAL] Draft List of Potential Public Transit Projects

Dear members of the SPPC,

having attended the public participation meeting today, I would like to express my views in writing. While most of the projects on the list seem useful and well thought-out, I really feel that **after years and years of planning and consulting, the time has come to finally implement the integrated transit system envisioned in the BRT plan.** Currently London does not have a transit system that matches the city's size and importance as a regional centre. The current system does not provide a practical alternative for people who do not have access to a car. Just putting a few more busses on the road will not solve the problem. I fear that younger people are seriously turned off by the lack of transit options in this city.

As a resident of Ward 6 who lives close to Richmond Street, I would be delighted to see BRT coming to my neighbourhood, or to any other London neighbourhood for that matter. There has been enough discussion, let's start building!

Thank you for your attention.

Respectfully,

Anne Lausch

From: Theresa deJeu
Sent: Wednesday, March 20, 2019 8:59 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] BRT public meeting

Your honour, council,

My name is Theresa de Jeu. I live on the west side of White Oaks subdivision and I work downtown. I have been riding the bus for 30 years. I don't have a car.

The proposed BRT is not appealing to riders. In fact the transit system overall is getting worse.

Transferring doesn't work. If buses ran every 5-10 minutes, I would not be opposed to transferring; however, London buses are nowhere near that frequent or reliable.

I read in the newspaper that the BRT will improve my travel time from downtown to White Oaks mall by a minute or two. I would then have to wait up to 20 minutes for a shuttle bus to take me a distance of 1.5 km to my home. I could walk faster than it would take me to wait for a transfer.

At present, my total trip time is only slightly more than 20 minutes, so having to wait an additional 20 minutes for a transfer would more than double my travel time.

Destruction of existing routes in preparation for BRT is not acceptable. I am referring to the end of LTC route 26. In addition, further changes have been proposed as part of a 5 year plan that are not in the best interest of the people who live in White Oaks / Cleardale (ward 12).

I have attended a number of BRT and LTC meetings over the years, expressing my concerns, only to feel dismissed. I feel like employees from London Transit are rolling their eyes at me. They are determined to proceed with their agenda and are not interested in hearing passenger viewpoints. I feel that their public consultation meetings are only held because they are mandated. I am by far not the only person who is opposed to the changes. I know many, many people who do not have time to attend meetings, and furthermore, don't want to subject themselves to being dismissed the way I have been dismissed. They keep telling me not to waste my time, that I can't fight the city.

I went to a BRT meeting several years ago. When an engineer from the city found out that I live in White Oaks, he told me that I was lucky, that I would be the beneficiary of the BRT. Actually, I feel like the victim. The engineer told me that the BRT buses would have comfortable seats and WiFi. I told him that I would be significantly worse off with the BRT because my travel time would double and I would have to wait to transfer, among other issues. I had to argue with him for 20 minutes before he finally conceded and acknowledged that I would not be better off. That is all I want from the city now: acknowledgement that there are many, many regular transit riders who will not be better off with the BRT or any other London Transit changes.

I have been told that London needs money to fix the infrastructure under Wellington Road and many other streets. I am not opposed to getting money for infrastructure, but their argument tells me that the BRT is not being proposed to serve people, but rather to get money to pay for city expenses.

Overall, the transit system does need a lot of improvements, just not the BRT, and I also don't agree with a number of other recent London Transit changes. Change isn't always improvement. I do not support the BRT.

Thank you for your time.

Theresa de Jeu

Dear City of London City Councillors,

I submit this written statement to you as I was unable to attend the Public Participation Meeting on Wednesday, March 20th, 2019 at Centennial Hall as part of the Special Strategic Priorities and Policy Committee Meeting regarding projects to be put forward for consideration for funding under the Government of Canada's Infrastructure Canada Public Transit Infrastructure Stream (PTIS) funding program with a bilateral agreement with the Government of Ontario. Through the Public Transit Infrastructure Stream there is a shared goal between municipalities, the Government of Ontario and the Government of Canada that **the Public Transit Infrastructure Stream will provide provinces, territories and municipalities with funding to address the new construction, expansion, and improvement and rehabilitation of public transit infrastructure, and active transportation projects.** These investments will **help to improve commutes, cut air pollution, strengthen communities and grow Canada's economy.**

It is vital that the city of London have a strong and stable public transit system. The city of London is a city that is within the top 10 biggest cities in Canada by population size. We need a public transit system that is strong, stable and innovative to reflect our size and our needs. We are a mid to large size city that will only continue to grow with our prime location as a hub for Southwestern Ontario and a major artery to the Greater Toronto Area. We need to be forward thinking and bold in our approach to public transportation.

Improving public transit encourages more people to take transit- improving the environment and our city and reduces commute and travel times for those who drive their own vehicles with a reduction of overall vehicles that are on the roadways. More people can be moved faster and more efficiently via public transit than if everyone on a bus travelled in their own car. With fewer cars on the roadways, one has to wonder if the impact on the roads and infrastructure may be less too- saving the city funds in road repairs and upkeep.

We know that not everyone is interested in taking public transit and that is okay- it's not for everyone. However, I suggest that everyone do try it at least once.

We need to modernize our public transit system to encourage more people to use it- including how to find out when the bus is going to arrive (e.g. texting a Stop ID to a short code number which would reply back with the next few arrival times for routes that service the stop- Transit Windsor, the Toronto Transit Commission, OC Transpo (Ottawa) among others offer this), how to pay for fares, how frequent buses run (increasing frequency), how late buses run and more. Overall, we need to do better- while I came to London to attend Western University in September 2011 and haven't left following graduation, the public transit service has vastly improved since that time, though there still is a ways to go.

I believe that if we as a community, the city of London prioritize public transit making it accessible to all that it will benefit everyone in our community, including those who take public transit as well as those who cycle, walk, or drive in an automobile to get around. Helping public transit, helps us all.

As a city, let's be forward thinking, let's be bold, let's be brave and let's do things differently- let's make change and as we continue to shape our identity as a world-class city that is within the top 10 by population size in Canada. Let's work together to reflect that as we move forward together for better- for everyone.

Bus Rapid Transit is a bold, approach to London's needs for public transit as well as its growing need to address aging infrastructure. We are the last major city without a rapid transit system in Canada. It's time. It's time to think forward and improve our conventional public transit, create bus rapid transit and improve our specialized transit for those with accessibility needs. Let's work together for better- for all of us.

Thank you,

Deana Ruston
Ward 13/ Downtown Resident

From: Barrie EVANS
Sent: Thursday, March 21, 2019 8:16 AM
To: SPPC <sppc@london.ca>; Squire, Phil <psquire@london.ca>
Subject: [EXTERNAL] Transit Public Meeting

I appreciate the opportunity for public input given by the Mayor and Council at the enhanced public meeting of the Strategic Priorities and Policy Committee meeting at Centennial Hall (March 20,2019). I am sending this by email as I did not get a chance to speak at the meeting.

As with previous meetings, the public input has to a large extent been characterized by a polarization of views: pro and anti- BRT. This has unfortunately divided Londoners into camps, detracted from finding workable solutions and also has often made the debate acrimonious. We all want to see the City grow economically, culturally, and as a livable place for individuals and families. I think we all understand the need for a forward-looking transit plan which moves people and goods efficiently, and, more importantly, reduces our carbon footprint. The intention behind the City's current approach which provides a broader set of options and which allows for the expression of support for elements in a more comprehensive transit plan is laudable.

Of the 19 components, the most contentious piece for me (shared by many other Londoners) is the North Connection. Dedicated BRT routes in the North Connection will have little or marginal benefit for transit users. There is a strong likelihood of a negative impact on residential neighbourhoods and to a greater extent than with the other routes in the BRT plan. Dedicated bus lanes will create a major bottleneck for private vehicles, including commercial vehicles on Richmond Street. The impediment of the rail crossing and the likelihood of business losses in the Richmond Row area further outweigh the potential benefits of this route. Also, cost and logistical uncertainties exist since Western University has yet to buy into a plan for a BRT route through the campus. The Province's decision to allow students to direct their student fee allocations will mean that they will have choice about their transportation options. From a personal point of view, there is no functional value in a bus service that has a single point destination at Maisonville after taking a meandering route through Western. To use the Cinema, Mall, library, pet store, liquor store etc. a flexible mode of transport is required. Also the Maisonville hub shows no planned connection for the increasing number of residents North of Fanshawe Park Road and whose vehicles have contributed to the current peak time congestion on Richmond Street.

While bus transit has certainly taken the lion's share of attention and money, some other options have not received the attention they deserve. These include the use of on-demand point-to-point services using micro-transit electricity powered vehicles enabled by a computer-based network, encouragement of pooling through HOV lanes, further development of bicycle, electric scooter and pedestrian lanes etc. Fixed schedule bus transit may continue to be the most efficient form of transit on major routes during peak hours. I am of the opinion that if the City's plan is to speak to the needs, preferences and aspirations of the younger generation, whom we hope to retain and/or bring back to the City, this type of forward-thinking approach will appeal to them.

These options need to be considered for London as a whole, but in particular a start could be considered for the North Connection where the proposed BRT system is not the best option. Please defer any decisions regarding the North Connection at this time in order to develop a better plan.

We understand that you have difficult choices to make and we hope that this input may be helpful in your deliberations.

Barrie Evans

From: Ian Bailey
Sent: Wednesday, March 20, 2019 5:29 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Feedback on Draft List of PTIS Transportation Projects

Hi,

Firstly, thank you for providing the information and allowing the London public to input to this important topic. I attended the first part of the session until around 4:30pm, thus had the privilege to hear a number of the people present their input.

The following are my comments:

1. First and foremost, I support the overriding view that Rapid Transit / BRT in its full form is essential and an absolute priority for our City. It is a critical part of the City Plan / Rethink London strategic direction, which I believe was developed after intense input from Londoners. I defy anybody to say they were not adequately informed or able to provide their input as that is just pure ignorance. The City Plan was formally agreed as the blueprint of London's direction and, as such, I believe this Council needs to step up and execute to it for our City to evolve. I was so pleased to see this view repeatedly stated by the public at this session and applaud the younger demographic for the manner in which they expressed its importance if we want London to attract and retain talent.
2. So from a Strategic transit viewpoint I firmly believe that you need to immediately progress BRT in its entirety as originally presented and intended, not the proposals stated in your items under "Transit Projects".
3. In addition, I believe you should prioritise the following projects:
 - o Intelligent Traffic Signals: I believe this can gain short term tactical benefit as well as likely a requirement to support effective BRT operation once implemented
 - o Adelaide Street Underpass: I consider this a high priority infrastructure project, independent of BRT
 - o Enhanced bike Parking: I and I believe many more people would ride their bikes to downtown events if they were provided secure bike parking options. At present I would not leave my bike unattended due to a real risk of theft. This to me is a low cost and simple to implement project and would extend to the rapid transit stations as they are implemented under BRT.

I appreciate you providing me the ability to provide my input, respect that these are difficult and critical decisions you face and assure my continued support to yourselves and our City.

Please contact me if you wish to discuss any items or if I can assist further,

Thanks, Ian Bailey

From: Barrie And Marion]
Sent: Wednesday, March 20, 2019 10:22 PM
To: SPPC <sppc@london.ca>
Cc: Squire, Phil <psquire@london.ca>
Subject: [EXTERNAL] Response to Public Participation Meeting

Thank you Mayor Holder and council for providing the opportunity to comment on the 19 potential transportation projects.

In my opinion, all but the North Connection have merit. I am opposed to the North Connection as it is the only Transit Project to strongly impact a primarily residential heritage neighbourhood. From Oxford until North Centre Road, the buildings on Richmond are all homes with the exception of a few doctors/dentists, a bank, two variety stores and a pub and a barber shop. These businesses are all in repurposed homes or in a single story building compatible with the neighbourhood. Richmond is already a busy, noisy street with traffic that regularly speeds through red lights. When this traffic moves onto the neighbourhood streets to the east and west of Richmond in order to escape the gridlock that will result from BRT, then the possibility of family homes being able to offer a safe environment for children will disappear.

The other four parts of the original BRT suggestion use roads that are primarily commercial/industrial/institutional, and which are much wider in many parts than Richmond St.

As for the needed infrastructure replacement, the federal budget of March 19 is offering municipalities a greater portion of the gas tax for infrastructure projects. So perhaps we could set in motion as many of the other 18 proposals as possible, all of which have merit, and still fix the Richmond infrastructure as well without burdening the taxpayers.

Thank you for considering my strong objections to the North Connection.
Marion Evans
St. George St.

Sent from my iPad

From: Richard Hammond
Sent: Wednesday, March 20, 2019 5:17 PM
To: SPPC <sppc@london.ca>
Subject: [EXTERNAL] Transportation project list - process suggestion

I suggest that a formal public opinion poll be conducted for the list of projects, based on a representative sampling of the London community.

This would provide an opportunity for objective input from a wider audience than have participated in the consultation process to date.

The results would give Council another layer of information as part of its decision making.

Richard Hammond

Hello, thank you for taking the time to listen to some of the public's concerns.

Londoners need to have pride in their city and confidence in their Council: a pride based on our heritage, the character of our communities and our love of trees and nature, (hence the moniker of 'the Forest city'); our confidence based on an expectation of recognition and respect by Council, as curators of our properties and all the investments they incur, in our personal attempt to contribute to the general enrichment of the city, and as residents who appreciate others' contributions.

If this project, or any part of it, sacrifices properties, heritage, community character, or well-established trees and large natural spaces, we have lost before we have even started.

Smooth operation of traffic and bus transport is important but we already destroyed so much of the city in our attempts to facilitate traffic, we would now be simply compounding that damage in a well-intentioned but misgiven attempt to facilitate bus transport.

An overview of the projects here tonight show 90% concrete, asphalt and car park space, all of which are practically empty of approachable, person-sized, vital, or commercial activities. This is no accident. Such huge enlargements are conducive to highways, not to a high quality of city living.

It has been often stated, during this process, that we are 'the last' city of our size to approach BRT. School ground politics are alive and well in this argument: 'they have it, we must get it'; 'you're afraid'; 'you're afraid of change'; 'just do it'.

Common sense and a likely vision of the future indicate that by the time BRT is completed, it would be anachronistic.

The '60s and '70s were all about arrogant change and we still have the evidence of the loss those changes brought to cities all over the world.

In its present state the plan is faulty and expensive, for the benefit it might, arguably, bring to our city, so caution is the smart approach but buses and pedestrian traffic must be part of the answer to a viable downtown.

So, how can we achieve progress, without removing heritage trees (replacement planting is unsatisfactory and a last-ditched approach to be taken), or destroying communities?

1- Take the emphasis off traffic congestion, (this will change soon with ageing populations unable to drive anyway, as well as the basic overhaul in car design, higher gas prices, adjustments of timetables and better walkability.)

2- Improve the 'walkability' factor throughout London, as you're hoping to do but by

a/ much better snow clearance throughout the city, (not a huge cost at a basic wage and perhaps an opportunity of helping the unemployed sector)

b/ a small widening of sidewalks where necessary, taken from car space, rather than civic space, thereby slowing the traffic by a fraction

c/ implementation of a division from traffic, preferably a natural one, such as a hedge and/or trees,

d/some occasional seating, preferably open to design competitions.

e/ more pedestrian crossings.

Better walkability will work hand-in-hand with bus stops but the primary purpose is to encourage the community to walk everywhere where possible: children to school, students to university, the way they do all over the world, rather than the existing attitude of waiting for hours for an often poor service, even to cover small and manageable distances.

f/ This has to be reinforced with health advertisements and education. We may even be able to use federal grants towards better community health. Where possible we should connect to small green areas, or parks.

2/ Promote smarter Buses, as you're hoping to do but

a/ change the stops to bypass road blockage at left turns.

b/change the design from the present model to a narrower, ergonomically designed vehicle, which will not be so overwhelming in traffic,

c/ which should preferably be run electrically

d/ and be nearly continuous, every 5 to 7 minutes.

e/ It would be a clever idea to make them also free, at least for the first year.

By removing half the width of the bus and incorporating the wheelchair spaces facing the opposite way, there is continuous service for everyone, without constituting a traffic nuisance quite to the present extent.

Our delays are negligible by modern city standards, even factoring in the 8 minute train delay. (A greater concern regarding the train is the contents that are being transported through our city!)

Altering traffic signals in order to promote continuous car traffic will only bring fast speeds to even less tolerable levels: this is a living city, inhabited by people, used by children and their pets, by squirrels, deer and other wildlife and the point is that we need to maintain and enrich the residential and participatory life on our streets; this, obviously, is not a positive contribution to an active street.

(If roadworks are undertaken for infrastructure, please consider moving electric cables underground. This will eventually be seen as a wise saving and a good move, even if not connected to the system at the time).

We need better design in our city, on every level.

Thank you for all the work you have undertaken in trying to improve London and your patience in dealing with our concerns.

A large portion of the public at the meeting had personal and political agendas. This address may very possibly represent a good part of the demographic missing from the hall, with the only vested interest being an appreciation of the city in the role of resident.

Thank you,

Christiane McAlister

Contemplation season is close to over.
It's construction season, any week now.

Apologies for attachment, small, but is the mysterious 5 missing years, titles and authors, so nature of the information originally actively censored may be appreciated.

- A. Report of Wednesday, March 20th meeting.
- B. Prepared remarks not spoken, with meandering continuation from March 19.
- C. Corrected March 19-20 supplement.[next to bottom]
- D. Corrected March 11 submission.[at very bottom]

A. Meeting Report.

- 1a. Although there was a feeling amongst some old-timers that the attendance was sparse in light of the import of the topic, perhaps 200 to 250 attended, more than 70 persons spoke, and aside from 3 retired, recycling politicians, the rest spoke their minds, articulate and informed, some plain-spoken but very expressive, and very much good information came forward from several perspectives on the questions. CBC reported 60 speakers, maybe their reporter left early.
- 1b. Council is going to have a very tough time with this.
- 1c. The full council was in attendance, and very attentive. The Mayor ran an excellent meeting.
- 1d. City staff made an excellent presentation of the information and it was very brief. It was a complete contrast to the fluoride meeting when the long parade of medical witnesses exhausted the room before the people spoke.

1e. I did try to say that I wished them sincere good luck in their [difficult] decisions.

1f. I think the Mayor said that March 25 would be a council meeting for their discussion and the vote would be on March 26.

B. prepared remarks, not spoken, with meandering continuation from March 19

1a. I've always been a slow thinker, and in recent years, although improving, my speech is not up to par, and I would be grateful if my digitized written remarks might be accepted.

Continuation.

1b. It is nice to have the time to think and write, to be in the ongoing discussion, holding the stick for a few pages.

2. Stewart Brand spoke about the digital dark age.

We are on the shore knowing we are very shortly going to be victims of a tsunami of challenges necessitating major adaptations, and apart from the essentially totally unpredictable mostly end of the story solar flare, the challenges involve not only primordial requirements of shelter and food but also defense of freedom of speech and inter-personal communications for the survival of a knowledge base.

3. The only way that cities can survive in an extremis adversity is to have an adaptive plan to the food ways requirement, and there is some thinking that, basically, the cities wouldn't make it.

4. Energy, in my opinion is no problem. The sun and wind, decentralized, with property rights protected by the golden rule against solar encroachment, which is a complicated topic

because it involves managing your own trees to co-operatively benefit your neighbour's solar exposure. There would be whole new protocols arising necessitated by mutual co-operation

as unavoidable to share the sun and wind.

With the currently available insulation and so on, any single family residence will be able, even with a modest exposure to the sun, to be heating self-sustaining. I calculated in 1973 that this

latitude might necessitate a quarter of an acre of chlorophyll life per person for oxygen production

assuming annual storage, but, even assuming the need doesn't arise, I'm hoping that there will be

ways to improve that.

5a. R. Buckminster Fuller said that residential dwelling turn-over rate was 50 years.

5b. As an admirer of London homes, including two particular Ontario cottages (the store is perhaps 150,

current house is 96), with every new apartment building, my spirits lessen, every new increased density development, seeing row housing which, aside from the mod-cons and sparse greenery, has aesthetic value below the row housing of the British Industrial Revolution.

6a. I've previously said that basically only single family homes might have the possibility of controlling their own energy situation, including food, by their own adaptations, while apartments and several layers of in-between densities will have essentially no control, and with no back-up plan, might join as superfluous construction material, that which didn't survive

the disconnect from the fragile external sources of energy, water, etc.

6b. The agricultural land cost of city sprawl is mostly inevitable. Cities are most frequently established

in rich agricultural areas. The rising level of carbon dioxide in the atmosphere is doubtless a major factor for steady and substantial increases in yields in agriculture while the dark forces behind industrial agriculture would claim credit that this is a result of their wares, and who knows who owns these corporations this minute?

6c. Re agriculture in the city, as I've previously noted, Ruth McNabb and I were able to visit an experimental street farm in London, England, in the summer of 1973. An architectural student by the name of Grahame Caine and his associates, with the blessing of a very co-operative school, had created, beside the football pitch, an integrated street farm type residence with greenhouse and inside

food production and was a great start to de-technologizing components with the integration of sub-systems in closed systems. Happy to find a possibly accurate wikipedia page at https://en.wikipedia.org/wiki/Street_Farm with detailed additional information.

6d. Street Farm Products, which honoured their work with its name, operated locally from 1978 to 1987.

Over nine years, producing 500 pounds a week, with 3 weeks off each year, totalled about 225,000 pounds of sprouts, most of them alfalfa, and most of those, four ounce bags.

6e. I wasn't convinced that there was a problematic nature in alfalfa in response to one credible 1992 caution, but after Nourishing Traditions came out, I referred many a store customer to page 113

with the statement about the amino acid canavanine and the diseases possibly associated with it.

6f. Back in the day, I did some arithmetic. While adding water to the 15 tons of seeds produced more than seven times its weight of sprouts, if they were instead planted, and given sun and rain, they could be converted to alternatively 225,000 pounds of blue brand beef.

6g. After the Weston A. Price-initiated learning curve, and after being exposed to the permaculture

ideas, those seeds, thinking of India and the sacred cow, these long lived and productive animals

could essentially sustainably, infinitely, provide the necessaries. Alfalfa requires a certain small wasp

for pollination. From the Arabic, it means "king of the land".

6h. About a special house.

After giving my paper "Energy Management Program For Ontario Agriculture" (76-302) to the Canadian Society of Agricultural Engineers in July of 1976 which included my "Estimates of the Off-farm Energy Inputs to the Principal Field Crops in Ontario, 1974", I went over to PEI to see the Ark, then approaching completion. This was a government-financed project involving John and Nancy Todd and associates who had previously created a smaller but similarly integrated effort in New England. I have 14 slides, now converted to scans,

but I don't have the skills to convert them to files which I can store and share without being involved with an external agent. I'm happy to share them. I have the 1980 book by John Todd and Nancy Jack Todd title "Tomorrow is Our Permanent Address" (after a line in an E.E.Cummings poem),

have scanned several pages including those about the PEI Ark, again happy to share.

Was very pleased to find a robust interest online hosted by Dalhousie University, at <https://peiark.com/introduction/>. The term used for the Cape Cod Ark was "agricultural bioshelter".

Mind Bomb

7. My dear friend B and I saw the Greenpeace documentary in a recent year, and while we were previously familiar with many of the details, I carried away this notion of "mind bomb".

Nothing can compare with the event of confronting a Russian whaler with a Zodiac, but we need to adjust the image evoked by the word. Instead of a damaging explosion, the approach should mimic a "whomp", with sufficient slowness of the expansion to preclude triggering startle-response threshold in magnesium-deficient readers.

8. I've long admired the geese and the lemurs with their sentries.

What if the sentry is fluoridated? If the whole group is fluoridated, would they post a sentry?

9a. Concerning solar flares of item 2 above,

"...and apart from the essentially totally unpredictable mostly end of the story solar flare...", dear correspondent sent a link to March 21, 2019

Suspicious Observers 5:21 concerning current one expected this Saturday at

<https://www.youtube.com/watch?v=GmnFCm0tHrA>

This would serve as good introduction to nature of the information from Suspicious Observers, have copy/pasted for convenience from C13a below:

"Food

13a.

I am very grateful to dear correspondent for sharing information from Suspicious Observers, with the latter bringing forward the work of geologist Douglas Vogt.

It has to do with a solar micro-burst

Individuals can make their own decisions about the science brought forward. 2046."

9b. Suspicious Observers is very prolific, and while most of the regular production is considerably brief as this one is, there are several long ones from Douglas Vogt involved in getting a handle on his thinking.

10. I recently explained to a younger acquaintance about my learning in my late twenties about the "right livelihood"

concept, and, tying ends together across disciplinary lines these last several weeks, I'm just realizing

that the coherence, doubtless questioned by some, has arisen as a direct result of a continuity of intent, with initial disparate elements finding integration through some unifying guidance.c.

C.

Strategic Priorities and Policy Committee

2019-03-20 supplement only to original of 2019-03-11 11:40 PM EDT

1. Previously detailed error corrected.

2. Thank-you to Chris Gupta for sharing the wealth and collaborating on this work and bringing forward benign solutions with a different perspective than mainstream.

3. Thank-you to Dr. Andrew Michrowski, of the Planetary Association for Clean Energy, and his international collaborative network, for their on-going valuable work.

4. In addition to all of the above, thank-you to some long-suffering undisclosed correspondents who are in the "Yes But" camp. You need to know what many other people know.

5a. Although the word censorship was used only once in the original submission, a current event, and I hope that I am mistaken in this, the deplatforming of the Consumer Health Organization of Canada may have recently occurred. If this can be confirmed, then it is justifiable to declare "*force majeure*" and put out a clarion call for assistance for a cooperative effort to conserve this body of information.

5b. The archives, as previously available online, had a mysterious 5 year 1985-1989 gap, which, with the help of Chris Gupta were digitized and circulated in 2013. In spite of submission of duplicated flash drives of this work, they didn't appear online, and now, the whole site's gone.

5c. Nothing new received as of 2019-03-20 7:00 AM EDT.

6a. Further, re SNC-Lavalin, I was reminded that this corporate entity has replaced the federal government with first line responsibility for Chalk River. In the US, there are currently legal proceedings in Arizona, with copy and paste details from original March 8, 2019 information: "The case is El Paso Natural Gas Co. LLC v. United States of America, number [3:14-cv-08165](#), in the U.S. District Court for the District of Arizona." concerning nuclear cleanup liability, characterized by dear correspondent as "hot potato".

6b. In London, Ontario, Canada, this city and other municipalities are subject to bullying by higher levels of government, whether it's some mega-city's land-fill site next door to a smaller city, or a tiny municipality trying to confront the federal government with front line corporate enforcers with a plan to turn a particular Garden of Eden into an in-perpetuity nuclear waste disposal site.

7a. In 1983, the City successfully brought forward a proposal to build a garbage incinerator beside Victoria Hospital. Orlando Zamprognia was Deputy Mayor as well as Vice-President of Engineering at Victoria Hospital, with the two corporate entities being co-proponents.

7b. My brother Rick asked me to assist and I did so as a self-declared lay witness.

He witnessed an unsuccessful effort by the proponents' lawyer to reduce my credibility by asking a difficult technical question which I successfully answered.

Some government processes occur in the absence of a co-operative atmosphere.

7c. I did ask for help from the University in analyzing the wind tunnel evidence submitted but it was explained to me that the University couldn't be involved.

7d. At the 2012 fluoridation discussion, I recall one person who spoke, self-identified as a member of the university community, and brought forward information of a cautionary nature. One.

7e. Concerning the university, I attended the Inaugural Symposium of Electromagnetics Western in 1992, when there was a sparse awareness, but if there is any increasing awareness within the institution, which the city succours, it is not evidenced by its aggressive behaviour in installing Wi-fi, apparently totally oblivious to a now widely distributed body of evidence on the biological effects of these technologies, all the way from "simpler" earlier line power and radio waves, but now even into the 5G realm. It's ignored. See local paper of August 5, 2011 regarding the proposed tower at the Museum of Ontario Archaeology. I don't see an antenna on google street view, don't know the outcome on that.

7f. The Health care industry, educational and practising, are so totally Yes But, and at the same time subject themselves to a very significant occupational hazard. I don't wish to quote Dr. Joel Wallach. This will be on the Darwin Awards in years hence.

7g. The old civilizations of India and China have a rich heritage of subtle energies of the body and,

with China, the landscape. Europe also has historical sources about these subtle energies.

7h. The \$35 million (1983) incinerator operated for nearly 20 years, functioning poorly, and financially costly, inputting to our city environment, including the adjacent hospital's, much pollution, including fluoride from the burning of plastics.

7i. Incidentally, this particular Deputy Mayor, in the Mayor's absence, signed for the City when receiving title to the Parkwood property from the federal government, and I do not know the rest of the story of this land and St. Joseph's.

7j. When these events occurred, I believe that municipal terms may still have been at 2 years. Now that they're four years, it's all the more reason to acknowledge the inability of elected officials,

influenced by autocratically-guided technological momentum which precludes innovation, to reach in an

alternative, benevolent direction. Also, if we could shift all elections to February 29th, we could co-operatively try and change the reality with the other 1,460 days.

7k. Listening to the lowest price is the law argument is short-sighted. One unknown is when the inevitably higher costs will be borne. Also borne into the future are presently dimly perceived other costs.

8a. The March 16, 2019 local newspaper carried a Canadian Press report of provincial government action

in reducing environmental oversight. "Advocacy groups have noted some of the environment commissioner's duties, such as the power to issue special reports on topics like climate change, will not carry over to the auditor."

8b. Absence of comment upon their topic given as example is intentional.

8c. From the 1983 last in the province environmental hearing where citizens were able to speak in open

discussion about matters, we're seeing the approach of the end of environmental discourse between citizens and the governments which are supposed to represent them.

9. The same article also mentions the merging of 20 agencies of the province's health-care system.

This will create a health-care czar and citizens might keep in the mind the wide emergency powers given by a preceding provincial government to the Minister of Health. The ideologies guiding the decisions,

both political and medical, have serious deficiencies, and while benevolent character of many participants is acknowledged, the misappropriation of loyalties by malevolent ideologies plays large in

maintaining the momentum of normalcy bias in social engineering.

Communication

10a. "A little bird told me" phrase dates from the Battle of Waterloo when the banker, using carrier pigeons, learned the outcome and then sent the opposite message to England, and, almost immediately thereafter, took control of the British Empire for a shilling on the pound.

10b. I have previously noted the apparent change occurring in the path of science coinciding with

the promotion of Pasteur's work, that "germs are bad", and the ongoing suppression of Bechamp's

work that the "terrain" ought to be the focus.

10c. I recently read the 1953 book "The Great Iron Ship" by James Dugan about the engineer I. K. Brunel and the ship *Great Eastern*. This ship laid the first adequately functioning trans-Atlantic

cable, completed in 1866, and of course supports a major change noted, 51 years after 1815,

and 47 years before 1913.

10d. From page 5 of Eustace Mullins' 1993 (Author's 70th birthday edition) "Federal Reserve System",

"A study of the panics of 1873, 1893, and 1907, indicates that these panics were the result of the operations of the international bankers' operations in London. The public was demanding in 1908 that Congress enact legislation to prevent the recurrence of artificially induced money panics."

10e. Although the legislation was drafted in November of 1910 at Jekyll Island, it wasn't passed until December 23, 1913, to the day, one hundred years before I got my 3rd letter threatening water cut-off by local utility.

Ezra Pound was an American poet who was very critical of the war effort, to such an extent that he was captured in Italy in 1945 on personal orders from FDR, subsequently he spent thirteen and a half years, the last twelve at an insane asylum in Washington DC, not being released until 1958.

Mullins met Pound in 1949 when Mullins was 25 years old, and had never heard of the Federal Reserve.

From The 1991 note in the forward to the 1993 edition, Mullins writes:

"This book was from its inception commissioned and guided by Ezra Pound.

Four of his proteges have previously been awarded the Nobel Prize for Literature,

William Butler Yeats for his later poetry, James Joyce for "Ulysses",

Ernest Hemingway for "The Sun Also Rises", T.S. Eliot for "The Waste Land".

Henry Newbolt's 1940 "New Paths on Helicon" notes at p.386 that "*The Waste Land*" is inscribed by T.S. Eliot 'for Ezra Pound, *il miglior fabbro*' which might be "the better craftsman".

Wikipedia is unreliable with Dr. Pound's information. He is mis-characterized as unpatriotic and his pronouncements about the bankers were transformed into racially prejudicial remarks, a regular tactic to change the subject.

10f. 50 years on from 1913 is 1963, JFK. Although the 1960's were seriously wounded by this, much self empowerment was achieved. 1970's Kent State seemed to set the atmosphere for subsequent decades, with an occasional kettling in Toronto for reinforcement.

10g. Currently, we're on a 50 year cusp of the conversion of communication abilities from a technology

of service to the people to a mechanism of control, and not just a gentle steering. It is repeatedly demonstrated that any advances in communications technology which can be nefariously exploited

will be so used for increasing control and profit.

10h. It should be noted that while profit is important, it is not as important as control. Who controls the

money is behind the veil anyway. The 5G system, if implemented, will control minds.

10i. With cannabis legalization trying to take us much further down the road of police testing and our loss

of personal sovereignty, it is happening at the same time as governments with medical emergency powers legislated, mandatory vaccination policies being introduced, health care systems and mainstream media spouting more anecdotal data, steering the population away from accurate information, all being reinforced by our universities.

10j. From a right to know your accuser, the Turn In a Pusher programme was the beginning, in my recollection, of the transition away from transparency, and there are obviously entrenched many

non-transparent decisions made, from secret US FISA courts, to more or less hidden clauses in omnibus bills which exempt corporations from prosecution, to communications amongst autocrats

across a spectrum of departments, perhaps much unknown to the "clients" or public being served.

10k. The individual has lost sovereignty of knowing all the facts in the situation.

11. The grey wave will soon be over. Current decision-makers need to commit to investments

to benefit their descendants. In this situation, although the city is a creature of the province, the higher-level government has become to some extent an adversary and citizens of the city will have to increasingly pick up responsibilities passed down from above, on several files.

12. Received this past Friday March 15, 2019 from Chris Gupta this timely item:

“

The City Council of Everett, Washington Plans to Impose Agenda 21 on Residents, Removing Them from Their Cars and Downgrading Their Lifestyle

<https://needtoknow.news/2019/03/the-city-council-of-everett-washington-plans-to-impose-agenda-21-on-residents-removing-them-from-their-cars-and-downgrading-their-lifestyle/>

from which upon reading the one medium paragraph summary, the veracity of which I would support,

I copy and pasted:

“

Agenda 21 “utopia” cities will ultimately fail, at tremendous expense to taxpayers, because the plans are built on the lie of global warming and other fraud...”

The video is 28:05 March 5, 2019. Everett is 25 miles (40 km) north of Seattle, pop: 2010 census 103,019, city supplies water additionally to 500,000 in nearby county.

City is fluoridated but has dropped from 1992 1 ppm, to 2011 0.8 ppm, 2016 0.7 ppm.

Contents of 28 minutes is substantially applicable to London’s situation and it will be interesting to see what parallel information from that video may be brought forward here.

Brief clip of Rosa Koire transcribed 12:19 to 13:00:

“So what I’m going to be talking about is United Nations Agenda 21 Sustainable Development, and it is the blueprint, it is the action plan, to inventory and control all land, all water, all minerals, all plants, all animals, all means of production, all construction, all energy, all education, all information, and all human beings in the world. Inventory and control.”

[measure and control]

Food

13a.

I am very grateful to dear correspondent for sharing information from Suspicious Observers, with the latter bringing forward the work of geologist Douglas Vogt.

It has to do with a solar micro-burst

.

Individuals can make their own decisions about the science brought forward. 2046.

13b. Our civilization, in spite of the momentum, has become somewhat technologically crystallized and fragile.

The separation of population from sustainable food-ways ought to be on several minds.

13c. J.D.Bernal’s 1929 “The World, the Flesh and Devil” brings forward for the first time the idea of high population density spheres for space habitation. He inspired Olaf Stapledon’s flights of fancy and Arthur C. Clarke’s work, but Bernal thought of food as some predictable biochemical process with a precocious period confidence in the nutritional discoveries of his time.

His brief words on that from page 14 of 2017 edition of his 1929 book:

“On the chemical side the problem of the production of food under controlled conditions, biochemical and ultimately chemical, should become an accomplished fact. In the new synthetic foods, will be combined physiological efficacy and a range of flavour equal to that which nature provides, and exceeding it as taste demands; with a range of textures also, the lack of which so far has been the chief disadvantage of substitute food stuffs. With such a variety of combinations to work on, gastronomy will be able to rank with the other arts.”

13c. Growing vegetables is one half the answer. The other concern is animal fat sourced essential vitamins. Their replacement ought to be a subject of interest, with example given

of nattokinase supplying K2, the vitamin studied by Dr. Weston A. Price, DDS.

13d. Weston A. Price, born near Ottawa, became a Cleveland dentist who did much research from the 1920's into the 1940's on the role of diet and health with emphasis on nutrients from animal fats.

13e. Francis M. Pottenger, Jr., M.D. conducted, from 1932 to 1942, his 10 year cat study which demonstrated many consequences of dietary manipulations, including loss of fertility by the 3rd generation with devitalized food.

13f. The work of both researchers was preserved by the Price-Pottenger Foundation, dated to a 1972 renaming, but the effort actually started in 1952.

13g. The Weston A. Price Foundation was established in 2000, and with a much more active, proselytizing attitude, has steadily grown with many international chapters. Over the twenty years of its existence, it also attracted very informed researchers cum authors, and its quarterly publication is a treasure. Valuable, complete digital archives.

13h. The local university curriculum for those interested in nutrition might be 70 years out of date,

with some doctors, embarrassingly, still speaking out about the evils of animal fats.

13i. From Dr. Evan Shute's 1961 book "Flaws in Theory of Evolution", a 1928 quote from W. B. Scott, paleo-botanist:

"Scientific men, however, are not always deterred from theory by the absence of facts."

13j. The university and a primary co-identified partner, the health care system, enjoy virtually preeminent status as valid sources of knowledge.

13k. Following the Atlantic cable of course came the whole era of establishing universities and medical schools with Rockefeller funding, and the suppression of competing modalities.

13l. It's been 80 years since Morris Fishbein put a stop to Royal Raymond Rife's successful 1935 cancer cure.

By 1933, Rife and colleagues had developed a cancer test being 90% accurate and completed in 30 minutes.

13m. Microbiology students might see the 150 year span from the fork in the road between Pasteur and Bechamps and now as a challenge, to repair this great tear in the fabric of a coherent perspective on the matter.

13n.

Still up on reddit world news as of March 4th, 2019:

<https://www.cbc.ca/news/health/stop-homeopaths-honduras-1.5039745?cmp=rss>
more oppression.

Sent to self March 9th, 2019 under their heading "Canada cancels homeopathic foreign aid to Honduras", a BBC link and comments:

<https://www.bbc.com/news/world-us-canada-47489008>
with argument of therapy not proven.

13o. As a matter of fact, the concept of homeopathy was confirmed in 1988, with an article titled "Researchers discover phenomenon that breaks basic scientific rules", published in Nature about Thursday, June 30, 1988 with a reporting newspaper article appearing in the London Free Press about July 02, 1988. Naysayers have been shielded from the facts.

13p. March 19th 2019 same story still up on reddit news, still using "not proven" line. Non-stop propaganda.

14. Is the blob of tar on anybody's list?

D.

00. Submitted Sunday March 10, 2019 in advance of 9:00 am EDT
Monday March 11 deadline, once with receipt asked for, to
sppc@london.ca and jesse@helmer.ca and

copy to cko at 11:40 pm EDT and subsequently sent to correspondents.

0. At the bottom of this submission, below my signature, is a wikipedia link with a super brief cut and paste to learn about "Agenda 21".

1. We're talking about 380 million dollars of government money, all of it from our pockets, through the three different levels.

2. In the summer of 1967, I was a student fortunate to travel in Europe, and my primary olfactory memory of one city was diesel exhaust.

3a. About 20 or 25 years ago, when Rev. Susan Eagle was on a committee, during a well-attended public participation meeting discussing whether to ban back-yard fires, several others and I protested, successfully, and I also took the opportunity to remind that London was still operating diesel buses.

3b. It was acknowledged that a small percentage of the population was sensitive to the smoke from back yard fires.

3c. Interestingly, also brought forward was the fact that there had been absolutely no fires caused by a back yard fire. This was a good example of the perhaps sincere but misguided use of the precautionary principle for the greater good, a phrase among an avalanche of newspeak joining waters muddied by censorship and propaganda, to maintain credibility that there is control in the situation, and with benevolent intent.

3d. Incidentally, I believe it was the Community and Protective Services Committee, and I mentioned in my two minutes that time that I was surprised that it wasn't being discussed in committee concerned with environment.

4a. I note that some cities are planning to ban diesel, perhaps a good move as it is problematic for approximately 100 percent of the population.

4b. I cannot advise of effects of the provincial emission control program relaxation on diesel exhaust.

4c. From wikipedia https://en.wikipedia.org/wiki/Diesel_exhaust.

The International Agency for Research on Cancer is an intergovernmental agency forming part of the World Health Organization, part of the United Nations, and it has listed diesel exhaust as a Group 1 carcinogen.

5a. About mass-transit, in a push-back to city-oriented land-depriving Agenda 21 pressures, the City ought to declare also a commitment to individual transportation, giving it no inferior place to mass transit, as the city's service to not only its own non-mass-transit users, but also for the broad hinterland which it serves, these City residents are due the services, and the visitors contribute greatly to the city's financial and other vitalities.

5b. I'd rather people be autonomous, always able to drive.

6a. Below are reproduced my notes from seeing a well-presented, comprehensive and informative video by Rosa Koire about Agenda 21 and its relationship to the planning process and other aspects of our guided autocratic development, a one hour and forty three minute video at <https://forbiddenknowledgetv.net/behind-the-green-mask-agenda-21/>

In this submission, three phrases are high-lighted from my original notes
26:00 precautionary principle;

32:00 in every planning department
57:20 tying transportation dollars to Agenda 21

“The below video runs 1:43:33, was published on Feb 9, 2019, from a forensic appraiser of large commercial real estate in the San Francisco Bay area. Very informative about Agenda 21 and related.

6:40 land control
7:00 social engineering Senate bill 1867 just passed.
13:30 philosophy – all for the common good
15:00 communitarian law
17:40 biggest public relations scam in the history of the world
19:00 climate change – global warming
20:10 1987 Brundtland commission
21:30 1992 action plan from Rio
23:10 three pillars- economy, ecology and equity (social equity)
25:30 China working with US on sterilization vaccine
26:00 precautionary principle –Point No. 15 of Agenda 21
28:15 1992 Rio – Geo H.W.Bush signed along with 178 other heads of state, soft law.
28:40 Pres Clinton 1993 – President’s Council on Sustainable Development
31:00 Action Plan
30:28 few million to American Planning Association to come up with a plan to put in every single city, county and state in the entire United States so we get Agenda 21 into every single town in the whole US., took ~ six years, came up with growing smart guide book with model statutes for the management of change.
31:44 by 2002
32:00 you think your city is coming up with these laws..
in every university, in every college, in every planning department in the US
34:00 2002 – huge transfer of property rights, none of us knew about it.
36:00 the new consensus is neutralizing the opposition
36:20 communitarianism is using peer pressure
37:30 Delphi technique, created in the 1960’s, used in the 70’s and 80’s to bring in acceptance of general plans and zoning.
38:00 Delphi – to bring a group of people to a pre-determined outcome
39:30 “Rescue Mission for the earth” –Agenda 21’s children’s book
43:00 Nat’l Geog. new article – cities, the answer to everything
cities, the answer to sprawl
50:00 combining transportation and housing
57:20 tying transportation dollars to Agenda 21
57:40 consolidating population, off land to towns then cities
1:03:00 eleven mega regions in the US
1:06:20 the kilo decision 2005, the US Supreme Court decided that the fifth amendment that guarantees that you are entitled to just compensation if you’re taken by eminent domain, but you can only be taken for public use...but redevelopment is not a public use.
1:17:25 removing you from rural areas, suburban areas is the goal.
1:39:10 unions –AFL-CIO 2001 declared anti-sprawl, support smart growth”
6b.And thank-you to the dear correspondent who brought forward this information.

7. During my downtown business involvement from 1974 to 2010 I saw the business property tax increase from 150% of residential assessment to 400% of residential assessment. This trend is inimical to small business and diversity.

8. Additionally, I would take this opportunity to remind that the municipal level of government is key to many related issues, many of which seem seldom raised before elections.

9a. I did, in a more recent year, endeavour to bring forward information on biological effects of electromagnetic fields, but environment committee had zero interest.

9b. At that "meeting", I did engage an apparent member about climate change, and that 'carbon dioxide was bad' was totally believed.

9c. Every person should be aware of the undeniable connection between it and agricultural productivity.

9d. My communication with the city utilities goes back to April 18th of 2011 in efforts to have my electrical "smart meter" changed back to analogue. I'm not holding my breath. I've declined the smart water meter, and, thankfully, I'm still being provided water although they threatened to cut me off with my third letter of December 23 of 2013.

10. On the matter of wi-fi equipped buses, occupants being exposed to the buses' antenna and cell-phones should understand that they are in a kind of microwave oven.

11. Political decisions bring the burdens of liability to the City. Somebody should learn about possible lack of insurability of wi-fi technology and liability for health and other consequences, including, for example, the health consequences and potential liability accompanying any 5G rollout. The Americans are apparently meekly accepting this even though it is irrational to have the US FCC mandating ignoring health effects, any law or regulation mandating harm simply being not enforceable. In the same way that the liabilities of big pharma and nuclear industries are legislatively limited in extent, so also may the consequential liability of wi-fi developments, including past and future use, totally fall on the unprotected citizenry, for the profits of corporate interests.

12. Fluoride is a poison. That fact won't change before the next election.

My four page January 15, 2012 submission stands.

It ought not be a decision taken by the majority to put a pharmacological substance into the water supply of the 100% of the population. At that "Public Participation Meeting", the volume of excreta from the experts was so toxic, it would not be suitable for composting. Those currently exposed to anecdotal evidence from CBC and mainstream ought to learn about the effects of fluoride delaying the eruption of teeth in the young and associated statistical consequences.

Not only residents of the city but food processors, from small restaurants to large concerns, might be happy to know that no fluoride is being added to the water.

Additionally, more interdisciplinary minded readers might study the very embarrassing history of the "science" at the base of this idea that fluoride is good for you.

With the kind assistance of Chris Gupta, evidence cited in my 2012 fluoride submission was digitized and circulated. Councillors making decisions on this matter must be aware of the extent to which this information is widely known outside the ideological fortresses of the autocrats. Students might reflect on the deficiencies of their educational system.

Lucky number 13. Privatization.

13a. My letter to my councillor of October 16, 2018 included words from Charles Morris, LL.D., and his 1899 tome "XIX Century..." at page 636, the last page of his book:

"...A step in this direction somewhat widely taken in Europe, is the control of railroads and telegraphs by the government. Another step is the control of all municipal functions, including street railways, electric lights, etc., by the city authorities. The latter system, adapted by many European cities, is being actively advocated in the United States, and is gathering to its support a vigorous public opinion which promises to be strong enough in the end to achieve its purpose."

13b. The unavoidable statement with the phrase "eternal vigilance": public assets are very attractive large cash cows that will always be the

potential prey of corporate interests. The defense of several hundreds of millions of dollars worth of citizens' assets is left in the hands of trusted elected councillors whose aggregate annual salary represents a vanishingly small percentage of the asset being managed.

13c. This involves a real trust of councillors by citizens such that what happened in Woodstock might be less likely happen in London. The London Free Press report of June 6, 2014 from the Woodstock Sentinel-Review says that the council made their decisions in closed sessions and I do not know whether the Ontario Energy Board approved the sale.

13d. All kinds of deviousness will come from the predators, including talk from provincial government spokespersons about the benefits of mergers. That from the December 17, 2012 London Free Press article which included:

"Sharma has been authorized by London Hydro to pursue partnership and amalgamation with neighbouring utilities."

Although this information is dated, I would like to see a definitive statement of policy from the Council to the Board of London Hydro concerning the protection of public assets from privatization.

13e. Councillors and citizens need a grasp of the simple difference between interest and principle and the related spending of capital for operating costs, which in the end leaves the citizenry exploited and poorly served.

13f. Three other related issues not heard publicly discussed are first: the corrosion of the water infrastructure by virtue of the fluoride in the water. If the larger maintenance costs are avoided, there will be much larger bills later on, if and when responsibility might come back to Londoners for their system.

13g. The deleterious effects of the wireless environment include an accelerated corrosion of the steel structures of our architecture and infrastructure, along with the biological effects.

13h. Re the 5G coming, this drastically different and more intense technology is understood to, besides communicating with your devices, also connect to your brain.

13i. Paradox present in situation with publically-owned asset able to be developed in the best interest of the citizens, while privatising electricity has pushed the citizens to a position of no control over commitments to very expensive and absolutely dead wrong nuclear.

13j. Another paradox: in my little store, as a sole proprietor, I could arbitrarily decide not to sell certain soy products. A co-operative concern, satisfying all members, was on the receiving end of a plethora of less than desirable foodstuffs, products at the end of an industrial agriculture and biochemical manufacturing process, able to be marketed only because the citizens are so poorly informed about food-ways.

14. SNC-Lavalin, of current notoriety, about June 30, 2011, paid \$15 million for Atomic Energy of Canada Ltd., the intellectual nuclear heritage of the country. The government in turn promised to give "SNC up to \$75 million to complete development of a new reactor..." <https://www.cbc.ca/news/business/aecl-sold-for-15m-to-snc-lavalin-1.985786>

Research is necessary to learn about our worsening situation, the notion of nuclear power is totally past.

15a. Oxygen.

Very early in the 1900's, Germany had developed oxygen technology for the purposes of sanitizing water.

15b. Before the construction of the Canada Games Aquatic Centre, I gave Mr Bill Kennedy, then chair of the Public Utilities Commission a brief about the use of oxygen technology for sanitizing water. The brochure which first came out spoke about the new healthy sanitization system. A few years later I was told that the price of the electronic lane timers were so high that cuts had to be made.

15c. The May 17, 2013 London Free Press has a story about the use of a new hydrogen peroxide system to enable reduction in the chlorine used in the Glencoe and area water system. There's one anecdotal report that this provides a decent cup of tea.

15d. In the late 1970's, I purchased the library of Mr. T. A. Gagen, the city engineer from the late 1940's to I think the late 1960's. Before the fluoride meeting in 2012, I reviewed the several applicable volumes to learn that there was very close to zero in his information about anything other than chlorine. His 1944 book "Water Purification" by the US Corps of Engineers was 100% about chlorine and exemplifies the role of the war and immediately following years in setting the technological agenda for what seems forever in opportunity costs with respect to our non-use of relatively long-term available benevolent methods.

16. As has been said, we might not be able to control anything at higher levels but we should try hard at the municipal level.

17. It's all our money.

Conrad K. Odegaard

From https://en.wikipedia.org/wiki/Agenda_21

"**Agenda 21** ^[1] is a non-binding action plan of the United Nations with regard to sustainable development.^[2] It is a product of the Earth Summit (UN Conference on Environment and Development) held in Rio de Janeiro, Brazil, in 1992. It is an action agenda for the UN, other multilateral organizations, and individual governments around the world that can be executed at local, national, and global levels.

The "21" in Agenda 21 refers to the 21st century. It has been affirmed and had a few modifications at subsequent UN conferences..."

Consumer Health Newsletters

1989	December	Vol.11 No.11	REDUCING YOUR CANCER RISK BY 90% OR MORE - PART II	John Yiamouyiannis, Ph.D
	November	Vol.11 No.10	HIGH PERFORMANCE HEALTH	John Yiamouyiannis, Ph.D
	October	Vol.11 No.9	OXYGEN THERAPY FOR DEGENERATIVE DISEASE	Lucas Boeve, P.Eng.
	September	Vol.11 No.8	IS MERCURY IN YOUR SILVER FILLINGS POISONING YOU?	Dr.Donald Barber, D.D.S.
	July/Aug.	Vol.11 No.7	LICK THE SUGAR HABIT - PART II	Nancy Appleton, Ph.D.
	June	Vol.11 No.6	LICK THE SUGAR HABIT - PART I	Nancy Appleton, Ph.D.
	May	Vol.11 No.5	BIOMAGNETISM IN HEALTH AND DISEASE	Dr.Richard Broeringmeyer
	April	Vol.11 No.4	YOUR PERSONAL AYURVEDIC CONSTITUTION	Dr.Robert Svoboda
	March	Vol.11 No.3	MULTIPLE SCLEROSIS	Libuse Gilka, M.D.
	February	Vol.11 No.2	FOOD AND ENVIRONMENTAL SENSITIVITIES	Trudy Bricker, M.D.,M.A.
	January	Vol.11 No.1	INTRAVENOUS CHELATION THERAPY FOR ARTERIOSCLEROSIS ALZHEIMER'S DISEASE AND OTHER DEGENERATIVE DISORDERS	Paul Cutler, M.D.
1988	December	Vol.10 No.11	A WHOLISTIC APPROACH TO LEARNING DISABILITIES	Irene Yachuk, Ph.D.,R.N.C.
	November	Vol.10 No.10	THE GERSON THERAPY FOR CANCER AND DEGENERATIVE DISEASES - PART II	Charlotte Gerson
	October	Vol.10 No.9	THE GERSON THERAPY FOR CANCER AND DEGENERATIVE DISEASES - PART I	Charlotte Gerson
	September	Vol.10 No.8	missing	missing
	August	Vol.10 No.7	HOW TO TEST YOUR ALLERGIES - AND CURE THEM - IN MINUTES - PART II	Jimmy Scott, Ph.D.
	July	Vol.10 No.6	CURE YOUR ALLERGIES IN MINUTES - PART I	Jimmy Scott, Ph.D.
	June	Vol.10 No.5	FATS THAT HEAL, FATS THAT KILL	Udo Erasmus
	May	Vol.10 No.4	AN EFFECTIVE ORAL CARDIO-VASCULAR TREATMENT	Dr.Kurt Donsbach
	March	Vol.10 No.3	ALTERNATIVE PROTECTION AND RADIATION	Fred Bell
	February	Vol.10 No.2	ADDICTION-EFFECTS OF ALCOHOL AND CHEMICAL DEPENDENCY ON THE FAMILY	Linda Bell
	January	Vol.10 No.1	A WHOLISTIC APPROACH TO CANCER	Anne Eerdsman
1987	December	Vol.9 No.11	HEALING WITH HERBS - PART II	Jim Strauss, Master Herbalist
	November	Vol.9 No.10	THE CURE FOR CANCER AND AIDS MAY ALREADY EXIST	Barry Lynes
	October	Vol.9 No.9	HEALING WITH HERBS - PART I	Jim Strauss, Master Herbalist
	September	Vol.9 No.8	YOUR ROLE IN PREVENTING DISEASE - PART II	Mark Percival, D.C.,N.D.
	August	Vol.9 No.7	YOUR ROLE IN PREVENTING DISEASE - PART I	Mark Percival, D.C.,N.D.
	July	Vol.9 No.6	CANDIDA ALBICANS AND OTHER CONDITIONS WHICH MIMICK IT	Zolton Rona, M.D., N.D.
	June	Vol.9 No.5	HEALING PROPERTIES OF HYDROGEN PEROXIDE	Dr.Kurt Donsbach, Ph.D.,D.Sc.,N.D.,D.C.
	May	Vol.9 No.4	HOW TO ENJOY HEALTHY TEETH AND GUMS - IN SPITE OF YOUR DENTIST - PART II	Dr.Robert O. Nara, D.D.S.
	April	Vol.9 No.3	HOW TO ENJOY HEALTHY TEETH AND GUMS - IN SPITE OF YOUR DENTIST - PART I	Dr.Robert O. Nara, D.D.S.
	March	Vol.9 No.2	PSYCHOSOMATIC DIMENSIONS OF CANCER THERAPY-Pt.II	Dr.Bernard Greenwood, B.Sc.,Ph.D.,MBBS,M
	Jan/Feb	Vol.9 No.1	PSYCHOSOMATIC DIMENSIONS OF CANCER THERAPY-Pt.I	Dr.Bernard Greenwood, B.Sc.,Ph.D.,MBBS,M
1986	December	Vol.7 No.12	IMPROVE YOUR HEALTH - AND IMPROVE YOUR VISION	Leslie H. Salov, M.D.
	November	Vol.7 No.11	INDIVIDUALIZATION OF CANCER THERAPY	Barbara Huntington
	October	Vol.7 No.10	FREEDOM OF CHOICE IN HEALTH CARE	Ron Dugas
	September	Vol.7 No.9	OBSTACLES TO HEALING	Dr. Leo Roy, M.D.,N.D.
		Vol.7 No.8	missing	
	July/Aug.	Vol.7 No.7	DR.D.BRANIGAN, M.D. SPEAKING AT TOTAL HEALTH 86 - Pt.II	Dr. D. Branigan, M.D.
	June	Vol.7 No.6	missing	
	May	Vol.7 No.5	missing	
	April	Vol.7 No.4	VITAMINS AND MINERALS	David Rowland, Ph.D.
	March	Vol.7 No.3	missing	
	February	Vol.7 No.2	THE RELATIONSHIP OF DIET AND ANTI-SOCIAL BEHAVIOUR	Barbara Reid
	January	Vol.7 No.1	DEPRESSION, STRESS AND NERVES	Dr.Jan de Vries, Dr.H.Med.,Ph.D.,D.Ac.,D.O.,N
1985	December	Vol.6 No.11	QUICKSILVER IN YOUR TEETH	Dr.Victor Penzer, D.M.D.
	November	Vol.6 No.10	LATEST DEFECTS IN MODERN MEDICINE	Robert Mendelsohn, M.D.

October	Vol.6 No.9	missing	
	Vol.6 No.8	HOW TO BE HEALTHY	William Ellis, D.O.
July	Vol.6 No.7	DR.LENDON SMITH,M.D.,THE CHILDREN'S DOCTOR	Dr.Lendon Smith, M.D.
June	Vol.6 No.7	CATARACTS	Dr.Alex Duarte
May		missing	
April		missing	
March	Vol.6 No.4	NUTRITION AND THE FOOD INDUSTRY	Paul Stitt, M.Sc.
		missing	

From: Donna Crinklaw Wiancko
Sent: Thursday, March 21, 2019 4:44 PM
To: SPPC <sppc@london.ca>
Cc: Paul Wiancko; Donna Crinklaw Wiancko
Subject: [EXTERNAL] Response to the Draft List of Potential Public Transit Infrastructure Stream - meeting March 20, 2019

To: Members of the Committee regarding decisions about Transit Infrastructure

My husband and I attended the public meeting at Centennial Hall on March 21, 2019 from 3:00 to 6:30 p.m. and listened to the speakers, many of whom were supportive of the intent or concept of the full proposal for the BRT projects from east/west and north/south.

****I strongly support the completion of the underpass on Adelaide Street. It has been discussed for so long and in fact three years ago I had thought it was "a go" and construction would start soon. The pictures and drawings I learned were only teasers and no environmental assessment and land attainment seemed to have been done. This project is critical to enhance north/south traffic flow.**

****I support the extension of a bus line to the airport. I have looked into this a few times over the years; when I returned from living in the Toronto area, I was surprised even 15-20 years ago that London had no regular bus service there.**

****I support bus service in the outlying London lands of "lovely" Lambeth, as it was known in the past, and around its new community centre. I have known people from Lambeth who claim that they received nothing from London with annexation and, I guess, bus service fits the bill. I support also the need for businesses in the periphery to receive bus service since workers are so dependent on transportation to these areas. I assisted a person with a job interview who lived in north London but in the end was not able to take the position in the south-east end by the 401 since he had no car and on his hourly pay scale he would not be able to finance a vehicle. This occurred a few years ago. We need to make peripheral accessibility a focus in our transit plans and have early hours built into the schedule. Perhaps a ring road bus service in the periphery could be viable? What are the ideas that Transit has? Do share.**

***I support the BRT but not the North Connection as set out. (See comments below with my concerns). I feel a different route is necessary and as one speaker mentioned perhaps along Wharncliffe Road is more appropriate to meet service needs. More information is needed.**

History: I grew up in London and lived here during the discussions of the "ring road" and the fallout from this when not delivered. I left London and returned 20 years later. Members of my family had been in the agricultural section for years and even for them it was inconceivable that the ring road was not completed since they could see the advantages to a growing city and the movement of people at that time - both within and outside the city. It was a mistake and something that cannot be undone but is part of the history of London and not forgotten.

Lack of Confidence and Trust: As a preface to my remarks, I must say that I do not have a great deal of confidence and trust in those who are putting forth the plans for this project. I am not inspired. Much of what has happened in London over the years in planning does not engender this confidence. I recognize that at every council meeting it seems that City Staff are given much positive feedback on their work, which I find to be patronizing, and is done for the benefit of the city residents who are listening to the meetings or reading it in the newspaper. I am not sure that this is always justified. I find the outcomes from the planning and completion of the work are at times questionable and may reflect what we get in the future. Planning philosophies/strategies change and we are at the whim of the trend of the times and what is thought best at the time.

One simple example was mentioned by a few people at the meeting. The unpredictable bottle neck, on Richmond Street North, west side, south of the river/bridge and the curve and south of Windermere Road, is one good example of why I have minimal faith in planning in our City. This is not an old project and is reflective of "our times" more or less here-and-now. Indeed, in my view it does not take a great deal of insight or foresight to recognize the potential issues of the road configuration, sidewalk allowance and no "cut in" for delivery vans, mail trucks, cabs, etc. If this is an example of what we can expect in the BRT next planning stages, then I have no confidence in what we are being told, outcomes, drawings, etc. and how wonderful it will be. This Richmond Street example is very poor planning for the movement of people/cars, and, who knows why? It was thought of as good planning or is it possibly related to the developer's pressures on whomever and meeting the developer's needs or else the building will not be built?

It was interesting yesterday to hear the “veiled threat” that seemingly was given by LDI that developers had already paid development fees and would not do so again... and *just remember that!* (so we were told by the speaker). I do not believe I misinterpreted this and although what was said may be true, it was somewhat troubling I felt as presented in this venue.

I am not sure what will inspire my confidence in the planning process and outcomes. I have a fear that many of “your knowns” are our “unknowns” and when we learn of these details it will be after the fact and we are left in the same situation as on Richmond Street at the apartments or with “new” bus routes. Thus I am hesitant about supporting the projects and *yet know something must be done for our transit situation.*

Safe Turns: There was a mention of “safe turns” as a means of crossing over the street and transit lanes for left turns and into businesses. Recently we were in New Orleans and the centre of the main streets where the trolley runs is called “neutral” ground and left turns are made in a fashion you described in the presentation. I had noted when in New Orleans the number of cars with large dents in the doors and sides – most likely due to “safe turns” and others not giving way in heavy traffic for the driver to make the U-turn. Co-incidental?...I think not. Just an anecdotal comment. London is not known for “good/courteous drivers” who let others in or ahead. It would be good to know of statistics from other communities with a similar construction for transit and turns. You probably have the facts, please share the good and the bad. We need to be prepared, even if we can do nothing about it.

Masonville Hub/Commercial Area: I am concerned about the parking availability for commuters at the Masonville Hub. What are your plans? Where are people to park? Will a parking garage be built? We have not been told of this and yet I am sure planners have considered this, and if not, it is reflective of our planners. I will give them the benefit of the doubt and think it has been considered but “kept under wraps”. Indeed, Masonville will not want the parking spaces occupied by riders unless the riders pay daily for this as well...say \$5.00 per day or \$10.00 per day or more, along with the transit fare? Have you these facts but are not sharing then with the public? Not everyone will want to take a “branch” or “feeder” bus to the BRT if coming from out of the city or even from the west or east. How will you sell this unknown? Be upfront and honest with the citizens. *Maybe I have missed something, and if I have, let me know your plans.*

As your planners will know, I suspect, in Toronto at Yorkdale Shopping Centre and Scarborough Town Centre the shopping parking lots are closed until after the rush hour - nearer 0930 or 1000 even on week-ends so commuters cannot park there early for the day. Around GoTrain stations (familiar with the Toronto east side to Peterborough) there are newly built parking garages for pay. Is this the plan? Do share.

There does not seem to be land around Masonville for parking of cars since the closest land parcel will now turn into a condominium north of the Richmond/Fanshawe corner. Is there other land for this purpose? What is your solution? I am sure you have ideas, but will not share and we (I) need to know in order to feel more comfortable with your plans for our future and give us confidence. Give us a potential vision and do not hide the costs which we, as users, will need to know and pay i.e. parking first to ride.

People in cars are driving into London, “clogging” our roads from Arva, Birr, Lucan and north and continue along Richmond Street southbound to work, restaurants, entertainment. Do we not want these people to park and use transit? Certainly we do, but I see no plans being addressed outwardly for where they could park. This transit system is not just for Londoners to decrease traffic but also for those who come into London and use the services, work here and leave. Let us hear more about the north end plans at the Masonville Hub and stop being told we are “the privileged”. Indeed I would give the proposed bus travelling north of Oxford on residential Colborne to the people in Lambeth where no access is available it seems, and we in the north end have buses - noisy (listen to the airbrakes) and engine start-ups and slow downs, and dust all around on more residential streets potentially, not far from the buses running on the main arteries.

Make it appealing & needing information: In addition, the “sales/marketing job” for this system tends to focus on the economics for the “working class”, the working mother or university/college student as many stated and, in fact, came across as self-serving at the meeting. This is not going to increase ridership, which will be needed, if students opt out! Somehow we need to see this system as attractive, exciting and even appealing and not just as a system for those with less finances or a pension. For me, not only the number of times the bus passes a stop is somewhat of a selling factor (more importantly it will there when expected), but also its comfort, its safeness, its cleanliness and freshness are helpful and not the start-stop jerkiness and “almost” falls in the aisles. At one point in my life it was fun to ride a bus

and I did so from Grade 5 onwards, but now the image is old/dull, smelly, bumpy, confining and awkward. I took a bus to my work setting on occasion in London but I needed to be there by 0620-0630 and the bus could not accommodate me so I ended up driving 95% of the time. Buses did not run in heavy snow storms too – caught by this x3 as cars drove by me as I waited for the bus on Richmond and Oxford and/or Colborne.

I fully support directing buses to the peripheries for people to be able to get to work on time and even a few minutes before. In Toronto, for 10 years plus I rode the subway and enjoyed it for the most part. I lived in Thornhill and parked in the large parking lots at the “end of the subway - Finch”. There was something different and exciting about it for me, but coming to London and riding the same “old” bus again is a “downer”. Indeed, the necessity to stop for the trains at Richmond Street, south of Oxford, is a deterrent to the word “Rapid” and once again does not reflect the actuality for the future. Perhaps another north route needs to be considered to give more flexibility and rapidity to the system and to help sell this project.

The idea, as some did yesterday, that giving guilt trips to others because they use a car, is not a strategy which will win everyone to public transit. Do be careful with this. It is hard to reach a beach without a car or deal with an emergency immediately. It also creates a divide of the “haves” and “have nots” and a transit system should not be seen in this light if ridership is to increase. Cashmere sweaters and cotton/polyester knits need to mix on the BRT and transit system.

The pictures in the handout, although appealing, do not give me confidence about the vision of BRT because we know London does not look like that with wide open spaces and brightness and never will I suspect (i.e. as on page 11 – Central and Richmond will never look so bright and open with wide sidewalks). London has a tendency to be darkish and dull in colour. The pictures in the handout look more like a Markham, Ontario width-street with its wide east-west corridors and new construction abounding with the transit system. They are interesting photo-shopped pictures with bands of grey and red in London streets, and lots of “airiness” but not reflective of the true London landscape/streetscape. This could be a disappointing if what is finally built does not look like the photo-shopped pictures.

How will the feeder branches of the transit system connect with the BRT – where? any ideas? Once again I am sure there are ideas but these “knowns” seem not to be shared until the decision is made at the point for them to be activated and a feeder/branch bus turns up on a residential street and BRT is “blamed”. This is why I am skeptical and lack a sense of trust in the outcomes although I know that BRT in some form is critical to the growth of London for the future. Make it more appealing.

Finally: In my view, London is not particularly attractive or “pretty” in general – others may disagree, but many of its distinctive streetscapes, the ambience created and atmosphere have changed and for the most part it is now not notable. The core and along some streets (core and periphery) are, in fact, ugly in some places, but there are some attractive taller, newer buildings, heritage homes/apartments and office buildings, and residential streetscapes, and a few open spaces which add to the character of the city but could be eventually altered as the transit planners and planners decide their fate and our futures over the many years, no matter. Not only do we need a vision for increased density and intensity (as is now the mantra voiced by so many) but also a vision of “pretty” landscapes/streetscapes being integrated and fitting in with each other. I realize we have the London Plan. We need our setting to be memorable for the good, not the bad. How will the BRT enhance this? How will it create an integrated and memorable environment which fits into the character of the city which is desired i.e. not ugly, but inviting? Why is Wortley Road so inviting versus Richmond Row (Oxford/Richmond) which seems to have fallen on hard times even with all its daily traffic? I recall when it was active and thriving even with a bakery and not just an access to somewhere else. BRT is not the solution to this area if increased business is anticipated – even the banks have left as they saw no future in dealing directly with people in the area. We seem to have lost character and are turning into a mishmash of whatever works for whomever and wherever. Can BRT be an element to support an integrated city setting and be enticing or is it just an electric bus running down the centre or sides of a road delivering people to destinations.

Indeed, we need better and reliable transit, as in BRT, for the future and for the people who will be living here, but it needs to be an enhancement to the character of the city and how it is developed within the vision - making London not only attractive but also functional. We need to be connected easily to the bus terminal, to the train station and to the airport and not expect people to “high-tail” it along city blocks with luggage and computers in the cold, wind, rain, snow or intense heat. Let us look at flow and how we can enable people to have a better quality of life based on planning and the vision of others now. One speaker yesterday suggested: be honest, be critical in your analysis and let us be able to trust you. I suggest you be open, listen to the people, provide more details and give us a reason for us to have confidence in your work and a sense of trust so that the outcomes will be positive and not a

surprise. Then we will support it. "Trust us" is not good enough. Is there any chance that this will exceed our expectations?

Sincerely,

Donna Crinklaw Wiancko

Sent from Mail for Windows 10

(Deb Rosebrugh 519-681-3077
11 Clara Cres. LONDON)

More than ten years of planning
and \$10M have been spent already
on the BRT plan.
This will be wasted if this Council
does not move forward with the
whole BRT plan.

BRT staff held many public
information and consultation
meetings over the past few years.
At these meetings they explained
in great detail how the BRT plan
would work and how it would
be paid for. They ^{also} highlighted
the infrastructure work that
would be done with government
funding. The public was given
the opportunity to provide valuable
input at ^{these} meetings. With
all of the work and money
that have already been spent,
it would be foolhardy of
this Council to discard the
BRT dream in order to adopt
other projects that have been put

When I was involved in Union political life, I sometimes took a stand on issues. Upon getting further information I sometimes changed my mind. Councillors, you are allowed to change your stand on BRT

forward in the past few weeks. I ~~have~~ additional projects can be completed in future years.

The City of London cannot move forward if every new Council undoes projects which previous Councils have approved. A Project like BRT cannot be completed in a four year period of time and unfortunately is dependent on this Council to move it forward. London has a history of failed transit solutions. Many of us rue the failure of past Councils to build a ring road to facilitate north/south travel.

BRT, as proposed by the past Council is London's chance to join other progressive cities in moving into the future. I encourage this Council to approve the entire BRT plan.

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

COMMENT SHEET

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The following information is required.

Name: Don Murray
Address: 337 Southcrest Dr, London

Comments: I HAVE FOLLOWED THE BRT
ISSUE FROM THE OUTSET, ATTENDING
PUBLIC MEETINGS AND FILLING OUT
COMMENT FORMS. I KNOW THE 40X1 MONTH
TONIGHT'S MEETING ATTENDANCE PROVES
HOW MUCH THE PUBLIC IS INVOLVED AND
INTERESTED IN BRT.

HOWEVER, DESPITE ALL THE FACTS, FUTURE
REDDESIGN ETC MY BASIC NUTS AND
BOLTS CONCERNED STILL REMAIN. BRT WILL
RUIN RICHMOND ST - AN HISTORIC AND ENVIRONMENTAL
ASPECT OF LONDON'S IMAGE - ONE LANE FOR CAN
WEST & SOUTH IS RIDICULOUS. U-TURN, NO
LEFT TURN ETC. IT'S THE SMALL THINGS THAT
WILL PLAGUE THE PUBLIC, DESPITE ALL

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THE FLASHY TALK OF FA FILLING & ECONOMIC
DEVELOPMENT AS AN LTC RISK I KNOW WHAT
TRANSIT MEANS AT GROUND LEVEL & I DON'T THINK
THE PLANNERS & POLITICIANS DO !!

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The following information is required.

Name: Matthew Chasmar

Address: 349 Western Road, London, ON, N6G 1H3

Comments: As a student currently studying here in London, I'd like to express my support for the BRT plan as a whole. As it stands today, London is quite difficult to get around w/o a car, and even drivers find themselves frequently stuck in traffic. BRT offers London the opportunity to fix this issue with a ~~greater~~^{higher-capacity}, more efficient transit system. BRT will allow students (and indeed many Londoners more broadly) to travel around the city more easily. From this, the economic and social benefits to our city will flow. BRT will make it easier for people to go downtown, visit shops, restaurants and events, and do whatever else they may like. This won't only help those businesses - it will lead to a more livable, vibrant city. The other speakers here today have highlighted how BRT is crucial in placing London for the future. Thus, I urge council to choose a better London and choose to support BRT.

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The following information is required.

Name: diem Nguyen

Address: 1347 Western Road, N6G 1H3

Comments: ~~From~~ Spending my life in Toronto, I see what good transit can do for a person. I found (my parents never owned a car) that I never needed to use a car, even though I lived in a suburb of Toronto due to rapid & accessible transit system. When I came to London to study, I have never had to use nor ~~use~~ Uber in my life, due to the infrequency & outright lack of transit in general. I was also shocked how bad traffic was on Richmond & around the University, London, a city of less than 400,000 people, has more traffic at times than the City of Toronto. We don't need half measures, we need major, long term thinking & investment. If we aren't going to build the entire BRT, at least the north connection. Good transit investment is the only way for London to grow.

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The following information is required.

Name: Michael Borrie

Address: 150 Parkside Edge Cres. London. borrie@sympatico.ca

Comments: ① I and my family support BRT. 2 of my 3 daughters don't have a car. They use LTC buses or Uber on occasion.

② I would like to be able to bus from Westmount to Parkwood/Victoria Hospital. However the present routes and frequency of buses don't make this practical. I would like to use my car less.

③ Vancouver has rapid buses from downtown to UBC with limited numbers of stops. Could there be a rapid bus route from Byne along Commissions to Park Mills with more frequent times at charge of \$1.00 ft for Victoria Hospital & Parkwood Hospital at 7am 3pm-4pm

④ ^{2pm.} I am greatly concerned about the environment and a transit plan for our city that reduces our carbon foot print to the maximum extent possible is essential to just begin to address climate change

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The following information is required.

Name: BARRY TROWER

Address: 312 CROMWELL ST.

Comments: I AND MY FAMILY ARE TOTALLY
SUPPORTIVE OF B.R.T. & HOPE THAT
CITY COUNCIL WILL SUPPORT THE
LONDON PLAN & B.R.T. IN ITS
ENTIRETY! WE BELIEVE THIS IS IN
THE INTEREST OF ALL LONDONERS &
HOPE THE CITY WILL SHOW SOME
VISION & SUPPORT B.R.T.!

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Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

Improve transit to south of the 401 Please

COMMENT SHEET

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The following information is required.

Name: Mary Lake Collins

Address: 1603 Richmond St. London, Ont N6G 2M9

Comments: 1) I agree with all the transit supportive projects but would like to add BUS BAYS

as an inexpensive way to greatly improve transit

2) Intelligent traffic signals & onboard information screens are great additions but BUS STOP information screens would also be a great improvement

3) I am very much against the changes required for the North Connection which would destroy what is one of London's loveliest & historic streets.

Richmond has always provided a beautiful entrance to our city & has a wonderful sense of place. Please do not turn

this into another Wellington Rd S. which could be a street in any city in North America. The widening required would

ruin the most ^{beautiful &} historic part from Orford to the University

Matu. The widening in front of my home, which celebrates

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its 176th birthday this year would turn the street from Western Road to Fanshawe into a mini 401. Many huge historic 160 year old evergreens would also be destroyed, Please do not widen Richmond at all.

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: WAYNE G. GIBSON

Address: HIGHBURY 1555

Comments: ① Who goes downtown? We have adequate malls on the north, west, east & south.

② Can our bus system now serve in the future vs objectionable cost of BRT

③ The \$370,000,000 is our money, or is borrowed money to be paid by the next generation.

④ What would it cost to maintain the BRT? Who would pay ???

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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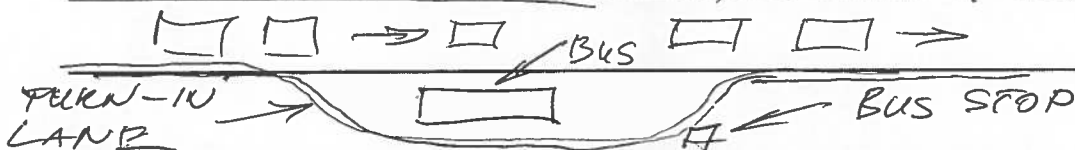
The following information is required.

Name: DUSKO ANTONIO KEZELE

Address: 115 MEADOWOAK CRES, LONDON, N6H 5E8

Comments: I AGREE WITH THE UPGRADES,
HOWEVER I WOULD HIGHLY RECOMMEND
THAT IN AREAS OUTSIDE OF DOWNTOWN
& ON MAJOR ~~THE~~ ROUTES, DEDICATED
BUS TURN-OFF/TURN-IN LANES BE
INCLUDED AT ALL BUS STOPS, THIS
WOULD AVOID BUSES TRIPEDING REGULAR
TRAFFIC FLOW. THIS ALONE WOULD
IMPROVE THE TRANSIT EXPERIENCE
FOR ALL ~~THE~~ PEOPLE IN THE CITY.

*** PLEASE INCLUDE TURN-OFF
LANES AT ALL ~~BUS~~ BUS STOPS ***
& CARS . TRAFFIC FLOW THANK YOU!!



D. Kezele
MAR 20/2019

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The following information is required.

Name: ALASDAIR ROSE

Address: 180 NORTH CENTRE RD LONDON

Comments: THANK YOU FOR ALL YOUR TIME, EFFORT IN
GUIDING LONDON INTO THE NEAR FUTURE

AS YOU ARE AWARE 230 NORTH CENTRE (R1)
WAS CHANGED FROM MEDIUM TO HIGH DENSITY
BY VARIOUS CITY HALL UNITS, PASSED ON
THE APPROVAL OF BRT AND TRANSIT VILLAGES
NOT YET APPROVED!

THIS'AN EFFECT ON OUR LOVE TO LIVE HERE
NEIGHBOURHOOD, THIS CREATES A NEGATIVE
EFFECT ON YOUR PROCESS

YES WE DO NEED MAJOR STRUCTURE

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: SHOLINA SALKSON

Address: 427 DUFFERIN AVE. LONDON

Comments: YES RAIL TRANSPORT VITAL
IS THE ANSWER
INTERVAION IS VERY
SPENDING FOR VISION FOR CITY
IN PORTLAND BUT IT SHOULD
NOT BE THE MAIN REASON
YES BRIGHT LIGHTS

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MINA PEE KAST
OZONA

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: TOM ALBRECHT.

Address: 1006 WATERLOO ST.

Comments: IF THE C.O.L. INSISTS ON SPENDING \$500M IN ORDER
TO SECURE \$375M IN SENIOR GOVT. FUNDING, THEN I SUGGEST
THE FOLLOWING BUDGET ALLOCATIONS:

• ITEMS 1-3 PROCEED

• ITEMS 5-9 PROCEED

• ITEM #4 (NORTH CONNECTION) BE MODIFIED SO THAT

THERE IS NO DEDICATED BUS LANE. INSTEAD, THE EXISTING

4 LANES REMAIN AS MIXED AUTO/BUS TRAFFIC WITH

SMART LIGHTS (#6), RESTRICTED LEFT TURNS ~~AT~~ AT

MAJOR INTERSECTIONS WITH LEFT TURN LANES, AND

BUS LAY-BY BAYS AT ALL BUS STOPS @ CURB SIDE.

• THIS TOTALS \$412M PLUS ROAD UPGRADES (+\$20M)

• THIS LEAVES APPROX. \$70M TO SELECT THE

HIGHEST PRIORITY ITEMS # 10-19, WHILE CONSTRUCTING

THE BULK OF THE BRT AND KEEPING A FUNCTIONAL ~~RIGHTWAY~~ ^{PT.}

Personal information collected and recorded through the public participation process, or through written submissions on this subject, is collected under the authority of the *Municipal Act, 2001*, as amended, and will be used by Members of Council and City of London staff in their consideration of the matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Committee meeting may also be posted to the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2489 ext. 4937.

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

COMMENT SHEET

Written submissions may also be submitted at this public participation meeting if you do not wish to make an oral presentation. These submissions will form a part of the public record.

The following information is required.

Name: Robert EAMAN

Address: Appt. 15.0; 59 Ridout Street South

Comments: - points which resonate as of 6pm tonight.

- support intelligent traffic systems

- improve traffic flow - ↑ traffic circles

- improve LTC service to as many areas as possible - expansion buses

→ - improve London Transit Commission

- sincere concerns - please take the time to develop a really good, sustainable (financially) London transit system.

- BRT plan, especially North Rte/Connection, is unworkable

- construction & operating costs - be realistic, honest, critical in evaluation of current proposals and future planning.

- please don't remove or reduce current lanes available for autos
→ current drivers will continue to drive cars.

- truthfully, many younger people and future seniors will rely on public transit.

→ sincere best wishes as you work diligently to improve transit and transportation in London. Thank you. Robert Eaman

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Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

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The following information is required.

Name: MIKE LUCAS

Address: 417 BAKER ST. N6C1X8

Comments: EVEN WITH 26¢ ON THE DOLLAR

THE COST OF THE NORTH, SOUTH EAST
AND WESTERN BRT CORRIDORS IS

STAGGERING. THIS SOCIETY IS ALREADY BURDENED
WITH SEVERE BANK DEBT IN ALL LEVELS OF
GOVERNMENT AND THE AVERAGE CANADIAN
CARRIES 10 THOUSAND DOLLARS IN CREDIT
CARD DEBT (CBC QUOTE) YET THIS CITY CONTINUES

TO SPEND "BORROWED" MONEY. INFRASTRUCTURE
AND CITY SERVICES NEED TO BE MAINTAINED. THE
BRT IS AN EXPENSE THAT DOES NOT NEED TO BE
STARTED. I WOULD SUGGEST THE ADELAIDE UNDERPASS
AS A WISER MOVE THE TRAINS CONTINUE TO BE A
TRAFFIC JAM UP AND ANYTHING WE CAN DO TO
REMEDY THIS WOULD HELP. I ALSO AM AGAINST

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THE USE OF VIDEO SURVEILLANCE SYSTEMS AT
TRAFFIC INTERSECTIONS.

Potential Public Transit Infrastructure Stream (PTIS) Transportation Projects

PG 1 OF 3

COMMENT SHEET

Written submissions may also be submitted at this public participation meeting if you do not wish to make an oral presentation. These submissions will form a part of the public record.

The following information is required.

Name: David & Marilyn Beach

Address: 21-2081 Phillbrook Dr N5X3A4

Comments: ① Too much money being spent on downtown loop.
K.J.S. KEEP IT SIMPLE!

② Roads such as Windermere should have continuous
cycle lane full length of road

③ Cycling lanes need to be maintained, cleaned free of
debris and shrapnel from vehicle collisions. This includes
all bridge decks. Look at Clark road bridge deck →
it is a mess!

4 North Connection route: No left turns permitted except
in designated dedicated turn lanes. Centre lane for vehicles
curb lanes for buses. HOWEVER! What happens
when there is a vehicle breakdown? lanes are now
blocked: NEXT PAGE

DCA Beach
Phillbrook Dr.

PG 2 OF 3

at apartment buildings (NEW) just south of the Thames river. Delivery vehicles frequently stopped in curb lane slowing traffic. Richmond street cannot currently handle existing traffic. Dedicated bus lane there will not work unless road is widened. Where will cycling lanes be?

How do people connect with rapid bus service who are several kms. away?

Most avid cyclists also prefer cycling lanes to be part of paved roadway allowance instead of being next to sidewalks. sidewalk cycling lanes are slow and pedestrians often block the path.

Roads need to be maintained in a much higher standard than currently.

Waterloo Road has damaged my bike several times and has been costly! - Take a different road? same conditions!

DC Beach
Phillbrook Dr.

PG 3 OF 3

I would rather see continuous
bus service from the north of city limits
to the south of 401. as well as service
full east to west OXFORD Street is
great road for an east west route.
Wonderland road great road for North
south route. build on from
there!

DC Beach

P.S. I do not like the advertising
covering the windows. - They limit visibility
and in winter impossible to see out!

also - more forward facing seats - I have
a back injury and sitting sideways is painful.

From: Richard Hammond
Sent: Thursday, March 21, 2019 8:57 AM
To: SPPC <sppc@london.ca>
Cc: Philip Squire <psquire@bellnet.ca>
Subject: [EXTERNAL] Transportation Project List - supported items with rationale

Further to yesterday's public meeting, I support the following items, based on their versatility and cost effectiveness.

Transit Projects (\$59.3 million)

- Intelligent Traffic Signals
- Expansion Buses
- On-Board Information Screens
- Bus Stop Amenities

Transit Supportive Projects (\$163.6 million)

- Street Connectivity Improvements
- New Sidewalks
- Adelaide Underpass Connections
- Active Transportation Improvements
- Dundas Place Connection
- Old East Village Improvements
- Oxford/Wharncliffe Improvements
- Cycling Connections to Downtown
- Cycling Connections to Transit
- Enhanced Bike Parking

I am concerned that any of the BRT options are essentially road widening projects that commit the City to outdated technology in an age of emerging mobility options. Based on the statistics provided, BRT offers few tangible benefits beyond those provided by the measures listed above in combination with the LTC's current initiatives. In particular, the 'North Connection' involves substantial disruption to Richmond Street, unpredictable delays at the CP Rail crossing, and undetermined implications from traveling through Western's campus.

Thank you.

Richard Hammond, *Principal*
BES BArch MERS OAA MRAIC LEED®AP(BD+C) GGP
rhammond@cornerstonearchitecture.ca
Cornerstone Architecture Incorporated
110-700 Richmond St London N6A 5C7
www.cornerstonearchitecture.ca

From: jj.looper jj.looper
Sent: Wednesday, March 20, 2019 5:09 PM
To: Kayabaga, Arielle <akayabaga@london.ca>
Subject: [EXTERNAL] BRT input meeting

I have just returned from the input meeting at Centennial Hall re BRT. I was greatly disappointed. I came hoping to express my views, ask a few questions, and discuss issues with council members or city staff. Instead, we were required to stand in a long lineup (which is impossible for me as I use a cane and cannot stand for over an hour!). Each person was asked to state his/her opinion, and no one was allowed to ask for clarification. I stayed for 90 minutes, then left without being able to give any input whatsoever!

I have carefully reviewed the project as outlined in the handout, and although some have great merit (improved bus stops, intelligent traffic lights, etc.) I am very much against others, such as designated lanes, especially with curbs, shelters on a median, and reduction of traffic lanes. Unfortunately, I do not see any future way of letting my views be known. I thought we had solved the problem by electing a mayor who held my views, but I don't think there are enough councillors to overrule the old plan!

Although they did say we could give our input on line, the email address was rattled off once; I was unable to get more than half. So I will hope that you will see these opinions are forwarded to the proper recipients.

Jackie Looper

520 Talbot St., London

Dear Committee,

I wish to register my opposition to the north leg of the BRT project proposals. As a logical alternative, I propose Wharncliffe Rd and Western Rd. Thank you for your consideration of these suggestions.

Why the Richmond North “Leg” doesn’t make sense:

- For any rapid transit on Richmond Street, the issue of the train would first have to be dealt with;
- To deliver students to UWO, buses would have to travel over the campus bridge, which will have to be replaced;
- Richmond Street runs through the heart of London’s prized “Old North” neighbourhood. To widen it as would be necessary for that leg of the BRT, would be to destroy the charm of the neighbourhood and effectively cut it in half. This is contrary to the City’s goal of maintaining neighborhood character;
- Local utilities (i.e. Start.ca, Rogers, Bell, Hydro etc) have expressed concern about being able to stop along Richmond Street to provide service to customers should the BRT be installed on Richmond street because the curb lane will be dedicated to local bus service;
- Should the Richmond Street “north leg” route be selected by the City, traffic along the area streets (St. George; Wellington; Regent) will increase dramatically during the construction years;
 - These streets are currently quiet, neighbourhood streets where children play and walk to school. Safety would be a very real concern, potentially exposing the City;
 - Property values are currently high in this area. Area realtors have advised that the amount of increased expected would have a negative impact on property values of anywhere from 10% to 30%. This would result in a direct reduction in revenue for the City.

Ehy Wharncliffe/Western Road makes sense.

By stark contrast, Wharncliffe and the newly-widened Western Road are the logical location for the northern leg of the BRT.

- The train bridge improvement has been completed;
- Western Road has just been widened;
- Access to UWO would not require travel over the campus bridge;
- The route to Masonville Mall would actually be shortened, thereby providing better service to the LTC ridership; and
- Students would be delivered to campus without buses driving over the campus bridge.

Conflicts of Interest.

Finally, I am concerned that Mr. Helmer is employed by Kings University College. As such, I believe he is in a conflict of interest position. I understand that Mr. Turner, who is employed by UWO has been advised by the Integrity Commissioner that he has a conflict. The same would be the case for Mr. Helmer.

Cate Grainger | HARRISON PENZA LLP | 450 Talbot St., London, Ontario N6A 5J6 | *te/* 519-661-6751
| *fax* 519-667-3362 | cgrainger@harrisonpensa.com | Assistant: **Olivia Ash** | *te/* 519-850-5615
| *fax* 519-667-3362 | oash@harrisonpensa.com

From: Donald Creighton
Sent: Friday, March 22, 2019 3:37 PM
To: SPPC <sppc@london.ca>
Cc: Squire, Phil <psquire@london.ca>
Subject: [EXTERNAL] BRT Comments

Good Afternoon Committee Members:

I attended the public participation session at Centennial Hall on March 20th. Both sides of the debate offered important pros and cons towards the BRT.

I feel the priorities for the transportation projects should be -

1. Wellington Road Gateway/South Connection - not necessarily BRT - improved LTC service
2. East London Link - - not necessarily BRT - improved LTC service
3. West Connection - not necessarily BRT - improved LTC service
4. Intelligent Traffic Signals
5. Adelaide St Underpass

As I am a resident of Old North, my focus is on the North Connection to Western and Masonville which I feel should not be a priority and is not required.

The flaw for that entire stretch of the construction and service is, as Paul Cocker so accurately pointed out - The CP tracks. I work at the Selby building at Richmond and Pall Mall, so his comment that the average wait time for the trains is more in the range of 8-12 minutes rather than the reported 5 minutes. Maybe it drops to 5 minutes if you include overnight trains.

At BRT meetings, the consultants indicated that they would work with CP to get the trains adjusted out of the key rush hour times. That has never happened and won't happen now. And the trains will only get longer in the future.

As a side note, I just went and got a coffee at Black Walnut and parked out front on Richmond was a FedEx truck delivering to our building. This and all other sorts of deliveries stops in combination with a dedicated bus lane on Richmond Street is a recipe for disaster.

In addition, at previous public BRT meetings, the reports indicated that there will be minimal cut through traffic in the impacted neighbourhoods. That analysis doesn't jive with what LTC staff have indicated which is that cars try to avoid being behind buses so they take alternate routes. These alternate routes will be local residential streets in school districts.

As a parent of a current Western student and as an Alumni, my pattern was and is always closer to Western Road than Richmond Road. Rarely did I ever or do I ever spend my day near the Richmond Road entrance.

Why isn't the BRT being routed along Western Road? This road recently underwent extensive improvements and runs through the middle of the campus. It seems to make more sense.

Also, if the Richmond BRT portion is a go, why not take a page out of the Toronto transit plans and dedicate the outside lane to buses during rush hours and open it up to all traffic during non-peak times? This could leave Richmond wide open in the summer when school is out at Western.

It was also interesting to hear the comments from the speaker who lived in Lambeth questioning why all of the City's transit efforts seem to be focused on the north end of the City. Quite frankly our area is very well served by transit. Adding some express

buses Masonville/Western/Oxford/Downtown would speed things up and address the students concerns.

I feel that the City should be focusing its efforts on providing transit in the under served areas - the South, the East and the West ends of London. The solution may not necessarily be BRT and the construction of excessive infrastructure in the middle of the road but simply the provision of bus service.

The existing LTC service should also be reviewed. A number of speakers commented on problems with the existing service - buses showing up late or leaving before the posted times which left them stranded.

There seem to be a variety of transit options that could be adopted in the City without the need for the hugely costly BRT system which in my opinion has not been adequately justified. As was noted at the meeting, what happens if BRT is a flop? Are the taxpayers on the hook to remove all of the BRT associated infrastructure?

Thank you for your consideration.

Yours truly,

Don Creighton

From: Ken Owen

Sent: Friday, March 22, 2019 3:57 PM

To: SPPC <sppc@london.ca>

Cc: Squire, Phil <psquire@london.ca>; Aleix Adgira <aadgira@gmail.com>; damon@hardycriminallaw.com; Jackie Farquhar <jackiefar2@gmail.com>; JO ANN SWEENEY <sweeneyjoann2@gmail.com>; Judith Rodger <judith.rodger@start.ca>; Karen Macdonald <karenemacdonald@rogers.com>; Kevin Langs <Kevin@langsbus.com>; Mark Tovey <metamer@gmail.com>; MARTHA MURRAY <marthamurray@rogers.com>; paul cocker <paul@phc-advisors.com>

Subject: [EXTERNAL] PTIS Transportation Projects

Mayor, Members of the Committee.

The geographic boundaries of the St. George Grosvenor Neighbourhood Association (SSGNA) are Victoria Street to the north, Waterloo Street to the east, Oxford Street to the south and the Thames River to the west. Since the Association's inception in 1980 we have recognized the importance of contributing positively to appropriate and sustainable development within the City of London and its impact upon the fabric of our community.

Of the more than 600 properties within our boundaries we have a membership of 120 households and on behalf of the Association and its membership I thank you for the opportunity to provide input regarding the list of potential transit projects tabled at the Special Strategic Priorities and Policy Committee Meeting held March 20, 2019.

It is significant to note that none of the proposals put forward reference Bus Rapid Transit. BRT has always been a misnomer as the proposed system, either in its whole or segregated parts, could be considered anything but rapid.

SSGNA supports the implementation of efficient, innovative and reliable transportation systems and corridors that enhance the quality of life of all the citizens of London regardless of the mode of transportation they elect to use.

Having reviewed the projects it is clear that several of them may have merit. Improvements to conventional public transit, upgrades to bicycle and pedestrian infrastructure, installing intelligent traffic signals and intersection & streetscape improvements will all combine to improve mobility throughout the City.

Identifying and including five separate BRT segments may now allow you to step away from some of the more destructive elements the original BRT program.

While there may be justification for road widening, where feasible, along some of these corridors to introduce dedicated bus lanes it is not a viable option where widening has been deemed impracticable. It would be far more effective to introduce curbside lanes throughout all transit corridors that are restricted to public transit and high occupancy vehicles during peak hours and open to all traffic outside peak hours. Where existing road allowances constrain the introduction of turning lanes peak hour traffic turns would be restricted during these times.

Infrastructure investment must be made in systems that are flexible in accommodating new and evolving transportation technologies without incurring major investments to remove or modify them in the future.

On a final note, constructing and maintaining transportation routes through privately owned lands, such as the Western University campus, should not be undertaken without a clear understanding of the required capital investment as well as the future operational costs and agreed to in the form of a written contract between the public transit operator and the property owner.

I do not believe such an understanding and contractual agreement has been reached with WU and all efforts to implement an enhanced transportation system through this property should be put on hold immediately and alternative public transit routes identified and put forward for consideration.

Ken Owen

On behalf of St. George Grosvenor Neighbourhood Association

From: Didi Pinto

Sent: Saturday, March 23, 2019 1:40 AM

To: SPPC <sppc@london.ca>

Cc: City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Peloza, Elizabeth <epeloza@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>

Subject: [EXTERNAL] Transit Input from London's Top Uber Driver

Dear City Councillors and Mayor of London,

My name is Deirdre Pinto (“Didi”). Some of you know me as “London’s top-rated Uber driver” who was one of the Uber representatives during the time when our issue was highly controversial. BRT is another controversial transit-related issue. After attending and observing the PPM in its entirety this past Wednesday, I would like to offer my perspectives on transit issues in London.

After completing over 10,500 Uber rides, I have interacted with over 20,000 customers. Since Uber itself is a common topic of discussion, it has often led to hundreds of conversations about the bus system here in London. I would estimate that 90% of my customers are also bus takers, and that about half of them are Western University and Fanshawe College students without cars, and the other half are low-income London residents who cannot afford the expenses of owning a vehicle, making Uber, taxis, and buses essential services. The vast majority of students come from the GTA or other cities, and are accustomed to much better transit systems. While I do not mean to sound disrespectful, overall the general description from my customers is that they feel that the London bus system “sucks” (is the number 1 word used) and pales in comparison to other cities and needs major improvements.

Uber, taxis, buses, and cycling are used not as a luxury, but rather as an essential service. We cannot forget about the cyclists. With how the roads are right now, I would be terrified to ride a bike on London's roads. Cyclists need better roads for them. I am not an expert on that, so I'll leave that issue for them. All I know is that London needs to do better on that issue, because it puts people at risk everywhere across this city. Every second I drive, I have to be so careful that I don't get too close to a cyclist. I've had a lot of close calls between my car and cyclists. We all know who would suffer the injuries in the event of an accident. So let's remember the cyclists in all of the road planning and act on their expert firsthand recommendations.

Many years ago, I used to work as an Employment Counsellor and also worked in the immigration field as a Settlement Counsellor. It is statistically proven that labour force growth in Canada is dependent on immigration. Do we not want to be a city that attracts skilled immigrant workers and also young new graduates? These groups of people are often reliant on public transportation. Many people move to London because our housing prices are more affordable. I moved here for exactly that reason, but I have a car, so I did not think about transit as a factor in my decision.

From the many conversations I've had with my Uber customers, I know that highly skilled immigrants and recent graduates of Western University and Fanshawe College would be more likely to choose to move here and stay here if we could offer two primary things – affordable housing and reliable transit. I've had thousands of students in my car. They are fun, smart, thoughtful, innovative, environmentally-conscious, and forward-thinking. I want London to attract and RETAIN these students. Don't you want that too?

My understanding is that \$500 million of provincial and federal funding has been granted to London, and that hundreds of thousands of dollars have been spent in researching and planning the BRT system, and that this is a component of the London Plan. My understanding from speaking to Councillors and others is that the majority of the roads that will be under construction would have to be under construction regardless, and that this use of funding dollars would essentially “kill two birds with one stone” so to speak. To spend so much time and money into planning this massive project only to kill it now would be in my opinion become analogous to the “ring road” failure.

I spent most of my upbringing in the Washington, D.C. / Northern Virginia area, and I understand firsthand how wonderfully efficient a “ring road” can be, as we have the 495

“Beltway” so that commuters can bypass the majority of traffic from the 95 and 66 Highways. It is my understanding that London’s City Council failed to go ahead with the Ring Road idea a long time ago, and now many people look back at it with a feeling of regret. It is apparently now too late to implement. I feel similarly regarding BRT -- I feel that it should have been started a long time ago, and that to fail to act now in fully going ahead with this project will be looked upon as a failure in future years.

This is the time to decide – is London a progressive, forward-thinking city, or are we going to say no to bold innovations that would improve the city that we love? I’ve lived 12 years in Washington, D.C., four years in Montreal, six years in Ottawa, and have visited Toronto and cities abroad such as London, England and Amsterdam, which have modern transit systems. London is growing – people like me are moving here for a variety of reasons. As someone who is driving on London’s roads at least 50 hours per week, I can see that the traffic and congestion is getting worse. With more students and other newcomers (both Canadian-born people and immigrants) coming to London, something has to be done now, or else the congestion will only keep getting worse. The time to act is NOW. No more delaying. Are we a city or not a city? If we are a forward-thinking city that is growing and developing, then we need to have a big city transit system. Period.

Back at the time when Uber was so highly controversial, we were the minority who supported Uber, but eventually City Council understood it is the way of the future and eventually embraced us. When it comes to BRT, I do NOT see the same numbers. At the PPM the other night, it was clear that it was split much more evenly, if anything more in favour of BRT than against. It’s time to step up and be a leader and do what is in the best interest of this city and for the people who rely on public transit.

Now, as a Ward 2 resident who supported and has great respect for Shawn as my Ward 2 Councillor, I agree with some of his concerns and understand that many people in our area feel left out of the BRT plan. We have some of the worst roads in London. We don’t have the basics, and we need better routes and connections, so those should be a priority as well. I also worked at Dr. Oetker for 6 months and The Original Cakerie for 1 year, and I understand firsthand the lack of buses in those industrial areas. Those jobs are good-paying jobs with benefits and they are constantly hiring and desperate for workers. Having no public transit besides cabs and Ubers makes it so difficult for those employers to hire the numbers of people they need. These areas are underserved, regardless of BRT. Changes should have happened a long time ago in these areas.

Also, I’ve heard people say that the BRT doesn’t include certain areas. Well, how can it ever include certain areas if it never begins somewhere? I’ve lived in 3 major cities -- Montreal, Ottawa, and Washington, D.C. They did not build their transit systems overnight. It had to start somewhere, and then expand from there. It can’t always be about me, me, me, me. Are we residents of our Ward first? Or are we Londoners first? I am an Argyle Ward 2 resident who is a Londoner first. We need to start somewhere, and the time to start is NOW. WE as a city need to move forward.

I appreciate you taking the time to read my statement regarding transit in London and wish you good luck in making your decisions on Monday and Tuesday.

I wish you a wonderful weekend.

Regards,

Deirdre Pinto (aka “London’s top-rated Uber driver)