

## Harold Usher

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**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 22<sup>nd</sup> 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 disabled.

Address: 55-24 SPIRITWOOD COURT

South side of Oxford  
Oxford + Wonderland

is already 6 lanes  
4 + 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 2 couple buses where the bell is behind my chair on LTC

we need more transport or disabled  
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 <sup>road</sup> 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](mailto: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 Zamprogna 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?

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Conrad K. Odegaard

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

To: [sppc@london.ca](mailto:sppc@london.ca)

Cc: [jesse@helmer.ca](mailto: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 Broken  
Ribbon  
on  
Thames  
Worst  
thing  
for all  
y

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 1  
- London  
Reserve  
Fund  
- On + 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