

May 02, 2019

Attention: Cathy Saunders, City Clerk,

London City Council Agenda : Re: Investing In Canada Infrastructure Report May 7, 2019 or May Strategic Priorities and Polcy Committee agend May 6th, 2019 to be addressed with appropriate agenda item

Investing in Canada Infrastructure List.

Introduction: This breakdown will only make better transportation choices for all Londoners worse! Assumptions won't get customers where they want to go. It appears dumping this on London Transit to make work only sets them up for failure and being an escape for major operating costs losses and need for increased funding. As of this date not one councillor has shown factual data otherwise. See background support for positon taken.

Recommendations:

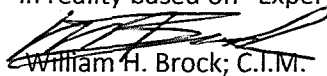
Validate ridership impact using real time data and how making more transfers necessary works! Getting from origin to destination faster doesn't become possible in this method! Are you prepared to subsidize the increased subsidies to operation to achieve standards in next decade? Time to pause and reassess! After the fact is too late!

The downtown loop is not a route but an on road station for what was 2 master segregated routes. Transferring will be impossible and imact of 5 minute service on east and 10 minute on south (half routes won't work). Chaos is wrong and added to faile faster service is ensured unreliability!


Intelligent Traffic Signals will use the latest technology upgrades! Like most new technology the less human interaction the better it works! Currently human interactions is a major component and an modelling of Commissioners / Wellington or Dundas / Highbury or Wharncliffe / Oxford should allow reality to better guide the project than theory!!!

You have indicated these are the submissions and subject to your next steps (without pause and reflections of business cases) have generated serious concerns.

Please pause and in open discussion validate the cases not on a funding model as mentioned but in reality based on "Experts" even if you disagree!


William H. Brock; C.I.M.

Former London Transit Manager

*Please add to Item 4.1
2020-2023 Multi-Year Budget*


Background Information

This brief is submitted in relation to BRT business case of July 2017 (confirmed as of March 2019) and the business case adjustments made under "Investing In Canada Infrastructure Program Public Transit Stream March 20, 2019.

The adjusted business cases apply to separation of the following parts approved to proceed with at this time by Council; namely, The Downtown Loop, Wellington Road Gateway and East London Link. It would appear the same basis was used as for the original business case. This summary of costs and revenues is shown on Pg. ix (51) of full document along with the assumptions in Appendix B: Input Assumptions (pg. 56)..

So; as not to confuse the issues, in the original case (pg. viii) "The Business Case serves to quantify the key economic costs and benefits of Rapid Transit for London indicates the implementation plan: delivery and operation costs confirms a phased in approach. THIS IS IN ORIGINAL PLAN!! (NOT SOMETHING NEW ADDED ON). Time frame was east 2019; north 2022 opening in 2025 and south-west open 2027.

Questions: Latest breakdown approach appears to apply to the portions approved to proceed on now, What is the difference? Should the parts not equal the sum already identified in the original?

When examining the analysis there is many assumptions indicating support for the benefits of proceeding with the proposed BRT. Millions of dollars for environmental savings; healthier people because walking more and savings because of faster service; therefore time savings. There is no facts to support these assumptions. The bottom line; if you consider customers first, is major losses in ridership impacting on revenue and gas tax revenue! Failure to listen to the outside "Experts" has given way to how public was treated such as "Budweiser Gardens knowledge learned on day of meeting and the fact councillors knew in May 2015 and kept secret for two years before the same meeting! The claim by Councillors this has been in the public realm for years ignores the facts that in July 2013 Council endorsed the LTC "Smart Moves" which gave transit a priority and plan to grow and expand as ridership increased over time. Also, ignores the fact that staff (Dave Leckie) and Councillor (Paul Hubert) told Councillor (Branscombe) LRT was a distraction unless you had a million people.

In all of this the only change has been the upper levels of government offering billions for transit and London Council taking the position it is our right to have our share and spend as locally deemed appropriate. From this came the approach (within months of 2014 election) one billion dollars for Light Rail System based on a fixed system (segregated from other traffic) operated by Metrolinx (controlled by Province) using London Transit for feeder service. It is important to note that today the city tries to make the proposed system appear as one; but it is not! The model being used fits the Metrolinx requirement to operate and data used is for the

LRT. (see pg. 56 Appendix B Input Assumptions).

The view that the city focus seems to have taken from day one is that the BRT is a system; stand-alone with discreet capital investment needs and passengers ride starting and ending on the BRT lines! No connectivity with balance of system! This view was supported by the project managers' confirmation of the way the business case was framed. The public record will show that in Nov./ Dec. 2017; at the downtown public library, the claim was because of gov't Metrolinx model the time for savings could only be counted on BRT. In January 2018 at public meetings with Councillor Anna Hopkins and Shawn Lewis the new position was travel time started at the origin of trip and ended at conclusion. The business case as of today has never been changed from original 500 million dollar savings in travel time printed in 2017 (one example of flaws)!

Based on the above and the 'service Integration Report' from London Transit it shows; when fully implemented by 2035, the service hours will increase from 571K to 791K (39%) and growth in ridership will be from the entire system! The flaw with the proposed implementation is the failure to realistically acknowledge the impact on ridership. To this I remind you of issues supporting flaw! Free press article which indicated BRT could be self sufficient; senior management have confirmed service will not be faster; loss of 6.5% ridership when Ontario Works pass stopped upon request of recipients; External experts (Feb 21, 2019) raised concern about implementing 20th century technology and environmental savings not factual. Buried in tape not found in minutes or public record. You should pay special attention to the Feb. 21, 2019 meeting (expert Olson) point to point is the key!

Three factors you should discuss and reconsider; giving full disclosure to the public:

Today there is 42 other communities added to downtown. Every article written maintains self autonomy with all them; independent of downtown. Why force them to go to stations and take away from their communities? Look at W5 Sifton; Southwest London; Highbury & Oxford and UWO growth plan from 2015! The plan shows first and last mile and this hasn't changed. The question is what data do you have that there is a "Must Have" before people will switch to BRT model?

In this whole process you have ignored the service levels based on time clock and operation! Currently LTC fluctuates service based on time of day; day of week and time of year. Because the proposed BRT takes ridership off current LTC routes (given comments above) where do you actually see gains to cover as per current formula?

It is worth repeating that although better transportation choices were possible; not withstanding that many of you and public media have a bias to a predetermined model. A review of all the dialogue will confirm this which even includes documents to the Implementation Working Group and Governance Task Force gone astray (appears by design).

However rather than wander I turn to the most important issue of all! For this I am reminded of the quote in the London Plan “ Transit infrastructure can't get people to their destinations. Only transit service can. So study the service, not just the infrastructure!” (August 2014, pg.3-23).

THE CUSTOMER THE CUSTOMER NOW (23 million) THE CUSTOMER TOMORROW (+ 8million)

Is the system designed for them or are do they come after (go as directed)?

When operating a business; expanding same or opening a new one what market strategy does one use?In the case of public transit in London there is a service already in place. History will show that transit service in the 21st century has followed growth and expanded or reduced based on usage. In the 1960's London Transit ran 11 minute service seven days a week; industry worked 3 shifts; namely 7-3; 3-11 & 11-7 and 23 million people carried annually.

Today service will show that people don't generally live where they work; fewer take the bus. Somewhere around 8% use transit. The 2016 census should be reviewed as guide to transit users historically; noting the following examples:

Neighbourhood	Auto	LTC	Walk/ Bike	Population	% on bus
Argyle	10,615	1125	640	25,510	.04%
Downtown	1,120	345	965	4,415	.08%
Huron Heights	7,190	955	420	19,750	.05%
North London	2,515	425	835	7,920	.05%
Stoney Creek	4,670	435	175	11,135	.04%

The current London Transit System is like an octopus based on taking customers where they want to go and limiting the transfers and time to get there. Remembering service levels based on ridership! The following comments are made based on London Transit Service Guide of 2016/2017:

- Downtown London 21 routes service into or through core.
- Western University 13 routes service campus. (excludes King's College charter)
- Masonville Mall 9 routes service mall area.
- Argyle Mall 7 routes service area.
- Westmount Mall 6 " " "

White Oaks	6	"	"	"
Fanshawe College	8	"	"	"

The purpose for showing this is to raise the question has to how does the proposed BRT make service better for current riders? The question has not been answered based on the proposed plan without factual data!

Also, the proposed system will force many current riders and turn off many potential riders because the trip from origin to destination is not faster! Two factors you need to consider! Expert panellist (Olson) on Feb. 21, 2019 made it clear "Point to point is the key" which is similar to "The London Plan quote ridership success is based on service not bricks and mortar! The public record clearly shows the "Expertise" flaws are internal and must be addressed!

The vision for the next 40 years makes no sense if those impacted can't live in a better community today with real life changes and technology changes occurring almost daily.

The reality of need over nice to have is here now!

On March 27, 2019; after current Council red flagged an approach which was already part of original plan and another public debate ensued about going backwards! Nothing could be further from the truth!

From day one the position about the plan has been that it is permissive; it can't be enforced! The need to build in and up to save farm land is preferable. This applies as a goal but in reality the exceptions (W5 Sifton ?Southwest) development will continue to spread. Also, for rapid transit into London farm land savings is expendable.

Time to pause?

John Fleming; top city planner, said rapid transit would help along corridors but not always necessary ingredient"; examples such as Old East Village and other corridors will happen any way and long term plan vision of London plan without rapid transit can still build out.

Finally; the recommendations before you are planned anyways and will not be made better for the end users after piece mealng a seriously flawed system and causing more people to travel longer and make more transfers.