

**From:** bill brock  
**Sent:** Monday, July 25, 2022 10:40 PM  
**To:** SPPC <sppc@london.ca>  
**Subject:** [EXTERNAL] Add to agenda for &/27/22

Attention Strategic Priorities and Policy Committee;  
Agenda of July 27, 2022,  
Consent Item #2.2 Investing in Canada Infrastructure Program Public Transit Stream  
(ICIP-PTS)  
London Transit Commission Highbury Avenue Facility

The report indicates available funds because two projects were not included in the ten year plan! The North- West corridors were not submitted! Therefore funds are available for other projects!

The BRT project was not a minor project! Notwithstanding, all the options recorded on the public record about the BRT the Council made a unanimous decision to go with a fixed BRT system linking a) north and east with 5 minute service two route system and a b) south and west 10 minute service two route system! Council decided to eliminate the north and west routes from plan!

The whole system; including transit villages was part of the design and still going on today!

The action of Council has in fact seriously handicapped the Plan.

In reaching the original plan the following is noted:

City Council (includes staff) supported in principle a London Transportation 20-30 year plan in 2013!

The consultant : in response to former Mayor Joanie Bechler, transit environmental advantages were no longer talked about !

This is passed and now part of history. (City, LTC, UWO, Fanshawe etc.).

In 2015 the city of London (May) was made aware of the full LRT plan at the consultant Toronto Office! Squire and Helmer attended same; noting this was kept in house for 2 years (2017) until library and Budweiser public meetings. The University of Western presented a 15 part negotiations list. In 2015 the University presented a draft Campus Master Plan which has a major impact on BRT. Current city study of Western Road area excludes any reference to University property.(currently underway).

I repeat the decision was made to do the BRT on fixed corridors (including separate lanes). The budget was 1/2 billion dollars with a 50% contingency! According to city there is \$170 million budget left! Please note that the multi-million dollar Richmond underpass was eliminated along with the major Clarence Street transit corridor! (city lost court challenge).

The city decided to add a 5th route called a downtown loop! The public record will show that this is not a route that generates ridership! Actually it is the turning movement of each of the actual 4 routes!

The success of BRT requires a system that maximizes links and gets riders from origin to destination faster and more reliable!

Note: For 2 years the city indicated (business case) faster service). This was publicly identified as incorrect that time actually started when a person left their starting point and walked into their destination location not just on BRT! Supported by Councilor S. Lewis & A. Hopkins!

Today, some 8 years after city started this BRT it isn't operational and no data has been shown as to ridership details from some 43 communities. The service vision has been lost !

Today the city has undertaken a 2 year study of MOBILITY CHOICES for all Londoners! The deputy Mayor has indicated this study will help determine the north and west! This is not based on need but choice which is wrong!

Those \$500. million transit funds has never been publicly balanced to actual expenditures.

Again politics (Prov. & Fed.) changed the rules "City goes for Shovel Ready" using Investing program public transit screen.

This is wrong!

In SHIFT 2017 I quote " Transit Infrastructure can't get people to their destinations. Only transit service can . So study the service, not just the infrastructure." consultant Jarret Walker (2014).  
We have failed transit improvements as of today!

William Brock, C.I.M.  
London Transit 38 years  
London School Board 20 years  
City Hall citizen engagement 22 years  
briefs and present