

I have read all the submissions by both those for the BRT option, the hybrid BRT/LRT option, and the total LRT option, and I would like to say that my personal preference would be for the total LRT system, for the following reasons:

1. BRT was what we should have done 10 years ago, and by the time it is completed in 10 years, it will be 20 years out-of-date. It will still be subject to the same overcrowding problems (with riders left behind) that our current bus system has. With LRT, you just add another car to the train during rush hour - no increase in labour costs because only the one driver is required for the train.
2. The BRT solution is like saying that "rapid transit will never work in London, so why bother putting the money into it". It is a defeatist attitude that will lead to a self-fulfilling prophesy. Ridership will never increase if you just do the minimum and don't solve the problem of overcrowding and passengers left behind at the bus stop.
3. The extra cost of the LRT option will be covered by the federal and provincial governments (the city of London is locked into a \$210 million cap). So why are we so focused on the overall costs?
4. Since the extra cost of the LRT option is going to be borne by the federal and provincial governments, London will get a windfall \$354 million GDP gain from the construction costs and wages paid to construction workers - which will be spun off into the greater community. If we go for the BRT option, we will miss out on this \$354 million GDP gain.
5. The federal and provincial governments are currently favorable to supporting public transit and may not be in the future (in which case the future cost of converting from BRT to LRT, which we know will eventually happen will have to be entirely borne by the City of London).
6. LRT cars outlast the buses by a large margin. In 2031 when all the buses have to be replaced (and again in about 2042), the city will have to bare the cost. LRT's last about 30 years and won't have to be replaced until about 2050. That's a huge cost saving in the long run.
7. LRT is electric, but there is a possibility that the BRT's may be diesel, at a much higher operating cost (both fuel and maintenance), and a much higher green house gas and particulate matter production.
8. LRT has a smoother, quieter ride than BRT, and thus will attract more riders, and that is why the ridership (16%) and revenue are projected to be higher.
9. The capital cost of \$2,000 per capita for the LRT option is in line with other rapid transit projects in other cities in Ontario. Therefore both the federal and provincial governments should be favorable to this proposal.
10. Here's one no one has mentioned so far: The LRT will have priority over other vehicular traffic at stop lights. That means that cars will have to stop and wait while the rapid transit train goes by. Now, don't you think that this inconvenience for passenger cars would cause the drivers to pause and ask themselves why they are sitting there waiting when they could be on the rapid transit train themselves and not have to wait? More impetus for people to leave their passenger cars at home and take public transit.
11. Here's another reason no one else has mentioned: Hazel McCallion, at the age of 92 came to London and presented a Power Point presentation to SHIFT on what a great mistake Mississauga had made by going BRT, and widening roads at \$1 million per mile, only to find out that the BRT was inadequate and they had to switch to LRT. Mississauga wasted hundreds of millions of dollars on their BRT, and she urged London not to make the same mistake, and to go LRT from the start. The only problem was that very few of the major players from either City Staff or City Council were there! Here we are, poised to make the same costly mistake that Mississauga made in spite of her pleas! Let's listen to the longest serving mayor in Canadian history! Let's go LRT!

These are my thoughts on the matter. I will try to make it to the meeting on Thursday, but I don't finish work until 6:45 at the earliest, so I will be there at about 7:00 PM if the meeting is not over by then.

Yours sincerely,  
Don

Dr. Don Millar  
Millar Sports Chiropractic  
448 Horotn St. E., London