

PUBLIC PARTICIPATION MEETING COMMENTS

2. Shift Rapid Transit – Business Plan

- Sheryl Rooth, 23 Wethered Street – providing the attached submission;
- Doug Perkins – providing the submission as appended to the Added Agenda;
- Saul Morrison – indicating that he has worked in the high tech industry for 30 years prior to retirement 3 years ago, consulting with London companies in infrastructure matters, primarily computer systems; providing the attached submission and relaying his experience with an autonomous vehicle which currently exists today and is the future; noting that LRT could push traffic into surrounding streets causing a safety issue, whereas BRT is a much more flexible system; and adding that 5 cities who implemented LRT in the 1980s each experienced a decline in use of public transit by workers.
- Zach Anderson, 706 Berkshire Drive (on behalf of Adam Fearnall) – advising of the 14 focus groups undertaken by the London Youth Advisory Council researchers, which consulted with hundreds of youth and was done in conjunction with the City of London; highlighting the concerns young people have regarding transit and the environment, which are detailed in the submission attached to the Added Agenda; indicating that the London Youth Advisory Council (LYAC) went to various youth groups of various backgrounds and facilitated storytelling sessions; advising that through the focus groups, surveys, etc. there seemed to be no singular preference between BRT and LRT, rather there was more interest in discussing a better experience on public transit in three general areas: customer service, transit experience and growth (accessibility, multilingual information, WiFi access, multi-purpose terminals to act as hub and connect rural areas; safety (adequate lighting at stops and shelters, providing a mechanism to contact Police at stops and shelters, and conductors who would welcome passengers, settle disputes and provide information); and fares and affordability since many young people find it difficult to afford public transit (special pricing for high school students, extending transfer times, multiple payment options); and summarizing that their main feedback was to have a transit system that works and that is flexible enough to evolve with resident feedback, as summarized in the submission attached to the Added Agenda.
- Helen Riordin, 590 Piccadilly Street – noting I am not a millennial, but I would still really like the hybrid option; noting she can ride her bike faster than taking London Transit, which may explain why ridership is a little low; providing the submission as appended to the Added Agenda; emphasizing just because a technology is “old” is not a reason not to use it and re-emphasizing that LRT will get people out of their cars; and noting that by the time the system is built there will be many Londoners in their 80s who will be ready to use it; and that LRT is a much for environmentally friendly option; stating she has raised her children to walk, bike or take public transit and some people take their cars because the bus system is slow.
- Amir Farahi, Executive Director, London Institute for Public Policy – providing the attached presentation; encouraging London to consider emerging technologies; encouraging London to go with BRT but not purchase buses until 2022; indicating that to remain relevant you have to be a forward thinking, unique and innovative City, which falls in line with London’s various plans; suggesting that neither encouraging London to look at technology options; pointing out that Ben Baker of Stanford University indicates small autonomous vehicles are the way of the future; advising he has done some research into NEXT, a startup company doing work in the United States and Dubai and Qatar; explaining what Dubai’s goals are in terms of being fully autonomous by 2030 and also the goals of Austin, Texas to be the “smartest” city; drawing attention to electric module vehicles and providing a general cost breakdown for the modules; indicating that London should stop playing catch up and be a leader as London can be a beacon; noting that London’s citizens expect leadership and asking the Committee to think about putting London into the international spotlight for its leadership in building a system for

the future; and noting that in January 2016 the Province agreed to undertake autonomous testing in Ontario and the provisions of Bill 6.

- Judith Carter, 98 Chesley Avenue – noting she is a bus rider and wondering when service levels are almost non-existent in areas like Lambeth that were annexed in the early 1990s, how can the City even be considering LRT, especially in an area that is already well-served; indicating that her son spent several months in the hospital and she never had a problem getting to the hospitals from the Downtown; indicating that London needs buses that serve all areas, more frequency and with better hours of service, not light rail; buses would also probably create more business along the route; to say that it won't cost Londoners any more than London's share is out of touch as the provincial and federal funds come from the same taxpayers; noting that the cities that London is being compared to have more citizens and almost a fifth of Londoners are below the poverty level; advising that London would still not have a .5 million population even if we annexed St. Thomas; indicating that we are able citizens and do not need consultants; stating the Forks of the Thames is fine as it is and we don't need a flex street; stating "no more consultants, we need action"; asking that if there are monies left over from projects that we need a splash pad in Silverwood Park; advising we need more buses and better schedules and routes; and emphasizing that what you do in life lives after you.
- Jim Kennedy, London Development Institute (LDI) – thanking the Committee for the opportunity to speak; referring to his letter dated May 5, 2016, which was included on the May 5, 2016 agenda of the Strategic Priorities and Policy Committee; providing the attached written submissions; noting that the business case compared three main options based upon further analysis since December 2015; noting there was very little difference between BRT and LRT, except cost; advising that the business case shows that we won't hit the minimum target until 2035 and questioning what that means; suggesting that it could mean a 25% increase in taxes to support LRT; stating that 50% of the current ridership is provided by students going to Fanshawe College and Western University, which means that taxpayers will have to fund the costs associated with rapid transit; indicating that 55% of new buildings are single family homes, and there is some increase in some medium and high density, but property value uplift won't happen along the rapid transit corridors; stating that the BRT system would be the most flexible and could possibly include LRT in the future, and has less capital costs than LRT; further noting that capital replacement costs for BRT would be \$3.9 million per year, while LRT would be \$9.3 million per year; adding that since there would only be an 8% modal shift, and with an increasing population it would still require existing roads to handle current capacity; noting that LDI provided a letter of support to the Province for rapid transit, but LDI would not be able to support LRT.
- Amanda Stratton – Founder & Managing Partner, Hacker Studios – providing the submission attached to the Added Agenda, as well as the attached presentation; emphasizing that the hybrid option is the best option;
- Jason – indicating that he was OK with either option, but did raise concern about costs; and stating that the service zone should be expanded.
- Gil Warren, 16-624 William Street – indicating that he has been to all public meetings, read all the reports and has made a presentation at each meeting; indicating that he supported the hybrid option and still do; indicating that he is on the Executive of the Woodfield Community Association, former President of the London District Labour Council and Treasurer of the Unity Project, so is coming at this matter from a number of different angles; noting the Woodfield Community Association passed a motion saying they supported rapid transit but did not make a distinction between the two systems; also indicating that there are two conditions to his support of the hybrid option: LRT on the second route and that it be publicly done and any start up operating losses should be assumed by the Province; noting that with the Ottawa and Waterloo LRT systems, there was a public/private partnership and an agreement signed for a \$30 million long term private maintenance contract without taking into consideration what if there is a depression and transit business is cut in half and cars remained empty; indicating that he has had a private discussion with a prominent Council Member who is a Liberal and apparently the Province is now reconsidering the private model; stating that climate change won't be impacted if we only get to 20% ridership, but we will really have to do

something and achieve 80% in order to address environmental concerns; noting there is not enough reserves if there is a really big surge in usage in the next 5 to 10 years; stating London's growth rates are much lower and wondering if LRT are just street cars as he does not fully understand the technology.

- Mel Sheehan, 117-304 Oxford Street West – noting that she is an avid rider, supporter and contributor to everything that is transit; indicating that she is in favour of BRT mostly because it establishes what LRT completes later; stating that to just build LRT will not fix everything but will just make things more confusing and frustrating for traffic in general and the riders; suggesting that the amount of construction with LRT will plug up other major arteries; indicating we need overpasses and underpasses for all types of traffic, stating that BRT is more cost effective and can, therefore, be put in place much quicker.
- Colleen Murphy, 269 Taylor Street – indicating that a hybrid model would be the best for the environment and would increase ridership and connect Londoners; stating that she believes the system needs to have more equity as the current system leaves many under serviced; noting that once riders leave public transit, it is harder to get them to come back to using it and the only riders left will be those with no other choice; indicating that it is important to build bridges out of poverty and a good transit system will create a community of inclusion; emphasizing we need to bring new riders on board and suggesting that LRT is more appealing to those who are currently not riding on public transit; stating that work needs to be done to create future transit that works for everyone and this will bring new Londoners as transit riders; noting that no person under 20 is looking to get their driver's licence and we should be asking youth what they are looking for; asking that a decision is made quickly and that there be a commitment to the project.
- Connor Pirotti, 193 Cheapside Street – stating he used to live Downtown and went to Western University; indicating that he is seriously looking at leaving London as it is not forward thinking or innovative; stating he was initially very, very pro-LRT, but is now confused and cannot imagine the burden it is creating, though he can pick up and leave; requesting that the following be considered: whatever plan is followed it is a real plan for the future, take any dollars saved and spend them on automation, and consider underpasses, especially on Richmond Street; also encouraging Council to think longer term and don't make rash decisions, but invest in London and be forward thinking and try to shake off London's current image of not being forward thinking.
- Bill Wederill – this is essentially a negotiation involving a chunk of change from the taxpayers and City businesses; indicating that London has shown its cards with other levels of government when approaching this as an negotiation; stating we need to come up with something big and should not shy away from things; suggesting the number of Londoners giving up a car should be considered, so we need to get a sense of where people are in this regard; and asking that London start investigating removing CN and CP from the north and south of the City and perhaps using that corridor for local transit purposes.
- Tim Pearson – noting London needs a better transit infrastructure and he is a supporter of LRT; expressing concern for how this debate has split Council, which he feels is a lack of leadership; suggesting that London has shown its hand to other levels of government which may be concerned about the divide on Council; indicating that the issue is that attitude of what is "good enough" for London and that he would like to see Council take a lead; indicating that perhaps ridership is going down because people can't actually get on the bus because they are always full; stating that tonight's vote is about two systems with two different costs; wondering what is the harm in asking for the best, that we should insist on whatever is the best system; and finally asking to please build some bike lanes.
- Mike Bayliss, Wistow Street – stating most of the points he would make have already been stated; indicating that there seems to be a lot of things that people are ignoring; noting that construction will shut down about half the businesses on Richmond Street and most of the other places; pointing out that LRT in Toronto is situated in areas where there are 8 lanes of traffic and we only have 4 in London, so there will be a total jam up; wondering how, if the RT is in the middle of the road, students will cross the road as RT will stop traffic; stating there are already enough drivers without patience and people will get killed trying to catch the bus; in terms of NEXT Cubes, what will happen in our climate where we get snow as the weather will jam the things up even worse and where

will the snow go when you have to plough the lanes; suggesting that the only way we can get everything is to tear down most of what is already here; and adding that he is almost fed up enough to get out of the City because London is so far behind.

- Maria Drangova, Old East Village – presenting the attached submission and noting the Old East Village BIA supported the LRT; indicating that she is concerned about placing a financial burden on future generations and extending appreciation for the support of Old East Village.
- Craig Linton, 1 McKenzie Avenue – encouraging Council to pick the best transit solution that allows you to adopt the best future technologies in the future;; noting transit is an important component of city building but city building really comes from the London Plan; the London Plan needs to facilitate the type of development we want to see and we need to look at that Plan very critically; and adding it doesn't matter if you do have the planning in place unless the bureaucrats are willing to move things forward.
- Female Resident – noting that she came from Toronto and London is not Toronto or Brantford or any other place and is so dysfunctional; noting that as an interior designer she knows the importance of having both form and function; stating you have to have good business acumen; noting when roads are being dug up buses can change a route within 20 minutes, yet it took over five years to get the 90 and 91 but she can she can now travel across the city to White Oaks in 15 to 20 minutes, so changes can be done; stating that politically speaking, every time she tries to be an activist the cliché from cops is that it takes money, but that is not correct...it takes effort; suggesting that sometimes political effort in this city is a battle zone; suggesting that everyone should walk the area and then reality would set in; adding that you will also have to deal with dysfunctional equipment and wait a long time for repairs; stating she is Canadian but there are all kinds of newcomers to London and she had to wait 1.5 hours for a bus and what chance would foreigners have in understanding the system and such things as the Oxford West bus goes East; and concluding that as an interior designer she knows there is a built in dollar figure and you don't go over that.
- Ann Thompson, 699 Queens Avenue – noting she is a college professor at Fanshawe College, with four children and has written an open letter to the Mayor; stating she was hugely excited when the Council changed; indicating her support for LRT as she believes it is the correct investment at this time and that there is presently an unprecedented interest in funding important transit projects, interest rates are low, and the environment is of great concern; suggesting that construction disruption have an overall shorter completion and use this as part of the public relations campaign in that all the pain should not be for a “second best” system; indicating that the City should look at the overall demographic interested in LRT, which is generally well educated, community minded and youngish---the kind of people that London wants to attract and retain; noting that London is behind and will continue to fall further behind, particularly if Council decides to take the conservative BRT route; advising that no one is going to ride the BRT, that you need to look at ridership as routes have been reduced and fares have risen; expressing her belief that London will sprawl; and adding that she will probably stay in London, but her kids probably won't stay here.
- Cynthia McNorgan – suggesting that instead of disrupting Richmond Street, why not build a monorail as there would be less disruption and noise and would be environmentally OK.
- Vicky Van Linden, 431 Ridgewood Crescent – thanking the Committee for taking this matter seriously and being willing to take this matter forward; acknowledging that where we are now is the fault of previous Councils; noting we all need to get out of our cars and transit service needs to reach outlying areas and right now there aren't even benches for people to sit on; stressing we need to show more respect for persons who are using public transit and we need to do what is most environmentally friendly and don't buy more diesel buses; and adding that better schedules are needed for transit riders.
- Sarah Hunt, 4 Millers Road – providing the attached presentation.
- Mary Bray – indicating that she is excited about the concept of driverless cars; noting that there was a driverless bus in Oman and this is what the future is; noting that we need to be the first city after Stratford to have these driverless cars; encouraging City Council to put London on the map; suggesting that an overpass is required on Richmond Street and there could be elevated rail; encouraging consideration of a bullet train to

Toronto, but a bus system for London for now, but to be creative about it; and adding that London is an important city.

- Shelley Carr, 93 Antrim Crescent – indicating that she moved to London 8 years ago, but grew up in Kitchener-Waterloo and is proud that they wanted light rail, even though they still have horses and buggies in the area; acknowledging that London is not the same as Kitchener-Waterloo, but it does need to bite the bullet; stating that being able to get to work should be a priority and available to everyone; encouraging London to stop being chicken and think forward otherwise no children will stay in London.
- Steve Struthers – indicating support for Light Rail Transit; noting that the nexus of the situation is London has a rapidly aging population and fewer young people, and the older population will find themselves driving vehicles less; indicating LRT will provide for a smoother ride because it moves on tracks, so there would not be any potholes and less maintenance and repairs required; stating that the aging population will appreciate the comfort and millennials are not interested in buying or owning cars; indicating that BRT is seen as “old school” because of the use of fossil fuels, which create pollutants, whereas LRT use electricity and cities with LRT tend to attract more millennials; pointing out that London is currently having a problem attracting millennials, but population growth would add riders to the system; stating that bold action and risk taking is necessary as LRT is not about ridership, but planning for the future and quality of life cannot be quantified in dollars and cents and London has one chance and one chance only to get the project right and will cement London’s reputation into the future.
- Aidan McKendrick 700 King Street – indicating he ran for University Students’ Council and when he did so a lot of the students talked about living in their bubble; noting it takes him almost an hour to get groceries; suggesting that international students are having a hard time integrating without a proper transit system; indicating he was thinking about riding a bike, but decided not to as the bus was safer; advising people have told him they are leaving London as they can’t easily travel within the City; and stating that he was talking to two people who live in poverty, had job offers, but could not accept the jobs as there was no public transit to their employer.
- Jamie Cleary, 79 Condor Court – introducing himself as the incoming Vice President of the University Students’ Council at Western University and noting he has been a Ward 2 resident his entire life; indicating that he and other students are reliant on public transit, so there is a real need for an innovative and reliable transit system; London needs a good transit system so that London becomes a permanent home for graduating students, not just a temporary home away from home; stating that BRT is only a half-step, LRT is what’s needed; pointing out that London needs to invest in the future, stop settling for second best and reach toward its full potential for growth and the future; adding that this is the time for LRT and for London.
- Jeff Pastorius, Forest City Worker Cooperative – indicating that there are now 35 people employed with the Cooperative and that the Cooperative is in full support of the LRT; noting the Cooperative takes a triple bottom line approach with its business (i.e. fiscal, social and environmental) and firmly believes this is the model for the future; and further stating that LRT provides sustainable transportation; adding that he is concerned as a new father and that climate change is a serious reality that needs to be addressed and can’t be addressed through means other than LRT.
- David Loosee – indicating he is a 68 year resident of London who moved from Byron to the Downtown and who is encouraging Council to move forward with LRT; suggesting that the CPR needs to get out of London and the CP rail structure could then be effectively used as the LRT route as it crosses east to west, going near the Airport, to Richmond Street (where there is a natural stop at the Keg), and crosses Western Road; suggesting that LRT following that route would not take any more time than a roadway; suggesting that CP could be diverted to the CN tracks; similar to what was done in Toronto and is how the name “Union Station” came to be.
- Jared, 310 Dundas Street – indicating he is an LRT supporter and that Council should seek appropriate support from other levels of government; stating that LRT is the most beneficial system and that the millennials’ position needs to be weighed heavily as that demographic is under represented; suggesting that London has been losing its appeal to millennials; pointing out that London is a mid-sized city and is past the small city stage and needs rapid transit, specifically LRT; noting that he heard yesterday that BRT is still

a bold step forward, but that he does not agree and London must upgrade to LRT, especially since it is the largest city in Canada without LRT.

- Joshua Randall, 1733 Wavell Street – indicating he moved to London about 9 years ago and has three children under 5; advising he tried to start 3 businesses unsuccessfully, so he and his wife are going back to school; also noting that they have just renewed their mortgage for another 3 years but they are trying to decide if London is the place for them in the future and if London is willing to embrace a progressive future; stating that London thinks it is a city like a small town and the BRT solution is neither progressive nor does it address the transit needs of a city the size of London; what London does about transit will help his family decide where they will be in three years as right now every day they feel like they are hitting a brick wall of inflexibility; suggesting that LRT represents where the city wants to go; noting that London has a really bad habit of losing its students and London will continue to lose more, which will be bad for the city as it needs students to remain in London to support the aging community; advising he would not want to be in Council's shoes, but to please understand that what is done with transit represents where we should go with the London Plan.
- Christopher Barnes, 49 Lancton Road – indicating he is from London, but has spent about 25 years in Vancouver; would like London to be the greenest city in the world; noting that Vancouver has a good network in place for car sharing, bicycles and "Cars to Go" can be driven in that City; indicating that in London car sharing is two way...users have to bring the car back to where they picked it up in the first place, which is often too far from home; noting that Vancouver has BRT and it moves quickly but you can only put one bike up front and they are now moving to LRT; noting that Skytrain is LRT, Canada Line is LRT and all work together; thanking Council for allowing a public meeting on rapid transit and encouraging Council to choose rapid transit that runs on electricity, is green, is sustainable and is integrated as all modes of transit need to work together, with stations you can drop your bike off at.
- David Winner – indicating he has seen a lot of changes over the years including bicycle racks on buses, hybrid buses, smart buses, articulating buses; stating that the London Transit Commission did not stand still, but pursued new opportunities; suggesting that rapid transit is the culmination of those efforts and noting that the cost of rapid transit has risen from \$380 million two years ago to \$500 million; indicating that it has always been his view that as we grow, we can afford to realize our dreams; suggesting that we are 380,000 people, not 1,000,000 so BRT is the way to go; noting Calgary is replacing its transit system over a 30-40 year period and if London gets a larger population it could move toward LRT too; pointing out there have been a lot of advances in London, but there is still a lot of work to be done that needs to be planned for and needs a population base to justify changes.
- Resident, 95 Fiddlers Green – indicating he has four children and really wants to love London; noting he came to London 6 years ago and works in the non-profit sector, coming first to attend Western University; stating that he has found that many people come to London but then leave as they cannot see a future here; indicating that London Transit was his first experience of a not so good London when he first moved here from London, England; indicating the first time he saw Shift and the London Plan, was the first time he saw a London he could love; stating that while a lot has been said about population, not much has been said to suggest LRT is impossible; adding that LRT and BRT are both expensive and if the City can't afford either, why not select the best.
- Shawn Adamson, Ward 11 – indicating his support for LRT; advising he has spoken to almost a 100 people and that he regards BRT as LTC 1.5; pointing out the BRT in Winnipeg, the LRT in Waterloo where there are cranes in the air and optimism; noting that rapid transit builds cities and civic pride; indicating that LRT moves people around the city efficiently but it also avoids fuel consumption and is better environmentally; pointing out that while some say BRT can be changed to LRT in the future, which is what Ottawa is doing now, he has spoken to an engineer in Ottawa who is despondent that they didn't put in LRT 25 years ago; advising that he was told that the change from BRT to LRT in Ottawa, was an economic, environmental and traffic nightmare that could have been avoided by a Council with a vision; stating that he is a business owner and met with each of his team and found out that one of his coop students was looking to leave London, which would be a huge loss; navel gazing is holding London back; stating we

should push hard for a progressive city and take a leap forward as this will be our legacy and encouraging Council to take a leap and make us proud.

- Joseph Liberatore, 18 Greenfield Court – indicating he is a millennial who resigned from a position in Toronto as he wanted to come back to London to try and make a difference; Toronto decision making is “go bold”; noting he worked in urban development; one of his employers said when it comes to the construction of transportation, it is short term pain to make the city work well in the future; indicating he understands LRT is a huge capital investment up front but they are decisions that need to be made that affect the city years from now; and encouraging the city to make the bold decision.
- Don Miller – stating he is an ordinary citizen who has taken an interest in this as he believes the Council has taken the wrong direction; indicating BRT should have been done 10 years ago; suggesting that London has a defeatist attitude and that will be a self- fulfilling prophecy; suggesting ridership will never increase if you don’t address overcrowding and passengers left behind at the bus stops; stating he spoke to a London Transit driver today who said the bus is full before it gets to Western and they have to turn away passengers; noting that if it was LRT and this problem arose, another car could just be added; advising that London has a cap in the investment so the other dollars could come from the provincial and federal governments; adding that the federal and provincial governments are favourable now for funding transit but may not be in the future; noting that buses will only be good for 10 years, but LRT will be good for 30 years, LRT is electric, but BRT is diesel with high costs and maintenance and LRT would attract more riders and is a much smoother ride; suggesting that LRTs would have priority over cars at lights so people in cars will want to be on the LRT instead; and adding that Hazel McCallion at the age of 92 spoke about the mistake Mississauga made going with BRT and then having to change to LRT and said London should not make that same mistake.