

# BRT Good

- Flexible for foreseeable future
- Follows 2030 London Transportation Master Plan (Sep 2012)
  - Well thought out BRT plan. Zero mention of LRT
- Faster to test and implement, less disruption
- Can coexist with Autonomous cars
  - Autonomous vehicles: 2021. 2025 for buses and BRT's
- Geography
  - London 420 SqKm, KW 205 SqKm
  - Small Autonomous feeder buses for BRT system.
- Fallback to HOV lanes
- BRT is more community friendly.

# LRT BAD

- London Tax base will be reduced for 3-5 years.
- Ruin North London Streets forever. 12-Jun-2011
- Could reduce use of transit and cause decline of downtown
  - Kitchener, Hamilton have alternatives for cars – we don't
  - 2014 article: Buffalo, Portland, Sacramento, San Diego, even San Jose
- Start a shift for easy parking at Malls, including SouthWest
- Difficult to move tracks.
- Hard to put two LRT tracks on same street with cars. ie King St.
- Time savings LRT vs BRT - zero. 7.5min vs. 13min for car today
- Business uncertainty until 2030.
  - May cause other business to move to Masonville Mall. The Keg.

# LRT UGLY and Conclusion

- Richmond Row –destroyed for 3 or 5 years
- Only significant advantage is London reputation
  - But overruns and not Business friendly is what investors really remember
- Cost \$1B if on budget.
  - Give every regular non-student a Prius & 10 years of gas instead.
- Tracks cross major streets.
  - Bicycle unfriendly, maybe gates–Edmonton
- Richmond St Hill & St Patrick's Day 2029
- Conclusion:
  - LRT NO    BRT YES
  - And first build the Adelaide St. Overpass

