



For Submission to:
Strategic Policy and Priority Committee
May 26, 2016

Presentation by Maria Drangova, Old East Village BIA Board Chair

- Thank you to Members of City Council and City Staff for the opportunity to speak at this public meeting.
- We note that despite differences on what form of Rapid Transit London should implement there appears to be agreement that London requires a Rapid Transit system.
- London's largest infrastructure project ever proposed, the decision is a difficult one.
- The Old East Village BIA endorsed the Hybrid LRT/BRT model at our May board meeting.
- We supported the Hybrid model because of:
 - the environmental benefits,
 - the potential for increased investment,
 - the long term gains over the short term pain of construction,
 - and the opportunity for the greatest possible transformational change for generations to come.
- To arrive at this position, these were some of the issues the Board considered:
 - The environmental impacts of both systems and emissions produced by full BRT or the Hybrid models

- The potential financial impacts on future generations to upgrade from BRT to LRT.
 - The opportunity for full BRT to contribute significantly to the City's investment in Old East Village
 - The amount of further investment that will be encouraged by both options
 - The long term cost effectiveness of LRT vs BRT
 - The trade-off between construction lengths in the short term and the value and longevity of the transit system.
 - The impact of each option on Londoners views of transit and the correlation between their views and the potential for greater ridership
 - We also discussed the Kitchener-Waterloo-Cambridge Baseline report, and it was clear that the LRT system as a result would provide greater long term benefits for The Old East Village and London as a whole.
- Because we know any kind of on street construction is a challenge for small business we nevertheless opted to endorse the Hybrid model and will be providing assistance to our businesses.
 - Federal and Provincial funds and the political will to invest in both a cost effective and efficient hybrid model exists now, we believe it is a wise investment.
 - Finally, we look forward to working with the City of London to mitigate negative impacts of construction for the business community as we also anticipate collaborating with the City in the implementation of the determined Transit system.