

## Our Rapid Transit Initiative

**PIC #4 Summary**  
**March 9, 2017**

197

People Signed In

~400

People attended

Thursday, February 23, 2017  
5 to 8 pm  
Library Central Branch  
Drop-in format







50

Comment forms  
Received Feb 23

29

Emails received  
as of March 6

## What we heard: Route Selection

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- Why King Street and not York Street?
- Why not Queens Avenue or Dundas Street?
- Why Richmond Street and not Western Road to Oxford, or to Wharncliffe?
- Why Richmond Street and not Adelaide Street?
- Why Wharncliffe and not Woodward?
- Why go through Western University? Delay to through-trips.  
“Students are young and can walk”

# What we heard: Design and Construction

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- Concerns about construction impacts on business viability, particularly downtown on King Street and Richmond Street
- Concerns about Budweiser Gardens access from Ridout Street and truck loading/unloading
- Questions regarding need for Richmond Street tunnel. “Can’t you connect communications with CP trains?” “Can’t you take a different route?” “Tunnel is too expensive”
- Concerns about widening Wellington Street without widening the CN underpass. “Gains from dedicated lanes will be lost if buses are stuck in mixed traffic.”
- Concerns about property impacts

# What we heard: Operations and Technology

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- Electric buses should be seriously considered as the vehicle for the system
- Will Autonomous Vehicles (AVs) help or hurt the case for rapid transit?
- Concerns about reducing or eliminating existing transit routes, and time required to transfer from local to RT. For example, Route 13 provides a direct connection from White Oaks area to St. Joseph's Hospital.
- Concerns about loss of on-street parking on RT routes
- Concerns over increased traffic congestion
- Questions over park-and-ride facilities, will they be provided? Where?

# Concerns around the Market

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- Loading and unloading; loss of loading zone on King Street which is one of the most used areas; currently unable to get delivery trucks to rear loading doors
- Covent Market Place generally blocked by various deliveries, parking, pick-up/drop-off; access will become worse with RT
- Impact to King Street access to and from Market underground parking
- Original Kids theatre group – over 70,000 visits a year of parents dropping off and picking up kids; already a challenge



## What we heard: Other Ideas

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- Implementing this project is great, however, some of the adjacent places/corridors need to be tied in or also upgraded (such as Dundas St Old East, Windermere Rd, etc.)
- There is a need for better transit in London
- The project will offer significant benefits to the community and for the environment
- Skepticism about the benefits of the investment. “Why not just upgrade the existing bus routes?”
- Future public meetings should include a formal presentation with question and answer period
- PIC was very informative, glad to speak one-on-one