

**From:** [Chris Butler](#)  
**Sent:** Sunday, April 30, 2017 12:02 PM  
**To:** [Strategic Planning City of London](#)  
**Cc:** [Phil Squire](#)  
**Subject:** MAY 3 rd - SHIFT MTG - Public Input - Chris Butler

Please post this as Public Input for the May 3 SHIFT MTG and to carry forward to the mid-May / 2017 Council Meeting . I have already attended four(4) key Shift Meetings and do not plan to attend the Bud Gardens - May 3rd meeting.

#### **LRT - Public Input**

1. I prefer the East - West routes shifted from the " baseline " concept of two( 2) way LRT traffic on King St to the loop of King St. and Queen St. Both one(1) way streets are currently extremely under utilized will provide an excellent platform for the LRT routes and all London transit users ( LRT & vehicle mix ) and still provide convenient access for all to the core.
2. **LRT - North Route** - If the University Ave route option is considered the **EVIDENCE** is already clear that there is no way the University of Western Ontario will ever consider an upgrade in the transit design from LRT to BRT due to potential electro-magnetic signal interference. If this route is selected; the Shift Team & Council should **remove** the long term current design requirement for BRT upgrade compatibility - providing huge opportunities for both project cost & risk management reduction throughout the LRT system at this critical concept design stage.
3. **LRT - North Route - The Richmond Street Tunnel Option** should only be considered by Shift Team and Council as the preferred route ; if and only if the Capital Costs , Design Risk Assessment and Economic Impact to Business on this corridor are more fully developed and transparent to tax payers in dollar tax impact terms. There needs to be a **pre-defined project " EXIT RAMP" and schedule** for Council and Taxpayers if this option is selected and these impacts are deemed to be too great as the design matures. There is already **evidence** that the risks & costs are undefined and growing.
4. I'm just fine with LRT design proceeding no tunnel - Design Service Frequency on the route is still high.

THXS - Chris Butler - 863 Waterloo St