

Dear City Council and Staff,

I am in favour of current propose routes, including the tunnel and King St 2-way. There are some other issues I have; which is better to dealt with during the Pre-TPAP and TPAP (Transit Project Assessment Process) phases.

Rapid Transit will provide a faster transit system for Londoner, even it is not only about a faster system. If, you use Google Maps and choose two locations within London. The results would be; the travel time is longer then a bicycle and twice the time of a car. There is lots of opportunities to help to decease the travel times for Transit Riders. Expect for the West Line (because be traveling in Mixed Traffic), the average travel time saving is 5-7 minutes to Downtown. That is like the saving times; not bringing stop by a train, every time getting on a bus. This is a not a perfect system or solution, but I feel is the best we have and during the next phases, be getting better.

2-way King St: Yes, Queens Ave / King St Couplet seems better but for a couple problems. The station locations, for the the Northbound and Westbound, would be across Wellington St and Queens Ave for Downtown core. Both heavy automobile use roads and having lots of people crossing the roads, often. Pedestrians crossing roads, do slow down traffic. There is a lots of pedestrians in the Downtown Core. The 2-way King St, would allow stations for the directions within the Downtown Core. Also, be much closer for Budweiser Gardens, Greyhouse and Via Station.

The 2-way King St, would also allow London to have Cycle Tracks in the Core. Improvements to cycling, would allow better alternatives to transportation in London. Without being on Queens Ave, there is no real other spot to build it. Also would solve the problem for how westbound cyclists at Kensington Bridge. Right now there is no legal way for cyclists to get the north-west side of the Forks, without walking their bikes. Two-way King St, has more benefits then the Queens Ave / King St Couplet. I am sure, staff can find solutions to the loading and drop-off needs of the locate business.

The Tunnel: Yes it is expensive, but the alternatives cost more. This is the problem, we are having in London; trying to fit transportation improvements, after decades of putting them off. Just have to happy, not being like other city, with more difficult geography which cost much more to build. Kingston is looking at a \$110 million price tag, for they Third Crossing project. Kingston is 1/3 of the population of London.

The Tunnel has benefits for Transit Riders and Automobile Drivers. For Transit Riders, would allow the bypass of the CP crossing and 4 traffic light intersection. That is a lots of time savings. Ideally, the whole system, be built underground. Just the cost is too much and this is a good location for the tunnel. I studied, how a cut and cover tunnel can be built in our soil condition. Seems very possible. For Drivers, the benefits will be they would not need to deal with buses. On Richmond Row, the outer lanes do not have very many cars, because of the stop and go of the many buses. With buses gone, opens up open both lanes for traffic. During non-rush hours, maybe add more on-street parking. The three year construction, will be a pain; but be the same has going back to school. A few years of pain and disputions, for gains and benefits in the future.

Richmond St. between Grosvenor St and University Dr., during rush hour acts like a one lanes each way road. With all ther buses on the outer lane, and most intersections for not have a desidated left-turn lane, traffic is keep on changing lanes. With the concept plan, they be more desidated left-turn lanes. I can see other ways to improve traffic flow but better to be dealt with during the next phases. Most of the roads are not going to lose a lane. With buses on their own lanes, automobiles, basically gain a lanes. There are other design details to make it easy for the Drivers. Without BRT, most of the these roads needs to be redone, and then Londoners for on the full hook of the cost.

I am a mostly a winter Transit Rider. I love taking Transit but hate is too, with the length of time it takes to go places. With BRT, I know I would use transit, more through out the year. Rapid Transit, will help London to grow and be great benefits in the future. London isn't a small city anymore.

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