

TRANSIT FOLLIES.

Why is it that the city seems to always find the most expensive way to do anything connected with the bus transit system?

When closing off Dundas Street to traffic was in the early stages there was a public meeting held on the upper level of the market and Joe Fontana showed many examples of pedestrian malls from all over the world where people and busses or streetcars (trams) shared the same spaces, yet the city decided to ban the busses. There are 59 parking spots for cars on Dundas, between Wellington & Ridout but literally hundreds off King & Queens Ave. Wouldn't it make more sense to ban cars and save the cost of re-wiring all the bus stop information signs? Plus, those lay-byes on Dundas could become bus terminal points.

Under the BRT plans, one alternative is to move one route from King to Queens But the city is already moving the regular bus routes to Queens from Dundas. Will there be room for all these busses? If the Queens Ave alternative is to be considered then why not go one block further north, onto Dufferin? I know three businesses that won't complain, London life (it moves from the front door to the back door), City Hall (they wouldn't dare) and Victoria Park. Take Dufferin west to Ridout, Build a new bridge over the Thames, along Blackfriars to Wharnecliffe and north to Masonville. The historic Blackfriar's bridge was a kit and as such could be dismantled and rebuilt over The Coves satisfying the historians as it would technically still be over the Thames River and, as a "pedestrian only" bridge would have a long and useful life in one of London's newest parks.

Now the costs. Figures bandied about are \$560M total, \$130M from london(taxpayers) and the rest \$430M from federal and provincial, split evenly. There is only one pocket, the taxpayers pocket, and using population figures from Statistics Canada for 2016, London taxpayers share of the federal money would be \$2.16M and for the provincial money would be \$5.58M making Londoners total share \$137.74M.

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