Mr. Mayor and Members of Executive Policy Commitee:

As I know, my husband Nick Ternette retired from City Hall politics after 40 years this past January. However, he is still as interested in the issues that affect our city. So, I am here on behalf of not only Nick, but myself, Jeff Lowe and Jim Jaworski who have all been support LRT for the past decade.

We are extremely pleased with the recommendations by the public service in endorsing LRT as a preferred rapid transit option vis-a-vis BRT for the city of Winnipeg. We are even more pleased that the public service be directed to investigate the five preliminary rapid transit corridors identified in the "Our Winnipeg" document which will become LRT routes for the city in the next 25 years.

Furthermore, we are extremely pleased that the public service recognizes, for the first time since the debate began on rapid transit, the benefits of LRT as compared to BRT. For example: The degree of residential development is significantly higher - and is even higher around commercial development with LRT. The mobility benefits result from increased ridership (suburbanites will use their cars less and LRT ridership will increase). Further, economic and social benefits will be accrued by the use of LRT. Residential and commercial benefits accrue as a result of increased density of transit-oriented development which results in increased property taxes.

The thought of fewer cars on the road and the chance to reduce greenhouse gas emissions is an opportunity too rich and too valuable not to undertake. As even the Mayor has said, "LRT-light gets people to switch from their cars and increases the density of residential and commercial."

The suggestions by people like Barry Prentice that a BRT can be designed for easy conversion to LRT when the ridership warrants it, is simply not born out by the facts (as Ottawa has learned). The costs of replacing BRT with LRT are extremely high because the two systems are not congruent in any way. The rails will have to be re-built, the stations will have to be re-built....There is significant benefit to beginning with an LRT not converting to an LRT from a BRT.

Even Mr. Prentice suggests that the LRT is more comfortable than BRT buses and, as such, will encourage more suburbanites to travel on a bus system rather than a train system. The suggestion that BRT is superior in terms of service frequency has not been proven with the facts. Calgary's LRT system delivers people every 7 minutes - far faster than any BRT system would. Furthermore, Mayor Katz has argued that, "If you're building a city for the future and you want to motivate people to come to the city and keep the people that are here, light

railway is the way to accomplish this."

Finally, all opinion polls, including the latest in the Winnipeg Free Press, 58% favour LRT, 21% favour BRT, and 19% favour neither BRT or LRT. In reality, this means that if there was a choice, between LRT or no rapid transit at all, 79% would favour LRT. So, I encourage Mayor Katz and Executive Policy to pass these recommendations on to City Council in order to create a unified city instead of a two-tiered city.

Thank you.

Emily Ternette is a concerned Winnipeg citizen and active member of a disabled women's group.

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