


# JOHN ORLIKOW

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*"Putting YOUR Interests First"*

March 6, 2013

Presentation to the Executive Policy Committee in regards to the selection of the route for the second leg of the South West Bus Rapid Transit Corridor.

**Introduction**

I recommend that a 1st phase Functional Design committee (request #4) and process be established to obtain the necessary information required that clarifies and provides solutions to various issues associated with the Parker, Pembina and a Hybrid route (request #1) and that the EPC committee does not support the Administration's recommendation at this time.

I also recommend that the EPC committee accept recommendation #3 that Figure 3 – Alignment 1B be modified to remove the possibility of an overpass at Beaumont St.

My recommendations are based on my opinion that the Southwest Rapid Transit Corridor Stage 2 Alignment Study Final Report ("The Report") is incomplete and inaccurate and my belief that The City is missing a once in a life time opportunity based on that incomplete and inaccurate report.

The report does not take into account lost opportunities.

The report does not provide solutions to key issues.

The report is inaccurate as TOD revenues for the Parker route are overstated, land is not valued appropriately and the report does not take into account the lost revenues associated with TIF'ing development that would occur regardless of BRT.

I am not convinced, for many of the reasons listed above and below, that the selecting the Parker route is in the best interest of the City.

I believe that my recommendations to IRPW accomplished everyone's goals including not delaying the project and hope for the support of the committee.

I look forward to your questions and thank you for the opportunity.

Councillor Orlikow

The lands we are discussing

**Parker Route**



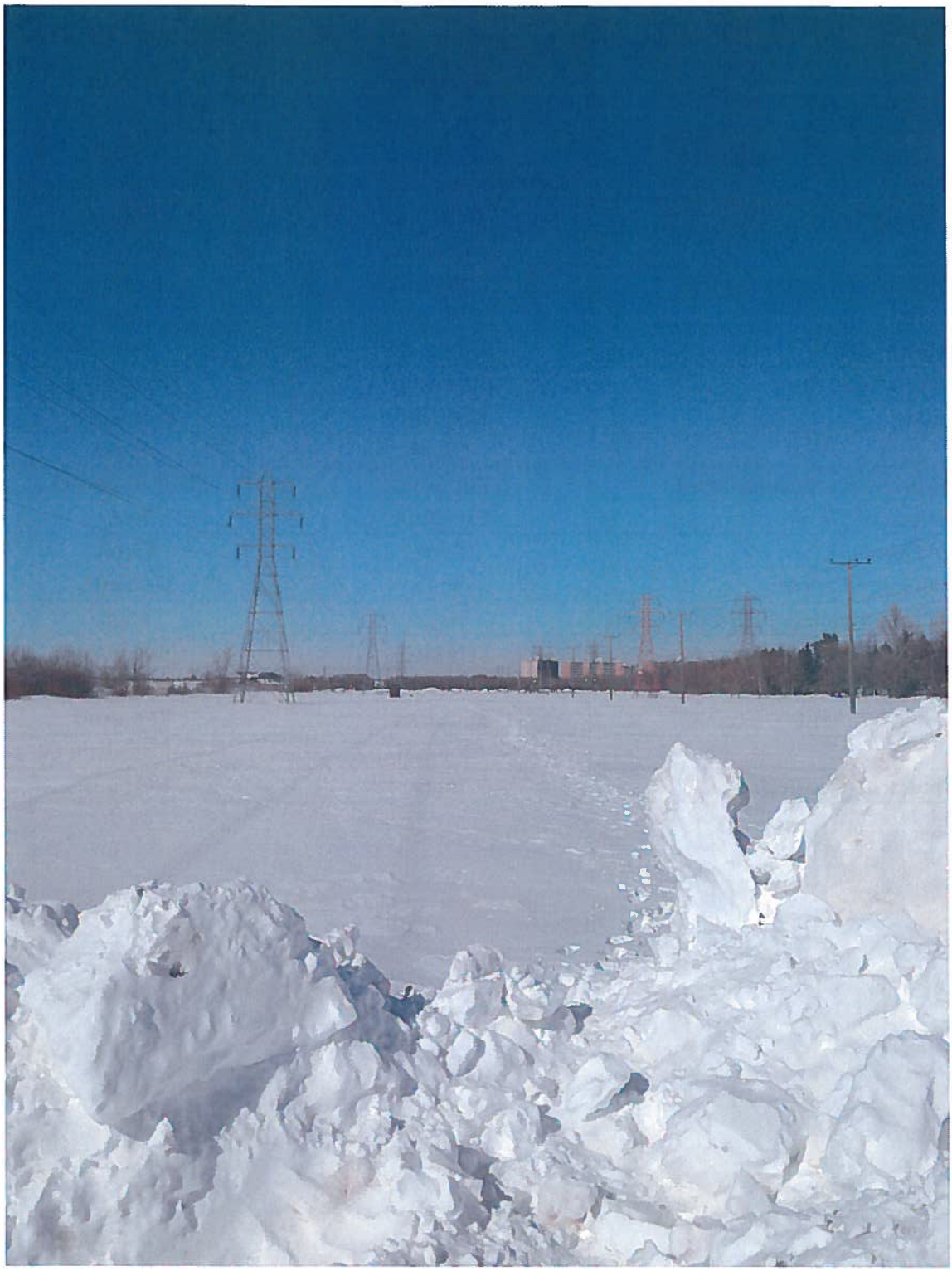
Community Gardens, Park and Forest

# Pembina Route



Rail line

# Hydro Corridor Route



Comparing the two Routes

| | Pembina | Parker |
|---|---|---|
| Bus Travel Time | Less if crossings closed | Same as Pembina |
| Cost | Same | Same |
| Revenue | Increases existing taxes | Lost Taxes & speculative |
| In-fill Opportunity | Excellent | Excellent |
| Ridership | Increase | Neutral |
| Redevelopment Opportunity | Excellent | Existing |
| AT | Difficult | Poor |
| Pedestrian safety | Improved | None |
| Pembina Traffic Flow | Improved | No impact |
| Emissions | Reduced | Increased |
| TOD | Good | Good |
| BRT as driver for development | Required | Not Required |
| Proper use of TIF | Excellent | Poor |
| Loss of Dog Park | None | Likely |
| Loss of Green Space | None | Defiantly |
| Impact on adjoining neighbourhoods | High | High |
| Difficulty | High | Medium |
| Transit Service along Pembina | Increase but off street | Decrease |
| Public involvement | Required | Required |
| Risks | Minimal | High |
| Residential Traffic Impact | High | Medium |

# Presentation

History

I previously made many of the same requests to the IRPW as I am asking of this committee today. *(see attached presentation)*

The IRPW committee did agree with one of my request that the proposed Parker route for the Southwest Bus Rapid Transit is clearly define as Parker (1B) and not the route the runs through the forest and wetlands (1A). *(page 4 of the IRPW presentation)*

I also attempted to explain to the committee that:

- The closure of at grade crossings along Pembina from Jubilee to McGillivray was not explored therefore the argument about the Pembina route having reduced speed is questionable. *(page 10 of the IRPW presentation)*
- There are lost opportunity costs that needed to be included. *(page 9 of the IRPW presentation)*
- The costs to build the routes are based upon Class D estimates that cannot determine an accurate expropriation costs until the final alignment is determined. It is a chicken and the egg problem however this information is needed when deciding the costs of each route. *(page 8 of the IRPW presentation)*
- The report biased the Parker route as the Parker lands and the Hydro lands were costed at zero which in turn makes the Pembina route more expensive. *(page 8 of the IRPW presentation)*
- Parker revenues included developments that are likely going to occur without BRT thereby overstating the amount of revenue the Parker route will generate. *(page 8 of the IRPW presentation)*
- That a hybrid option of using Pembina Hwy from Jubilee to McGillivray and then back to the Hydro Corridor potentially solves many issues and retains all the benefits needs to be explored.

I recognized that there is a desire to keep moving forward and my requests to IRPW addressed this.

I recommended that a first phase of the Functional Study focus on drilling down solutions to various issues associated with both routes including a review of the financial impact, residential traffic impact study and getting greater public participation in the process. *(page 6 of the IRPW presentation)*

This option would ensure that the best route is chosen as key deciding questions could be answered, additional study costs would be minimized and ensure that the project moves forward.

There was a question from the Committee in relation to my request for an amendment to the route map to remove the possibility of the Beaumont Over-pass from the Map.

I explained that by improving this access the existing issues associated with the street's use as a through fare, the addition of cars from the Parker Development, the increasing commuter traffic going from Waverley St. to Pembina Hwy. and BRT will use this improved access that will result in the neighborhood been cut in half.

Leaving the possibility of the over-pass on the Map that goes into the Transportation Master plan is too great a risk for the neighbourhood and asking for the neighbourhood to "trust" that it will not happen is not responsible. Recall this neighbourhood was not consulted when the Parker lands were traded for lands in Ft. Rouge. *(page 5 of the IRPW presentation)*

The creation of a Southwest Functional Design Committee would allow the public to actually be involved in the planning process and this was requested in my previous presentation to IRPW. *(page 6 of the IRPW presentation)*

There was Hybrid route option presented that supports the idea of a 1st phase high level Functional Design.

I am here today asking for this committee to reconsider my requests.

The lands we are discussing

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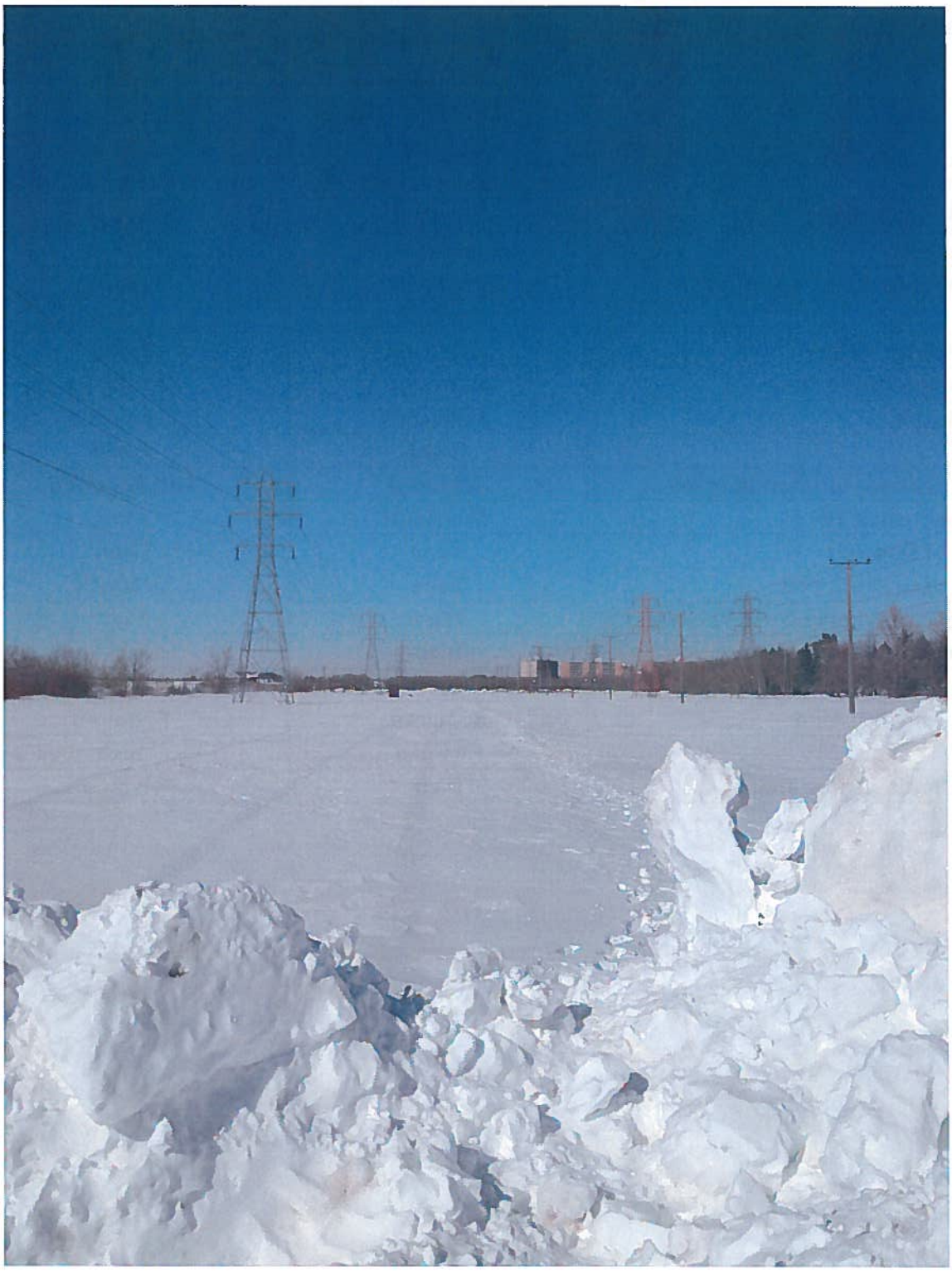
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