

# DOTT - Recommended Plan (CCC comments)

- CCC is pleased that the DOTT transit strategy is:
  - addressing core backbone throughput downtown
  - evolving to LRT with displacement of a large majority of buses from the core operations
  - evolving to trunk and feeders structure
  
- However, a sense of unease remains in a number of areas:
  - call for council approval prior to completion & debate on the business case
    - the ability to attract new riders given the investment levels
    - the timeframe until first riders (10 yrs)
    - the cost/complexity of tunnel & downtown stations (700M\$)
  - the tunnel depth due to the proposed DOTT alignment (10 stories)
  - lack of visibility at this point on future interprovincial transit integration

CCC advocates for a period of reflection and dialog  
enabling a more detailed business analysis of this  
Plan against other possible variations

# 1. Stepping Back

- The pendulum has swung from one end to the other:
- 2006 Plan
  - focused on build-out to new neighbourhoods
  - did not take into account downtown congestion and only partially mitigated high operating costs of bus focused transitway
- 2009 Plan
  - focuses on '5 star' solution for downtown core capacity/reliability and maximum reduction of bus operational costs
  - hopes of attracting new riders through indirect benefits (less congestion in core but traded off by need for an extra transfer)

We want to highlight what are some of the tradeoffs that are being made with this plan and take some time to consider whether all alternatives have been adequately explored

# Example Alternate Possibilities 1

## ■ Surface based LRT

- | eliminate/minimize tunneling/station costs enabling re-allocation of funds to extending rail further out
  - attract more riders via less need to transfer
- | quicker implementation
  - realize operational cost savings sooner
- | removes -ve impacts of 10 stories up/down to platforms (for such a modest city!)
  - compare to NYC, most of Paris metros, etc...
- | more convenient access which is more attractive for downtown residents

Business case comparisons are needed over lifetime vs Current Plan wrt:  
capital cost/new rider  
operational cost/rider  
(not just weighted towards total downtown capacity)

# Example Alternate Possibilities - 2

## ■ A shallower tunnel

- | (Albert and/or Slater focus & less expensive construction techniques)

## ■ Many of the same benefits as in surface based option

- | less expensive enabling re-allocation of funds to extending rail outwards
  - attract more riders via less need to transfer
- | quicker implementation
  - realize operational cost savings sooner
- | eliminate underground 'fatigue'
- | more convenient access attracting more use from downtown residents

Business case comparisons are needed over lifetime vs Current Plan wrt:  
capital cost/new rider  
operational cost/rider  
(not just weighted towards total downtown capacity)

# Things to Ask Ourselves About the Current Plan



- 10 years until the first rider (& first cost savings)
- 20 years before anything more than current plan
- vast majority of riders forced to transfer and:
  - no ride to airport without transfer
    - (double xfer if coming from west)
  - how many people will actually experience a better end-end ride than what today's system provides?
- less beneficial vs today for downtown residents
- 10 stories underground for such a modest city!
  - From now until forever: No one who travels downtown will ever again enter/leave system without mechanical assistance

Is this the only way to achieve a better solution for downtown?

# Summary



- CCC would like to see:
  - the business case be completed and debated prior to request for vote at council
    - business case to quantify implications of variations on the current system plan
      - reach further sooner
      - achieve maximum downtown capacity in steps
    - and take an honest look at metrics that recognize the value of saving money sooner, reaching new riders, etc.
  - more certainty be obtained on interprovincial transit strategy & it's relation to the DOTT prior to decision by council