

APPENDIX C – COMPLETE SUMMARY OF PHASE 2, STEP 1 PUBLIC INPUT

Question #1

The Rapid Transit Project Team is proposing that Bus Rapid Transit and Light Rail Transit operating at road level using a mix of on-road and off-road dedicated right of ways be short-listed for further evaluation in the next step of Phase 2 of the EA. Do you agree that these technology and route design alternatives be short-listed for further evaluation in the next step? Why or why not?

Cambridge PCC, January 9, 2007

Cambridge Centre for the Arts

(65 Attendees, 24 Responses Received)

NAME	CITY	Support full recommendation or support only 1 out 2 technologies recommended	Support recommendation but also want an additional technology short-listed	Disagree with recommendation	N/A (not a clear answer)	Additional Comments
Joseph Grets	Cambridge				1	Need more studies. Work and cost is beyond the region's ability.
Elizabeth Brown	Kitchener	1				LRT line like a 'spine' and bus and commuter support stations throughout the region would make people move more effectively. A good example of station is Fish Creek Station in Calgary.
J.W. Hueton	Puslinch	1				Preference for Rail but Bus may be the answer. A plus for trains is that you can walk around.
Jill Summerhayes	Cambridge	1				Seems cost effective and environmentally responsible.
Stuart Summerhayes	Cambridge	1				Agree with Light Rail because it works well in Calgary which has many things in common with the Region.
Ken Spurgeon	Cambridge	1				Agree because A) reduce cost B) shorter program length.
Mike Thomas	Cambridge	1				Feasible and budget friendly.
Adam Polski	Cambridge				1	Next step should follow without delay. Route should be determined by the people affected by this system. Will Canadian content be an issue for technology?
Benny Liang	Waterloo		1			BRT and LRT are good choices, but Monorail and AGT should be considered as well as they can have good impact on urban design and provide improved service.
Ernie Neudoerfeler	Cambridge		1			Agree with LRT. Use buses on east-west connection. But Subway would be best. Do not build special routes. Use existing rail tracks. Get people to choose transit over cars - do not build more roads.
Roy Schneider	Cambridge	1				BRT on their own road.

NAME	CITY	Support full recommendation or support only 1 out 2 technologies recommended	Support recommendation but also want an additional technology short-listed	Disagree with recommendation	N/A (not a clear answer)	Summary of Additional Comments
Bill Kirby	Cambridge	1				Agree, afraid EA will slow the process. Concerned with land claim issues.
Bill Schneider	Branchton	1				Agree with dedicated on or off road. LRT electric. YES! BRT diesel, NO!
Bill Smith	Cambridge			1		Monorail! No signals only stop at stations.
Min Grets	Cambridge	1				BRT best, Cambridge route looks good.
David Arthur	Cambridge	1				Both are of value. Double track is needed at all on and off street routes. LRT will attract more people. Every 15 minutes is the minimum.
Anna McKeen	Cambridge	1				Land use along with smart growth issues must be addressed. Challenge is convincing people to use it.
Heather and Bill Wilson	Cambridge	1				Agree with BRT and LRT, agree with region to reduce urban sprawl.
Ed Welfred	Kitchener	1				BRT is superior to LRT.
Cambridge Environmental Advisory Committee (April Souwand)	Cambridge		1			LRT is preferred to BRT. The success of the system is dependent on a feeder system which minimizes transfers. Light Rail and Monorail are good options rather than BRT. Expansion of corridor should include other major areas: Fischer-Hallman Road, Victoria Street, South Cambridge Centre and Homer Watson Boulevard.
Anonymous 1			1			Leaning towards LRT and BRT. Monorail should also be considered as it looks cool and may attract tourists.
Anonymous 2		1				BRT with a road level mix of on-road and off-road.
Anonymous 3		1				Alternatives preferred seem feasible. BRT preferred if clean air technologies are used. Reduce waterway crossings.
Anonymous 4		1				BRT regions best choice. Concerned with noise and expropriation of newer and heritage buildings. Connection to Toronto wanted. LRT is visual pollution.

**Waterloo PCC – January 10, 2007
Regional Public Health and Social Services Building
(170 Attendees, 33 Responses Received)**

NAME	CITY	Support full recommendation or support only 1 out 2 technologies recommended	Support recommendation but also want an additional technology short-listed	Disagree with recommendation	N/A (not a clear answer)	Summary of Additional Comments
Jeff Wand	Waterloo	1				Maintains "human scale" transit/Development. Need to encourage greater density, preservation of environment. Main light rail with feeder buses needed.
Geoff MacGregor	Kitchener	1				The only logical alternatives. Challenge is attracting riders, stop facilitating use of automobiles in core areas. Need a blend of incentives and deterrents to reduce core traffic. As a result core areas will be more attractive for commercial and residential growth.
Ross Marrs	Waterloo	1				LRT if it does not run with traffic. 1 lane of transit and 2 lanes of traffic on road, like Denver. Diagonal pedestrian crossings? BRT is useful only if reliable.
Roger Farwell	Waterloo	1				LRT is best with north/south route and possible future west/east route. BRT is flexible and should feed into the LRT route and respond to urbanization patterns.
Cathy Farwell	Waterloo	1				Best alternatives to meet the needs of growing population.
Lauren Stoveld	Kitchener	1				
Robert Falla	Waterloo	1				Made right choice after all technologies considered.
Graeme Stemp-Morlock	Waterloo	1				Most financially viable and realistic. Need better transit NOW.
Marlene Bryan	Waterloo	1				LRT operating at road level but off-road only. It is clean, non-obtrusive and fast. When going through Waterloo Park plan for park patron safety!
Nina- Bailey Dick	Waterloo			1		Subway: be bold go all the way. BRT is cop-out. Costs will be worth in the long run.
Daniel F. Stouffer	Waterloo	1				Both have reasonable capital and installation costs. Viable alternatives.
Ian Robertson	Waterloo	1				The two technologies seem appropriate. Success will be judged on how fast a user can get places. Existing interval of 15 minutes is the maximum. Need centralized King street route but this will cause it to slow down because of traffic congestion. Also needs to have dedicated route so that it is visibly faster than cars stuck in traffic.
Anne Campbell	Kitchener	1				Daily user of Public Transit in corridor.
Jacquelyn Schweitzer	Waterloo	1				Prefer BRT because buses are already here. Keep it simple and have one station. Don't increase ticket prices.
M. Stingelin	Waterloo	1				BRT! Fleet of large, medium, and small buses for different times of the day.

NAME	CITY	Support full recommendation or support only 1 out 2 technologies recommended	Support recommendation but also want an additional technology short-listed	Disagree with recommendation	N/A (not a clear answer)	Summary of Additional Comments
Mary Ann Wasilka	Kitchener				1	Difficult to live in this community without car. Cost (per ride, time spent traveling) should be considered. More emphasis on transportation of goods both business and personal. Need to meet transportation needs and improve quality of life.
Carmeta Abbott	Waterloo				1	Need to consider dedicated bus lanes. Route should be along tracks not King St. for redevelopment. Development not in Waterloo Park or UW lands - but concentrate on areas where there is more of ability to shape land use.
David Thorne	Waterloo	1				LRT more environmentally friendly than BRT. Process Accelerated. We need LRT now.
Peter Hunter	Heidelberg		1			Good for capital cost. Traffic Congestion will slow it down. Likes the idea of Aerobus or AGT and they should be considered.
Ruth Gilbert	Waterloo	1				Mix of off and on road routing. Noise an issue. Electric buses? LRT better for long-run.
Lois and Lewis Brubacher	Waterloo	1				
Michael Copland	Kitchener	1				Prefer LRT, will support and stimulate the re-urbanization process.
Mark Kompter	Waterloo		1			Most economical. Aerobus and AGT should also be considered further. Transit needs to be faster than traveling by car.
Ralph A. Lebold	Waterloo	1				Prefer LRT, because too many vehicles on streets. Make downtown parking expensive. Future route from Elmira to Cambridge.
Matthew Bailey-Dick	Waterloo	1				LRT YES, BRT NO, because of environmental reasons. No problem with higher taxes. Loves idea of new technology beside old architecture.
Mary Channen	Kitchener	1				BRT YES, LRT NO. More express buses. Pay regional debt before project begins.
Eleanor Grant	Waterloo	1				BRT and LRT are most practical.
David Welhauser	Waterloo					See Section "Other Comments Received".
Edwin Heasell	Waterloo				1	See Section "Other Comments Received".
Dave and Mary Lou Klassen					1	See Section "Other Comments Received".
Pauline Richards	Waterloo				1	See Section "Other Comments Received".
David Welhauser	Waterloo				1	See Section "Other Comments Received".
Anonymous 1		1				Flexibility is key. Environment friendly fuels. Locating station must be a transparent process not with developers behind closed doors.
Anonymous 2		1				Likes the two choices.

**Kitchener PCC, January 11, 2007
Regional Headquarters
(115 Attendees, 38 Responses Received)**

NAME	CITY	Support full recommendation or support only 1 out 2 technologies recommended	Support recommendation but also want an additional technology short-listed	Disagree with recommendation	N/A (not a clear answer)	Additional Comments
Robert Yawney	Kitchener	1				
Andy Mackie	Waterloo		1			Yes, but subway may be preferable for future demand.
Seth McDermott	Kitchener	1				Prefer LRT.
Kurt Frey	Kitchener				1	Improve current systems first by increasing frequency and lowering cost.
Marcela Saad	Kitchener				1	Must be fully integrated. People in suburbs will have to drive to use system.
David Forsey	Waterloo		1			Yes, but DMU warrants a second look. On-road route needs careful consideration
Jason Roe	Kitchener	1				Good balance of attractive features, practicality and realism.
Murray Miller	Waterloo	1				Prefer LRT.
Chris Togeretz	Waterloo	1				
Thera Ip	Waterloo	1				
Ian Smith	Kitchener		1			Agree only with LRT - no BRT because LRT has more influence on development and is cleaner.
Louissette Lanteigne	Waterloo	1				Agree with BRT - bus means flexibility - needs may change in future.
Jason Hammond	Kitchener	1				LRT, BRT may be useful to connect with spine or for other high-frequency corridors.
Denis Agar	Guelph	1				LRT - no BRT, Distinguish Waterloo Region.
Kevin Flood	Kitchener	1				Yes, faster for commuters on own right-of-way.
Leona Doerksen	Kitchener	1				
Ray Voll	Kitchener	1				Dedicated routes might be too expensive. Preference for bus.
Harvey McLean	Cambridge		1			Yes, but Monorail is most viable in long-term if icing at stations can be overcome. No streets are wide enough for LRT or BRT.
Todd Trushinski	Kitchener	1				
John H. Spier	Kitchener	1				
Jim Tone	-	1				Need permanent quality system to support high density growth. Support LRT and higher up-front costs.
K. Howes	-		1			Yes, but Monorail or aerobus is cool. Make sure it is convenient and cheap.

NAME	CITY	Support full recommendation or support only 1 out 2 technologies recommended	Support recommendation but also want an additional technology short-listed	Disagree with recommendation	N/A (not a clear answer)	Additional Comments
Stephen Thomson	Kitchener	1				Typing it into Toronto?
Brad Ullner	Waterloo	1				Physical access is important.
Thomas Hutter	Cambridge			1		Do not agree with route or purpose of study. Cambridge does not need it.
Kevin Thomason	Waterloo	1				Comfort more important than speed - make RT comfortable and functional - laptop tables. Provide real time information and refreshments on board.
Cameron Bevers	Waterloo	1				Most realistic and cost effective.
Valerie Jones	Kitchener	1				No BRT.
Alan Kirker	Kitchener	1				Look at current GRT ridership statistics to predict future growth trends.
Brian Miller	Kitchener	1				Because both are the most feasible of the methods presented. Preference is BRT and easiest to implement. Designated bus lanes would increase efficiency. 15 minute intervals would increase ridership. LRT inflexible and costly to implement. Will need parking and feeder buses to get people to use it which is more cost.
Karen and Bill Wiles	Kitchener	1				Agree with BRT and LRT because most cost-efficient. LRT needs to be dedicating off-road. LRT is the back bone of system, BRT is the feeder system. Environment must be considered in all decisions. Reduce pollution and congestion.
George Bechtel	Kitchener				1	See Section "Other Comments Received".
David Jeanes					1	See Section "Other Comments Received".
Warren Schnurr					1	See Section "Other Comments Received".
Anonymous 1	-				1	BRT not a long term solution. Make it count. Needs an independent right of way. More advanced technologies should have made the shortlist.
Anonymous 2	-	1				Do it right the first time- LRT.
Anonymous 3	-	1				On road route design - LRT that is visible downtown. More info on how Vehicle and Pedestrian traffic is managed at intersections. How dedicated?
Anonymous 4					1	If there is no cooperation with local municipalities and provincial development of housing and industries the whole project will fail.

No Location for PCC (9 Responses Received)						
NAME	CITY	Support full recommendation or support only 1 out 2 technologies recommended	Support recommendation but also want an additional technology short-listed	Disagree with recommendation	N/A (not a clear answer)	Summary of Additional Comments
Robert Campbell	Kitchener			1		Biased for LRT and BRT, does not agree that all the systems were given a fair in "system flexibility" only because they are not adaptable to a mix of on road and off road designs, when that is not a criteria. Subway should use rubber wheels.
Derek Satnik	Kitchener			1		Aerobus poorly evaluated even though they have noteworthy advantages over the others.
Richard Ward	Houston			1		Aerobus should pass because it can go through any terrain: congested core areas, water crossings. It is flexible in passenger capacity (match LRT).Electric powered, noiseless, and emission-free, all advantages. Uses less land than BRT, LRT and MONORAIL.No more operating constraints than BRT and LRT do. Being above grade is an advantage! Constructed in less time than LRT, and above grade means it would not interfere with traffic and with businesses during construction. We do need stairs for elevated stations, but its advantages outweigh this requirement. Can provide 300 plus passengers service in 6 minute intervals- LRT and BRT can not match this. Safety is integrated because no collisions between pedestrians or vehicles (Like BRT and LRT) .Average speed with stops is 45- 50km/h. Match LRT and can exceed BRT in what they can do. Cost is inflated in study. LRT is much more expensive than shows because of land use costs. Aerobus takes very little land. The example of the Niagara Falls Cable car is a different technology.
Glen Woolner	Kitchener			1		Evaluation has done Aerobus a huge misjustice and misrepresented the technology to the public.
Jeff Kratky	Kitchener	1				So long as the mix evaluation is temporal as well as geographic. Maybe not at beginning but as time progresses. BRT implemented first, followed by a mix of BRT and LRT depending on the geographic locations.
Frank Kulcsar	Kitchener			1		Region was not planned out to have RT. Just improve current system. Light Rail only if Provincial or Federal Governments fund it all, including operating costs.
Brian Dietrich	New Dundee				1	See Section "Other Comments Received".
Robert Milligan	Dundee	1				(Attended all three PCC locations). See Section "Other Comments Received".
Rhoda Riemer	Kitchener	1				Long term preference is LRT. BRT only for short term and roads will eventually convert to rail lines. Buses no longer needed can be sold to other communities.

Other Comments Received

Cambridge PCC		
NAME	CITY	THEMES:
J.W. Hueton	Puslinch	Hespeler road not Coronation. Need parking at stations. Kitchener to Lake Erie route ideal. Link to downtown Galt. Do not put through Dumfries Conservation Area. Quieter than TTC.
Jill Summerhayes	Cambridge	Concerned that Cambridge be left out of equation.
Ken Spurgeon	Cambridge	Be improved by a Cambridge/Toronto GO Transit connection.
Adam Polski	Cambridge	Businesses and Industries along route will improve.
Benny Liang	Waterloo	More student involvement.
Bill Schneider	Cambridge	Engineer- willing to speak as a citizen in support of Step 1.
David Arthur	Cambridge	Both major Cambridge corridors be serviced. Route on Hespeler as well as Coronation blvd. Rail on one, Express bus on the other.
Anna Mckee	Cambridge	Will be difficult to entice people to use RT. Diesel causes pollution especially if it is an empty bus. Since region took over transit there has been many improvements.
Anonymous 1		More student involvement. Newsletters with GRT info would be of benefit.
Anonymous 3		Include downtown cores along with hosteller road as stops. Do not add congestion to existing roads. Limit waterway crossings.
Anonymous 4		More involvement for students and seniors.
Ed Welfred	Kitchener	Has never seen so many people concerned about a municipal topic.
Heather and Bill Wilson	Cambridge	Settlement pattern in waterloo region makes it possible for RT system. Stations should be focal points for community infrastructure. Hespeler route must have feeder system.

Waterloo PCC		
NAME	CITY	THEMES:
Jeff Wand	Waterloo	Rapid Transit will help re-shape the community and encourage reurbanization.
Geoff MacGregor	Kitchener	
Ross Mars	Waterloo	Bicycle Transportation needs to be properly planned out, integrated bike lanes, and proper storage at stations.
Roger Farwell	Waterloo	Will help shape next generation, as well as help with other initiatives that region undertakes. System in place sooner than later.
Cathy Farwell	Waterloo	Glad that financial aspect not part of this phase in order to make the best decision.
Robert Falla	Waterloo	Rarely uses public transit, need it to be available. Lives outside corridor.

NAME	CITY	THEMES:
Marlene Bryan	Waterloo	North Station at St. Jacob's not Conestoga Mall. Include Sunrise Centre. Need more thought to feed surrounding residential areas. Plan transit so housing can follow.
Daniel F. Stouffer	Waterloo	Enjoyed video. Snacks appreciated.
Anne Campbell	Kitchener	Next step should be how we get the people in the suburbs to access RT.
Mary Ann Wasilka	Kitchener	Presentation needs to be held at malls, universities, high schools, and bus terminals. Why only government buildings?
Carmeta Abbott	Waterloo	When system opens it should be free for 1 year, and parking in core increased to help increase ridership. Smart cards for fare payment. Give priority to pedestrians and cycles.
David Thorne	Waterloo	Please continue use of street signs, very eye-catching.
Peter Hunter	Heidelberg	Feeder routes critical. Route set up like grid. Elevated line near Conestoga parkway ideal.
Michael Copland	Kitchener	Future benefits need to be stressed since it is cheaper to do this now than in the future. Get examples of systems that have worked.
Mark Kompter	Waterloo	Needs to be on dedicated line and visibly faster than congestion. LRT from Conestoga to Fairview malls, switch to AGT from Fairview to Shantz Hill, LRT from Shantz Hill to Cambridge downtown. Kitchener: Cambridge connection can wait.
Matthew Bailey-Dick	Waterloo	Existing transit needs to be improved, Stations linked with artistic centres, more student involvement, Simply turn king street into route with no cars allowed and pedestrian walkways.
Mary Channen	Kitchener	No tax increase, pay debt before. Watch property taxes.
Edwin Heasell	Waterloo	Glad expensive and untested choices were rejected. Presentation was biased towards BRT and LRT. Need dedicated track. LRT tracks are not pedestrian friendly, need to be buried like TTC. LRT forces overhead power distribution. Use mixed technology: trolley buses. Electrical power ideal for stop and go traffic. Get people to stop using cars.
Dave and Mary Lou Klassen		Research past systems, and study future energy strains. Combination of bus/trolley system would work best, emphasis on electric power. Concerns about feeder system. Learn from international examples. Instead of subsidized transport systems, could it be private like other systems around the world? Implement tax increase for fuel prices.
Anonymous 1		Strange that Region supports new Highway 7 to Guelph at \$150m, when BRT/LRT is so much cheaper and enviro-friendly.
Graeme Stemp-Morlock	Waterloo	Must include transportation improvements outside CTC and improvements to Toronto as many problems are around people trying to get to 401.
David Welhauser	Waterloo	Interested in how the different technologies on short list would impact site in North Waterloo, with the possibility of site acting as a maintenance facility.
Pauline Richards	Waterloo	Long Run: RT should run above grade. The more stops the less effective. Feeder system must be in place for the system to work. Buses that go to the edges of town ex. Mannheim. How about a set of small shuttle vans for the neighbourhoods with a phone-in system for pick ups.

Kitchener PCC			THEMES:
NAME	CITY		
Andy Mackie	Waterloo		Support - well worth tax dollars but need to bring bus and train together to serve major destinations.
Kurt Frey	Kitchener		Listen to all citizens, not just those in the central transit corridor.
Chris Togeretz	Waterloo		Questions: (1) GR crossing? (2) Station at 401? (3) Price?
Ian Smith	Kitchener		Support, especially for light-rail.
Kevin Flood	Kitchener		LRT, need connection to GTA - focus on existing right of way.
Stephen Thomson	Kitchener		Money not used on roads can finance RT.
Brad Ullner	Waterloo		Please speak again with Grand River Accessibility before any decision is made.
Thomas Hutter	Cambridge		I am in favour of efficient public transportation. This is not efficient or practical. Too many politicians involved.
Cameron Bevers	Waterloo		Map attached to input package. Suggested LRT Route. Use existing rail right of way. Should introduce new express service on existing freeways for high frequency service to other destinations.
Valerie Jones	Kitchener		Spent 1yr teaching in S. Korea - excellent public transportation. Thinks this project is on track.
Harvey McLean	Cambridge		Emails with direct links to website should be used to communicate effectively.
George Bechtel	Kitchener		Concerned with LRT. Placement of terminal now that Epton site is gone. Transit Pass (WLU) be extended to other universities and employees of region of Waterloo. Consideration of rail diesel and electric (preferred).
George Bechtel	Kitchener		DMU evaluation is flawed. DMU more flexible than EMU because one could run on all existing rail without electrification. DMU system could operate soon. Subway deserved full place on team. Electric Trolley should also have been considered.
David Jeanes	n/a		DMU Preferred. Diesel powered Dmu unit that could be considered, since region owns the rail line from Kitchener to Elmira?
Karen and Bill Wiles	Kitchener		Hydrogen powered Vehicles preferred. Look at solar and wind generation methods, could be placed on top of public buildings. Need a question and answer forum for public.
Anonymous 1			Route to Airport?
Anonymous 3			Cost indications - how is the region planning on paying for this.
Anonymous 4			Noise Pollution is a concern.
Anonymous 3			Cost indications - how is the region planning on paying for this.

NAME	CITY	THEMES:
Anonymous 4		Noise Pollution is a concern.
Warren Schnurr	Kitchener	(1) Monorail should be shortlisted. The criteria in which it failed is questionable and misleading. Reconsider Monorail. There is a lack of understanding of monorail technology in the report. Should have passed all criteria except its high capital costs. Monorail more adaptable. It being visually intrusive only matter of opinion. LRT has its own visual obtrusiveness. Does not agree with capital costs. Has low operating costs.
Warren Schnurr	Kitchener	(2) Monorail should have passed criteria. The Monorail technology has been misunderstood and it should definitely be considered for Waterloo Region.

Other	NAME	CITY	THEMES:
	Robert Campbell	Kitchener	Lack of imagination and creativity applied to solve the regions need for RT. Supporter and user of current transit, wants RT implemented but wants to see all possibilities considered.
	Derek Satnik	Kitchener	Expense associated with any RT solution will be large, so this process demands due diligence and proper considerations for all options.
	Brian Dietrich	Waterloo	Website animation on webpage is great hype emphasizing 'rapid' transit. Too fast for own liking.
	Frank Kulcsar	Kitchener	In the first phase I noticed that there were a number of individuals in discussion groups who may (did) have had a conflict of interest as they were part of the original planners for the light Rail ex. a retired politician who sat on council and voted in favor of the light rail. Last but not least - FIX THE BUSES AS THEY ARE NOTHING BUT DISASTER WAITING TO HAPPEN.
	Robert Milligan	New Dundee	Suggestions: Cambridge be included in Stage 1. One route GO-Train to serve all of KWC. Beginning GO more centrally to avoid over-crowded roads & highways. Sharing GO rail infrastructure with regional rapid rail transit. Involving a new (hopefully) UW rail transit propulsion R&D centre. A very rapid rail transit interconnecting spine. Utilizing existing rail beds (including heritage ones) to the maximum. Avoiding unnecessary use of high tension lines hydro corridors and their under-rated emf health risks. Achievement of a high level of public "excitement" & interest.
	Rhoda Riemer	Kitchener	Suspects decision is already made but appreciates that public is able to give input and perhaps influence the final decision.