

APPENDIX D

PHASE 1

RAPID TRANSIT ENVIRONMENTAL ASSESSMENT (EA) PHASE ONE SUMMARY OF COMMENT FORMS RECEIVED PUBLIC MEETINGS APRIL 5 & 6, 2006

Description	Advantages and Disadvantage of various transportation alternatives	Which transportation strategy in your view has the greatest potential of meeting RGMS Goals	Do you agree with this recommendation Yes /No	What other comments do you have on Phase 1 of the Rapid Transit EA?	Other Comments
Cambridge Resident		Rapid Transit will allow us to build liveable cities on a human scale rather than endless suburban tracks connected by hot, dirty, noisy, congested highways.	Yes I agree that although it is the highest cost, this alternative gives the most to society in the long-term.	If this type of rapid transit is not constructed the region will be gridlocked in 25 years. I already experience a commute between Cambridge and Waterloo that is at times unmanageable. Heaven help us all of there is an accident on Highway No. 8.	
Cambridge Resident		I support the concept of increased public transit / rapid transit. Waterloo Region and the Province are obviously trying to infill the brownfields of cities rather than expand into the countryside, avoiding urban sprawl. Rapid transit fulfils these objectives.	Not Sure While Waterloo spends billions to develop rapid transit, car manufacturers are spending billions to develop new technologies to decrease environmental impacts of cars. One option must be wrong. Many people will not be persuaded to use rapid transit because of their love of the automobile. Neglect of road and bridge improvements will cause congestion to worsen. Will need to use legislation to get people out of cars.	I think that we should proceed with a Rapid Transit Option, however be prepared that it will be underutilized requiring an upgrading of the road system. The economy of Southern Ontario is based on the auto industry. The crown jewel of Cambridge and now Woodstock are their Toyota Plants. There is some irony in the fact that we are now attempting to discourage cars. Will it work? I question in our climate the use of bike and pedestrian traffic. Is it really a solution to our transportation problems?	
Cambridge Resident			Yes Will reduce maintenance and expansion costs for roads and improve quality of life. Will reduce dependency on offshore oil and control sprawl.		

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Cambridge Resident	<p>Baseline: Low capital costs and lack of short-term interruption of CTC. Increased pollution and congestion. Car-oriented communities isolate those who cannot drive and increase dependency on oil prices. Unattractive to tourists.</p> <p>Road Improvement and Expansion: Only postpones transportation problems. Undermines the desire to encourage transportation choice and reduces ability to slow down and pull over on urban roads.</p> <p>Improved Conventional Transit: Improved services would attract increased ridership, but does not alleviate bus competition with traffic. Costly in the long-term due to a discrepancy in ridership and re-urbanization rates.</p> <p>Rapid Transit: High capital costs and inflexibility of transit line are only drawbacks. Will draw ridership and encourage re-urbanization. Feeder buses and station parking underground or in garages would improve service. Should transform VIA station into a multi-modal transit station including GO-Transit, LRT, buses and VIA. Should link transit line to the airport in the long-term.</p>	Rapid Transit is fast and does not have to compete with car traffic. Service is efficient if designed to be frequent, transferable, and ongoing. Replace route with bus transportation at night when running rapid transit is not economically justified as this will improve night-life in CTC and impressions of the Region.	<p>Yes</p> <p>Only sustainable transportation alternative. Rapid Transit will aid in the redevelopment of the Region from having a small-town feel to being an urban centre with many amenities.</p>	Well-managed and worthwhile event for the community. Could give the people a more comprehensive background to the Provincial Policies Statement and inform them that the only choice is to intensity. Would also be nice to have background information on where the numbers that were given came from and how they were derived.	Questions motivation to bring GO Transit to Waterloo Region as it would simply encourage commuting without adding to our quality of life.
Kitchener Resident	<p>Baseline: I don't think that the baseline will work. Eventually our roads will be congested and smog will fill the air. I think that we should look at Los Angeles as an example of the horrors of auto-reliant transportation.</p> <p>Road Improvement and Expansion: I think that road improvement and expansion would be a bad decision as it will deteriorate gradually at first and then tumble.</p> <p>Improved Conventional Transit: I think that improved conventional transit will sustain the region; however it will not improve our situation considerably. I think that the Region's</p>	Rapid Transit I think with more accessible transit the downtown will be greatly improved by redevelopment that will ultimately follow with the influx of people passing through and deciding to stay for a while.	<p>Yes</p> <p>I think that the more advancement towards an improved transit system that can be made, the better.</p>		

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	transportation system leaves much to be desired. Rapid Transit: I support the rapid transit plan completely as a way to improve quality of life in the region and more available public transit. I think that with fewer buses to crowd King Street and more congestion on other routes, transit will be much more efficient.				
Kitchener Resident	Road Improvement and Expansion : Road expansion should be kept to a minimum to discourage rampant car use. Improved Conventional Transit: Improved conventional transit can be used to complement rapid transit system. Rapid Transit: Rapid Transit is definitely the best option to reduce sprawl, pollution and improve our core areas. I would suggest an elevated track such as what you see in Chicago or Vancouver.	Rapid Transit	Yes Reduce air pollution, sprawl and rebuild our cores.	Keep on pushing rapid transit.	
Kitchener Resident	Additional comments in a letter attached (these will be added)	Light Rail Transit	Yes It is the only way to avoid becoming another L.A.	Good job! Good Public Meeting.	
Kitchener Resident	Baseline: No real advantages. Taxes for public transit are less, but the often overlooked cost of car ownership and operation leave the individual paying more for transportation than in a jurisdiction where transit is available. Road Improvement and Expansion: Cannot pave your way out of gridlock. Some think road enhancements yield advantages but it creates bigger problems in the future. We will have to direct some road money to rapid transit. Improved Conventional Transit: Conventional transit requires upgrading along with the introduction of rapid transit. Conventional transit routes are the tributaries of rapid transit. Rapid Transit: Connect to Regional rail commute (e.g. VIA or GO trains) and regional buses	Rapid Transit , but it must be done right. LRTs that have not been successful must be studied as earnestly as successful ones. Your aggressive, overbuilt road system is the biggest enemy of a LRT or BRT.	Yes We should take advantage of the support, Provincial and Federal. Done badly the LRT or BRT could be a disaster. No one knows future gas prices, future employment. Low gas & employment could be a problem. That's why we can not afford all our road enhancement and a Rapid Transit System.	TTC is the 3 rd on the continent. 1. New York City 2. Mexico 3. Toronto Toronto did not build the Spadina Expressway, the Crosstown (Queen St.) Expressway, the Yonge St. Expressway, Complete the DVP, Enlarge the Gardiner. The TTC gets over 80% of its costs from the fare box. If the Region of Waterloo got 80%, we would save \$8.5 million a year in taxes, required for our present level of transit. If we	Present taxes to GRT about \$28 million a year. If we had Toronto's 80% return from the fare box we would save \$8.4 million a year. As we build roads with no retard in our appetite for roads, the \$28 million a year in taxes to GRT will grow and a LRT won't solve that bill.

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	<p>(Greyhound, Cherry Bus Lines).</p> <p>1. The higher level central transit corridor is the main plank of the Region of Waterloo's transportation plan and a major effort to reduce suburban growth and encourage centralization and brownfield infill.</p> <p>a) Light Rail Transit must be connected to a strong commuter and inter-city system, such as an hourly service from Kitchener-Toronto to make up for inadequate bus service.</p> <p>b) A Light Rail system must be supported by a conventional bus transit grid system.</p> <p>c) Roads and parking facilities are the biggest enemy of light rail.</p> <p>d) Need to gather enough capital to build a light rail system large enough to attract sufficient passengers. The Region's Conestoga-Fairview leg will be built first but should be followed by the Fairview-Galt leg.</p> <p>2. Transit systems should be in place before suburb is built, so that home buyers know they do not need two cars when they move into their new home.</p> <p>3. Global Warming may be the most important factor in determining planning and transportation decisions.</p>			<p>build roads so aggressively our \$28.5 million will grow every year. Do the math: GRT annual subsidy above fare box \$28.5 million % of expenses paid by fare box less than 50%. TTC annual % of expenses from fare box over 80%. Raise GRT to TTC percentage of expenses from fare box 30% - 40% increase from the fare box. Reduction in dollars needed from taxes to support GRT, \$8.4 million to \$11.40 million a year. We shouldn't expect a medium city to have as efficient transit system as a large metropolitan area but we should improve.</p>	
<p>Kitchener Resident</p>	<p>Baseline: We would encourage the Region to keep a strong bus route while you develop a Rapid Transit System. Not a lot of advantages/little vision with baseline.</p> <p>Road Improvement and Expansion: Complete an express lane around K-W. Incorporate high speed rail linked to these "express lane" corridors. Advantage only if lanes & HOV established.</p> <p>Improved Conventional Transit: Street design needs help, advantage if cycle lanes can go from</p>	<p>If we say we are "world leaders" in the environmental field and we are, then show it through our actions and investments. Our present roads are an example of "too little, too late" thinking. If we think growth is strong now, wait until 50 years pass and we have not designed a rapid</p>	<p>Yes</p> <p>Because my kids and grand kids will thank me when they only need one car/family and not two or three. The "sprawl" now is not sustainable. Because K-W is headed for "world class – city status" not just Waterloo.</p>	<p>Share this at 7, 8, 9 school levels.</p>	

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	<p>A to B, not F, L, P as it is now.</p> <p>Rapid Transit: Ensure new stops for Rapid Transit are secured early and land is banked to allow a major phase to be implemented at one time. In order to protect farm land allow the system to run to St. Jacobs as well. Many advantages such as: save valuable farm land, encourage less use of single occupant vehicles, save energy, cleaner air in community, attracts “world class economic” investments. Makes jobs more available for all people.</p>	transit system.			
Kitchener Resident	<p>Improved Conventional Transit & Rapid Transit: Given my understanding that the “rapid transit” option that is to be further evaluated in Phase 2 of this Individual Environmental Assessment includes “Bus Rapid Transit” / busway / transitway technology (e.g., Ottawa-Carleton Region’s and then City of Ottawa’s Transitway), I support the conclusions of Phase 1.</p>	<p>A combination of all of the options including “Bus Rapid Transit” (and perhaps other “rapid transit” technologies beyond the 30 year time frame) is required for Waterloo Region to achieve its goals. Phases 2 and 3 of this Study must address the implementation planning that will gradually move this Region from an car dominated transportation system to one where trips by transit are a significant part of travel.</p> <p>Waterloo Region must first have GRT provide 24-7 high frequency conventional transit. While roads will be built and improved to carry more traffic, it is imperative to the success of “rapid transit” in the Region that both the Region and GRT discuss with</p>	<p>Yes</p> <p>For all of the reasons listed in the Study documentation.</p>		I am participating on my own personal behalf as a resident and transit user.

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		the public their plan to implement improved transit as a travel option in Waterloo Region.			
Kitchener Resident	<p>Baseline: I believe we desperately need rapid transit now and in the future. Methods & considerations for access to the transit systems accessing the central corridor would be beneficial.</p> <p>Road Improvement and Expansion: A complete loop around the city by expanding the expressway completely around the city would be great.</p> <p>Improved Conventional Transit: More Rail transit time slots into Toronto to decrease the road traffic from the 401.</p> <p>Rapid Transit: North & South, East & West</p>	You have to work with a basis of combining all Transportation strategies.	<p>Yes</p> <p>We need more good mass transportation or our citizens will be choked in & by traffic conditions.</p>		Should look at solar power (i.e. Calgary) to power the Rapid Transit system.
Kitchener Resident	<p>Baseline: Cars make it easy to travel and park; lots of parking downtown and at suburban shopping malls; easily accommodated by road widening. With lack of public transit expansion condition of buses will deteriorate and TDM policies can be unpopular and difficult to maintain.</p> <p>Road Improvement and Expansion: Good for car and truck movement within industrial basins and traffic congestion. Removes motivation to improve public transit.</p> <p>Improved Conventional Transit: Bus lanes improve traffic flow and better land use results in central transit corridor due to better access from suburbs. Cannot keep pace with city growth.</p> <p>Rapid Transit: Efficient in-town movements, can accommodate weather conditions through underground construction. Danger of paying for expense through taxation due to a desire to keep fares low.</p>	Greater transportation choice with integration of all sorts of public transit services with other transportation modes.	<p>Yes</p> <p>Population increase warrants the construction of a Rapid Transit system as soon as possible.</p>	Should incorporate an underground system in Cambridge transit routes.	Planning for transit improvement in this Region cannot be piecemeal.

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Kitchener Resident	<p>Road Improvement and Expansion: Road improvements necessary for better service to multiple transportation modes. Weather and heavy car use wear down road surfaces. Need a better way to move between walking and cycling trails.</p> <p>Improved Conventional Transit: Cheaper than rail. Bus control of traffic signals will shorten wait times and trip length.</p> <p>Rapid Transit: Raised rails would be difficult to navigate for small children, strollers, and those with disabilities.</p>	Should not expand boundaries outward. Important to create living in the downtown, rather than paving over country side and farmland. Expansion creates more transit problems.	Not Sure It is very expensive, especially due to current financing commitments of the Region. This raises property taxes.		Downtown Core in Kitchener needs a supermarket.
Kitchener Resident	<p>Baseline: Few advantages except little or no upfront planning. Many environmental disadvantages including smog, greenhouse gas emissions, destruction of greenspace, and road salt water contamination. May stunt potential growth due to lack of transit infrastructure and lower quality of life.</p> <p>Road Improvement and Expansion: Not much better than baseline.</p> <p>Improved Conventional Transit: Flexibility of this option both good and bad due to lack over development control. Only a short-term fix due to Regional growth.</p> <p>Rapid Transit: High upfront cost, but not so bad when compared to the cost of road construction and maintenance. Decrease car dependency with positive environmental results. Would create an 'economic corridor,' increasing density and improving ability to walk places. Will be used more readily by visitors and tourists than complicated bus system.</p>	If the Region were to sprawl to accommodate 730 000 people, the results would be disastrous. High density is needed in the CTC, which is facilitated by Rapid Transit.	Yes Environmental and economic investment improvements. Will become more in demand with rising fuel prices.	Need to look at the big picture, and realize that an improved system will help shape the transportation habits of the community of tomorrow. Boston given as example.	Questionnaire and meeting were too structured. The structure prevented the real sharing of ideas and debate that is needed.
Kitchener Resident	Baseline: Will result in increased traffic congestion. As vehicle costs rise, more will switch to inadequate public transit, frustrating existing users due to increased travel time. There are not	Need a combination of conventional and gradual phased-in Rapid Transit, because RT is dependent on	No Huge cost will compromise other needed improvements elsewhere.	Public consultation did not thoroughly review the entire transit system as it functions, nor did it examine the	There should have been more time for Q&A. The meeting seemed geared toward

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	<p>enough facilities for pedestrians and cyclists in the city and roadsides are interrupted and irregular. Bicycle paths that end suddenly are a waste of a good idea.</p> <p>Road Improvement and Expansion: Would improve travel efficiency for cars and bikes, leading to positive environmental benefits. Conestoga Parkway ring road should be completed to encircle K-W on the south west side of the cities. Trussler Rd. or Petersburg area should be connected to old King St. area at St. Jacob's farmers market to St. Jacobs area.</p> <p>Improved Conventional Transit: Connections from suburbs to main line need to be accessible and frequent to increase convenience. Should be reinforced with more direct transit promotions, such as resources and mail outs.</p> <p>Rapid Transit: Only effective if linked to other transportation methods. Parking lots, connecting routes, and bus lanes are needed. Cannot sink too much funding into RT at the expense of conventional transportation modes. Surface system on existing streets will be subject to delays and accidents. RT must be made attractive to the more affluent.</p>	<p>the feed from these conventional modes.</p>	<p>There is no route flexibility and insufficient consideration has been given as to how riders will be brought in from suburbs. Success of Rapid Transit is dependent on suburban population, since insufficient numbers reside along the CTC today.</p>	<p>interconnectivity of transportation modes. It did not review anticipated ridership, fares, and revenues needed to make the system viable.</p>	<p>getting an agreeable response instead of looking at its feasibility. Rapid Transit should enhance the existing transit & road system, not be viewed as an end unto itself or a way of getting shoppers from one mall to another.</p>
<p>Kitchener Resident</p>	<p>Baseline: Initially cheap, but encourages sprawl, smog, and land consumption.</p> <p>Road Improvement and Expansion: Is popular with the public but also encourages baseline results and is ineffective in the long-term.</p> <p>Improved Conventional Transit: Builds on existing infrastructure but is inconvenient to the public and will not encourage renewal or downtown intensification.</p> <p>Rapid Transit: Encourages downtown intensification and public transportation, but may be difficult to sell to the public.</p>	<p>Rapid Transit has the best chance of meeting all the goals. Although initial cost is great, the cost of failing to meet the goals will be greater.</p>	<p>Yes</p>	<p>The direction is good and reflects sensible goals.</p>	

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Kitchener Resident	<p>Baseline: Allows for a lot of freedom, but results in congestion, pollution, and wasted time. Expensive in the long run on a community-wide scale.</p> <p>Road Improvement and Expansion: Even greater freedom, but continued expansion is again unhealthy.</p> <p>Improved Conventional Transit: More freedom to those who cannot afford a car but would have to be improved to the point where everyone can be persuaded to use public transit.</p> <p>Rapid Transit: Also benefits those in low income brackets, and will hopefully be efficient enough to attract even those with a vehicle. Very dependent on the management of development in the city.</p>	Conventional transit should be combined with Rapid Transit to appeal to everyone. Population densities will need to increase to support this system and improve the use of our urban resources.	<p>Yes</p> <p>Must demonstrate that the costs and benefits are more than financial and prove the importance of the system based on these values.</p>	The Region is underestimating the value placed on personal automotive freedom. The implications of what it means to live in a Region that can afford its own Rapid Transit is being underplayed.	
Waterloo Resident	<p>Baseline: Encourages complacency. Continues the problem as before.</p> <p>Road Improvement and Expansion: As above, only worse. Will probably benefit car users to the detriment of others.</p> <p>Improved Conventional Transit: Some benefits, but money spent on transit often creates resentment in non-transit users. Most motorists do not think of the cost of their car to the general public in terms of policing, health care, accidents, road upkeep, tax revenue lost to providing parking space, etc.</p> <p>Rapid Transit: Seems like the only way to go in the long run though a cautious approach could still be wise. Experience with the iXpress bus service should be valuable, see Exhibit 3, 10, flexibility.</p>	Exhibit 3 seems to answer this question. After capital cost, Rapid Transit wins in nearly every category.	<p>Yes</p> <p>We are reaching the point where the status quo (congestion, pollutions, etc.) is unacceptable. A change in thinking is needed.</p>	Information provided is thorough & comprehensive.	Some points for future consideration. More budget to publicize transit routes & special events eg. The annual commuter challenge in June. All public buildings should be within yards of a good transit route. No more RIM parks. Make walking easier. Have people to enforce sidewalk clearance by-laws in winter. I'm concerned that no supermarket seems to be in the works for downtown Kitchener. It will be ironic if residents of the new condos have

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					to drive to the mall for groceries.
Waterloo Resident	<p>Baseline: No advantages.</p> <p>Road Improvement and Expansion: Disadvantages – uses up land.</p> <p>Improved Conventional Transit: A grid system would lead to a rapid transit system. The current hub system only works for small cities.</p> <p>Rapid Transit: Advantages – decreases parking space requirements for properties near a rapid transit corridor. Increases density near rapid transit route because a retailer can use the lot for a building and not have to spend money on parking spaces. Business will want to be where the most people are while spending the least amount of money.</p>	Improve the conventional transit as a first step toward a rapid transit system. I feel density is the future, not suburban sprawl.	<p>Yes</p> <p>I would like to see the number of cars reduced, and RT is the only way to get people to and from their destinations faster, safer and cheaper than a car.</p>		<p>Planning is required to choose a rapid transit route and allow high density buildings with low parking requirements along the rapid transit route now so there will be people to support the transit system.</p>
Waterloo Resident	<p>Baseline: Easy, accepted and inexpensive, but near-sighted and does not encourage responsibility or change of attitude. Increased land use due to road expansion.</p> <p>Road Improvement and Expansion: Easy and no upfront capital expense. Ugly, unsustainable, inconvenient for multiple users, harmful to environment.</p> <p>Improved Conventional Transit: Partially addresses air quality and land use issues but is ineffective at reaching stated objectives and will not attract more riders.</p> <p>Rapid Transit: Convenient, forward thinking, efficient, inclusive, attractive, allows for planning, and will appeal to more riders. However, is expensive and difficult to accommodate into current system.</p>	Rapid Transit Initiative because of many listed advantages.	<p>Yes</p> <p>Rapid Transit is the best alternative.</p>		Region is exhibiting forward-thinking. More opportunities to become involved would be welcome.
Waterloo Resident	<p>Baseline: Popular, well understood, and easy to implement, but less and less effective and too auto-centric.</p> <p>Road Improvement and Expansion: Politically</p>	Rapid and Light Rail Transit because of permanence and rider preference. Needs to be supported by complementary	Yes	Action should move ahead quickly but with sensitivity to local businesses and residents. Sufficient funds must be	

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	<p>popular and economic injection to paving companies but only short-term relief and based on individual demand.</p> <p>Improved Conventional Transit: Low cost and strengthens existing transit but limits potential and adds to congestion in the Region. Transit is unpopular in the Region.</p> <p>Rapid Transit: Permanent, cost effective, and can have positive land use impacts. Initial cost is a barrier to implementation.</p>	<p>zoning and influence land use. Effective way to reach Regional goals.</p>		<p>allocated to ensure the best system is put into place.</p>	
<p>Waterloo Resident</p>	<p>Baseline: Alternative is alright because it ensures that no excess debts will be incurred.</p> <p>Road Improvement and Expansion: Road upgrades must be done before the Rapid Transit system is put in place.</p> <p>Improved Conventional Transit: Many people prefer cars or public transit to cycling and walking so this must be recognized.</p> <p>Rapid Transit: If choice is maintained and costs are not incurred by taxpayers, this is a good option to improve transportation.</p>	<p>Maintaining the urban boundary is very important to ensure the survival of food sources in the future. Environmental enhancement and improving aesthetics are more important than creating vibrant urban places, because they are already plentiful in the Region.</p>	<p>Not Sure</p> <p>The financing should come from the city and not from incoming tax dollars. We should not take rash action, so that there are no regrets about the decision later. Things are nice as they are now.</p>		

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Kitchener Resident	<p>Phase 1 of the EA process is meant to establish need. The Rapid Transit study materials present the need as a given “approved by council”. The scoped corridor pays no regard to east-west trip desires. This eliminates evaluating further alternatives such as completing the ring around the City where there are existing Right of Ways with no homes fronting on them. These could be converted in to high speed thoroughfares for both Public Transit and the ubiquitous automobile. One of the “public comments” in the background information suggested trip destination surveys and the latest report made no mention of any surveys that would justify the need for Rapid Transit. Lots of mention is made of the projected 729,000 population, but nothing about the very mixed destination of transit routes (nowhere near the core) 70 percent of these people will be heading (area of the Region left out of the study).</p> <p>A very skewed set of criteria to evaluate the project alternatives does not lead to an unbiased evaluation and realistic view to the question of “NEED”. For example, “Build Vibrant Urban Places” is only one example of a very “subjective evaluation criteria” designed to elicit the desired preferred recommended alternative. Also, the assessment on the “impact on environment” does not account for air quality concerns within the public transit system, nor does it consider the source of electrical energy, namely nuclear, coal, or gas. Also concern over claim that no land will be required for “terminals” or “parking”.</p> <p>The criterion to “Foster a Strong Economy” was made subjective by adding the qualifiers “relative to Downtown Revitalization” and “relative Capital Cost for the Region”. The capital cost one was the only evaluation criterion where the Rapid Transit “alternative” was the lowest, and the remainder of the evaluation criteria was designed to elicit the desired preferred recommended alternative – hence the name of the study. This criteria could have been Cost verses Benefit. Thus the benefit to the 729,000 people could be weighed against the cost. This wasn’t done and neither were any other measurable meaningful criteria that would have to stand on their own merits.</p> <p>The remainder of the \$25M study should be spent more prudently and in an unbiased manner such that at the end of it provincial or federal money to build a Rapid Transit system will be more likely given. Additionally, the Rapid Transit system is not convenient for everyone and should be raised as a key issue in the November election.</p>
Kitchener Resident	<p>It is exactly this thinking ahead that will ease the problems of road congestion. While many members of the public remain “road-happy” to “put a band-aid” over the issue of transportation, insisting that building bigger roads is the solution, other citizens are realizing the benefits of sustainable alternatives, including pedestrian/cycle access, improved bus routes, rapid transit, and energy efficiency. Public transit lines and better urban planning will have positive environmental returns, and reduce travel time and infrastructure maintenance costs. Road expansion is not a long term solution and will aggravate the Region’s existing environmental dilemmas, including asthma and pollution. In addition to Rapid Transit, Kitchener should push for commuter lanes, support and create GRT incentives to increase ridership, retrofit trail connections, support commercial centers and more compact residential neighbourhoods along transit lines.</p>
Ray of Hope	<p>We support the Rapid Transit initiative because of its ability to equip and elevate the self-sufficiency of our citizenry, namely those who have little. The ability to commute to work without the need to incur high car ownership costs is an added advantage for those seeking affordable housing. Trips to the hospital are also made easier. Communication between those living in different cities will increase and the system improves access to recreational facilities and shopping centres. The system promotes transportation methods which encourage conservation, easing congestion and long term concerns. Money saved in transportation allows for investment elsewhere, such as in education or alternative job selection. Eases personal tensions due to a decreased reliance on others for transportation. Reliable transportation decreases risk of job loss and helps in the fight against poverty.</p>
Ministry of Culture	<p>A principal concern of this office is the adverse effects that development activities might have on cultural heritage resources. Cultural heritage resources include built heritage, archaeological resources and cultural heritage landscapes. If the preferred alternatives will have the potential to impact cultural heritage resources, then our office would recommend that a heritage assessment be conducted as part of the environmental assessment. If any significant heritage or archaeological resources are identified, then any negative impacts would need to be mitigated by either avoidance or documentation.</p>

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	<p>Consequently, our office would wish to continue to be involved in this project. In particular, when the preferred alternatives have been selected, it would be useful to be provided with detailed information and mapping, outlining the extent and type of land disturbance anticipated and what portions of the project, if any, may exhibit potential for impacting heritage resources, and thus would require an assessment to inventory all heritage resources present, and determine what mitigation work, if any, may be required.</p>
Grand River Monorail	<p>Increasing road capacity will not be sufficient to accommodate future growth and some form of Rapid Transit line will be necessary in the future. A well implemented transit line will provide increased travel options and more efficient public transportation. Recommend that the study area be extended from Concession Street to Myers Road in Cambridge as there may be opportunities for rapid transit service to the Cambridge border along Highway 24 in the long term. All transit technologies must be considered in terms of the following: capital costs (long and short term), operation and maintenance costs, alignment and station locations, lifespan of the system and its components, safety (potential for accidents), operating speed, tourism potential, ridership, affordability (available support for higher technology options), effects on the surrounding area (effects of construction and system changes).</p>
Kitchener Resident	<p>Does not support Rapid Transit as the preferred transportation alternative and does not feel the EA should proceed to Phase 2. The Region should re-examine better ways of making the entire transit system more effective before considering Rapid Transit. Public Consultation has not allowed an opportunity for people to critically examine the assumptions made for this evaluation. Meetings were constructed in a manner that asked people to reiterate information provided in the presentation. Discussion in the groups was excessively structured. The EA process is being undermined and instead of looking for a “magic bullet” a broad and open discussion should be had on how the transit system in Waterloo Region can be improved.</p> <p>Further comments as to why this project is not supported, include: 1) Sufficient infrastructure and ridership to support RT does not exist at this time; 2) Reurbanization will proceed without RT; 3) Focus area of the RT system is too small and will not service enough of the Region; 4) RT will not adequately support the growing suburban population; 5) Assumption that Toronto urbanites will desire to migrate into downtown KW is not supported; 6) Improvement to the iXpress route is a better option for increasing ridership while saving funds; 7) Federal and provincial funding is unlikely since the RT systems proposed have not thus far met the Federal funding requirements; 8) Decreased capacity on north/south routes due to rails on streets will infringe on the effectiveness of emergency routes and compromise reurbanization initiatives; 9) Reurbanization abilities not proven with bus rapid transit; 10) The inclusion of Cambridge, and the GO Express station proposed there, is included in the justification for the project, but will not actually become a part of the system for many years. Concludes that improvements to the current bus system is the most immediate and effective solution to build ridership. Increasing ridership will eventually justify a Light Rail Transit system.</p>
Waterloo Resident	<p>Public meetings have thus far been bias towards Light Rail as the best alternative, which has affected the responses of the public. While the option can be financially supported by the Region, the resulting environmental, land use, and decreased car use effects are not sufficient enough to justify the expenditure. Although the transport planning is well done, the cost-benefit analysis, key sensitivities identification, risk analysis, auto traffic benefits, and evaluation of the impact of new technology have not been completed or are insufficient in their assumptions. There is a risk that the second phase of expansion into Cambridge will never be completed, and that employment in Kitchener will not increase as expected. Ottawa is a prime example of effective implementation of a rapid transit system, and should have been sited by the consultants. Results of cost benefit study have not caused a shift in opinion away from Light Rail, as they should have.</p>
People's Car Co-operative Inc.	<p>With regards to the proposed widening of Highway 401 from Highway 8 to Regional Road 24/Hespeler Road, there is a risk that these “improvements” will impact negatively on public transit ridership, particularly as it relates to a rapid transit system. It seems the Region is trying to promote public transit, while the Province of Ontario is planning to do the opposite. The widening of Highway 401 would also impact negatively on local air quality.</p>
Waterloo Resident	<p>I fully support this plan and hope that it goes ahead full speed. Any expense for Rapid Transit is worth it if it will improve our air quality. My children and I are choking on the air as we walk and stroller around uptown Waterloo.</p>

APPENDIX D

PHASE 1

Description	Other Comments Received in Phase 1
Guelph Resident	<p>I believe the area could greatly benefit from a light rail transit system. I have a very good working knowledge of the existing rail corridors in this area and I am wondering if it would be a wise choice to have on-street rapid transit from near the Kitchener-Waterloo border to the Fairview Mall area. There is an existing right-of-way, the former Grand River Railway (Canadian Pacific Electric lines) currently in use as the "iron horse trail" that stretches from downtown Waterloo to Kitchener. There is also the remainder of the "Waterloo Spur" which ends near the VIA Rail station and the "Huron Park Spur" which begins near King and Victoria streets and heads south through Kitchener. This corridor already contains a rail/rail grade-separation at the intersection with the CNR tracks, which could save a lot of money. The "iron horse trail" could easily be converted into a light rail transit corridor with little modification compared to reusing or widening street right-of-ways. These corridors essentially follow the same trajectory as the proposed rights-of-way along city streets to Fairview Mall. Utilizing these existing corridors would also allow for much faster speeds of operation. I understand that diversions to the rail right-of-way are in order due to land use changes, especially to reach downtown cores. Grand River Railway had these types of diversions to reach the downtown cores.</p> <p>Can this study consider multi-modal transportation options such as locating rapid transit close to VIA Rail, future GO Transit or existing/future GRT stations to allow riders to switch modes easily? Will the process consider the use of diesel light rail technology similar to what is used with the Ottawa O-train system? This would greatly reduce start-up costs. Electrification could become a future upgrade path based on financial and ridership milestones.</p>
Ministry of Public Infrastructure Renewal	<p>Overall, it is very positive that the evaluation of alternatives took into account the implications for land use intensification, reurbanization, and transit-oriented development, as well as impacts on air quality, climate change, land consumption and countryside protection.</p> <p>We are generally supportive of the selection of the preferred undertaking, which is the Rapid Transit undertaking, because of its potential for catalyzing intensification and increasing transit ridership. This is based on the assumption that the Rapid Transit undertaking will be running in its own right-of-way and not in mixed traffic.</p> <p>It will be critical to the Rapid Transit undertaking that official plan amendments, station areas plans and zoning by-laws ensure transit-supportive densities, pedestrian-oriented design and improvements to pedestrian and bicycle networks.</p> <p>While the Rapid Transit undertaking does introduce a new transit choice, it is unclear how the rest of the transit network will be improved to ensure connectivity and viable transit access to and from the Rapid Transit corridor. A seamless door-to-door trip is key for making transit a competitive option, thereby effectively shifting people from cars to transit and increasing transit ridership.</p>
University of Waterloo	<p>The process outlined in the draft report for Phase 1 is expertly designed to solicit community feedback, and the report itself is very thorough in its assessment of the Rapid Transit Initiative and each of the other strategic alternatives presented.</p> <p>University of Waterloo is a strong supporter of bringing rapid transit to this Region. Our community is growing and our ability to attract and retain talented people here in Waterloo Region will be strengthened by our ability to provide convenient, affordable and environmentally friendly transportation services. The introduction of rapid transit service to the urban core will also help to revitalize our urban spaces, draw business interests to the downtown core and contribute to a rich and vibrant community experience for all citizens in the Region.</p> <p>The UW community would welcome a rapid transit system that allows for convenient travel among our three campuses in Waterloo, downtown Kitchener and Cambridge. Moreover, a rapid transit system would increase accessibility for our students and faculty members to affordable housing and community services in the urban areas of the Region.</p> <p>The Rapid Transit initiative demonstrates the kind of thinking that is a hallmark of the Region of Waterloo – truly this is growth by choice rather than by chance. Please count on us at the University of Waterloo to be helpful to you as you continue this process. We are eager to assist in bringing such a positive transportation solution to this community.</p>
Transport 2000 Canada	<p>Expressed strong support for the rapid transit initiative. The Region needs to play catch up to change the car culture. To do nothing would not work. The cities that are going to survive in the existing changing climate are the ones that are adapting to modern technologies.</p>

APPENDIX D

PHASE 1

Description	Other Comments Received in Phase 1
Kitchener Resident	<p>Urges Committee members to accept the recommendation to proceed with rapid transit as the preferred transportation strategy for Waterloo Region and encourages staff and Committee members to go one step further to provide a superior transit system. Uses the Region's transit system because it is accessible to those in wheel chairs.</p>
Waterloo Resident	<p>Asks that committee revise the draft of the Rapid Transit EA Report Phase1 to include a strategy for a bus transit system that includes both street bus priority and separate right-of-way operations. This would better serve Waterloo Region with less cost and less risk. Understandable and documented reality checks should be presented in Phase 2 regarding costs, travel times, implications for air quality, parking requirements and investment risks.</p>
Kitchener Resident	<p>I understand the need to plan growth and a Rapid Transit system, but I am concerned about the impact on existing stable neighbourhoods and heritage buildings and properties. With intensification along the main corridors, I worry that many historical properties will be demolished and trees will be lost. Our green spaces near downtown Kitchener are already very small. High rises will overshadow the houses and owners may end up selling their property. Businesses are already encroaching on our area. The City of Kitchener is introducing a mixed-use corridor very close to our neighbourhood.</p> <p>There is a danger that speculators will be looking for property, but will not put the effort into maintaining it. With the future influx of students into downtown Kitchener there is a possibility of destabilizing existing neighbourhoods. I am hoping that a Town and Gown Committee will be established that involves residents, businesses, universities and the city to avert these problems.</p> <p>We need attractive walking areas for pedestrians, and biking areas that will encourage less vehicle traffic and assist the environment. A municipal tax benefit for households that have one or fewer vehicles would go a long way towards reducing the toxins in the air.</p> <p>What will the regulations be on lodging or rooming houses? Will there be height restrictions for new buildings? What controls does the Region have? Where will children go to play if high-rises proliferate? How much protection will Heritage Neighbourhoods have? What have other communities done in similar circumstances to control growth and manage transit?</p>