



## REGION OF WATERLOO

### PLANNING, HOUSING AND COMMUNITY SERVICES Rapid Transit

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**TO:** Chair Jim Wideman and Members of the Planning and Works Committee

**DATE:** May 15, 2007 **FILE CODE:** D10-20/RT

**SUBJECT: RAPID TRANSIT ENVIRONMENTAL ASSESSMENT – PUBLIC WORKSHOP, PRELIMINARY ROUTES AND STATION LOCATIONS**

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#### RECOMMENDATION:

For information.

#### SUMMARY:

The Region of Waterloo is currently carrying out an Environmental Assessment (EA) for the development of a rapid transit system. Phase 1, approved by Regional Council in July 2006, determined that the Rapid Transit Initiative is the preferred transportation strategy for Waterloo Region because it best achieves the goals of the Regional Growth Management Strategy (RGMS) and conforms to the Provincial Growth Plan for the Greater Golden Horseshoe.

Phase 2 of the EA is now underway. It is a three-step process that will help Regional Council and the community select the rapid transit technology, routes and station locations that will best meet the Region's future transportation needs and land-use objectives. In March 2007, a series of three Public Workshops were held to get public input and help confirm the list of route and station locations to be assessed, before the Region's consultant began their detailed analysis of each option using the 21 evaluation criteria detailed in the Terms of Reference. The purpose of this report is to provide a summary of the public comments received and inform Regional Council of the recommended list of routes and station locations that will be evaluated.

Approximately 450 people attended the workshops on March 20 (Kitchener), March 21 (Waterloo) and March 22 (Cambridge), where participants discussed the preliminary routes and station locations in each of the seven segments of the Study Area. Almost half of all workshop participants (47 per cent) indicated they were property owners in the study area.

Comments were recorded by a facilitator at each discussion table. An additional 130 individual comments were also received at the workshops by participants using the formal comment sheet, and following the workshops by individuals who mailed, e-mailed, faxed, dropped off or submitted comments through the website.

While the majority of comments focused on the proposed preliminary routes and station locations, and provided suggestions for adding or deleting both, there were also a significant number of comments related to broader issues. Issues raised by the public that are within the scope of the EA will be answered throughout the EA process. Those outside of the scope of the EA are being evaluated as part of the larger Rapid Transit Initiative and will be discussed in greater detail during the public consultation process that will continue while the rapid transit system is being designed and implemented.

A summary of comments related to the routes and station locations is attached in Appendix A and a

summary of individual comments related to other issues is included in Appendix B. The Response to Comment document that was prepared by staff to address the key themes raised by the public is included in Appendix C.

In response to public input and a review by the Rapid Transit Project Team, the Region's consultants have refined the preliminary routes and station location alternatives to be assessed (Appendix D). The Phase 2, Step 2 evaluation is now underway and stations, routes and the two short-listed rapid transit technologies are being evaluated using 21 criteria approved by the Ministry of Environment in the Terms of Reference. A progress report on this evaluation is anticipated to be presented at a series of Public Consultation Centres (PCCs) in June 2007.

## **REPORT:**

In 2003, Region of Waterloo Council unanimously adopted the Regional Growth Management Strategy (RGMS), a long-term strategic framework that identifies where, when and how future residential and employment growth will be accommodated. The RGMS sets out clear goals for managing growth in urban areas and townships of the Region. It also includes rapid transit as a key element that will help shape the future of the community.

Rapid transit is also a significant part of the Province's Growth Plan for the Greater Golden Horseshoe. The Plan designates the core areas of the Cities of Cambridge, Kitchener and Waterloo as Urban Growth Centres (UGCs), where much of the anticipated future population and employment growth will be directed. It also calls for the development of higher order transit in the central transit corridor to connect the UGCs to the larger provincial transportation network, and recommends that priority funding be given to infrastructure projects that support an integrated regional transportation system for the movement of people and goods throughout the Greater Golden Horseshoe.

The Region of Waterloo is currently carrying out an Individual Environmental Assessment for the development of a rapid transit system. Phase 1 of the EA, approved by Regional Council in July 2006, determined that the Rapid Transit Initiative is the preferred transportation strategy for Waterloo Region.

### Environmental Assessment Process

The Region of Waterloo Rapid Transit Environmental Assessment is a three-phase process that will help Regional Council and the community select the rapid transit technology, routes and station locations that will best meet the Region's future transportation needs and land-use objectives. The EA is being conducted following the Terms of Reference approved by the Ontario Minister of the Environment in July 2005:

**Phase 1:** The evaluation and selection of a preferred transportation system strategy (The Rapid Transit Initiative was selected as the Preferred Transportation Strategy on July 12, 2006 by Regional Council).

**Phase 2:** Evaluation of alternative route designs and technologies and the identification of a preferred rapid transit system including station and route locations.

**Phase 3:** Preliminary design of the recommended rapid transit system.

Regional staff meet regularly with the Rapid Transit Project Team (Local Municipal and Regional staff) and the RGMS/RT Public Advisory Committee (Community Representatives) to provide updates and to receive input throughout each evaluation process. Ongoing consultation with the public and stakeholders is also a significant component of the EA process.

### Status of the Environmental Assessment Process

Phase 2 of the EA is now underway. The first step of Phase 2 was the evaluation and screening of 10 rapid transit technologies and their associated route designs. A Public Workshop was held on Sept. 21, 2006, and Public Consultation Centres were held Jan. 9, 10 and 11, 2007. Based on the public input received, and the results of an extensive evaluation process, the Region's Rapid Transit Project Team recommended a short list with Bus Rapid Transit (BRT) and Light Rail Transit (LRT) technologies operating on a Mix of On/Off Road route designs, which was approved by Regional Council on February 28, 2007 for further detailed assessment.

At the Sept. 21, 2006 Public Workshop, the Region asked the community what destinations rapid transit should serve and where stations should be located in order to get people where they want to go. As part of the second step of Phase 2, the evaluation of possible routes and station locations, the Region's consultants reviewed this input in consultation with the Local Municipalities and assessed suggested routes and station locations in each of the seven sections of the Study Area using the following criteria:

- The proposed alignments should connect potential stations and transit destinations in a relatively direct manner to minimize transit travel time and delays;
- Corridors that minimize the potential disruption through environmental sensitive areas and mature, stable neighbourhoods;
- Potential redevelopment and intensification of lands within 600m of each station;
- Corridors with a reasonable right-of-way width to accommodate either Bus Rapid Transit or Light Rail Rapid Transit technologies.

Based on this evaluation, 25 preliminary station locations throughout the entire Study Area and up to four key route alignments in each segment of the Study Area were identified (Appendix D) as a preliminary list of "reasonable" alternatives. These alternatives were presented at a series of three Public Workshops were held on:

- Tuesday, March 20, 2007: St. Andrew's Presbyterian Church, 54 Queen St. N., Kitchener
- Wednesday, March 21, 2007: First United Church, 16 William St., Waterloo
- Thursday, March 22, 2007: United Kingdom Club, 35 International Village Drive, Cambridge

The purpose of the Workshops was to get public input and help confirm the list of route and station locations to be assessed before the Region's consultant began their detailed analysis of each option, using the 21 evaluation criteria detailed in the Terms of Reference.

The Workshops were widely advertised in the Region through: an invitation delivered through unaddressed mail to every household and business in the Region and through addressed mail to every property and business owner in the Study Area; road signs displayed on major transportation corridors near each venue; advance news stories in local media; and the Region's website at [www.region.waterloo.on.ca/transitea](http://www.region.waterloo.on.ca/transitea). Information about the Workshops was also sent to an extensive stakeholder contact list.

### Summary of Public Input

Approximately 425 people attended the workshops – 146 in Kitchener, 204 in Waterloo, and 75 in Cambridge – where participants discussed the preliminary routes and station locations in each of the seven segments of the Study Area using large laminated maps showing station and route locations. Almost half of all workshop participants (47 per cent) indicated they were property owners in the study area.

All comments at the Workshops were recorded by a facilitator at each table. An additional 130 individual comments were also received at the workshops by participants using the formal comment sheet, and following the workshops by individuals who mailed, e-mailed, faxed, dropped off or submitted comments through the website.

In general, the majority of people who answered the question at the workshops, "Do you agree with the proposed route and station locations to be evaluated," stated that they agreed (approximately 60%) with the preliminary list as presented. During the discussion, participants also provided suggestions for adding, deleting or relocating routes and station locations, as well as additional comments on a wide-range of transportation issues.

While the majority of comments focused on the proposed preliminary routes and station location alternatives, and provided suggestions for adding or deleting both, there were also a significant number of comments related to broader issues. Those most frequently mentioned included: a feeder transit system to bring passengers to the rapid transit system; connections to other transportation modes such as VIA, Greyhound and Provincial Highways; other areas outside of the study area that could be served by rapid transit; the potential impact of rapid transit on future growth and development; transportation demand management policies to encourage future ridership; and alternative rapid transit technologies.

A summary of comments related to the routes and station locations is attached in Appendix A while individual comments related to other issues are included in Appendix B. A Response to Comment document that was prepared by staff to address the key themes raised by the public is included in Appendix C.

Issues raised by the public that are within the scope of the EA will continue to be answered throughout the EA process. Those outside of the scope of the EA are being evaluated as part of the larger Rapid Transit Initiative and will be discussed in greater detail during the public consultation process that will continue while the rapid transit system is being designed and implemented.

In response to public input, the Region's consultants and Project Team have refined the preliminary routes and station locations by adding and/or deleting routes and station locations. The criteria used to determine this final list was the same criteria used initially to propose the preliminary list of reasonable alternatives. The full report detailing the changes and the rationale for adding or deleting routes and station locations is available for review in the Councillor's library, the Clerk's office or on the rapid transit website at [www.region.waterloo.on.ca/transitea](http://www.region.waterloo.on.ca/transitea). Highlights of the key changes to the preliminary list of alternatives are listed below by segment, and shown on the maps included in Appendix D:

**Segment 1 – Waterloo:** A route to the Farmer's Market has been added to serve the tourism industry, local businesses and potential future growth in this area. A University Avenue cross-corridor (King St. to the Waterloo Spur) has also been added to connect the universities. The Park Street route was eliminated and a suggested combination of one-way transit operations on King and Park Streets between William Street and Victoria Street will not be considered, primarily because of the narrow road right-of-way on Park Street.

Additional stations suggested by the public will be examined including the Farmer's Market area, University/Weber, Seagram Drive (on rail line south of the University of Waterloo), and the Clay and Glass Gallery. Other suggested stations (e.g. Northfield near Conestoga Expressway, Albert/Weber, Columbia/King, Manulife, McCormick Arena) will not be examined further because they are either too far removed from the proposed routes, in low density areas including mature neighbourhoods, serve a single land use, or are close to proposed stations that have higher

ridership potential through reurbanization.

**Segment 2 – North Kitchener:** King Street through Kitchener's core (as far south as Benton Street) will be added for consideration to serve the downtown core area, and Weber Street will be evaluated only up to Benton Street due to the limited redevelopment potential east of the downtown core. The Iron Horse Trail will not be considered further and Park Street has been removed from the list because of their longer distance from the downtown core and King Street stations, limited redevelopment potential, narrow road width and right of way, and predominant residential (single family) frontage.

Various stations suggested to serve additional key destinations will be examined in more detail including Victoria/Weber, Weber/Frederick, Kitchener City Hall, and joint Kitchener Collegiate Institute/Grand River Hospital stations. Other suggested station locations (e.g. Stirling/King and Goderich) won't be examined since they are either close to proposed stations, would not have sufficient redevelopment potential, or are directly adjacent to mature low density neighbourhoods that would limit their ability to attract new ridership.

**Segment 3 – South Kitchener:** Weber Street from Benton Street in downtown Kitchener to Montgomery Road and the Highway 8 route in this segment have been removed from the list. There is limited ridership and redevelopment/intensification potential in this stretch of Weber Street and the complex traffic movements at the Highway 7/8 interchange combined with the restricted width under the Highway 7/8 bridge make this route unfeasible.

No additional stations have been added to the preliminary list for consideration in Segment 3. Most of the alternate station sites suggested by the public are close or at the same location as the preliminary list (i.e. Courtland stations on the rail line or St. Mary's High School). Other suggested locations such as the Rockway Senior's Centre, Kitchener Memorial Auditorium, King and Weber, Concordia Club are largely surrounded by stable residential areas or low density strip commercial/retail that would have limited intensification and future ridership potential.

**Segment 4 – Sportsworld Drive to Preston:** The public indicated a general preference for the Highway 8 and CP Rail corridor routes. The King Street East route between Highway 401 and Shantz Hill was removed because the slope of the hill is too steep. An off-road route along King Street East immediately south of Highway 401 will be considered instead, although it may prove difficult to develop a rapid transit route along the east side of King Street because of the Highway 401 right-of-way, ramps from King Street to Highway 401, and the adjacent residential development.

Potential stations on Maple Grove Road to serve Toyota and the Cambridge Business Park will be examined.

**Segment 5 – Preston:** The Industrial Road cross-corridor was removed because it is too far from Hespeler Road and has limited intensification opportunities. Instead, a cross-corridor along a north-south drainage channel parallel to Hespeler Road between Eagle Street and Dunbar Road will be investigated.

Station locations along King Street at Westminster and between Dunbar and Bishop Street and one near Cambridge Memorial Hospital will be considered. Stations on Franklin Boulevard will not be considered as there is no route proposed in this area (beyond the EA study area). However, this area, and the Hespeler community, will be served by feeder bus connections to the proposed stations on Hespeler Road.

**Segment 6 – Hespeler Road and Segment 7 – Galt:** The final routing and station options would remain the same as those proposed in the preliminary route alternative list presented at the March

Workshop for public input.

An alternative station location on Hespeler Road/Water Street will be considered to address the distance between the preliminary stations alternatives on Hespeler Road (i.e. Can-Amera and the Galt core). Other suggested stations in this segment will not be considered because they are too far from the proposed routes, or are in mature low density neighbourhoods with little redevelopment potential and low ridership. These areas will be better served by feeder bus connections to the proposed stations on Hespeler Rd./Water St.

### Next Steps

The Phase 2, Step 2 technical evaluation is now underway. Station locations and possible routes and the are being evaluated for BRT and LRT using 21 criteria approved by the Ministry of Environment in the Terms of Reference, such as:

- Ridership potential;
- System performance;
- Benefits to traffic patterns;
- Ability to serve residential, employment, business and institutional transportation needs;
- Contribution to public health;
- Potential environmental and ecological impacts; and
- Estimated capital and operating costs

Once a preliminary evaluation is complete, the Region's Rapid Transit Project Team plans to present a preliminary assessment of routes and station locations to the public at a series of Public Consultation Centres (PCCs) in June 2007. The Region's consultant team will continue the technical assessment of each route and station location throughout the summer and staff anticipate being in a position to present the ranked alternatives at a series of PCCs for public input in September 2007.

In addition, staff representatives from the Cities of Cambridge, Kitchener, Waterloo and the Townships are also members of the RT Project Team and have reviewed the information presented in this report.

### **CORPORATE STRATEGIC PLAN:**

The report supports several objectives of Council's Strategic Focus. These include:

Focus Area 1: Manage Regional Growth to Enhance Quality of Life

Focus Area 3: Protect and Enhance the Environment

Focus Area 4: Ensure High Quality Transportation System

### **FINANCIAL IMPLICATIONS:**

The cost of the Rapid Transit EA study is being shared by the Region and Province with 50% of the cost funded by the Province. The Region's share will be funded through the Planning Capital program. In its March 2007 budget, the Province reaffirmed its commitment to fund one-third of the first phase of the Region's Rapid Transit Initiative.

### **OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:**

The Rapid Transit Project Team and Steering Committee includes representatives from Regional Council, the CAO's Office, Communications, Community Planning, Finance, Legal, Public Health, Social Services, Transit Development, Transportation and Environmental Services, Transportation

Planning, and Transit Services.

**ATTACHMENTS:**

Appendix A: Summary of Route and Station Location Comments

Appendix B: Summary of Individual Comments by Theme

Appendix C: Response to Comments: Phase 2, Step 2

Appendix D: Routes and Station Location Maps

**PREPARED BY:** *Yanick Cyr*, Project Director, Rapid Transit Initiative  
*Keren Adderley*, Coordinator of Communications and Marketing

**APPROVED BY:** *Rob Horne*, Commissioner of Planning, Housing and Community Services

## APPENDIX A WORKSHOP COMMENTS

### RT EA Phase 2, Step 2 Workshops Kitchener, March 20, 2007

Table1				
Facilitator: <b>Brooke Lambert</b>				
Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? Why?	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? Why?	Other Comments?
<ul style="list-style-type: none"> <li>• Stations should be strategically located</li> <li>• Generally satisfied</li> <li>• Stations on alternatives included</li> <li>• Stations on King made sense</li> <li>• Support for station on King</li> </ul>	<ul style="list-style-type: none"> <li>• Stations along Rail Corridor Route in segment 2 &amp; 3</li> <li>• Add Toyota station</li> <li>• Northfield – not near Weber or King, limited service</li> <li>• Albert and Weber near rail corridor</li> <li>• Toyota</li> <li>• Downtown Hespeler</li> </ul>	<ul style="list-style-type: none"> <li>• Generally prefer rail through Waterloo, Kitchener and Cambridge where possible</li> <li>• Concerned about feasibility on major city streets</li> <li>• No Weber in Kitchener near expressway</li> <li>• On street of way Courtland</li> <li>• King St. in Waterloo – space</li> <li>• Rail corridor has merits</li> <li>• King might be most expensive</li> <li>• Cambridge – right down middle of highway</li> </ul>	<ul style="list-style-type: none"> <li>• Generally satisfied</li> <li>• Other railway right of ways (Iron Horse Trail)</li> <li>• Connecting into residential areas</li> </ul>	<ul style="list-style-type: none"> <li>• Importance of easy cross corridor transfers</li> <li>• Connections to Toronto and London</li> <li>• Courtland is not wide enough</li> <li>• Would you take traffic off King?</li> <li>• Central as possible</li> <li>• River Rd - not affected</li> <li>• Narrow, logical</li> <li>• Safety of different technologies</li> <li>• Happier with King St.</li> <li>• Balance destinations vs. residential</li> <li>• Not a street car with stop every block</li> <li>• Raise the price of gas to increase ridership</li> <li>• Not as much space between station</li> <li>• Frequency, speed is important</li> <li>• Transfers – integrated</li> <li>• How does it operate with</li> </ul>

				<ul style="list-style-type: none"> <li>cross traffic?</li> <li>• Heavy rail – crossing</li> <li>• How do you keep cars out</li> <li>• Cost</li> <li>• Intensification at stations, not along route</li> <li>• Don't want to fight traffic</li> <li>• Flexibility</li> <li>• Technology</li> <li>• Hinges on feeder busses</li> </ul>
Table2				
Facilitator: <b>Keren Adderley</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Make sure they serve as integrated connection points with train/bus intercity GRT</li> <li>• Tie into the hospitals</li> <li>• No stairs! Make sure stations are accessible in all sense of the word</li> <li>• Northfield good location</li> <li>• Good mixed neighbourhood along route near Northfield</li> <li>• No station for Stirling, Ottawa, not well used</li> <li>• R&amp;T Park underutilized</li> </ul>	<ul style="list-style-type: none"> <li>• St. Jacobs market</li> <li>• Conestoga college</li> <li>• St. Mary's school</li> <li>• St. Mary's hospital</li> <li>• Stirling station would be better</li> <li>• Weber at VIA station</li> <li>• Sportsworld stop important – weekend</li> <li>• Freeport needs stop</li> <li>• Park n Ride at Sportsworld</li> </ul>	<ul style="list-style-type: none"> <li>• Routes can be transit/pedestrian areas only in downtown</li> <li>• Make sure routes connect the most significant destination areas</li> <li>• King route better than Weber</li> <li>• Preston, not Hespeler road</li> <li>• Too many stops along certain corridors</li> <li>• Don't like rail corridor in Kitchener – not close</li> <li>• Charles/King/ Duke best</li> <li>• Weber St. Route in Waterloo won't work</li> <li>• Weber won't work to revitalize downtown</li> </ul>	<ul style="list-style-type: none"> <li>• Cross at Walnut St.</li> <li>• Cherry Blossom in Cambridge important</li> <li>• Preston needs help – route there would be more effective</li> <li>• Would like to see route to Waterloo international airport</li> </ul>	<ul style="list-style-type: none"> <li>• Need to connect Greyhound and VIA in order to bring tourists – closer than 600m</li> <li>• Encourage tourists, need stops that cater to visitors, residents, employers</li> <li>• More catering to walkers</li> <li>• Ensure shuttles to under serviced areas</li> <li>• Conestoga is missing</li> <li>• Need dedicated corridors for GRT</li> <li>• Create key stations first and then define where additional stations could go</li> <li>• Need park and ride stations to pull cars</li> <li>• Issues of routes going through downtown – stigma of</li> </ul>

				<p>crowds who use it</p> <ul style="list-style-type: none"> <li>• 15 minutes or less to walk</li> <li>• Would like to see Kitchener revitalized</li> <li>• Make routes pedestrian/transit only – take cars away</li> <li>• Put parking behind buildings instead – take parking off streets</li> </ul>
Table3				
Facilitator: <b>Shahzad Rahman</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Having a station close to CN Rail Station is important so that disembarking passengers can access the RT system</li> <li>• Service connection to St. Mary's hospital should be provided by a bus service</li> <li>• Why are there so few or no stations on Weber?</li> <li>• Stations in proximity to the Universities are preferable to cater to student population who will be major users of RT</li> <li>• Parking should be provided on Northfield/Parkside station for autos</li> </ul>	<ul style="list-style-type: none"> <li>• A station should be considered at King/Weber and Fergus Ave to service businesses</li> <li>• Station should be considered at potential Go Train/Bus station location</li> </ul>	<ul style="list-style-type: none"> <li>• Loop along the railway tracks and King/Weber route should be considered rather than choosing one route of the other</li> <li>• Use of rail right of way/corridor should be favoured</li> </ul>		<ul style="list-style-type: none"> <li>• A station should be provided at potential Go Train/Bus Station</li> <li>• Proper design of cross town connections is important and may be identified. Invest in Bus system simultaneously</li> <li>• The RT system should have a good connection/service to Regional Airport. Quick and fast.</li> <li>• More time may be allotted to the EA considering the complexity of the EA</li> <li>• End to end travel time should be competitive with driving on the expressway</li> </ul>
Table4				

Facilitator: <b>Hans Gross</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Station locations satisfactory</li> </ul>	<ul style="list-style-type: none"> <li>• Include a station at the St. Jacobs farmer's market</li> </ul>	<ul style="list-style-type: none"> <li>• Segment 1 – extend to Farmer's Market</li> <li>• Segment 2&amp;3 – routes are reasonable – Weber St. is less desirable since it is not central and affects neighbourhoods – Courtland Ave, Ottawa to Queen not central – Caroline St. not central, less desirable</li> <li>• Other</li> </ul>		<ul style="list-style-type: none"> <li>• Try not to disturb existing residential neighbourhoods</li> <li>• Keeps RT close to Kitchener Downtown</li> </ul>
Table5				
Facilitator: <b>Bridget Coady</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Relocate Charles St. or remove it</li> <li>• Relocate Victoria closer to VIA station (at Weber)</li> <li>• Relocate location to Maplegrove &amp; rail line</li> <li>• No to Courtland</li> <li>• Maybe to King &amp; Montgomery</li> <li>• Fairview – should be where old record building is</li> <li>• Sportsworld makes sense but possibly on Maplegrove side</li> <li>• Freeport Hospital</li> <li>• Speedsville / Eagle St</li> <li>• Knock Wal-Mart down – bring train/bus through</li> </ul>	<ul style="list-style-type: none"> <li>• Kitchener Aud (Weber @ Ottawa) park and ride</li> <li>• Breslau Airport</li> <li>• RIM park</li> <li>• Weber @ Frederick for court house, Region, Rogers</li> <li>• Freeport hospital</li> <li>• Cambridge hospital</li> <li>• Franklin and Weber or at Franklin Zehrs</li> <li>• End of University needs a stop</li> <li>• Corner of Erb and Westmount,</li> <li>• University</li> <li>• Pharmacy</li> </ul>	<ul style="list-style-type: none"> <li>• Weber St. makes sense</li> <li>• No to Courtland/may be no to King</li> </ul>	<ul style="list-style-type: none"> <li>• A ring in Cambridge, up to RIM, out to airport</li> <li>• Use rail from Fairview to Cambridge then Hespeler Road to Ainsley</li> <li>• Kitchener – Weber st. route</li> <li>• No to Courtland</li> <li>• Use rail past Fairview</li> <li>• Hespeler – use a route that is circular in nature</li> <li>• King from Waterloo town square to the Hospital</li> <li>• From GR</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal stops</li> <li>• Question of speed – potential of what could be?</li> <li>• Do we want to get there or get there fast?</li> <li>• Reasonably rapid</li> <li>• Quick and easy</li> <li>• Take advantage of what is already there</li> <li>• Accessible</li> <li>• iXpress takes too long – 50 minutes from Downtown Kitchener to Galt</li> <li>• 3 levels of transit –</li> </ul>

<p>mall</p>			<p>Hospital down king to Victoria and over to station at Weber</p> <ul style="list-style-type: none"> <li>• Weber is preferred because you can go more quickly than on King</li> <li>• Weber to Fred. And Weber</li> <li>• Continue on Weber to Aud stop</li> <li>• Stay on Weber to Fairview on route to station there or cross at Franklin bridge to Fairview</li> </ul>	<p>Expressway, Rail line and then cross corridor buses</p> <ul style="list-style-type: none"> <li>• Ring road</li> <li>• Need to reduce number of stations</li> <li>• Bus/Train should use expressway with minimal stops... Fairview, Aud, Waterloo Town Square</li> <li>• What is the impact from what we are at today to a bus rapid then switch to a light rail – is it more cost effective to switch to light rail right away?</li> <li>• Doesn't always have to be fast, one day Kitchener might be a pleasurable place to visit/shop etc</li> <li>• Don't want to bypass cores</li> </ul>
<p>Table6</p>				
<p>Facilitator: <b>Paula Sawicki</b></p>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p>	<p><b>Q. 2 Are there other station locations you think should be considered? Why?</b></p>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p>	<p><b>Q.4 Are there any other reasonable routes that should be considered? Why?</b></p>	<p><b>Other Comments?</b></p>
<ul style="list-style-type: none"> <li>• Like Market stop, unsure about closeness to GRT/Greyhound terminal</li> <li>• Like King &amp; Charles</li> <li>• Like Fairway stop</li> </ul>	<ul style="list-style-type: none"> <li>• Need to get to Toronto</li> <li>• Key to have intercity connections (VIA and GO)</li> <li>• Add Toyota station (Cherry Blossom) because:             <ul style="list-style-type: none"> <li>• Too far to sportsworld</li> <li>• Ped friendly</li> <li>• More</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Don't like Courtland</li> <li>• Like Highway</li> <li>• Weber should be avoided, more for cars</li> <li>• Make route as straight as possible</li> </ul>	<ul style="list-style-type: none"> <li>• Queen/Frederic k cross town route</li> <li>• Fairway/Block line cross town route</li> <li>• Bleams cross town route</li> <li>• Why does the Fairway cross town route end at Homer Watson Blvd?</li> </ul>	<ul style="list-style-type: none"> <li>• King St. ripe for redevelopment</li> <li>• Frequency – off peak weekends along with AM/PM</li> <li>• Build sidewalks in industrial areas near station</li> <li>• Flexibility in schedule</li> <li>• Today – want more medium</li> </ul>

	<ul style="list-style-type: none"> <li>• Not many road connections</li> <li>• Road connections are congested</li> <li>• Service west hespeler</li> <li>• Conestoga College from West Heights and Forest Hill</li> </ul>			<ul style="list-style-type: none"> <li>size buses</li> <li>• Like Park n Ride at outer stations</li> <li>• Express bus today shouldn't go around the Universities</li> <li>• Aging population – everything should be accessible</li> <li>• So much potential for change around Market areas</li> <li>• Streamline GRT routes from Highland Hills mall and Stanley Park Mall to RT line</li> <li>• Need high frequency all day</li> <li>• All service should fit double stroller and wheelchair, no stairs in stations</li> <li>• Travel time between Kitchener and Cambridge is key to success – must be faster than car</li> <li>• Want to take service, don't want to buy 2<sup>nd</sup> car</li> <li>• Want to see better service today. 30 minutes not enough</li> <li>• Improve GRT today.</li> </ul>
Table7				
Facilitator: Rob Wells				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Where would stations be located</li> </ul>	<ul style="list-style-type: none"> <li>• Make sure there is a connection</li> </ul>	<ul style="list-style-type: none"> <li>• Doubts about Caroline-Park</li> </ul>	<ul style="list-style-type: none"> <li>• Main spine may function better</li> </ul>	<ul style="list-style-type: none"> <li>• Has there been consideration of</li> </ul>

<p>on Weber?</p> <ul style="list-style-type: none"> <li>• Concern with number of cross bus systems – there should be more</li> <li>• Too many schools on Weber for fast moving system</li> <li>• Waterloo Town Square good location</li> </ul>	<p>to the VIA station</p> <ul style="list-style-type: none"> <li>• Shuttle to Toyota rather than bringing route to Toyota</li> </ul>	<p>route, low density res and only two lanes</p> <ul style="list-style-type: none"> <li>• King St Route most favoured within Kitchener</li> <li>• Courtland route to King not pleasant</li> </ul>	<p>is there are cross/intersecting routes</p> <ul style="list-style-type: none"> <li>• Highway 8 better option since they are already doing construction on highways already</li> </ul>	<p>a loping line within Cambridge?</p> <p>Two trains, two separate tracks</p> <ul style="list-style-type: none"> <li>• What will transit stations look like?</li> <li>• Can there be more developed bus routes leading to RT stations?</li> <li>• Could you go BRT first to see if rail would work?</li> <li>• Should keep existing bus service</li> <li>• Major focus: University, Sportsworld, Uptown, Fairview</li> <li>• We can't keep building roads/widening roads, parking garages to accommodate growth</li> </ul>
<p>Table8</p>				
<p>Facilitator: JoAnn</p>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p>	<p><b>Q. 2 Are there other station locations you think should be considered? Why?</b></p>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p>	<p><b>Q.4 Are there any other reasonable routes that should be considered? Why?</b></p>	<p><b>Other Comments?</b></p>
<ul style="list-style-type: none"> <li>• Stations as noted are a good representation of major activity centres as we know them now in the study area</li> <li>• Too big a spread between GRH and King/Victoria stations</li> <li>• Need for King and Montgomery station is questionable</li> <li>• Move Northfield station closer to expressway. Problem is no undeveloped property.</li> </ul>	<ul style="list-style-type: none"> <li>• Are there other locations that people “in the know” know could become major activity centres in the future? Think about those.</li> <li>• Some stations need to have car parking.</li> <li>• Also need parking in the suburbs with buses coming in.</li> <li>• Courtland &amp; Expressway</li> <li>• Serve</li> </ul>	<ul style="list-style-type: none"> <li>• O.K. 80%</li> <li>• There are some other very good alternatives – see drawings</li> <li>• Frequent service at Ottawa might service the Aud.</li> <li>• Prefer Charles over Courtland.</li> <li>• Need two lanes each way on King (ambulances)</li> <li>• Four potential corridors (three are</li> </ul>	<ul style="list-style-type: none"> <li>• Duke corridor</li> <li>• Walter St.</li> <li>• A new corridor on underdeveloped land Ottawa St. to Uptown</li> <li>• Close down King Street. Put cars on the outskirts and make them walk in to the centre.</li> </ul>	<ul style="list-style-type: none"> <li>• Has Sunlife been approached re parking? Participants feel they would resist any move to share their parking with others</li> <li>• Who owns a station if nearby stuff closes (eg Kitchener Market)</li> <li>• Parking again: people speak of using Fairview and Conestoga mall (?). But</li> </ul>

<ul style="list-style-type: none"> <li>• How do you service a station if the route is off it (eg: route on Caroline; station on King at Grand River)</li> <li>• Stuff to include: Con. College, airport, .... Where can development still occur?</li> </ul>	<p>good local feeder routes to the college</p> <ul style="list-style-type: none"> <li>• Need a linkage down Manitou (straight route to CC)</li> <li>• Need a linkage to Huron business park</li> <li>• Must be a place for folks to drive to a station and park. None of the current stations fulfill that purpose. Suggest a station in Courtland and Hwy 7&amp;8 to serve this purpose.</li> <li>• Victoria has always been a major corridor. Why no station there? Feeder buses?</li> </ul>	<p>They all follow existing right of ways. Concerned that there is no vision for a long term future. Need a concept that links the most important places. As they come up for redevelopment , can they be adapted to accommodate RT? So that over 20-30 years we put together a more coherent corridor (Q4)</p>		<p>those areas are already in use. Can they really serve this purpose? One at Courtland and highway. Another at 401 and railway crossing (sportsfield).</p> <ul style="list-style-type: none"> <li>• Main street to take advantage of parking is having corridor on Duke. Duke is currently a useless street. New infrastructure (eg parking garage) is on high ground (sewers). Access to Weber. Much easier to take a right of way than other roads. Have adjusted Charles recently and it just doesn't "work" anymore. You can rework Duke any way you want. Put a tunnel under expressway to access Aud. Problem North of Victoria. Need a detour to get to Hospital. Even up there, Duke is financially feasible because of all the vacant/underused property (Electrohome, a school). Jeff points out that it's all Single Family Res.</li> <li>• Green line is to indicate a new</li> </ul>
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				corridor that does not follow an existing right of way. (Does not indicate the literal location.)
Table9				
Facilitator: <b>Brad Appleby</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Generally O.K.</li> <li>• Hits major attractions, nodes</li> <li>• Should stop at Waterloo Town Square</li> <li>• Good target of specific locations e.g. Hospitals</li> <li>• Would have liked to see the stations on the alternative routes</li> <li>• Northfield – park n ride</li> <li>• University Ave bus connections</li> <li>• Northfield feeder bus</li> <li>• Union feeder bus</li> <li>• Bridgeport feeder</li> <li>• Cambridge stations seem to make sense except perhaps Car Avenue</li> <li>• Bridgecam park n ride</li> </ul>	<ul style="list-style-type: none"> <li>• Transit station should be combined with VIA rail at King/Victoria area</li> <li>• Rockway</li> <li>• Future GO station in Cambridge</li> <li>• St. Jacobs market</li> <li>• Cambridge Hospital</li> <li>• Haywood/Courtland area</li> <li>• Feeder for Franklin</li> <li>• Highway 97/8/Dundas – connect the two high schools in south Cambridge</li> <li>• Feeder from Industrial park to the central line</li> <li>• Feeder to the</li> </ul>	<ul style="list-style-type: none"> <li>• King – Charles – King route seems an obvious choice</li> <li>• Bike lanes along route?</li> <li>• Weber St. and Courtland less desirable</li> </ul>	<ul style="list-style-type: none"> <li>• Feeder bus service will be key to RT success</li> <li>• If not Charles, perhaps Duke</li> <li>• Feeder to airport</li> <li>• Station or feeder from Toyota</li> <li>• Feeder bus service to key exists on the expressway/Ira Needles</li> <li>• Eliminate the suburban loops</li> <li>• Connect to malls</li> <li>• Route 12 is a major corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce passenger transfer points</li> <li>• People don't like to switch modes/routes often</li> <li>• Improved feeder service, reduce bus meandering/straighten feeder lines</li> <li>• Need more reliable bus service</li> <li>• Connect community trails</li> <li>• Perhaps cut from Charles to King sooner</li> <li>• Will RT serve bikes?</li> <li>• Why were there no Weber Stations?</li> </ul>
Table10				
Facilitator: <b>Shannon McBride</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Good service to both Universities</li> <li>• Move Charles St. Station</li> <li>• Park n Ride 401 and Hwy 8</li> <li>• Park n Ride St Jacobs</li> </ul>	<ul style="list-style-type: none"> <li>• St Jacobs</li> <li>• Freeport Hospital</li> <li>• Cambridge Memorial Hospital</li> <li>• VIA</li> <li>• Airport</li> <li>• Kitchener Aud</li> </ul>	<ul style="list-style-type: none"> <li>• More redevelopment opportunities on King-Coronation route (PRESTON) than Hespeler</li> </ul>	<ul style="list-style-type: none"> <li>• Keep it simple – start with the main line, we can add on later</li> <li>• Close off King past Victoria – transit only</li> <li>• Rail corridor through</li> </ul>	<ul style="list-style-type: none"> <li>• Make King St. in downtown Kitchener a transit only and pedestrian mall. Changing area with more condos/more pedestrians</li> </ul>

	<ul style="list-style-type: none"> <li>• Toyota</li> <li>• Station between highschool and GRH</li> <li>• No incentive for people to go out to Courtland to get on</li> <li>• Universities – good service at both, bypass King and Weber</li> </ul>		<p>Waterloo – onto King at WTS, away from Kaufmans over to Charles, back to King on Stirling, back to Rail Corridor at Fairway station</p> <ul style="list-style-type: none"> <li>• Downtown on King – pedestrian only urban mall – or make it one way</li> <li>• Revitalize area</li> <li>• Loop in Cambridge</li> <li>• King – more development opportunities in Preston</li> </ul>	<ul style="list-style-type: none"> <li>• Bike storage at station</li> <li>• Cross corridor feeders very important</li> <li>• Interregional transit – GO Transit, Downtowns – serve outside areas</li> <li>• Relocate bus terminal at VIA</li> <li>• How would development occur around CMH</li> <li>• More important to try to get from Kitchener to Cambridge than from Kitchener to Waterloo</li> </ul>
Table11				
Facilitator: <b>Hanna Domagala</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Generally agree</li> <li>• Weber St. less desirable</li> <li>• Delete King/Montrose in Preston – not necessary</li> <li>• Ottawa – little use for iXpress – concerns</li> <li>• Expressway encourage park n ride</li> <li>• Conestoga mall – definitely</li> <li>• Sportsworld key for Toyota employees</li> </ul>	<ul style="list-style-type: none"> <li>• Station at Galt Collegiate/GO Connection</li> <li>• King St / Victoria combined with VIA</li> <li>• GO station in N. Galt</li> <li>• St. Jacobs market</li> <li>• 401/Cherry Blossom/Toyota</li> <li>• Chicopee</li> <li>• Combine RT station and UW station</li> </ul>	<ul style="list-style-type: none"> <li>• Hard to agree, would like to see 2 RT routes in certain areas</li> <li>• Weber St. less desirable</li> </ul>	<ul style="list-style-type: none"> <li>• Cross corridor along Columbia St.</li> <li>• Hespeler Rd – bus station options and easy route</li> </ul>	<ul style="list-style-type: none"> <li>• Key to any RT is cross corridor feeder routes to get MOST residents to use it</li> <li>• Loops in both directions, not one way</li> <li>• Address the rest of the city – cross corridors</li> <li>• Minimize transfers – max 1 transfer</li> <li>• Short transfer times</li> <li>• Environment considerations, important details</li> <li>• Sidewalk/Curb option preferred at stations</li> </ul>
Table12				
Facilitator: <b>John Lubczynski</b>				

Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? Why?	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? Why?	Other Comments?
<ul style="list-style-type: none"> <li>We generally agree with most station locations</li> <li>Appear to make sense/capture existing densities</li> <li>Main issues are – need to have a better link with VIA, the King/Montgomery station may have limited potential</li> </ul>	<ul style="list-style-type: none"> <li>Could also consider Farmer's Market</li> <li>Cambridge Memorial Hospital</li> </ul>	<ul style="list-style-type: none"> <li>Mostly agree with the preliminary route</li> <li>Concerned about loss of traffic lane on King St</li> <li>Hespeler Rd route could be problematic – too car oriented and low density</li> <li>Weber too low density for a viable route</li> <li>Generally favour rail route</li> </ul>	<ul style="list-style-type: none"> <li>See notes on map</li> </ul>	<ul style="list-style-type: none"> <li>The parking lot at Clarica should be redeveloped</li> <li>Connection with VIA</li> <li>Covered walkways/pedestrian links</li> <li>Integrate GRT station with VIA</li> <li>Need to consider cross corridors</li> <li>Make King St. pedestrian mall</li> <li>King St. one way N-bound</li> <li>Charles St. S bound</li> </ul>
Table13				
Facilitator: <b>Jeff Schumacher</b>				
Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? Why?	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? Why?	Other Comments?
<ul style="list-style-type: none"> <li>King St. stations generally in good locations</li> <li>Fairway – move closer to Fairway/Wal-Mart corner on Kingsway Drive</li> <li>Important to be close to schools to draw students</li> <li>OTTAWA/COURTLAND – question needs underutilized</li> <li>KING/VIC – yes, good location for VIA or commuter trian</li> <li>KING/MONTGOMERY – too close</li> <li>COURTLAND/FAIRWAY – yes</li> <li>FRANKLIN –</li> </ul>	<ul style="list-style-type: none"> <li>King/401</li> <li>River Road/King</li> <li>Franklin / King</li> <li>Freeport / King</li> <li>Northland in Waterloo</li> <li>St. Jacobs</li> <li>Weber at VIA</li> </ul>	<ul style="list-style-type: none"> <li>King St. route to Charles St. route to Fairway</li> <li>From Fairway – King St. E route to 401</li> </ul>	<ul style="list-style-type: none"> <li>Need connection to Toronto</li> <li>King St. E route to Sportsworld</li> <li>King St E route to Fairview</li> <li>Kingsway to Montgomery</li> <li>King and Charles St Route to K St Route to Waterloo Town Square</li> <li>Rail Corridor to Conestoga Parkway then to King at Conestoga Mall</li> <li>Extend to Northland and end at Market</li> </ul>	<ul style="list-style-type: none"> <li>Need stations with VIA/GREYHOUND/GO connection, such as Victoria and 401</li> <li>Provide free parking at station locations</li> <li>Speed is key to attracting users</li> </ul>

<p>location, road link to Kingsway</p> <ul style="list-style-type: none"> <li>• Charles St. Good potential</li> <li>• SPORTSWORLD – maybe more?</li> <li>• KING/MONTGOMERY – free parking to draw people</li> </ul>				
<p>Table14</p>				
<p>Facilitator: <b>John Cicuttin</b></p>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p>	<p><b>Q. 2 Are there other station locations you think should be considered? Why?</b></p>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p>	<p><b>Q.4 Are there any other reasonable routes that should be considered? Why?</b></p>	<p><b>Other Comments?</b></p>
<ul style="list-style-type: none"> <li>• St. Jacobs Farmers Market Station – good for park n ride, accommodate horse and buggy</li> <li>• Conestoga Mall – good for park n ride, bus transfer, access to major employment</li> <li>• Northfield – park n ride, major employment</li> <li>• R&amp;T – consider building station later</li> <li>• King and Weber – transfer point with buses, light demand</li> <li>• UW – key station, good location for bus transfer</li> <li>• WLU – key</li> <li>• Bridgeport and Weber – relocate to University Ave and Weber</li> <li>• Uptown – good</li> <li>• GRH – good</li> <li>• King and Victoria – school of pharmacy, Kaufman</li> <li>• Charles – key, bus transfer</li> <li>• Ottawa – cross corridor</li> <li>• King and Montgomery –</li> </ul>	<ul style="list-style-type: none"> <li>• Kingsway and Franklin (to replace King and Mont.)</li> <li>• Weber and Ottawa (access to Aud)</li> <li>• Weber and University Ave (replace Weber/Bridgeport)</li> </ul>	<ul style="list-style-type: none"> <li>• Routes good</li> <li>• Courtland provides better access to west side of Kitchener</li> <li>• King street corridor serves major activity centres better</li> </ul>		<ul style="list-style-type: none"> <li>• Travel time competitiveness with the auto is paramount for RT to be successful</li> <li>• Convenient and efficient bus transfer connectivity with RT very important</li> </ul>

<p>perhaps not needed</p> <ul style="list-style-type: none"> <li>• Courtland – good access to west Kitchener – consider park n ride</li> <li>• Fairview Park – key station</li> </ul>				
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**RT EA Phase 2, Step 2 Workshops  
Waterloo, March 21, 2007**

Table1				
Facilitator: <b>John Lubczynski</b>				
Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? <i>Why?</i>	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? <i>Why?</i>	Other Comments?
<ul style="list-style-type: none"> <li>▪ Generally, the stations look great</li> <li>▪ They provide for good cross connections to other areas</li> <li>▪ They are also located close to existing high density uses and facilities</li> <li>▪ Kitchener Farmer's Market station can't be merchant driven. Needs to make sense.</li> <li>▪ Close to universities</li> <li>▪ Need to emphasize cross corridors to</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cambridge Memorial Hospital</li> <li>▪ Conestoga College</li> <li>▪ King/Montgomery should be moved closer to Rockway senior's building</li> <li>▪ Airport</li> </ul>	<ul style="list-style-type: none"> <li>▪ Routes are generally good</li> <li>▪ We prefer the King St route. It will promote more growth and redevelopment in the cores.</li> <li>▪ Ultimate route must be direct, fast and convenient. Must compete with cars.</li> <li>▪ No consensus on Hespeler Road Route. It will serve shoppers well but it avoids the core areas.</li> <li>▪ Don't like Weber</li> <li>▪ Weber more suited for bus route</li> <li>▪ Concerned about Park St. route being too narrow</li> <li>▪ How would route on 401 work? Rush hour traffic on 401?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Important to pick up industrial uses along Maple Grove Rd and Toyota</li> <li>▪ Cross corridors are critical for the system to work effectively</li> <li>▪ See notes on map</li> </ul>	<ul style="list-style-type: none"> <li>▪ The proposed routes might be faster than what we have today, but they might not be as fast as other cities (Calgary)</li> <li>▪ Big question: How do we get people out of their cars?</li> <li>▪ Need to think about existing traffic flows as well</li> <li>▪ Can't conflict with pedestrian friendly streets on King St.</li> <li>▪ Important to pick up industrial development along Maple Grove rd / Toyota</li> </ul>
Table2				
Facilitator: <b>Phil Hewitson</b>				
Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? <i>Why?</i>	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? <i>Why?</i>	Other Comments?
<ul style="list-style-type: none"> <li>▪ Strong support for proposed locations</li> <li>▪ Need to serve universities/colleges in Waterloo</li> <li>▪ Hespeler not</li> </ul>	<ul style="list-style-type: none"> <li>▪ Manulife</li> <li>▪ King/Montgomery needs a park n ride</li> </ul>	<ul style="list-style-type: none"> <li>▪ King St. in Waterloo makes sense</li> <li>▪ Rail line west of King St has merit east of King, no merit.</li> <li>▪ Concern about cars sharing routes</li> </ul>	<ul style="list-style-type: none"> <li>▪ University Ave</li> <li>▪ Hespeler not served by proposals</li> <li>▪ Loop – one way travel</li> <li>▪ Tie into</li> </ul>	<ul style="list-style-type: none"> <li>▪ Dedicated routes for transit only should be considered for improved travel time</li> <li>▪ Consider grade separations for</li> </ul>

<ul style="list-style-type: none"> <li>▪ Too close together</li> <li>▪ Stations closer to Sunlife/Manulife</li> <li>▪ Need to serve King St businesses</li> <li>▪ King st to serve into future</li> <li>▪ Eliminate traffic on King</li> <li>▪ Low ridership currently</li> </ul>		<p>pedestrian access in Uptown core</p> <ul style="list-style-type: none"> <li>▪ Accommodate bikes/transit joint uses</li> <li>▪ Must be pedestrian friendly</li> <li>▪ Weber too narrow in some locations</li> <li>▪ King st ideal but misses UW</li> </ul>	<p>VIA</p> <ul style="list-style-type: none"> <li>▪ Dedicated bus lanes on University</li> <li>▪ Consider closing to traffic</li> </ul>	<p>existing homes</p> <ul style="list-style-type: none"> <li>▪ No telerider in Cambridge</li> <li>▪ How do bicycles get accommodated?</li> <li>▪ King st narrow</li> <li>▪ Arrows represent long term E-W RT routes</li> <li>▪ Connection – routes</li> <li>▪ Toronto – funding issues, how does Waterloo fair?</li> <li>▪ Grade separation at major crossings</li> <li>▪ Currently take 5 buses from Cambridge to St Jacobs – 1.5 hours</li> <li>▪ Important to serve UW/WLU</li> <li>▪ Travel time faster than existing</li> <li>▪ Buffalo – pedestrian mall, walking friendly</li> </ul>
<p>Table3</p>				
<p>Facilitator: <b>Shahzad Rahman</b></p>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p>	<p><b>Q. 2 Are there other station locations you think should be considered?</b> <i>Why?</i></p>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p>	<p><b>Q.4 Are there any other reasonable routes that should be considered?</b> <i>Why?</i></p>	<p><b>Other Comments?</b></p>
<ul style="list-style-type: none"> <li>▪ UW should have a station as most students live away from the university</li> <li>▪ Uptown Station should be on King St.</li> <li>▪ Station at WLU should be provided</li> <li>▪ Hespeler/Can Amera St. is not a high priority</li> </ul>	<ul style="list-style-type: none"> <li>▪ Station in proximity of Cambridge business park should be provided</li> </ul>	<ul style="list-style-type: none"> <li>▪ LRT through Waterloo Park may be preferred by some and not appreciated by some as it may not be suitable in a Park setting</li> <li>▪ Pedestrians should be protected in Park by providing overhead bridges</li> <li>▪ Utilizing rail tracks will deprive service to downtown areas. However, utilizing train corridor is appealing</li> <li>▪ In Cambridge, use the existing rail corridor</li> <li>▪ King St route is preferable compared to Weber</li> <li>▪ Provide a loop in Waterloo using train corridor and King St route</li> </ul>	<ul style="list-style-type: none"> <li>▪ A route should be devised that connects both WLU and UW currently it seems that only one University may be served by RT</li> <li>▪ Uptown: use Caroline rather than King</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide RT from Kitchener to Waterloo and bus from Kitchener to Cambridge</li> <li>▪ Do not put tracks or dedicated right of way for transit on narrow streets, as it will impede vehicular traffic and parking</li> <li>▪ Travel patterns may be reviewed by examining travel patterns of iXpress passengers</li> <li>▪ Combination of LRT and street cars may be considered</li> <li>▪ RT must tie in with the VIA/car system</li> <li>▪ RT must interact with expressway</li> </ul>

				<p>use Caroline rather than King. Work with City of Waterloo to reconstruct Erb &amp; Caroline intersection to be transit and pedestrian friendly</p> <ul style="list-style-type: none"> <li>▪ To make good connection between Uptown and Waterloo Park, limit traffic on Erb between Caroline and Regina or Pepler</li> <li>▪ If RT Goes through park, safe measures must be taken</li> </ul>
Table4				
Facilitator: <b>Les Martin</b>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p> <ul style="list-style-type: none"> <li>▪ University and R&amp;T park not as likely to develop as King st.</li> <li>▪ R&amp;T Park not necessary</li> <li>▪ KING/MONTGOMERY not needed</li> <li>▪ More stations needed on Weber</li> <li>▪ Connect stations in cross corridors to RT corridor</li> <li>▪ iXpress cross service</li> <li>▪ GRT start at St Jacobs village</li> <li>▪ UW and R&amp;T not stations for redevelopment, unlike King</li> </ul>	<p><b>Q. 2 Are there other station locations you think should be considered?</b> <i>Why?</i></p> <ul style="list-style-type: none"> <li>▪ Kitchener Aud (p n r)</li> <li>▪ St Jacobs</li> </ul>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p> <ul style="list-style-type: none"> <li>▪ Not having route on King st. downtown a good idea except option for transit only</li> <li>▪ King preferred in Segment 1 and 3</li> <li>▪ Weber has good continuity</li> </ul>	<p><b>Q.4 Are there any other reasonable routes that should be considered? Why?</b></p> <ul style="list-style-type: none"> <li>▪ King preferred</li> </ul>	<p><b>Other Comments?</b></p> <ul style="list-style-type: none"> <li>▪ Please be ware of the cost</li> </ul>
Table5				
Facilitator: <b>JoAnn</b>				

Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? <i>Why?</i>	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? <i>Why?</i>	Other Comments?
<ul style="list-style-type: none"> <li>▪ Universities are key</li> <li>▪ iXpress stations GRH</li> <li>▪ Waterloo town square must be served</li> <li>▪ King Vic not as much as GRT terminal</li> <li>▪ Where would the station be near sunlife if caroline or weber were chosen?</li> </ul>	<ul style="list-style-type: none"> <li>▪ St. Jacobs market</li> <li>▪ Cambridge Memorial Hospital</li> <li>▪ Rockway</li> </ul>	<ul style="list-style-type: none"> <li>▪ King St. is a good route</li> <li>▪ Different Options:                             <ul style="list-style-type: none"> <li>▪ in downtowns should be on rail corridor, if on King st would negatively impact the street</li> <li>▪ In downtowns should be on King Street, as it would make for a great street</li> </ul> </li> <li>▪ routes should take the direction of greatest projection of intensification</li> <li>▪ Routing not on king, as it destroys the street</li> <li>▪ Most destinations are along King st</li> <li>▪ Weber St preferred by some people in middle section of the map, others prefer King</li> <li>▪ Duke st – should pick routing first then stations to suit</li> <li>▪ Cherry Blossom does not warrant RT, but does deserve a peak period express feeder to RT</li> <li>▪ Highway 401 not worth routing</li> </ul>	<ul style="list-style-type: none"> <li>▪ King in Kitchener</li> <li>▪ Duke St in downtown Kitchener</li> </ul>	<ul style="list-style-type: none"> <li>▪ iXpress is great, it gets me to work from Waterloo to Toyota in 40 minutes</li> <li>▪ Erb and Victoria are important feeder routes</li> <li>▪ Think that growth should be outside of the urban area</li> <li>▪ Keep cost in mind</li> <li>▪ Look at where the population growth will be, pick route, then allow growth to occur</li> </ul>
Table6				
Facilitator: <b>Doug Robertson</b>				
Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? <i>Why?</i>	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? <i>Why?</i>	Other Comments?
<ul style="list-style-type: none"> <li>▪ Really liked University Ave intersection stations</li> <li>▪ KING VIC station with closeness to VIA</li> <li>▪ Liked Sportsworld, strong ridership potential</li> <li>▪ Need closer stations</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need stations at Columbia St. intersections (it's a strong east-west route)</li> <li>▪ Need a station at Cambridge Hospital/Dumfries conservation area</li> <li>▪ Or at Hespeler and Coronation</li> <li>▪ Need one at Eagle and</li> </ul>	<ul style="list-style-type: none"> <li>▪ Preferred KING CORONATION route</li> <li>▪ Close to Grand River</li> <li>▪ Reurb potential for residential preferred over commercial Hespeler route</li> <li>▪ 401 meanders too much</li> <li>▪ Don't see rail line stations as potentially increasing development (eg. R&amp;T, UW)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Not within CTC</li> <li>▪ Need route to RIM park and Conestoga College</li> <li>▪ Loop routes are desirable</li> <li>▪ Columbia – excellent E-W route but no station</li> </ul>	<ul style="list-style-type: none"> <li>▪ Want strong Feeder bus service eg RIM PARK, CONESTOGA MALL</li> <li>▪ Building parking on fringe of City, close core to cars and shuttle people to the stations – shuttle free</li> <li>▪ Need to link schools</li> <li>▪ Need bike trail connections, specifically IRON HORSE TRAIL</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Toyota</li> <li>▪ Need closer stations for schools</li> </ul>			
Table7				
Facilitator: <b>Ann Derry</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered?</b> <i>Why?</i>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered?</b> <i>Why?</i>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>▪ See maps</li> <li>▪ Conestoga mall great start</li> <li>▪ Con Mall to R&amp;T Park</li> <li>▪ Station in the mall not outside</li> <li>▪ Northfield and Parkside not a favourite</li> <li>▪ Parking by stations important</li> <li>▪ King st multiple destinations for shopping makes sense</li> <li>▪ King and</li> </ul>	<ul style="list-style-type: none"> <li>▪ Combine King &amp; Weber and King &amp; University stations at King &amp; Columbia instead</li> <li>▪ King &amp; Franklin instead of King &amp; Montgomery</li> <li>▪ Toyota</li> <li>▪ Cambridge Memorial Hospital</li> </ul>	<ul style="list-style-type: none"> <li>▪ No Weber</li> <li>▪ No Courtland</li> <li>▪ Use rail corridor between conestoga mall and waterloo town square</li> </ul>	<ul style="list-style-type: none"> <li>▪ Use rail corridor between Conestoga Mall &amp; Waterloo Town Square</li> <li>▪ Feeder routes important</li> </ul>	<ul style="list-style-type: none"> <li>▪ Dedicated pedestrian sections through uptown and downtown – no traffic but RT runs through</li> <li>▪ Loop in Cambridge, use both hespeler and King</li> <li>▪ Rail would encourage more ridership</li> </ul>
Table8				
Facilitator: <b>Shannon McBride</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered?</b> <i>Why?</i>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered?</b> <i>Why?</i>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>▪ Move Preston station further into core</li> <li>▪ Fairview Park is good</li> <li>▪ Must service U of W and R&amp;T park</li> <li>▪ Most stations are in fairly logical, obvious locations</li> </ul>	<ul style="list-style-type: none"> <li>▪ VIA</li> <li>▪ Industrial area in Hespeler</li> <li>▪ GO connection</li> <li>▪ Toyota</li> <li>▪ Freeport Hospital</li> <li>▪ Cambridge Memorial Hospital</li> </ul>	<ul style="list-style-type: none"> <li>▪ Loops could be used in all cities making use of both on and off street in the future</li> <li>▪ Important to development on King St</li> <li>▪ Park N Ride lot at Conestoga Mall or St Jacobs</li> <li>▪ Could make King St. one way</li> <li>▪ Weber is not as good as other options</li> <li>▪ Kitchener/Charles/Duke, 1 way</li> </ul>	<ul style="list-style-type: none"> <li>▪ Make a loop in Waterloo with King and Rail Corridor</li> <li>▪ Charles/Duke one way</li> <li>▪ Loop around Cambridge</li> <li>▪ Industrial Area – Hespeler</li> </ul>	<ul style="list-style-type: none"> <li>▪ May need new bridge over Grand River</li> <li>▪ Emphasize pedestrian traffic and cycling</li> <li>▪ Can Region control service traffic (delivery vehicles) on RT routes?</li> <li>▪ Avoid expropriation</li> </ul>
Table9				
Facilitator: <b>Brad Appleby</b>				
<b>Q. 1 Do you agree with the preliminary</b>	<b>Q. 2 Are there other station</b>	<b>Q. 3 Do you agree with the preliminary rapid transit</b>	<b>Q.4 Are there any other reasonable</b>	<b>Other Comments?</b>

station locations?	locations you think should be considered? Why?	routes that have been identified?	routes that should be considered? Why?	
<ul style="list-style-type: none"> <li>▪ Generally OK</li> <li>▪ Parking at key stations</li> <li>▪ Bike facilities</li> <li>▪ Have control over lights</li> <li>▪ Parking near 401</li> </ul>	<ul style="list-style-type: none"> <li>▪ Via</li> <li>▪ Delta</li> <li>▪ Cambridge Hospital</li> <li>▪ St. Jacobs</li> </ul>	<ul style="list-style-type: none"> <li>▪ King St hits good location in KW</li> <li>▪ King st has decent potential for reurb</li> <li>▪ Hespeler road hits key destinations</li> <li>▪ Would on street routes slow the RT service down?</li> <li>▪ HWY 8 not feasible?</li> <li>▪ Serve areas where there</li> </ul>	<ul style="list-style-type: none"> <li>▪ Feeder to airport</li> <li>▪ Conestoga college</li> <li>▪ RIM</li> <li>▪ Feeder or route through Toyota, Cambridge Business Park</li> <li>▪ Hespeler</li> </ul>	<ul style="list-style-type: none"> <li>▪ Safety for pedestrians</li> <li>▪ How do routes interact with pedestrians</li> <li>▪ Aesthetics of route choice</li> <li>▪ Fight car culture</li> <li>▪ Dedicated lane key</li> </ul>
Table10				
Facilitator: <b>Rob Wells</b>				
Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? Why?	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? Why?	Other Comments?
<ul style="list-style-type: none"> <li>▪ UW station needs to be shifted into campus – near Davis Centre</li> <li>▪ St Jacobs Market needs station – options for park n ride</li> <li>▪ Park street too narrow not a good option</li> </ul>	<ul style="list-style-type: none"> <li>▪ Station near VIA or move VIA</li> <li>▪ Kitchener Aud</li> <li>▪ South Cambridge station at intersection of 2 railways</li> <li>▪ Station near KPL, Centre In the Square</li> <li>▪ Should be location near Toyota</li> <li>▪ Sportsworld station should be shifted to King/Maplegrove OR Rail/Maplegrove</li> </ul>	<ul style="list-style-type: none"> <li>▪ King street should be kept for cars</li> <li>▪ Weber not a good option</li> <li>▪ Rail corridor serves most people/jobs within waterloo</li> <li>▪ Switch from rail option to king st at waterloo town square</li> <li>▪ Hwy 8 to 401 – congestion?</li> <li>▪ Caroline park not a good option</li> </ul>	<ul style="list-style-type: none"> <li>▪ Is there option for moving down Conestoga Parkway?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Established neighbourhoods would be bad option</li> <li>▪ Not good cross bus systems</li> <li>▪ Lots of traffic between region and Guelph</li> <li>▪ Hwy 8 section busiest section</li> <li>▪ Concern about upfront cost of LRT</li> <li>▪ Developers more likely to follow LRT option than BRT</li> <li>▪ Shared financial responsibility</li> <li>▪ Region should not bare full cost</li> <li>▪ Rail generally cleaner</li> <li>▪ Shouldn't remove all parking</li> </ul>
Table11				
Facilitator: <b>Cushla Matthews</b>				
Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered?	Other Comments?

	<b>considered? Why?</b>		<b>Why?</b>	
<ul style="list-style-type: none"> <li>▪ Accessibility – surface level</li> <li>▪ Place for feeder buses to sit and wait until LRT or BRT arrives</li> <li>▪ Heat during winter is longer than 10 minute wait</li> <li>▪ Security/Cleanliness at stations is important to improve the experience</li> <li>▪ Bridgecam</li> <li>▪ Connect University and Tech park and Conestoga College</li> <li>▪ KING WEBER – problem with fit but great place</li> <li>▪ Customers right to your door</li> <li>▪ Gas places may complain about lack of cars</li> <li>▪ RT park, good idea to build station there since still developing</li> <li>▪ BRIDGEPORT/WEBER – don't see it as being a good area</li> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ Frederick and Weber because of bulk parking, library near, Rogers, business centre</li> <li>▪ Maybe a feeder bus from Charles to Weber and Frederick would work every 15 minutes</li> <li>▪ St. Jacobs – standard hours not seasonal</li> <li>▪ Cambridge Memorial Hospital</li> <li>▪ Cambridge Library</li> <li>▪ Stations want to be near where people are living</li> <li>▪ Don't see Charles as useful, but HS is there</li> <li>▪ Huge residential on both sides</li> <li>▪ Alternate stations</li> <li>▪ Put to back of Market or Charles because easier to access, at front there's still a walk to the market</li> <li>▪ How much does the Courtland in comparison to other roads?</li> </ul>	<ul style="list-style-type: none"> <li>▪ King St is preferred route, as first route constructed, then expand</li> <li>▪ Certain sections as pedestrian only</li> <li>▪ Makes sense to go to Galt to attract people to shops, river, etc</li> <li>▪ Helps reurbanization, especially in King St</li> </ul>	<ul style="list-style-type: none"> <li>▪ From Can-Amera - &gt; Cambridge Memorial Hospital</li> <li>▪ Down centre of Conestoga Parkway</li> <li>▪ Feeder buses to townships</li> </ul>	<ul style="list-style-type: none"> <li>▪ Have commercials on how to use transit system because can be intimidating especially with a new system</li> <li>▪ Connect airport somehow</li> <li>▪ Feeder bus to townships</li> <li>▪ Waterloo square limit area to just pedestrians</li> <li>▪ Trains less expensive than buses, less maintenance</li> <li>▪ Hespeler road is a disaster – not pedestrian friendly</li> <li>▪ What about connections to rail systems – TO?</li> <li>▪ Who will police the lines</li> <li>▪ HOV policy</li> <li>▪ More regular times</li> <li>▪ Parkside – bus may work better for employment area</li> <li>▪ To take a bus/train along King – what about lights?</li> <li>▪ The blue line would be best route due o lack of lights</li> <li>▪ Existing rail line has less traffic hang ups</li> <li>▪ Possible to buy one integrated ticket</li> <li>▪ “Zoned” tickets as well for those who don't want to use entire system</li> <li>▪ Cut across from Hesp to CMH</li> </ul>
Table12				
Facilitator: <b>Neil Malcolm</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>

<ul style="list-style-type: none"> <li>▪ Some discussion on need for commuter focus – too many university stations</li> <li>▪ King/Weber not good station location</li> <li>▪ Need focus stops at recreation opportunities and other activity centres (hospital)</li> <li>▪ RT stop on Courtland good</li> <li>▪ Need transit on block line extension</li> <li>▪ Concordia Club (Oktoberfest) stop</li> </ul>	<ul style="list-style-type: none"> <li>▪ Must have connection with VIA and out of town busses...central stops location</li> <li>▪ Stations closer together along King corridor between Union and Victoria</li> <li>▪ Need stops on Maple Grove / Toyota and Cambridge Memorial Hospital</li> <li>▪ Potential Station at Paul Pondres</li> <li>▪ WLU- should there be a station at University and Weber</li> <li>▪ King and Union</li> <li>▪ Victoria Park</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need to improve feeder route to connect with RT</li> <li>▪ This is crucial</li> <li>▪ King/Weber – little to serve here, little employment and only HS to serve – no residential</li> <li>▪ Look through industrial areas</li> </ul>	<ul style="list-style-type: none"> <li>▪ University/Erb corridor connection</li> <li>▪ Margaret Ave (outside study area)</li> <li>▪ Hydro corridor that could be used</li> <li>▪ University Ave to Erb and Back to WTS</li> <li>▪ Connection to Eastbridge (lots of events that people want to go to)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Move west of GRH to serve others along KING</li> <li>▪ Too many stops for schools</li> <li>▪ Too many students</li> <li>▪ Too much service for students</li> <li>▪ Space stops closer together</li> <li>▪ Off road vs. on Road</li> <li>▪ How will conventional routes feed systems</li> <li>▪ TSP need more of it</li> <li>▪ Make use of old rail line stations</li> <li>▪ Uptown Waterloo historic</li> <li>▪ How large are stations? Don't want to take up too much area</li> <li>▪ Accessibility – vehicles need to be</li> <li>▪ Upass referendum</li> <li>▪ Need improved service to suburbs</li> <li>▪ How does speed compare to iXpress</li> <li>▪ Place stops closer downtown for major employers</li> <li>▪ More service on route 8/12 near Belmont</li> <li>▪ Will market be included</li> <li>▪ Environmental concerns</li> <li>▪ Park and Ride at expressway</li> <li>▪ Improved service to Cambridge (evening and weeks)</li> <li>▪ Will there be dual rail lines</li> </ul>
<p>Table13</p>				
<p>Facilitator: <b>Jim Gough</b></p>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p>	<p><b>Q. 2 Are there other station locations you think should be considered?</b> <i>Why?</i></p>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p>	<p><b>Q.4 Are there any other reasonable routes that should be considered? Why?</b></p>	<p><b>Other Comments?</b></p>
<ul style="list-style-type: none"> <li>▪ Waterloo stations are good</li> <li>▪ Consider St</li> </ul>	<ul style="list-style-type: none"> <li>▪ Possibly Delta in Cambridge</li> <li>▪ Add Cambridge</li> </ul>	<ul style="list-style-type: none"> <li>▪ Do not edge out trails</li> <li>▪ Both rail and king leave possibilities in Waterloo</li> </ul>	<ul style="list-style-type: none"> <li>▪ Cambridge – King or rail seen as more direct</li> </ul>	<ul style="list-style-type: none"> <li>▪ Do not edge out trails</li> <li>▪ Bike accessibility</li> </ul>

<p>Jacobs long term</p> <ul style="list-style-type: none"> <li>▪ Bike access to vehicles and at stations is important</li> <li>▪ Kitchener locations are good</li> <li>▪ Issue at Pedestrian connection between GRT and VIA terminal</li> <li>▪ Improve pedestrian connections to provide universal accessibility</li> <li>▪ Cambridge stations good</li> <li>▪ Conestoga better than Northfield/Parkside</li> <li>▪ Conestoga/Northfield as terminals</li> <li>▪ Zellers plaza good based on socio-economics</li> <li>▪ Access to rail important</li> <li>▪ Safe parking important</li> </ul>	<p>Memorial Hospital</p>	<ul style="list-style-type: none"> <li>▪ Concerns about disruption on King due to construction/loss of parking</li> <li>▪ Drop weber</li> <li>▪ Connecting to GRT terminal more important than the train station</li> <li>▪ Rail corridor better for sure</li> <li>▪ Less disruption</li> <li>▪ Trails connectivity issue at UW</li> <li>▪ Questions about frequency of bus service on King if rail corridor is preferred</li> <li>▪ Loss of parking will be key issue</li> <li>▪ Consider off peak only</li> <li>▪ Consider parking replacement off street</li> <li>▪ Rail corridor less likely to attract ridership</li> <li>▪ Rail faster</li> <li>▪ Weber does not seem attractive</li> <li>▪ Some pro rail in Kitchener, some pro-King</li> <li>▪ More in favour of King</li> <li>▪ Cambridge King</li> <li>▪ Rail option to Ainslie</li> </ul>	<ul style="list-style-type: none"> <li>▪ Less disruption involved</li> </ul>	<p>important</p>
<p>Table14</p>				
<p>Facilitator: <b>Keren Adderly</b></p>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p>	<p><b>Q. 2 Are there other station locations you think should be considered? Why?</b></p>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p>	<p><b>Q.4 Are there any other reasonable routes that should be considered? Why?</b></p>	<p><b>Other Comments?</b></p>
<ul style="list-style-type: none"> <li>▪ Include both Universities</li> <li>▪ All hospitals</li> <li>▪ Move GRH station closer to Belmont</li> <li>▪ Need to integrate stations with GRT and other modes</li> <li>▪ IE) highway 401, via, greyhound</li> <li>▪ Park and ride needs to be included</li> <li>▪ Make sure stations align along one route</li> <li>▪ Have one at both ends</li> </ul>	<ul style="list-style-type: none"> <li>▪ Include all hospitals</li> <li>▪ 401</li> <li>▪ VIA</li> <li>▪ Greyhound</li> <li>▪ Rim</li> <li>▪ Emmanuel Bible School Weber/Francis</li> <li>▪ Conestoga College</li> <li>▪ Cambridge Memorial Hospital</li> <li>▪ St Marys Hospital</li> </ul>	<ul style="list-style-type: none"> <li>▪ Start planning now for larger RT system that includes EAST/WEST lines</li> <li>▪ Need more east west</li> <li>▪ Columbia as east west corridor</li> <li>▪ Lots of populations in east and west and need to be served</li> <li>▪ Need station at WLU</li> <li>▪ Needs to be rapid</li> <li>▪ Station at King and Victoria for Pharmacy</li> <li>▪ Kitchener more straightforward than Waterloo</li> <li>▪ Weber makes sense from</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consider looping system that goes up one route and down another IE: Waterloo North and Downtown Kitchener</li> <li>▪ Cross connecting routes</li> <li>▪ Consider other forms of mass transit to serve E-W</li> <li>▪ GRH – more towards Belmont</li> <li>▪ Hespeler – accommodate Greyhound</li> </ul>	<ul style="list-style-type: none"> <li>▪ Be mindful of barriers to walking for 600m rule difficult for people to get past expressway</li> <li>▪ Charles st. Terminal good spot to hook in with intermodal and cross connections</li> <li>▪ Move greyhound nearer expressway alone RT route</li> <li>▪ One at VIA – connect it to decrease distance from Greyhound</li> </ul>

<p>accessible for RIM</p> <ul style="list-style-type: none"> <li>▪ Need them in right spots around RIM and Unis so can serve large population</li> <li>▪ Question Ottawa/Courtland station</li> </ul>		<ul style="list-style-type: none"> <li>▪ Charles st. dense area stations too close</li> <li>▪ Mixed use residential and commercial around stations would be best</li> <li>▪ Locations and stations related to land increase values</li> <li>▪ King St best option</li> <li>▪ Weber in DT Kitchener or go on Charles</li> <li>▪ If use Weber, go over to Charles/King to hit major destinations</li> <li>▪ Can elevate over expressway</li> <li>▪ Behind KCI – old rail system</li> <li>▪ Route must tie in UW so rail corridor makes sense</li> <li>▪ Major stops in Waterloo are on different routes</li> <li>▪ How connect UW RT CONESTOGA WLU</li> <li>▪ We need to shuttle from one to another</li> </ul>	<ul style="list-style-type: none"> <li>▪ Shuttle to airport</li> <li>▪ ST Jacobs market location could loop there</li> <li>▪ Go up one way and down another in areas where major stops (ie) Waterloo, downtown Kitchener</li> <li>▪ Don't need to worry about major intersections</li> </ul>	<ul style="list-style-type: none"> <li>▪ Put rapid on route where most destinations are, transfer will move to other streets</li> <li>▪ Light rail will revitalize downtown corridor within 2 years – numerous examples</li> <li>▪ May not want to remove walking trails</li> <li>▪ Cambridge mindful of urban gentrification</li> <li>▪ Station at Delta could get delayed by freight</li> <li>▪ Cambridge – important that RT not on grade of train</li> <li>▪ Students will use it most</li> <li>▪ Waterloo Conestoga college should be connected</li> <li>▪ Not only solve locations of stations but consider future – how to incentives users – trade parking passes for transit passes</li> <li>▪ Where you put stations defines where cities grow</li> <li>▪ Need to consider future don't draw crowd where don't want it</li> <li>▪ Plan for green corridors</li> <li>▪ Cambridge Centre good location because of development in the area</li> <li>▪ Look at pass systems</li> <li>▪ Free zone</li> <li>▪ Renew passenger line</li> <li>▪ Keep it affordable</li> <li>▪ Zone around</li> </ul>
<p>Table15</p>				
<p>Facilitator: <b>John Cicuttin</b></p>				
<p><b>Q. 1 Do you agree</b></p>	<p><b>Q. 2 Are there</b></p>	<p><b>Q. 3 Do you agree with the</b></p>	<p><b>Q.4 Are there any</b></p>	<p><b>Other Comments?</b></p>

with the preliminary station locations?	other station locations you think should be considered? Why?	preliminary rapid transit routes that have been identified?	other reasonable routes that should be considered? Why?	
<ul style="list-style-type: none"> <li>▪ Conestoga mall station makes sense</li> <li>▪ Theatres system, mall, industrial area</li> <li>▪ Question is there capacity for increase capacity around the mall</li> <li>▪ Redevelopment</li> <li>▪ Bad area of driving</li> <li>▪ What is the user capacity of the Conestoga bus station compared to the university of waterloo</li> <li>▪ Park and ride for this station</li> <li>▪ Northfield station would need a dedicated bus route between Conestoga mall and this section</li> <li>▪ Park and ride would be advantageous</li> <li>▪ R&amp;T Park – large potential, if wanting to get cars off the road</li> <li>▪ Corporate partnership with respect to passes</li> <li>▪ KING WEBER – huge shopping area (manulife), redevelopment potential, central to major streets</li> <li>▪ UW – 24000 students and faculty, number of cars at the university evidence of a lot of commuters, with less cars, more development</li> <li>▪ UPASSES – willing to adapt</li> </ul>	<ul style="list-style-type: none"> <li>▪ Weber/Victoria</li> <li>▪ St Jacobs – market is a drew, limited use, potential growth issues</li> <li>▪ YMCA/LIBRARY at Laurelwood and Fischer Hallman</li> <li>▪ Ottawa Charles – the Aud</li> <li>▪ Courtland, Ottawa – not much here</li> <li>▪ King/Montgomery – light on demand, 2 new senior centres</li> <li>▪ If Weber then station at Fergus</li> <li>▪ Courtland, Fairview not direct enough</li> <li>▪ Fairview – obvious</li> <li>▪</li> </ul>	<ul style="list-style-type: none"> <li>▪ South Kitchener – OK</li> <li>▪ King St more central</li> <li>▪ Would mean making one way traffic on Charles</li> <li>▪ Close to activities is important</li> <li>▪ Staying close to core of King or major street important to KW and Cambridge</li> <li>▪ Central Corridor Alignment in downtown</li> <li>▪ Waterloo – King street alignment more room for redevelopment</li> <li>▪ Downtown Waterloo key is king street</li> <li>▪ University line</li> <li>▪ Connect universities with transit using university ave</li> <li>▪ Concerns with transit through the park</li> </ul>	<ul style="list-style-type: none"> <li>▪ Connect Universities with University Ave.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Make rail free between Kitchener downtown</li> <li>▪ 2 hour ticket</li> <li>▪ locations during busy times</li> <li>▪ Bus transfers important</li> </ul>

<p>and Conestoga campus</p> <ul style="list-style-type: none"> <li>▪ Weber/Bridgeport shopping area could promote future development – outside main action, how would the universities be serviced?</li> <li>▪ Low density around this area, won't promote higher growth downtown</li> <li>▪ Uptown Waterloo crucial</li> <li>▪ GRH – lots of employment</li> <li>▪ Limited parking at hospital, Clarica, redevelop parking lots not used</li> <li>▪ Also very natural location</li> <li>▪ KING VIC, access to train, area being developed with lofts, pharmacy</li> <li>▪ Charles st terminal hub for the city</li> <li>▪ Cedar.Charles.Market – Future redevelopment</li> </ul>				
<p>Table16</p>				
<p>Facilitator: <b>Brooke Lambert</b></p>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p>	<p><b>Q. 2 Are there other station locations you think should be considered?</b> <i>Why?</i></p>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p>	<p><b>Q.4 Are there any other reasonable routes that should be considered?</b> <b>Why?</b></p>	<p><b>Other Comments?</b></p>
<ul style="list-style-type: none"> <li>▪ Seems stations on railway corridors have been overlooked</li> <li>▪ Good suggestions</li> <li>▪ Like station at market</li> <li>▪ Stations along rail corridor</li> <li>▪ Sportsworld – great connection</li> </ul>	<ul style="list-style-type: none"> <li>▪ St Jacobs</li> <li>▪ Cambridge Business Park</li> <li>▪ Cambridge Hospital</li> <li>▪ Caroline/Erb</li> <li>▪ VIA</li> <li>▪ Toyota</li> <li>▪ Cambridge Centre</li> <li>▪ Hespeler</li> </ul>	<ul style="list-style-type: none"> <li>▪ Good start for overall possibilities</li> <li>▪ Prefer rail</li> <li>▪ King st – ambulance width</li> <li>▪ Processions on King</li> <li>▪ Too major a corridor</li> <li>▪ Rail corridor makes sense – land is owned</li> <li>▪ But too far from King st</li> <li>▪ Double routes – hit both</li> <li>▪ King and Coronation</li> <li>▪ Hespeler</li> </ul>	<ul style="list-style-type: none"> <li>▪ Not in study area but feeder routes are crucial</li> <li>▪ Hydro corridors</li> <li>▪ Build capacity for transit in suburban areas</li> <li>▪ Loop</li> <li>▪ Fisher Hallman</li> </ul>	<ul style="list-style-type: none"> <li>▪ Whole system should be a loop</li> <li>▪ Multimodal facilities</li> <li>▪ Have bike and walking lanes</li> <li>▪ Key downtown areas – extra cost of above/below ground worth it won't interfere with traffic</li> <li>▪ Frequency/Timing</li> </ul>

<p>Waterloo</p> <ul style="list-style-type: none"> <li>▪ Agree with Hespeler</li> <li>▪ Power centre Cambridge Centre</li> </ul>		<p>don't want to interfere with traffic</p> <ul style="list-style-type: none"> <li>▪ King</li> <li>▪ Preston is very narrow</li> <li>▪ Hills</li> <li>▪ Shantz Hill</li> <li>▪ Fountain streets</li> </ul>		<ul style="list-style-type: none"> <li>▪ Parking is important</li> <li>▪ Concern noise/vibration</li> <li>▪ More</li> <li>▪ Concern space – locked in by traffic on both sides</li> <li>▪ Connection to suburbs</li> <li>▪ Don't want to transfer a lot</li> <li>▪ Timing of system</li> <li>▪ Got to get people out of cars</li> <li>▪ Viability of St Jacobs</li> <li>▪ Would access help? Tourism sustains it, not residents</li> <li>▪ Kitchener Market</li> <li>▪ Building Residential</li> <li>▪ Feeder system like Vancouver makes sense</li> <li>▪ Remove the Stigma</li> <li>▪ Downtown corridor underground</li> <li>▪ Other examples of BRT</li> <li>▪ Ability to cross street?</li> <li>▪ Disadvantages of at grade routes</li> <li>▪ Funeral home procession</li> <li>▪ Fighting</li> <li>▪ Winter? What will the impacts be?</li> <li>▪ Population – Fischer Hallman how would this work</li> <li>▪ Multimodal corridors</li> <li>▪ Connecting to Toronto</li> <li>▪ Must create a central hub</li> <li>▪ Redevelop potential near Victoria</li> <li>▪ Terminal at Elmira to Galt</li> <li>▪ Have to provide parking</li> <li>▪ How will vehicles be powered?</li> <li>▪ Above ground will</li> </ul>
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				<p>future can accommodate transit</p> <ul style="list-style-type: none"> <li>▪ Claire Hills Parking problems</li> <li>▪ Expand bridge over HWY 8 why not think of RT?</li> <li>▪ Extra lane</li> <li>▪ People working in low paying jobs have to take transit in (retail)</li> <li>▪ Stops must be pedestrian friendly</li> <li>▪ Feeder lines</li> <li>▪ Lots of uses not conducive to spine</li> <li>▪ Loops</li> <li>▪ Configuration</li> <li>▪ On road – may hurt traffic – business owners</li> <li>▪ Are we promoting a pedestrian culture in main area</li> </ul>
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**RT EA Phase 2, Step 2 Workshops  
Cambridge, March 22, 2007**

Table1				
Facilitator: <b>Brian T</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Important to connect to UW</li> <li>• What are the opportunities to expand utilized Ainslie St. Terminal.</li> <li>• Maybe terminate at Dundas – connect to Go</li> </ul>	<ul style="list-style-type: none"> <li>• New station at Delta (Hespeler &amp; Coronation) instead of Dundas – nobody lives there</li> <li>• Hospital (concerns about missing</li> </ul>	<ul style="list-style-type: none"> <li>• Hespeler Rd seems to be best option because of commercial, easier to connect west on Hespeler, more people work along Hespeler and not in Preston</li> <li>• Hespeler current route for iXpress</li> </ul>	<ul style="list-style-type: none"> <li>• Use Eagle St to connect to Hespeler Rd.</li> <li>• Use Concession instead of Hespeler and service the Hospital</li> <li>• Run down to Meyers Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Will it consists of a single two way route road</li> <li>• All rail or BRT in mixed?</li> <li>• Do all routes to Fairview stop at Sportsworld?</li> <li>• How do people get from east to LRT or BRT?</li> </ul>

<p>Train.</p> <ul style="list-style-type: none"> <li>Galt, how much can be improved here? Use Dundas as the terminal station.</li> </ul>	<p>it)</p> <ul style="list-style-type: none"> <li>Station to service Hespeler Community</li> <li>Hespler/Pinebush, Cambridge Market has a lot of parking it would be beneficial to put a station here</li> <li>Turn the old hotel into a station</li> </ul>	<ul style="list-style-type: none"> <li>Fixing or avoiding Flour Mill, Grad on Shantz</li> <li>Avoiding Provincial Politics (ie. Routes on 401)</li> <li>Close King Street in Kitchener (Victoria to Cedar or further east) to Traffic, Transit only</li> <li>Weber does not make sense</li> <li>King does not make sense due to residential</li> <li>Why not go to Sportsworld down Shantz Hill and Eagle Street to Hespeler</li> <li>Work on Eagle Street, makes a lot of sense to use Eagle more potential to develop along Eagle</li> <li>Use rail corridor at bottom of Shantz – build next to rail corridor and will avoid problem on Shantz</li> <li>Use rail at Sportsworld to avoid problems, Sportsworld is going to be redeveloped</li> <li>King/Coronation makes more sense and will attract more density</li> <li>No logic on Weber</li> <li>One problem on King – very narrow- no cars downtown Kitchener, us a transit mall</li> <li>King can't afford to loose a lane – just shut it down only use transit</li> <li>No brainer, just go down King Street in Kitchener</li> <li>Can potentially not run by UW – not</li> </ul>		<p>new obstacle</p> <ul style="list-style-type: none"> <li>If you have to spend a lot of time on feeder routes to get to RT then not worth it</li> <li>Some people are already concerned about level of service</li> <li>What are the route times? Are they the same as iXpress?</li> <li>If it is LRT does it have to use existing rail corridor?</li> <li>Would prefer LRT on Hespeler</li> <li>Can we operate LRT in 401 or over the 401?</li> <li>LRT more appealing, more people will ride LRT, you get your own space in an LRT</li> <li>LRT more friendly</li> <li>Shantz Hill corner needs to be redesigned</li> <li>Intensification is going to happen along the RT lines</li> <li>The Flour Mill is a problem, transit will run into the same problem currently experienced, have to bypass</li> <li>Can we have any one way routes for Transit?</li> <li>No route you can use around Toyota at quitting time (shift change) because of congestion</li> <li>Get a commitment from Toyota of how many riders will use transit</li> <li>Will Upass be used?</li> <li>How much research is being done on how people will use it</li> <li>Get rid of parking on King and use parking lots</li> </ul>
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		<p>good, 20 K students</p> <ul style="list-style-type: none"> <li>• Not a lot of service past WLU until you get to Conestoga Mall</li> <li>• Weber not a good choice</li> </ul>		<ul style="list-style-type: none"> <li>• Calgary does it and it works good</li> <li>• If you close King you will get more homeless people attracted to the area</li> <li>• In Calgary when the C line was extended there were homeless people in people's backyard</li> <li>• Put RT underground in downtown Kitchener</li> <li>• This can't happen</li> </ul>
Table2				
Facilitator: <b>Keren Adderly</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Make sense but would like removal of CanAmera and switch it to CMH</li> <li>• Stations need to integrate with GO to 401 along CP main line</li> <li>• Sportsworld/24/401/Cambridge Centre/Galt core are crucial</li> <li>• Preston not as crucial</li> <li>• Think stations make sense</li> <li>• Why Dundas/Samuelson Station?</li> <li>• Hespeler/CanAmera not important as some others</li> </ul>	<ul style="list-style-type: none"> <li>• Cambridge Memorial Hospital, continue to South Cambridge using feeder route</li> <li>• Preston Heights</li> <li>• Move Sportsworld to corner of Sportsworld/Hwy 8</li> <li>• May want to add one near Preston Heights</li> <li>• Move Sportsworld stations to corner of Sportsworld and Hwy 8</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure integration with other transportation modes VIA, GO, GRT, Park &amp; Ride, bike, pedestrian</li> <li>• Fast GRT connections, east/west and to areas not served by RT</li> <li>• Consider looping route Hespeler Rd &amp; Preston or 2 lines</li> <li>• Hespeler Rd wide, may be more conducive</li> <li>• Hespeler line through doesn't make sense</li> <li>• Have it come down through Preston along Eagle to Hespeler</li> </ul>	<ul style="list-style-type: none"> <li>• Route from Hespeler CamAmera to CMH via edge of Dumfries conservation</li> <li>• Route from North Preston along Eagle to Hespeler</li> <li>• Can we have King Route</li> </ul>	<ul style="list-style-type: none"> <li>• Look to future too – connect to Guelph, other destinations</li> <li>• Preston ripe for redevelopment, students go to KW, lots of residential</li> <li>• May need to develop longer in Preston</li> <li>• Less expensive to use</li> <li>• Useful to know cost per capita</li> <li>• Bus link, feeder routes important to get to RT line</li> <li>• Well serviced feeder routes</li> <li>• Connection, transfer routes are crucial</li> <li>• Have improved iXpress</li> <li>• Bus service through Preston</li> <li>• Destination areas Hespeler Rd</li> <li>• Loop? Train on one line, bus on another</li> <li>• Better bus service along Franklin</li> <li>• Benefit to having it on roadway, is that it could be used by emergency vehicles</li> <li>• Properties along rail line industrial – can</li> </ul>

				<ul style="list-style-type: none"> <li>• Two lines make sense</li> <li>• Understand reurb potential of Preston, but to serve other significant population areas of Cambridge need a central spine on Hespeler Rd.</li> <li>• Would help with EMS to hospital</li> <li>• When building system, keep in mind some tactics</li> </ul>
Table3				
Facilitator: <b>Bridget Coady</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Sportsworld, Yes, park and ride and employment</li> <li>• Preston okay but need a mid town stop</li> <li>• Montrose, No</li> <li>• Hespeler Rd and Pinebush, Yes</li> <li>• CanAmara- No</li> <li>• Samuelson – good GO Connection</li> <li>• Cambridge Centre, Yes more important than Y (but either or)</li> </ul>	<ul style="list-style-type: none"> <li>• Hospital – road or rail, it is an employment area</li> <li>• King and Westminster should have stop in BIA</li> <li>• Hespeler and Queen</li> <li>• St. Benedicts, Franklin and Saginaw</li> <li>• Main and Franklin (lots of population)</li> <li>• Airport</li> </ul>	<ul style="list-style-type: none"> <li>• No, loop not a good idea</li> <li>• Yes to Hespeler Rd. both King and Hespeler have merits</li> <li>• Hespeler underground?</li> <li>• If it was to go through Preston, the rail corridor would be best</li> <li>• Rail Corridor would be better for entire route</li> <li>• Leave downtown cores available for heritage</li> </ul>	<ul style="list-style-type: none"> <li>• Most of this group thinks spoked wheel concept would be best</li> <li>• As well as up and down Franklin</li> <li>• Something for Hespeler</li> <li>• Fairway Rd. Bridge to East side and Airport</li> <li>• Loop with rapid transit then bus into centre – shuttle bus feeder</li> </ul>	<ul style="list-style-type: none"> <li>• Need to subsidize loss of parking (potentially)</li> <li>• Look at adding massive parking in Galt station/Ainslie to connect with population to south</li> <li>• There should be a loop of the Region, or possibly a figure 8</li> <li>• An electric system would likely get extra incentives for the government</li> <li>• Refrigerated compartments for shopping</li> <li>• Freeport bridge needs to be doubled, how can you?</li> <li>• Train blocks road (Toyota)</li> <li>• Dealing</li> <li>• Take feeder buses to the heart and back to the rapid transit line</li> </ul>
Table4				
Facilitator: <b>Lucille</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered?</b>	<b>Other Comments?</b>

<ul style="list-style-type: none"> <li>• Need good connections to residential areas (eg. Hespeler)</li> <li>• Need parking for people to drive to stations</li> <li>• Could see good potential development around Hespeler Rd. Stations</li> <li>• Anslie, Yes</li> <li>• Dundas is good for GO connection</li> <li>• Conestoga Mall, Yes</li> </ul>	<ul style="list-style-type: none"> <li>• Ainslie</li> <li>• Montrose should be at Bishop/Dunbar</li> <li>• Station around Hospital</li> </ul>	<ul style="list-style-type: none"> <li>• Hespeler Rd or Rail Corridor</li> <li>• Don't support using 401 corridor</li> <li>• Hespeler Rd. Don't want rapid transit flying through residential</li> <li>• Hespeler Rd needs improvement anyway</li> </ul>	<p><b>Why?</b></p> <ul style="list-style-type: none"> <li>• Consider locations of future growth, connections to adjacent municipalities</li> </ul>	<ul style="list-style-type: none"> <li>• Parking spaces needed for people from suburbs</li> <li>• If it could get from downtown Cambridge to Waterloo in 30 minutes it will attract riders</li> <li>• Please show integration with bus routes</li> <li>• Through transit for Waterloo to Cambridge, at long lights, a signal to tell drivers to turn off engine coordinated signals with posted speeds</li> <li>• Very positive about RT and thinking for long term</li> <li>• Actually wanted multiple parallel lines</li> </ul>
<p>Table5</p>				
<p>Facilitator: <b>Kevin Curtis</b></p>				
<p><b>Q. 1 Do you agree with the preliminary station locations?</b></p>	<p><b>Q. 2 Are there other station locations you think should be considered? Why?</b></p>	<p><b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b></p>	<p><b>Q.4 Are there any other reasonable routes that should be considered? Why?</b></p>	<p><b>Other Comments?</b></p>
<ul style="list-style-type: none"> <li>• Dunbar St. okay</li> <li>• Galt, makes sense</li> <li>• Sportsworld, get highway traffic</li> <li>• King St. good location for serving Preston – possibly move it more central</li> </ul>	<ul style="list-style-type: none"> <li>• Galt</li> <li>• Samuelson</li> <li>• Hospital/Coronation Medical Site</li> <li>• King and Bishop</li> <li>• King and Eagle</li> <li>• Sportsworld</li> <li>• Fairview</li> <li>• Courtland and Fairway</li> <li>• Courtland closer to Rail Corridor</li> <li>• GRT Terminal</li> <li>• Ottawa/Courtland – move to rail</li> <li>• Courtland/Fairway – move to</li> </ul>	<ul style="list-style-type: none"> <li>• Suggested using the rail corridor route for its entirety through Cambridge to Downtown Kitchener</li> <li>• Hespeler rd is only option in this area, issue is weather you compromise road capacity too much</li> <li>• King/Coronation vs. Rail Corridor Route. Discussed signals at all intersections, turning restrictions, parking, rail is less impact</li> <li>• Cambridge Centre</li> </ul>	<ul style="list-style-type: none"> <li>• Find a way to connect the rail corridor route in Kitchener to the GRT terminal</li> <li>• Suggesting using the Rail Corridor route for its entirety through Cambridge to Downtown Kitchener</li> <li>• Cherry Blossom</li> <li>• See map</li> </ul>	<ul style="list-style-type: none"> <li>• Good bus connections to Cambridge centre and residential community (eg. Eagle and Bishop, connect to Myers road and areas east eg. Along Canamera and Hespeler).</li> <li>• Connection to balance of community</li> <li>• Good feeder routes necessary</li> <li>• Loop idea consisted of stations at 24 and Pinebush, Cambridge Centre and Hespeler and Can-Amera (down Hespeler and up King Coronation)</li> </ul>

	<ul style="list-style-type: none"> <li>rail</li> <li>• Sportsworld – move to rail</li> <li>• King Montrose – move to rail</li> <li>• Dundas Samuelson – move to rail</li> </ul>	<ul style="list-style-type: none"> <li>across to Bishop and Rail line, all the way to Kitchener</li> <li>• Ditch 24 and Pinebush move to Samuleson yards east to provide connection</li> </ul>		<ul style="list-style-type: none"> <li>bus system on road, just use rail line</li> <li>• Is the issue about intra-community or through the Region (both)</li> <li>• We have good shopping but no other services such as passport, social service, etc. Lots of need to get out of Cambridge</li> <li>• If we replace Xpress bus, you need to go down Hespeler Rad a the bus is packed</li> <li>• Lots of people get on at Cambridge Centre</li> <li>• Cherry Blossom, iXpress has to get off</li> </ul>
Table6				
Facilitator: <b>Brooke Lambert</b>				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• What about parking at stations?</li> <li>• People have to get there</li> <li>• Or good busses</li> <li>• Stations at Dundas, at the Delta – better through Preston</li> <li>• Station at Cambridge Hospital</li> <li>• Conflicts with heavy rail traffic on Rail corridor routes</li> <li>• Cherry blossom – station for workers</li> <li>• Maple Grove</li> </ul>	<ul style="list-style-type: none"> <li>• Delta</li> <li>• Cambridge Hospital</li> <li>• Cherry Blossom / Maple Grove</li> <li>• Conestoga College</li> <li>• Kitchener Aud</li> <li>• St Marys</li> <li>• St Jacobs</li> <li>• Via</li> <li>• Greyhound in Cambridge</li> <li>• Costco</li> <li>• East Kitchener, serve seniors</li> <li>• St Jacobs Village, Market, Theatre</li> </ul>	<ul style="list-style-type: none"> <li>• Seems to be twice as many stops on iXpress – won't this take twice as long</li> <li>• Concerned</li> <li>• Bus service to St Marys</li> <li>• Highland, Queen cross corridors</li> <li>• Vancouver Skytrain</li> <li>• Connection between suburban areas</li> <li>• Consideration for GO TRAIN</li> <li>• Intermodal terminals</li> <li>• Greyhound busses in Galt</li> <li>• Rail Train more accessible between communities</li> </ul>	<ul style="list-style-type: none"> <li>• Iron Horse</li> <li>• Loop in Galt</li> <li>• Water/Ainslie</li> <li>• Highland / Queen cross corridor</li> <li>• Loop – like Vancouver SkyTrain – serve different destinations with 1 vehicle</li> <li>• Prefer King to serve businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Timing – should be faster</li> <li>• Delta commercial</li> <li>• Existing service to Cambridge hospital</li> <li>• How will busses be integrated</li> <li>• Free in Downtown cores?</li> <li>• BRT cheaper</li> <li>• Like speed of rail</li> <li>• Lots of traffic in Cambridge</li> <li>• Would consider rail even though currently does not use transit</li> <li>• Long time</li> <li>• Makes sure design of overpass on delta for rail –water street</li> <li>• Can you add more stops in system later</li> </ul>

		<ul style="list-style-type: none"> <li>• Scheduling issues with existing bus system – easier to walk, bottle necks</li> <li>• Would RT System have bottlenecks?</li> <li>• Cost of system</li> <li>• Most useful to most people</li> <li>• Hespeler road best – most room for route</li> <li>• King Coronation not much space – take out parking would anger store owners</li> <li>• Rail route corridor is heavily used would make it difficult</li> <li>• Water and Ainslie might be better for businesses in Galt</li> <li>• Loop in Galt would be natural</li> <li>• Prefer King St</li> </ul>		
Table7				
Facilitator: Albert Frootman				
<b>Q. 1 Do you agree with the preliminary station locations?</b>	<b>Q. 2 Are there other station locations you think should be considered? Why?</b>	<b>Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?</b>	<b>Q.4 Are there any other reasonable routes that should be considered? Why?</b>	<b>Other Comments?</b>
<ul style="list-style-type: none"> <li>• Sportsworld definitely – lots of redevelopment opportunities</li> <li>• Hesp/Pinebus h key</li> <li>• Intermodal centre at Samuelson</li> <li>• Go and feeder bus from Ainslie and access from HWY 24 Brantford</li> </ul>	<ul style="list-style-type: none"> <li>• Intermodal centre at Samuelson</li> <li>• Go and feeder bus from Ainslie St and access from Hwy 24 and Brantford and intercity buses</li> </ul>	<ul style="list-style-type: none"> <li>• Hesp – 1<sup>st</sup> Phase</li> <li>• Coronation/King for a future phase</li> <li>• Hespeler to 401 for Sportsworld</li> <li>• Hespeler/Pinebus h</li> <li>• Very convenient 401</li> <li>• Benefit downtown Hespeler</li> <li>• Cambridge Centre</li> <li>• Central, appropriate, people are used to going there</li> </ul>	<ul style="list-style-type: none"> <li>• Connection from Hespeler/Pine bush to Guelph</li> <li>• Samuelson to Brantford</li> <li>• Coronation/Kin g</li> <li>• Beside 401</li> <li>• Galt to Dundas</li> <li>• Tie into go train</li> <li>• ROWS exist</li> <li>• Shouldn't convert trail</li> </ul>	<ul style="list-style-type: none"> <li>• When are we going to see it?</li> </ul>

<ul style="list-style-type: none"> <li>intercity busses</li> <li>• Use other proposed stations for bus transfer terminals (eg King)</li> <li>• Preston ave – not much room</li> <li>• Need to get creative or force someone out</li> <li>• What about old railway shops at Riverside Park entrance</li> <li>• Eagle st sidewalks inadequate</li> <li>• A troublesome location</li> <li>• Bus easier than rail at this point</li> <li>• Shantz hill steep</li> <li>• Shouldn't go through preston</li> <li>• Not sure if people would take a feeder bus to Hespeler road</li> <li>• King St not practical for implementing transit lanes – loss of parking</li> <li>• Would be too disruptive too much density increase needed to support it</li> <li>• For Preston, the rail line would be more practical</li> <li>• But this won't keep businesses on King st</li> <li>.</li> </ul>		<ul style="list-style-type: none"> <li>• HESP/CAN-AMERA</li> <li>• Should it be closer to the delta</li> <li>• Cambridge centre station would serve population to the east</li> <li>• Everything from the south is a feeder</li> <li>• 50000 population only have</li> <li>• Dundas Samuelson – no stop at Can Amera</li> <li>• Feeder routes from Galt</li> <li>• 10 minute bus ride</li> <li>• LRT would devastate downtown Galt</li> <li>• Too many people would be reliant on feeder buses</li> <li>• Galt core- shouldn't go there</li> <li>• A reasonable location x3</li> <li>• Too many busses to meet future demand without RT</li> <li>• What is the growth potential of the Galt core</li> <li>• What about RT to the proposal GO station and feeder bus from downtown terminal</li> <li>• Consider moving downtown transit station</li> <li>• Consider linkages from Brantford. HWY 24</li> <li>• Ainslie terminal</li> </ul>	<p>back to rail</p> <ul style="list-style-type: none"> <li>• Unpopular</li> <li>• Should be on water – Ainslie too narrow</li> <li>• Install station at NE corner of Delta</li> <li>• Need to consider relationship with railway overpass</li> <li>• Easy feed into Preston</li> <li>• Hespeler Road – Coronation/Kin g for future expansion</li> <li>• 401 preferred</li> <li>• or 401 to Sportsworld/C herry Blossom</li> <li>• is 401 feasible</li> <li>• would be great to have a train right beside</li> </ul>	
<p>Table8</p>				
<p>Facilitator: Cushla Matthews</p>				

Q. 1 Do you agree with the preliminary station locations?	Q. 2 Are there other station locations you think should be considered? Why?	Q. 3 Do you agree with the preliminary rapid transit routes that have been identified?	Q.4 Are there any other reasonable routes that should be considered? Why?	Other Comments?
<ul style="list-style-type: none"> <li>• At grade</li> <li>• Increase mixed use around locations</li> </ul>	<ul style="list-style-type: none"> <li>• Move Galt core station N-E to end of GRR right of way</li> <li>• Toyota</li> <li>• Dunbar</li> <li>• Cambridge Memorial Hospital</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• preference to Twin the CP from Kitchener to Downtown Cambridge, rather than anything with Shantz Hill</li> <li>• Hesp starts as bus route with LRT designed into</li> <li>• We love LRT</li> <li>• Need to get to Hespeler to Guelph</li> <li>• Hesp west Galt connection – parking must be at every station</li> <li>• New greyhound coach terminal where will this be</li> <li>• Answer by peter = the forum</li> <li>• Shantz Hill too steep</li> <li>• Rail corridor is better route rather than Shanz Hill</li> <li>• Galt Core Station make to end of rail line because in the middle of nowhere,</li> <li>• Agree with rail rather than bus possible expropriate of the mall if change station location</li> <li>• 3 critical pts are getting across Grand River</li> <li>• ok with HWY 8</li> <li>• advantage is buses off busy road</li> <li>• DUNDAS SAM</li> <li>• Ideal spot the station</li> <li>• Closer get to the Delta</li> <li>• The worse it gets</li> <li>• HESP/CAN AMERA</li> <li>• Great to get to Dumfries Park</li> </ul>	<ul style="list-style-type: none"> <li>• run up Conestoga BLVD behind present commercial buildings</li> </ul>	<ul style="list-style-type: none"> <li>• Concern with the amount of potholes, salt</li> <li>• Sealing of roads needs to be done in the summer</li> <li>• RUTS</li> <li>• iXpress busses not mean for a highway – safety concern, busses run lights</li> <li>• concerned with feeders into the corridor – especially workplaces</li> <li>• make possible for person in Waterloo to go to work at Toyota in a timely fashion – Go transit to Toronto and make similar to RT transit</li> <li>• spine will solve problem of intensification and connections are important</li> <li>• Not buying viability of railline as main LRT/BRT seems to be a mis-focus; not satisfying to the citizens of Cambridge – who from Wat is going to want to be dumped off at Dunbar – then figure out how to get to downtown Galt</li> <li>• Most of people want to be on Hesp road for shopping</li> <li>• Put \$ near Toyota</li> </ul>

		<ul style="list-style-type: none"><li>• Don't use river enough for people to congregate</li><li>• Cambridge Centre</li><li>• A "must"</li><li>• If bulk of ridership wants to get to C.C. then need it there</li><li>• Use rail as main focus to get from Kitchener to near Shantz</li><li>• Future exp to Hesp is this viable for \$?</li></ul>		
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**APPENDIX B**  
**SUMMARY OF ADDITIONAL THEMES**  
**RT EA PHASE 2, STEP 2**  
**PUBLIC WORKSHOP, MARCH 20, 21, 22, 2007**

**Accessibility**

- Would it be wheelchair/scooter walker usable?
- Up to a point- something to be considered would be the handicapped wheelchair participants also the baby strollers- right now some are entering bus 2-3 at a time. Would those be considered seriously at peak times- because there would be congested problems with school crowd- or possibly with various station locations or routes.
- Accessible
- Aging population – everything should be accessible
- All service should fit double stroller and wheelchair, no stairs in stations

**Benefits**

- Customers right to your door
- Key to gaining all the environmental and social/cultural/economic benefits of rapid transit is to provide a benefit for 80% of us who drive cars as well as 20% who do not.

**Built Heritage**

- Leave downtown cores available for heritage

**City Connections**

- Important to be able to get to Toronto
- London Linkage
- Greyhound busses in Galt
- Consider linkages from Brantford. HWY 24
- Need to get to Guelph (lots of traffic between)
- Samuelson to Brantford
- Interregional transit – GO Transit, Downtowns – serve outside areas
- Lots of traffic between region and Guelph
- Push for expanded and affordable train service to Toronto to take off 5,000 to the list of potential transit users
- We need quick and convenient access to Guelph, Toronto and Pearson Airport that will get vehicles off 401 East ( and HWY 7)
- Scrap the 4 lane highway to Guelph, just widen the existing and put the extra money into frequent GO Trains (both ways) to Guelph and Toronto, with potential expansion to London.

**Commercial Properties**

- Please start considering small business. It's nice that you support Big Box Stores and Malls. We would appreciate the same advantage.

**Cost**

- We need to maximize the use of the existing rail lines so as to minimize cost

- What is the impact from what we are at today to a bus rapid then switch to a light rail – is it more cost effective to switch to light rail right away?
- Toronto – funding issues, how does Waterloo fair?
- Please be ware of the cost/keep in mind
- Concern about upfront cost of LRT
- Shared financial responsibility
- Region should not bare full cost
- Useful to know cost per capita
- Pay me now or pay me later
- BRT cheaper
- The ON government is about to drop \$250 million building an unnecessary highway from KW to Guelph. They should use some of that money to upgrade Highway 7 to four lanes by simply widening it, adding turn lanes, and putting some Jersey barriers down the middle in some areas, and the rest towards Go Service expansion to KW and LRT. In 5 to 25 years (wish I knew when!) a new four-lane road is going to look like a dinosaur, but an LRT project that connects smoothly to other transit installations is going to look like inspired planning. It is the Region's job to push for the above use of the Province's funds.

### **Cycling Facilities**

- Include bicycle parking at some 'major' stations/bike storage at all stations
- Include bicycle and walking routes (such as the Iron Horse Trail, Laurel Trail) on transit maps, and consider where people will be able to connect between using the bus and biking
- Increase number of buses that can accommodate bikes
- Bike lanes/walking along route
- Accommodate bikes/transit joint uses
- How do bicycles get accommodated?
- Need bike trail connections, specifically IRON HORSE TRAIL
- Bike accessibility important/bike friendly facilities
- Rapid transit should facilitate foot and bike traffic
- Bike access to vehicles and at stations is important
- Add bicycle lanes all the way along Victoria, Frederick and Ottawa Streets (over the expressway), and a bicycle path alongside expressway from Bridgeport/Erb St. down to the Auditorium complex, with additional access at the Krug St underpass
- System must be very user friendly and bike friendly!

### **Economic**

- More important to try to get from Kitchener to Cambridge than from Kitchener to Waterloo
- What would be impact to Business?
- Important to pick up industrial development along Maple Grove Rd / Toyota
- Important to development on King St
- People working in low paying jobs have to take transit in (retail)
- Lots of uses not conducive to spine
- On road – may hurt traffic – business owners

### **Environmental**

- Environment considerations, important details
- Consider environmental vehicles & long term thinking- my understanding the options are electric & gas, which the general push is less use of hydro & gas
- Environmentally friendly fuels should be a requisite

### **Existing Transit**

- Eliminate the suburban loops
- Today – want more medium size buses
- Express bus today shouldn't go around the Universities
- Streamline GRT routes from Highland Hills mall and Stanley Park Mall to RT line
- Want to see better service today. 30 minutes not enough
- Improve GRT today.
- No telerider in Cambridge
- Currently take 5 buses from Cambridge to St Jacobs – 1.5 hours
- iXpress is great, it gets me to work from Waterloo to Toyota in 40 minutes
- More service on route 8/12 near Belmont
- Improved service to Cambridge (evening and weeks)
- Routes with similar weekly conditions at Ottawa
- Some people are already concerned about level of service
- Have improved iXpress
- If we replace Xpress bus, you need to go down Hespeler Road the bus is packed
- Lots of people get on at Cambridge Centre
- Cherry Blossom, iXpress has to get off
- Existing service to Cambridge hospital
- iXpress busses not mean for a highway – safety concern, busses run lights
- I would feel much more confident in the proposed system if I could see effort being made and money being spent on providing good service to the existing iXpress Route.
- Grid System and more iXpress will fix our transit system
- Fix the present system first as it stand now it is nothing more than an accident (major) waiting to happen.
- Charles Street and Ainslie Street terminals should be decommissioned as main terminals. The land can be used for new developments.
- Restructure many routes to connect to the RT line, instead of making the majority of the buses go to the big terminals

### **Feeder Bus**

- Implement the cross town bus feeder grid to the central transportation corridor
- Crosstown connections have not been shown
- Connect stations in cross corridors to RT corridor
- Too many people would be reliant on feeder buses
- iXpress cross service
- Concern with number of cross bus systems – there should be more
- Need to emphasize cross corridors to connect with residential areas in the east and west
- Need good connections to residential areas (eg. Hespeler)
- As long as buses link whatever locations are chosen, it will be fine
- Need to improve feeder route to connect with RT
- Lots of populations in east and west and need to be served
- Fast GRT connections, east/west and to areas not served by RT
- Connection between suburban areas
- But east & west connections & feeds are essential
- Main spine may function better if there are cross/intersecting routes
- Feeder bus service will be key to RT success
- Feeder routes critical to feed system in all regular cities- eg link Conestoga Mall to route- link WLU to O of W station
- Would suggest the addition of a cross corner connector, or ring type connector so that people don't have to travel so far to get relatively short distances away
- Proper design of cross town connections is important and may be identified. Invest in Bus system simultaneously
- Improved feeder service, reduce bus meandering/straighten feeder lines

- Need more reliable bus service
  - Cross corridor feeders very important
  - Key to any RT is cross corridor feeder routes to get MOST residents to use it
  - Address the rest of the city – cross corridors
  - Need to consider cross corridors
  - Dedicated routes for transit only should be considered for improved travel time
  - Arrows represent long term E-W RT routes
  - Connection – routes
  - Bus transfers important
  - Feeder system like Vancouver makes sense
  - Anytime you have a feeder you create a new obstacle
  - If you have to spend a lot of time on feeder routes to get to RT then not worth it
  - Bus link, feed routes important to get to RT line
  - Connection, transfer routes are crucial
  - Take feeder buses to the heart and back to the rapid transit line
  - Please show integration with bus routes
  - concerned with feeders into the corridor – especially workplaces
  - I believe this system will fail without cross town connections (east & west) . I agree with the idea of reurbanization, but we must not forget about the residents who live east & west of the urban spine. Feed routes are key to get everyday people to give up their car & take transit thus reducing carbon emissions & decreasing urban sprawl, esp. in north /west Waterloo.
- 
- The feeder buses to the rapid transit stations should run every 10 mins. Or so, during day, not just busy workers times. Shuttle bus from nearest rapid transit station.
  - The cross-corridor bus route will be very important- make sure they are timed properly with rapid transit arrival at the stations.
  - The rapid transit route must be planned in such a way as to not have Routes 7, and 52 compete with the rapid transit route, thereby having us run a system with a weekend LRT because Routes 7 and 52 are more convenient
  - There should be no one living or working within the limits of the urban areas in the Region more than a 5 minute walk away from a bus stop.
  - Rapid Transit line would not work without the support of a grid system of frequent buses running on routes at right angle to the line, feeding passengers in.
  - While generally supportive of the routes and station locations proposed, the need for efficient connection the conventional Grand River Transit bus system is critical to the success of the rapid transit initiative.

### **Feeder Bus Destinations**

- Future bus corridor to service Sportsworld, Toyota and Loblaws.
  - St Jacobs- northern Feeder station for commuters & shoppers
  - Cambridge Delta/Hospital- major throughfare
  - Shuttle to Toyota rather than bringing route to Toyota
  - Northfield station would need a dedicated bus route between Conestoga mall and this section
- 
- Conestoga College from West Heights and Forest Hill
  - Service connection to St. Mary's hospital should be provided by a bus service
  - GRT start at St Jacobs village
  - Serve Conestoga College with a station that has good local feeder routes to the college
  - Need a linkage to Huron business park
  - Feeder from Industrial park to the central line
  - Feeder to the airport

- Frequent service at Ottawa might service the Aud.
- Everything from the south of Delta is a feeder
- Feeder bus service to key exists on the expressway/Ira Needles
- Feeder or route through Toyota, Cambridge Business Park
- Feeder buses to townships
- Connection to Eastbridge (lots of events that people want to go to)
- Need link to Sportsworld station shuttle
- Easy feed into Preston
- Feeder routes from Rim Park to routes feeder routes from Erb st to routes etc
- Rapid Bus Connection with Conestoga College Campus
- The RT system should have a good connection/service to Regional Airport. Quick and fast.
  
- Want strong Feeder bus service eg RIM PARK, CONESTOGA MALL
- Need express routes to King
- Keep the iXpress bus to link Conestoga and Fairview Malls
- Sunrise Mall in the southwest.

### **Cross Corridor Feeder Routes**

- Victoria has always been a major corridor. Feeder buses?
- University Ave bus connections
- Northfield feeder bus
- Union feeder bus
- Bridgeport feeder
- FRANKLIN – location, road link to Kingsway
- Ottawa – cross corridor
- Need transit on Block Line extension
- Not sure if people would take a feeder bus to Hespeler road
- Need a linkage down Manitou (straight route to CC)
- Feeder for Franklin
- Maybe a feeder bus from Charles to Weber and Frederick would work every 15 minutes
- Questions about frequency of bus service on King if rail corridor is preferred
- Columbia as east west corridor
- Highland cross corridor
- Queen cross corridors
- Feeder routes from Galt
- Frederick cross town route
- Fairway cross town route
- Bleams cross town route
- Why does the Fairway cross town route end at Homer Watson Blvd?
- Cross corridor along Columbia St.
- Hespeler
- Erb corridor connection
- Fisher Hallman
- Bus service through Preston
- Good bus connections to Cambridge centre and residential community (eg. Eagle and Bishop, connect to Myers road and areas east eg. Along CanAmera and Hespeler)
- While developing a Regional Transit System may we suggest that an express bus/busses travel from a central location in Guelph along both Highway #'s 7 and 24 connecting to the nearest LRT Station to complete the Transit System and eliminate considerable pollution from Commuter vehicles.

### **Funding**

- What is the Regional debt? We can't afford rail transit
- Don't let property taxes be affected by RT

### Future System

- Speed is important, integration with city bus service important, whatever route is chosen - stations, additions should be available, integration with out of city bus service, airport & train important, climate suitable stations (so you do not freeze in Jan.), park & ride stations available along route, if King St in Kitchener used - it will be slow given the no. of cross streets, study impact rapid transit system will have on Weber St. given Weber St. is a major thoroughfare.
- Can you add more stops in system later?
- Start planning now for larger RT system that includes EAST/WEST lines
- Future exp to Hespeler is this viable for \$?
- Keep it simple – start with the main line, we can add on later
- Dedicated bus lanes on University
- Build capacity for transit in suburban areas
- Consider locations of future growth, connections to adjacent municipalities
- Keep in mind potential for future expansion of RT system in design ie. Cross regional routes, airport, plan now for future phases. Avoid one-way routes. Only use if two routes are very close together (narrow areas).
- Need dedicated corridors for GRT
- 3 levels of transit – Expressway, Rail line and then cross corridor buses
- This can't happen fast enough for us
- Look to future too – connect to Guelph, other destinations
- Very positive about RT and thinking for long term
- When are we going to see it?
- How can we design the system so that transit will not be paralyzed while the transit is under construction? I think the routes NOT chosen as the corridor should be well serviced by other buses. Where are people working?
- Future thought- extend to Breslau airport?- It will be very interesting & exciting to see our cities grow & be even more loved & cherished by not only residents but visitors too. Closing concerns are once again connections Prime stages Health, Education & please do not forget the workers thanks. Thank you for no underground-way too dangerous & risky. Go Transit!
- I looked at your page and it appears to me, that what you plan is kind of ground based 'speed train'. This would be far cry from what I would anticipate, i.e. monorail as being build for instance by Hitachi in Japan. Am I right? When do you anticipate the groundwork to begin?
- What is needed is a proper grid transit system with more frequent service. A light rail system with a break in the middle will be a self defeating proposition. If it does not extend all the way from Elmira to the South end of Cambridge it will be of marginal long term use. There has to be an integrated transit system. There should be a central terminal for intercity bus and rail. There is enough room along the main rail line to construct a connecting rail link. The street bus routes that connect to the RT have to be in this picture. I feel that a whole different approach is necessary if there is to be an effective rapid transit system.
- I think the light-rail transit is essential for the future of the region. I like the routes you have picked. Keep up the good work and don't let the naysayers deter you from your goal to establish a rapid transit rail network. The feds are funding Toronto's expansion. They should be helping us too!
- Some tunnel segments will be necessary transitions into and out of downtown areas. Accept this as a cost of obtaining optimal alignments

- On the issue of private right of way; obviously the vast majority of the system should be on private right of way for all the usual reasons. But if a turning stop or other small piece of the systems shares a dead end or other low-traffic road with other vehicles, this isn't going to make a significant difference in reliability but could provide much more flexibility in some areas.
- Must be accessible, fast and convenient.

### **Growth Management**

- We can't keep building roads/widening roads, parking garages to accommodate growth
- Think that growth should be outside of the urban area

### **Multimodal**

- You are risking building a system that is neither integrated (where are the stations that connect LRT, BRT, regular bus, and the train station, for example?) nor 'rapid', and will only serve to create more
- Relocate bus terminal at VIA
- A station @ via rail station is essential- may later be a go transit connection! Commuters!(or move via station)
- Connect to VIA to decrease distance from Greyhound and VIA because of luggage-shuttles
  
- A connection to GO station, a connection to VIA Rail.
- Via Rail station needs an LRT direct link station
- Need stations with VIA/GREYHOUND/GO connection, such as Victoria and 401
- Connections to potential GO trains (In Galt).
- Consideration for GO TRAIN
- Need to connect Greyhound and VIA in order to bring tourists – closer than 600m
- What about connections to rail systems – TO?
- Ensure integration with other transportation modes VIA, GO, GRT, Park & Ride, bike, pedestrian
- Intermodal terminals
- New greyhound coach terminal where will this be
- Tie into Greyhound, GO, VIA
- A station should be provided at potential Go Train/Bus Station
- Connect community trails
- RT must tie in with the VIA/car system
- Move greyhound nearer expressway along RT route
- Multimodal facilities
- Multimodal corridors
- -All modes should be integrated efficiently or else it will not be profitable
- The King/Victoria, GEXR area LRT station needs to be designed to have cross-platform transfers to city buses, and 'up a level' or 'down a level' transfers to GO and VIA trains on the GEXR mainline and intercity bus terminal at that location also. The intercity bus terminal and the railway station need to be moved to this location, in the long term. For the present, that means protecting for such, in particular by denying planning permission for any large construction replacing the A-frame building on the block bound by GEXR, King, Victoria, Waterloo. Even if it is not presently considered feasible to move any of these hubs to this location, it would be a travesty if the option to do so were not preserved in the LRT construction process.

### **Parking**

- Need parking for people to drive to stations
- Loss of parking will be key issue
- Consider parking replacement off street
- Need park and ride stations to pull cars
- Put parking behind buildings instead – take parking off streets
- Like Park n Ride at outer stations
- Has Sunlife been approached re parking? Participants feel they would resist any move to share their parking with others
- Parking again: people speak of using Fairview and Conestoga mall (?). But those areas are already in use. Can they really serve this purpose? One at Courtland and highway. Another at 401 and railway crossing (sportsfield).
- Building parking on fringe of City, close core to cars and shuttle people to the stations – shuttle free
- Shouldn't remove all parking
- Parking is important
- Have to provide parking
- Claire Hills Parking problems
- Get rid of parking on King and use parking lots
- No parking downtown may cause problems with business - Calgary does it and it works good
  
- Need to subsidize loss of parking (potentially)
- Parking spaces needed for people from suburbs
- Work with city councils to increase paid parking (to provide incentives to ride transit)
- Include parking areas (free and unpaved, or using existing and underused paved ones, perhaps in big box areas) to allow people from the Townships or out of the area to park and then use public transit.
- Need Park and Ride areas
- To create a viable LRT on King Street, parking must be eliminated and barriers erected so the LRT travels on its own secure right of way with proper signalization and perhaps the occasional gates at major arterial intersections

### **Pedestrian Issues**

- Issue at Pedestrian connection between GRT and VIA terminal
- Improve pedestrian connections to provide universal accessibility
- Stops must be pedestrian friendly
- Are we promoting a pedestrian culture in main area
- Pedestrians should be protected in Park by providing overhead bridges
- Routes can be transit/pedestrian areas only in downtown
- Certain sections as pedestrian only
- Areas that would be constrained by the addition of the transit right of way, should be converted to pedestrian only areas, cars banned so that we could have an advantage, and not destroy core areas of their heritage buildings, and to promote physical activity
- Downtown on King – pedestrian only urban mall – or make it one way
- Strong feelings for pedestrian access in Uptown core
- Close down King Street. Put cars on the outskirts and make them walk in to the centre
- Must be pedestrian friendly
- More catering to walkers
- 15 minutes or less to walk
- Make routes pedestrian/transit only – take cars away
- Build sidewalks in industrial areas near station
- Sidewalk/Curb option preferred at stations
- Covered walkways/pedestrian links
- Make King St. pedestrian mall

- Can't conflict with pedestrian friendly streets on King St.
- Buffalo – pedestrian mall, walking friendly
- Dedicated pedestrian sections through uptown and downtown – no traffic but RT runs through
- Safety for pedestrians
- How do routes interact with pedestrians?
- Waterloo square limit area to just pedestrians
- Hespeler road is a disaster – not pedestrian friendly
- Be mindful of barriers to walking for 600m rule difficult for people to get past expressway
- Ability to cross street?
- Turn downtown Kitchener into a pedestrian Mall – let delivery trucks use rear lanes – require enforcement
- Eliminate traffic on King
- Make King/Water to King/Sedar mall with no private vehicles
- Emphasize pedestrian traffic and cycling
- Consider closing to traffic
- Make King St. in downtown Kitchener a transit only and pedestrian mall. Changing area with more condos/more pedestrians
- While I certainly support the University of Waterloo being located on a rapid transit route, I do not believe that having the route directly adjacent to pedestrian pathways is a good idea. The noise, vibration and pollution will be a health hazard to the walk and bike along those paths.
- 

### Process

- Too many suggested mainline connections when very much confusing to consider. I really think these maps are much too early in the process - at our table, cross connections come out loud and clear, so that's where you need to start
- More time may be allotted to the EA considering the complexity of the EA
- Information sessions like this with Regional & Municipal staff to get their feedback? This could have big implications - we'd love to contribute too.
- Keep us in the loop
- Because of noise level, I found it difficult to participate around the table. We need to know where riders want to go from & to. The Rapid Transit System will only attract riders if there are reliable connections.
- Concern that many neighbourhoods will not hear of the proposed changes when they may be directly affected (ie. Park n' ride at King & Montgomery which has the possibility of really changing the neighbourhood.) Many stations others have added may be due to lack of knowledge of existing bus lines (ex. Cambridge Hospital which can be gotten to in 7 min. from Ainslie St. or Preston Core).
- The large turnout was very gratifying. After I left I realized, however, that there was something wrong with the process. The problem is that people are being asked for input without being given all the relevant information. People should be made aware of the facts concerning all the implications of the route choices. People are intelligent enough to be able to take all the facts into account that bear on the location of stations and routes. Among these is the urbanization potential (that the consultants are looking at without input from the public). How future development of the city will be influenced by the choice of routes and stations is perhaps even more important than the perceptions that people have now. There should also have been information on how rapid transit will connect with slower bus feeder lines. In fact a complete picture of future transit should have been provided (I know that few cities have the hub and spoke system that Kitchener has and I know the plan is to move away from this. This, in turn, will affect the configuration of the downtown transit station and even its location). I hope that future public events will provide participants with all the facts so that participants can provide meaningful responses. At present a lot is being left to consultants to decide.

The evidence in other jurisdictions (e.g. Los Angeles) is that when the public is fully involved, the results of planning processes are better than if left all or in part to consultants. The job of consultants should be to lay out all the facts and present alternatives.

- In the final analysis, the environmental, economic, social and cultural benefits to such a system make it essential that it go ahead in timely fashion
- No other people at my workshop group are bus riders. Maybe hand-outs and advertising on the buses would draw riders. Non-riders shouldn't make the decisions. They have no clues.
- iXpress passenger survey to give more feedback on main destinations
- We should be asking businesses to encourage their employees to take transit to work with wage incentives from the employers and discounted fares from the transit system.
- There should be maps showing Regional population density and areas for potential goal of 200+/ Hectare population!!
- Environmental Impact Studies ( noise, vibration, environment) should have been done before the routes were offered
- It perplexes me somewhat that the area already very well served by public transit is slated for improvement, whereas huge tracts of the Region that are underserved will have no improvement whatever. In choosing a study area I would have considered a loop system along Fischer-Hallman and the expressway for instance
- Go back to square one as this was intended to be a study on whether we need light rail or not.
- This EA is/was a waste on tax payers hard earned dollars.

### **Property Requirements**

- King St. in Waterloo – space
- Concerned about feasibility on major city streets
- King might be most expensive
- Concerned about Park St. route being too narrow
- Rail corridor makes sense – land is owned but too far from King
- Weber St E route should be avoided because of the necessity to remove mature housing to make room for the route.
- Don't expropriate existing homes
- Avoid expropriation

### **Residential**

- Try not to disturb existing residential neighbourhoods
- Established neighbourhoods would be bad option
- Need improved service to suburbs
- Access through suburban areas, making sure in future can accommodate transit
- Connection to suburbs

### **Reurbanization**

- Could see good potential development around Hespeler Rd. Stations
- High density housing, retail factories socia-economic needs of neighbourhood.
- What is the growth potential of the Galt core?
- Encourage business & homeowners downtown, especially market stop, conference centre downtown.
- Intensification at stations, not along route
- Would like to see Kitchener revitalized
- King St. ripe for redevelopment
- So much potential for change around Market areas

- How would development occur around CMH
- Look at where the population growth will be, pick route, then allow growth to occur
- Developers more likely to follow LRT option than BRT
- Light rail will revitalize downtown corridor within 2 years – numerous examples
- Zoning around stations needs to be appropriate to encourage density as well as green space
  
- Redevelop potential near Victoria
- Intensification is going to happen along the RT lines
- Preston ripe for redevelopment, students go to KW, lots of residential
- May need to develop longer in Preston
- Properties along rail line industrial – can prevent conversion of industrial to residential
- Potential to reurb old brownfield sites into reurb places
- Understand reurb potential of Preston, but to serve other significant population areas of Cambridge need a central spine on Hespeler Rd.
- spine will solve problem of intensification and connections are important
- People used to see what future urban development along the line will look like.
- RT on secondary streets must be avoided since it will not be aligned with the density of King St.
- King – more development opportunities in Preston
- Revitalize area
- In a nut shell with these last two points I am asking to be sure to consider future growth that will be there when the system is up and running and not just development that currently exists. To not consider where stations will need to be to serve future needs would be shortsighted.

### Ridership

- Low ridership currently
- Most useful to most people
- 50000 population only have
- People don't like to switch modes/routes often
- Travel patterns may be reviewed by examining travel patterns of iXpress passengers
- Possible to buy one integrated ticket
- "Zoned" tickets as well for those who don't want to use entire system
- Students will use it most
- Free zone
- Keep it affordable
- Make rail free between Kitchener downtown
- 2 hour ticket
- locations during busy times
- Don't want to transfer a lot
- How much research is being done on how people will use it
- Less expensive to use
- If it could get from downtown Cambridge to Waterloo in 30 minutes it will attract riders
- Free in Downtown cores?
- Make it free. We will use it and make sure it's a dual purpose corridor pedestrian/ transit
- The system should be made as user-friendly as possible. Although some stations may attract more passengers, it MUST be fast and user friendly.
- RT needs to be affordable and accessible to everyone
- Let's face reality. If the public is asked to walk - even a block - from a ViaRail station to a Light Rail station - or to a bus station - particularly in the rain, snow, ice, blazing sun - whatever - with the weather conditions in our region - THEY WILL NOT USE THE PUBLIC TRANSIT

- I would like the laws changed that would require all politicians to use public transit.
- Most travelers will not travel great distances, but most likely stay in the same general area.
- At this time I do not use transit. However, if it was convenient and reasonably priced I would certainly consider it.

### Roadway

- Would you take traffic off King?
- How does it operate with cross traffic?
- Heavy rail – crossing
- How do you keep cars out
- Need to think about existing traffic flows as well
- Do not put tracks or dedicated right of way for transit on narrow streets, as it will impede vehicular traffic and parking
- RT must interact with expressway and offload traffic from expressway
- To make good connection between Uptown and Waterloo Park, limit traffic on Erb between Caroline and Regina or Pepler
- Hwy 8 section busiest section
- Concern space – locked in by traffic on both sides
- Above ground will fight with traffic
- When building system, keep in mind some tactics to alleviate pressure on surrounding roadways
- Lots of traffic in Cambridge
- Concern with the amount of potholes, salt
- Sealing of roads needs to be done in the summer
- RUTS
- The ON government is about to drop \$250 million building an unnecessary highway from KW to Guelph. They should use some of that money to upgrade Highway 7 to four lanes by simply widening it, adding turn lanes, and putting some Jersey barriers down the middle in some areas, and the rest towards Go Service expansion to KW and LRT. In 5 to 25 years (wish I knew when!) a new four-lane road is going to look like a dinosaur, but an LRT project that connects smoothly to other transit installations is going to look like inspired planning. It is the Region's job to push for the above use of the Province's funds.

### System Performance

- Needs to be rapid
- Too many busses to meet future demand without RT
- advantage is buses off busy road
- The set out routes & steps are all meeting primary. If possible all stations, hospitals, schools, universities, colleges etc. Prime concern is times & especially " CONNECTIONS"
- Not a street car with stop every block
- Not as much space between station
- Don't want to fight traffic
- Flexibility
- Minimal stops
- Need high frequency all day
- Please make it easy to get to - YMCA, Early Years Centre, Kitchener Downtown market, groceries downtown please all the time, need all day transit, double stroller access.

### System Reliability/Speed

- Scheduling issues with existing bus system – easier to walk, bottle necks
- Would RT System have bottlenecks?

- Minimize transfers – max 1 transfer
  - Short transfer times
  - Speed is key to attracting users
  - Convenient and efficient bus transfer connectivity with RT very important
  - The proposed routes might be faster than what we have today, but they might not be as fast as other cities (Calgary)
  - More regular times
  - To take a bus/train along King – what about lights?
  - Through transit for Waterloo to Cambridge, at long lights, a signal to tell drivers to turn off engine coordinated signals with posted speeds
  - Like speed of rail
  - Timing – late night, shift workers would it run?
  - Smaller vehicles coming more often, smaller fill faster
  - Important to have well timed, frequent connecting busses, perhaps somehow consolidate bus and rail terminals in Kitchener, possible connection to GO trains? Connect to airport with buses or otherwise, see maps for route.
  - Please make the system operate extended hours, and 7days a week, so that people can predict it, and not shy away from it because they will feel stranded without it. Keep destination signs simple, note southbound/northbound, ultimate destinations. Keep the fare structure simple, or don't require one at all, it would be a fast way to make transit converts."
- 
- Courtland, Fairview not direct enough
  - Need to reduce number of stations
  - Frequency, speed is important
  - Transfers – integrated
  - Question of speed – potential of what could be?
  - Do we want to get there or get there fast?
  - Reasonably rapid
  - Quick and easy
  - iXpress takes too long – 50 minutes from Downtown Kitchener to Galt
  - Doesn't always have to be fast, one day Kitchener might be a pleasurable place to visit/shop etc
  - Frequency – off peak weekends along with AM/PM
  - Flexibility in schedule
  - Speed of RT can be kept competitive by having dwell times 10 seconds or less, full signal prioritization, full gates placed on all grade-level crossings to ensure no outside traffic is on tracks, minimize sharp curves. This could mean building new bridges/tunnels in order to give RT an advantage.

### Technology

- Agree with rail rather than bus possible expropriate of the mall if change station location
- Can we operate LRT in 401 or over the 401?
- Bus easier than rail at this point
- Rail Train more accessible between communities
- We love LRT
- Safety of different technologies
- Could you go BRT first to see if rail would work?
- Should keep existing bus service
- Provide RT from Kitchener to Waterloo and bus from Kitchener to Cambridge
- Combination of LRT and street cars may be considered
- Rail would encourage more ridership
- Rail generally cleaner

- Trains less expensive than buses, less maintenance
- Parkside – bus may work better for employment area
- Other examples of BRT
- How will vehicles be powered?
- All rail or BRT in mixed?
- How do people get from east to LRT or BRT?
- If it is LRT does it have to use existing rail corridor?
- Would prefer LRT on Hespeler
- LRT more appealing, more people will ride LRT, you get your own space in an LRT
- LRT more friendly
- An electric system would likely get extra incentives for the government
- Refrigerated compartments for shopping
- Would consider rail even though currently does not use transit
- Are we considering both light rail & buses? Or are we looking at one vs. the other? For Waterloo I think 2 parallel routes make a lot of sense - one down King & one servicing the universities (or there should be frequent IXPRESS going down King)
- Light Rail Transit is the best option. The longer we wait, the more expensive it's going to be. LRT would attract more passengers than BRT
- Forget Rail Transit
- Underground rail transit should be implemented
- LRT would devastate downtown Galt
- LRT technology should be strongly considered not a half measure- buses can carry a stigma whereas LRT communicates permanence and commitment
- Prefer BRT over LRT, because it is best suited for our region. In the absence of any funding by senior levels of government, the lower bus system would be what our tax base could sustain.
- Preference for BRT given both its superior flexibility and significant cost savings allowing more linear miles of rapid transit potentially allowing more than one rapid transit route to be developed by the Region within the Study Area.
- LRT NOW!
- If we build BRT we're just going to have to go back and retrofit it with LRT at some point, so let's get it right from the start.
- There are probably areas in the city where short stretches of BRT are appropriate
- LRT is the best option.

### **Transit Only Segments**

- One problem on King – very narrow- no cars downtown Kitchener, use as transit mall
- King can't afford to loose a lane – just shut it down only use transit
- Close King Street in Kitchener (Victoria to Cedar or further east) to Traffic, Transit only
- Same as 1. They seem to connect the primary areas of centres of activity in the core area. However I would run it down King between Victoria & Frederick & make this a transit only area.
- Close off King past Victoria – transit only

### **Travel Time Competitiveness**

- End to end travel time should be competitive with driving on the expressway
- Travel time between Kitchener and Cambridge is key to success – must be faster than car
- Reduce passenger transfer points
- Travel time competitiveness with the auto is paramount for RT to be successful
- Travel time faster than existing
- How does speed compare to iXpress
- Frequency/Timing has to be improved

- Timing of system
- Have to have timely base
- Schedules should be real time
- What are the route times? Are they the same as iXpress?
- Timing – should be faster
- It is important that there be no delays online (buses will compete with road traffic.)
- Transit is going to have to be faster than the automobile in order to be able to attract riders

### **Transportation Demand Management**

- Include promotions such as family pass/week-end pass (for example the TTC offers a number of passes that suit the needs of week-end visitors and residents)
- Offer more programs such as the 'Class Pass' program that offers schools free GRT passes when their class schedules a visit to the library (this should be extended to include all Region of Waterloo museums, the KW Art Gallery, Centre in the Square, etc.). For many students, this will be their first ride on public transit, and is an excellent introduction to this experience. Also, passes could be offered to the children to take home to their parents.
  
- Corporate partnership with respect to passes
- UPASSES – willing to adapt
- Raise the price of gas to increase ridership
- Want to take service, don't want to buy 2nd car
- Big question: How do we get people out of their cars?
- Fight car culture
- Have commercials on how to use transit system because can be intimidating especially with a new system
- HOV policy
- Upass referendum
- Not only solve locations of stations but consider future – how to incentives users – trade parking passes for transit passes
- Look at pass systems
- More locations to buy passes for discount passes
- Got to get people out of cars
- Remove the Stigma
- Will Upass be used?
- I get the feeling the public is listened to. The problem is getting people out of their cars. Global Warming and peak oil prices should do the trick. This system needs to be in place before an oil emergency hits us hard!
- Expand the university compulsory transit pass to U of W and Conestoga College and begin an institution compulsory pass to municipal employees

## **APPENDIX C – RESPONSE TO COMMENTS: PHASE 2, STEP 2**

### **March Workshop**

As part of the Rapid Transit Environmental Assessment (RT EA), Phase 2, Step 2: Evaluation and Ranking of Reasonable Route Section and Technology Alternatives, the public was asked to provide input on the route and station locations that will be evaluated. Three workshops in the cities of Cambridge, Kitchener and Waterloo were held on March 20 – 21, 2007. Approximately 425 people attended these workshops, and 130 individuals provided comments through e-mail, phone, letters and faxes, resulting in significant public input. Below is a summary of the key themes brought forward by the public during the public consultation phase and the related staff responses.

#### **General Agreement with Proposed Station and Route Locations to be Evaluated:**

In general, the majority of people who answered the question “Do you agree with the proposed route and station locations to be evaluated” stated that they agreed (approximately 60%). Several people offered many suggestions of additional stations and routes to be added, removed or relocated.

#### **Staff Response:**

All of the feedback received from the workshops will be reviewed and considered by the Region and its consultant team. A response to the comments related to additional station and routes to be considered can be found in the document called *Screening of Rapid Transit Routes and Stations – Comments and Responses given by the Public at the March 20-22, 2007 Workshops*. This brief report indicates the rationale for why or why/not certain recommendations have been included and is available for review in the Clerk’s office or on the website at [www.region.waterloo.on.ca/transitea](http://www.region.waterloo.on.ca/transitea).

#### **Accessibility of the Stations:**

Several individuals stressed the need that stations be accessible for those with physical disabilities, the aging population and people traveling with young children. They wondered if there would be barriers for people to use the system.

#### **Staff Response:**

System accessibility is a key issue and was one of the evaluation measures in Phase 2, Step 1 to select the short list of technologies and route design that would be carried forward in the evaluation. Once a route and station locations are finalized (Phase 2 Step 3) the design of the rapid transit system will incorporate full accessibility for people of all abilities. Accessibility will be addressed in more detail in Phase 3 (the preliminary design of the future rapid transit system).

To this end, the Region will carry out a specific assessment to identify design measures that will improve the accessibility of the system.

**Impacts to Roadways:**

The question of how automobile traffic will interact with the rapid transit system as well as how it will impact and redistribute traffic flows was raised during this workshop. Specific comments related to cross traffic, preventing traffic from using the dedicated transit lanes, and the pressure on surrounding road ways has been noted.

**Staff Response:**

This issue will be studied in more depth in Phase 2, Steps 2 of the Rapid Transit Environmental Assessment when evaluating the various routes and station locations. Traffic patterns on nearby roads in the Central Transit Corridor will be assessed in the near and longer term to determine the potential benefits and impact of removing traffic lanes in favour of rapid transit. Where deficiencies are found, parallel major roads will provide the needed capacity to accommodate the current and future demands. Traffic flow is a key consideration when looking at potential station areas as are other transportation, socio/cultural, environmental and economic factors. This is reflected in the 21 criteria that will be used to rank the various reasonable route and technology alternatives in Phase 2, Step 2 as outlined in the RT EA Terms of Reference.

Additional issues related to the design of the project will also be addressed in Phase 3 (Preliminary Design of the future rapid transit system. The Region will consider a full range of environmental issues affecting the design of the rapid transit system, including Traffic Impacts and Integration.

**System Performance/ Reliability & Speed:**

A common theme indicated by the public feedback was the ability of the future rapid transit system to provide fast, reliable, and convenient service – competitive or better than auto travel. Further, extended operating hours, integrated transfer points and potential fare-free zones were also mentioned. These themes are critical elements that will increase ridership and ensure that more people find transit an attractive alternative to auto travel.

**Staff Response:**

Increased transit ridership is dependent on providing higher service levels through increased frequency, higher speeds (on dedicated lanes) than conventional bus, travel time competitiveness with auto for those traveling to the Central Transit Corridor, seamless transferring between the bus and rapid transit system, competitive fares, and service reliability. These points have been brought forward by the public as key attributes of a rapid transit service in the Region of Waterloo. In Phase 2, Step 2, we will assess the various routes and Technology (namely BRT and LRT) using criteria such as the long-term benefits and impacts of rapid transit, ridership potential, system reliability/speed, system performance and travel time competitiveness with auto. These and other criteria will be used to rank the various route and technology alternatives.

Additional issues related to the design of the project will be addressed in Phase 3 of the EA. The Region will consider a full range of environmental issues affecting the design of the rapid transit system, including Transit System Operations and Station Design.

**Ability of Rapid Transit to Promote Reurbanization:**

Several individuals stressed the need to ensure that the Rapid Transit system be located in the most appropriate location in order to encourage reurbanization as a means of helping to revitalize certain areas such as the cores or Hespeler Road. It was felt that the system has the ability to encourage development and that consideration of appropriate zoning and design to incorporate greenspaces should be included. Further, people would like to have a sense of what this reurbanization will look like.

**Staff Response:**

This issue will be studied in more depth in Phase 2, Steps 2 and 3 of the Rapid Transit Environmental Assessment to determine the long-term benefits and impacts of the preferred transportation system. Reurbanization potential is a key consideration when looking at potential station areas as are other transportation, socio/cultural, environmental and economic factors. This is reflected in the 21 criteria that will be used to rank the various reasonable route and technology alternatives in Phase 2, Step 2 as outlined in the RT EA Terms of Reference.

The experiences of other communities that have implemented rapid transit demonstrate that rapid transit can stimulate the economy over the long-term, promoting higher densities and creating more opportunities for mixed-use development featuring a wide range and variety of business uses, along rapid transit routes and around stations. The Region will continue to focus efforts to ensure that reurbanization and land use is connected to and integrated with the rapid transit initiative. Efforts to this end include the Visualizing Densities Project, modeling work and the use of pictures/videos from other communities to provide examples of what reurbanization might look like around future rapid transit stations.

**Ability to Service Suburban Populations/ Feeder Routes & Conventional Transit:**

Some members of the public questioned whether Rapid Transit would adequately serve the entire Region as it would be concentrated in the Central Transit Corridor. They also noted that the feeder routes and the redesign and improvement of conventional transit is important to ensure better transit service for the Region overall. The ability to serve residential populations, as well as several other destinations such as the Region of Waterloo International Airport, and Conestoga College was also made.

**Staff Response:**

The Rapid Transit Initiative includes a realignment of GRT in order to provide fast and efficient bus service to the outlying suburban and inner city areas. Transportation planning staff are currently reviewing GRT services to determine how feeder bus routes in the suburbs will link to rapid transit stations and other commuter services, in order to create an integrated transit solution. Solutions may include improved bus service by means of transit lanes on "cross" corridors that cross the Central Transit Corridor and serve the outer urban areas, or bus priority at traffic lights to lessen the impact of road congestion.

Studies in other communities with rapid transit demonstrate that it benefits everyone, even those who don't use transit. It can be an important tool for managing land use and future traffic growth. In addition, it helps to reduce the rapidly growing congestion on the roads and negative impacts on air quality, decreases urban sprawl, and provides significant opportunities to encourage and stimulate economic development in urban areas.

**Ability of Rapid Transit to Attract New Riders:**

Some individual respondents noted that the challenge would be to attract the level of ridership needed to make the system economically feasible, or attract drivers away from single-occupant vehicles in order to have a positive impact on road congestion. To this effect, some people also mentioned that it will be important for the new Rapid Transit system to have a speed advantage over car travel and that transfers be minimized.

**Staff Response:**

As noted in our response to the question about System Performance/Reliability & Speed, making the travel time of RT competitive with auto travel is just one method of attracting new ridership that will be addressed in Phase 2, Step 2 of the Environmental Assessment. Increased transit ridership is dependent on providing higher service levels through increased frequency, higher speeds on dedicated lanes than conventional bus, travel time competitiveness with auto for those traveling to the Central Transit Corridor, seamless transferring between the bus and rapid transit system, competitive fares, and service reliability. These points have been brought forward by the public as key attributes of a rapid transit service in the Region of Waterloo.

The RT Initiative also includes the development of policies and programs that will foster ridership growth. These include transportation demand management programs and incentives to encourage other modes of travel (employee transit pass incentive programs, integrated transit planning to improve transportation services that connect at rapid transit stations), as well as urban design planning initiatives around RT Stations that support transit users and other modes (sidewalks, cycling lanes, mixed used development around stations).

**Pedestrian/Cycling Facilities:**

Several members of the public noted the need to prioritize pedestrian and cycling facilities in conjunction with the new rapid transit system. Issues such as how vehicle and pedestrian traffic will be managed at intersections, diagonal pedestrian crossings, and patron safety at Waterloo Park were also mentioned. There were also several people who suggested that portions of the rapid transit system be closed to auto traffic altogether to create "pedestrian only zones".

**Staff Response:**

In Phase 3 of the Rapid Transit EA, impacts of the recommended rapid transit line will be examined on road traffic, intersection operation, pedestrian crossing and trails, and in particular as relate to the rapid transit stations. In the Central Transit Corridor, road traffic will take a back seat to rapid transit since, under certain circumstances, traffic lanes must be closed and priority given to rapid transit in order to ensure its higher service levels. Diverting some traffic (passing through the downtown areas) to alternate routes will be accomplished through improving traffic flow and lessening congestion (by adding more lanes) on some of the parallel roadways. Pedestrians and cyclists will benefit with a safer and more enjoyable environment within the "transit" zone.

**Connections to Other Cities:**

Connections to other cities such as Toronto, London and Guelph were a common theme identified in the public input. It was noted that much of the congestion near the 401 is related to people trying to get to Toronto. Thus it was suggested that the Rapid Transit system include a connection at the 401 and that a GO Transit connection would also be helpful. It was also noted that many people travel to and from Guelph for employment and other purposes.

**Staff Response:**

While a new GO connection to Toronto is beyond the scope of the RT EA, providing for intermodal connections with Greyhound/GO as a part of an integrated transportation system is a key consideration. Potential station locations within the EA Study Area will be ranked in Phase 2, Step 2. Some stations are located near Highway 401 and 8. Given the RT EA Study Area includes a portion of the 401 between Cambridge and Kitchener, this issue will be considered further as the EA progresses.

**Cost:**

The cost of the Rapid Transit Initiative was a point of discussion at the Workshops and was mentioned in several individual responses. In addition, questions were asked about the availability of Federal and Provincial funding. Some stated that the Region should not bear the full cost of the system.

**Staff Response:**

The final costs for rapid transit in Waterloo Region will depend on the rapid transit technology, route and station locations that are chosen in Phase 2 of the Environmental Assessment process. More detailed cost estimates will be provided in Phase 3.

The Federal and Provincial governments provided 50 per cent of the funding to complete the Growth Management Strategy and Transit Initiative Technical Studies and the Environmental Assessment, and remain potential funding partners for the project. Rapid Transit is a significant part of the Province's Places to Grow Growth Plan for the Greater Golden Horseshoe. The Plan identifies the need for Rapid Transit in Waterloo Region, and recommends that priority funding be given to infrastructure projects that support an integrated regional transportation network for the movement of people and goods throughout the Greater Golden Horseshoe.

Further, on March 22, 2007 the Province of Ontario announced that it would provide 1/3 of the cost for the first phase of the rapid transit system in Waterloo Region.

**Comments related to the EA Process:**

Several comments related to the RT EA Process were made. It was suggested that there were too many potential routes and stations presented to get meaningful feedback. It was also suggested that the process involve the municipalities in similar discussions. Some people felt that the process was moving too slowly, and that the Rapid Transit System is needed as soon as possible.

**Staff Response:**

Public Consultation for the RT EA is an ongoing and essential part of the process. Efforts are being made to reach a wide cross section of the population, through an ongoing newsletter delivered to every household across the Region in advance of key consultation opportunities, on the Region's website, through news media, newspaper ads, e-mail updates and written correspondence as well as individual presentations and mall display opportunities. Further, ongoing discussions with the local municipalities are an integral part of the RT EA process. In fact, much of the initial analysis to identify the potential RT stations was the result of work done

in conjunction with the three cities. As part of the public consultation, the Region created the Regional Growth Management Strategy/Rapid Transit Initiative Public Advisory Committee which includes members of the public from the three cities, professionals in the fields of business, health, environment, education, development, social services, as well as student representatives from the local post-secondary institutions.

It is also necessary that the EA process be followed as outlined in the Terms of Reference approved by the Ministry of Environment. While timeliness of the project is a key priority, this must be balanced with the need to follow due process and ensure that public consultation is not rushed.

### **Preferences for LRT or BRT:**

Several individuals took the opportunity to indicate a preference for one of the technologies included in the shortlist. The reasons mentioned in support of LRT included; it is more appealing, accessible, can attract more ridership, it is cleaner and communicates permanence and commitment. The reasons mentioned for support of BRT included; easiest than rail to implement.

### **Staff Response:**

Both BRT and LRT will be evaluated in Phase 2, Step 2 by combining alternative route designs/technologies with specific route and station location alternatives for each of the seven segments of the study area. The two technologies will be examined for their key operating attributes such as system capacity, flexibility for expansion, cost, service frequency, operating speed, station requirements and fare collection, safety, ease of transfer with feeder bus service, connectivity with inter-city transit and other transit services (handicap).

The route design/technology alternatives will also be evaluated and ranked using 21 criteria identified in the RT EA Terms of Reference including: ridership potential, system reliability/speed, system performance, property requirements, travel time competitiveness with auto, roadway network demand, ability to serve residential uses, ability to serve institutional uses, vibration, noise, contribution to cultural environment, contribution to recreational environment, contribution to public health, contribution to built health, ecological impact, water quality, air quality, mineral aggregate resources, ability to serve concentration of employment, ability to serve retailers, and cost. The result will be a series of ranked alternatives for each of the seven sections.

Once step 2 is complete, the final technology and route design will be determined by Phase 2, Step 3, where the ranked alternatives in each section of the study area will be evaluated overall and a preferred system identified to serve the entire study area.

### **Other Suggestions:**

There were several suggestions provided by the public in terms of possible methods of operation, parking, financing, transportation demand management, and environmental considerations. Researching other transportation systems around the world, including those operated privately was mentioned. The need for incentives and deterrents to core traffic, as well as increased parking costs was also a theme.

### **Staff Response:**

As the Rapid Transit Initiative evolves, a number of additional studies, projects and initiatives will be undertaken to ensure that a comprehensive package of policies and programs is

delivered along with a new rapid transit system.

Other financial incentives and transportation demand management practices will also be investigated as planning for the implementation of the rapid transit initiative continues.