

Screening of Rapid Transit Routes and Stations – Comments and Responses given by the Public at the March 20-22, 2007 Workshops

Introduction:

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 preliminary route and station locations that will be evaluated at this step. Three workshops were held in the cities of Cambridge, Kitchener and Waterloo on March 20 – 21, 2007. Approximately 425 people attended the workshops, and several others provided comments through e-mail, phone, letters and faxes. Below is a summary of the public comments/suggestions on the alternative routes and stations and staff's response and conclusions in preparing the final list of alternatives to be assessed during Phase 2 Step 2.

In general, the majority of people who answered the question asked 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. Several people offered suggestions of additional stations and routes to be added, removed or relocated.

Review of Proposed Reasonable Routes

Proposed alternative reasonable routes were identified in each of the seven segments of the 38-km long Central Transit Corridor study area using the following principles:

- Corridors should connect potential stations in a relatively direct manner to minimize transit travel time and delays;
- Corridors should minimize the potential disruption through environmental sensitive areas and mature, stable neighbourhoods;
- Corridors should have a reasonable right of way width to accommodate either Bus Rapid Transit or Light Rail Rapid Transit technologies.

The public provided their comments and preferences on the proposed preliminary rapid transit route options. New route options and station locations proposed by the public and some of the preliminary alternative routes were reviewed by staff and the consultant team for their suitability to meet the principles established for reasonable routes. As a result of this input and review, a short list of stations and reasonable routes was recommended for analysis and evaluation under Phase 2 Step 2.

The comments and suggestions of the public are summarized below for the seven segments of the study area:

Segment 1 Alternative Routes and Public Input

Proposed Routes	King Street N.	Waterloo Spur Rail Line	Weber Street	Caroline/Park Street
Opportunities	This route is preferred as opposed to running through Waterloo Park, and has the greatest redevelopment potential; Uptown station should be on King Street; Follow a straight line to Conestoga Mall up King Street; Support King Street route as far as Uptown Waterloo (Waterloo Sq); King Street is key to redeveloping Uptown Waterloo, make Uptown Waterloo pedestrians only; Will bring people to the city core.	Makes sense to tie the rapid transit line with U of W; Need to serve U of W and the R&T park; Route should head towards Conestoga Expressway and Conestoga Mall; Make use of the rail corridor (not streets) between Conestoga Mall and Waterloo Town Square; Start the rail route at St. Jacob's Market.		
Challenges	Problem with King Street route is north of Waterloo Sq. where the road is too narrow.	Rail line may be preferred but not appreciated by some; Too many stations in the university area, combine university and RT stations; Concerned with running transit through the Park; Pedestrians should be protected by overhead bridges in Waterloo Park; Connectivity of trails through U of W is important.	This route won't revitalize the Waterloo core; Won't work in Waterloo; Less desirable route.	Concerned about access to the Bauer lofts (if route follows Caroline St. to Allen St.); Park St. is too narrow.

Other routes to consider in Segment 1 - Public Input:

The public suggested the following routes also be looked at:

- **Extend the line to St. Jacob's Market:** rapid transit would serve the tourism industry and local businesses;
- **University Avenue:** some people thought that connecting the two universities along University Avenue is key. Then, use Erb Street to connect to Waterloo Town Sq.;
- **Seagram Drive:** put a station south of University of Waterloo to better connect with Wilfrid Laurier University.
- **Iron Horse Trail:** some said take advantage of the trail right-of-way and use as a rapid transit route. Others cautioned using the trail as it is crucial for recreation.

- **Caroline Street:** this (route) could connect back to King Street from either William Street or Allen Street. Perhaps use one way transit operation on King Street and Caroline Street in this section;
- **Park Street:** this route (proposed) is very narrow with two traffic lanes constructed on a 60 foot right-of-way. Some road widenings have been taken between Union Street and Glasgow Street to gain an added twenty feet. South of Glasgow Street, Park Street has a 66 foot (20.2m) right-of-way throughout. This is too narrow for a dedicated (two-way) rapid transit line and also accommodate a minimum of two traffic lanes. There are low-density residential properties fronting on Park Street with some commercial and institutional (Grand River Hospital) uses interspersed along the route.

Assessment of Suggested Routes: General consensus from public preferring either the Waterloo Spur rail corridor or King Street N. – for King Street at least as far north as Waterloo Town Square. A connection between the two universities is seen as important either by following University Avenue (between King and the rail line) or a more centrally located station on the rail line (near Seagram Drive). Little support was given to Weber Street and the Park Street route with mixed opinions for the Iron Horse Trail. Final routing options in Segment 1, in addressing the suggestions of the public, include adding a route to the Farmer’s Market area, the University Avenue cross-corridor (King Street to the Waterloo Spur) and to eliminate the Park Street on-road route. Note: a suggestion of one-way transit operations on King and Park Streets between William Street and Victoria Street is rejected because of the narrow road right-of-way (Park Street) and the negative effect of having two stations at Grand River Hospital and possibly at King Street and Victoria Street. Impacts on Waterloo Park (trailways) should be addressed with some thought given to other alternative alignments that would reduce the potential pedestrian interaction with the dedicated right-of-way.

Segment 2 Alternative Routes and Public Input

Proposed Routes	King Street/Charles Street	Waterloo Spur Rail Line	Weber Street	Caroline/Park Street
Opportunities	King Street should be transit only through Kitchener’s downtown; Use King Street only as far as Victoria Street; Good connection here to Greyhound and Via Rail; Use Charles Street from Victoria Street southward; Prefer Charles Street over Courtland Ave.	Provide a continuous rail route through Uptown Waterloo to downtown Kitchener.	Could be a possible route for rapid transit in downtown Kitchener.	
Challenges	Don’t use King Street through downtown Kitchener; Charles Street could reduce vibrancy of Kitchener’s core.		Don’t like Weber Street in Kitchener near expressway; Least desirable.	Doubt the Park Street route is feasible; Too much low density residential along this route and only two lanes wide; Not a good option.

Other routes to consider in Segment 2 – Public Input:

The public suggested a few other route options in this segment:

- **Iron Horse Trail**
- **Walnut Street:** cross over at Walnut Street
- **Duke Street**
- **Park Street:** use Park Street as far as Victoria Street (but very narrow);
- **King Street through downtown Kitchener:** should consider this as a more direct route compared with Charles Street and Courtland Avenue.

Assessment of Suggested Routes: The public generally agreed with the proposed routes in North Kitchener and downtown Kitchener with the addition of a route along King Street through the downtown core. The Park Street route was eliminated due to its narrow road right-of-way (60-66 feet) in many parts and low density residential frontage along sections of this roadway. Iron Horse Trail is narrow in places and backs on to low density residential (i.e. Victoria Park) areas.

The final routing options, in consideration of the comments raised by the public for this segment, would change the preliminary list as follows:

- add King Street through Kitchener’s core (Victoria Street to Benton Street);
- remove the Iron Horse Trail and Park Street routes because of their longer distances from the Kitchener core and King Street stations, limited redevelopment potential, narrow road width and right of way, and predominant residential (single family) frontage.

Segment 3 Alternative Routes and Public Input

Proposed Routes	King Street to Fairview Mall	Kingsway to Montgomery	Courtland Avenue	Weber Street
Opportunities	Most direct.			
Challenges			Not direct enough	Less desirable than others

Other routes to consider in Segment 3 – Public Input:

The public suggested only two other possible routes in this segment:

- **Serve Stanley Park:** consider a route that runs along River Road with a station at Stanley Park Mall (Note: this is outside of the study area). Or, follow Franklin Road to Ottawa Street. From the Stanley Park station, follow Ottawa Street to Courtland Avenue.
- **CN Rail Corridor:** use the rail corridor (from Ottawa Street southward) rather than on-street via Courtland Avenue through the Rockway community.

Assessment of Suggested Routes: The public considers the King Street/Kingsway route the most direct to Fairview Park Mall and less so for Courtland Avenue. The King Street to Highway 8 route will be examined, although it is noted that there are two lanes on King Street (in each direction beneath the Highway 7/8 bridge structure) and due to the narrow road width beneath the Highway 7/8 bridge, one of these lanes would have to be converted for transit use. Also, traffic merges from the Highway 7/8 ramps to Highway 8 and would have to cross the dedicated transit lanes.

The Weber Street route is viewed by many as least desirable in this segment. It contains mostly residential frontage, mature residential areas on the east side and,

compared to King Street, has limited redevelopment potential. However, Weber Street offers an alternative to King St. E./Highway 8 between Montgomery Rd. and Fairway Road and will be considered. Finally, the route suggested through Stanley Park is far too circuitous from Fairview Mall and, as well, falls outside of the study area. The CN Rail corridor will be considered as a possible routing through this segment.

Specific route options would be added/removed from the final list:

- remove the Weber Street route from Benton Street in downtown Kitchener to Montgomery Road (mainly direct low density residential frontage, through mature residential areas, and little opportunity for intensification);
- remove the Highway 8 route in this segment due to the complex traffic movements at the Highway 7/8 interchange and restricted width under the Highway 7/8 bridge;
- do not consider a “Stanley Park” routing that would follow River Road to Ottawa Street (too circuitous and outside of the study area of investigation).

Segment 4 Alternative Routes and Public Input

Proposed Routes	King Street E. to Shantz Hill	Maple Grove Road to Cherry Blossom	King Street E. to Sportsworld	Highway 8
Opportunities	Direct route; Need to have quicker connection to the Preston core than is presently available.	Prefer connecting Maple Grove Road route to railway corridor.	No comments	Like this route
Challenges	Hill is too steep; Avoid area around Flour Mill.	Does not warrant rapid transit; Needs instead a peak period express bus route; Special care in scheduling service to this area given the varying shifts, expansiveness of the industrial area, and poor pedestrian environment – not a desirable walk in bad or winter weather.		Road congestion between Highway 401 and Highway 8

Proposed Routes	CP Rail corridor			
Opportunities	Direct route; Like this rail corridor.			
Challenges				

Other routes to consider in Segment 4 – Public Input:

The public suggested only one other alternative route in this segment:

- **Fountain Street:** consider access to the Cambridge Business Park via Fountain Street North. Access Fountain Street from the future Fairway Road extension or Victoria Street. From here, into the Preston Core from Fountain Street (steep hill).

Assessment of Suggested Routes: The public prefers Highway 8 and the CP Rail corridor while King Street E. is viewed as less desirable especially the section south of Highway 401 and Shantz Hill. Fountain Street is not considered viable since access from Fairway Road is circuitous and outside of the study area. Also, a route on Fountain Street crossing Highway 401 and down the steep hill into Preston is not a reasonable alternative (given the steep grade and a new bridge structure would be needed for the highway crossing).

In this segment, the final routing options would add/delete the following from the preliminary routes:

- delete the King Street E routing between Highway 401 and Shantz Hill. The steep hill and limited road right-of-way on Shantz Hill Road and Fountain Street would hinder bus or LRT operations through this busy section of roadway.
- investigate an off-road route along King Street E. immediately south of Highway 401. It would be difficult to develop a dedicated rapid transit route along the east side of King Street, through the Highway 401 bridge, and avoid the ramps from King Street to Highway 401 as well as the adjacent residential development.

Segment 5 Alternative Routes and Public Input

Proposed Routes	King Street and Coronation Blvd.	Hespeler Road	CP Rail Corridor	Cherry Blossom/Speedsville Road
Opportunities	More redevelopment opportunities (Preston) on King/Coronation than Hespeler Rd.; Preferred route.	Seems to be best route option because of commercial development; Easier bus connections to east side residential; More people work along Hespeler Road than in Preston; Current route for iXpress – attract existing riders.	Better route than Shantz Hill/King Street; Also, preferred.	No comments.
Challenges	Narrow roads through Preston core			

Other routes to consider in Segment 5 – Public Input:

The public suggested some other alternative routes (with no explanation) in this segment:

- **CP Rail line through Riverside Park:** There is no advantage of following this northeasterly railway route which runs through the Conservation Area and ends at Highway 401. The CN Corridor runs parallel to this line and crosses Highway 401 and into Hespeler, but a connection to this line would be difficult and would direct the RT line away from the urbanized areas in Cambridge. The circuitous routing of this route would negatively impact on transit travel times. There is limited ridership demand to provide a station in the Hespeler Community, and this area can be more effectively served by feeder bus.
- **Dunbar Road:** Note: Dunbar Road has single family residential frontage throughout on the north side and the Dumfries Conservation Area to the south. It

operates as a local street and therefore is not considered appropriate for a rapid transit route.

Assessment of Suggested Routes: In this segment, the final routing options would add/delete the following from the preliminary routes:

- delete Industrial Road as a possible cross-corridor. As compared with Hespeler Road, there would be limited intensification opportunities suitable for rapid transit albeit that the adjacent land use is industrial uses. This local street is some distance away from the Hespeler Road commercial strip and, a route here, would add to the trip time of the rapid transit system.
- Add a possible cross-corridor along a north-south drainage channel between Hespeler Road and Industrial Road. This north-south route would be closer to the Hespeler Road commercial area and avoid the congestion and limited road right of way at the Eagle Street and Hespeler Road intersection. It runs between Eagle Street and Dunbar Road.

Segment 6 Alternative Routes and Public Input

Proposed Routes	Coronation Blvd.	Hespeler Road	CP Rail Corridor	
Opportunities	Has right of way width available for rapid transit; Need station at Cambridge Hospital; Buses from Hespeler Road rapid transit stations could connect with Cambridge Memorial Hospital.	Prefer this route; This route hits the main destinations; Has the most room for a rapid transit route; Good potential for redevelopment around proposed rapid transit stations; Connects most easily with bus routes and existing terminal.	No comments given	
Challenges		Today, this road is car-oriented with low density retail development; The road is not conducive for transit and would leave pedestrians in a dangerous, poorly connected, auto-dominated landscape; Can the rapid transit be built underground to avoid the traffic; Most people come here for shopping and won't use transit; Rapid Transit in the centre of the road would be completely cut off.		

Other routes to consider in Segment 6 – Public Input:

The public suggested only one other alternative route (with no explanation given) in this segment:

- **Dunbar Road:** Note: Dunbar Road has single family residential frontage throughout on the north side and the Dumfries Conservation Area to the south. It

operates as a local street and therefore is not considered appropriate for a rapid transit route.

Assessment of Suggested Routes: In this segment, the final routing options would remain the same as the preliminary route alternatives.

Segment 7 Alternative Routes and Public Input

Proposed Routes	Ainslie/Water Street	Dundas Street	CP Rail and Trailway	
Opportunities	Could start as a BRT route and expand to LRT; Loop is a natural to cover more of the Galt core; Park and ride lot needed at the end station.	Stop the route at Dundas/Samuelson and connect with GO Rail in the future; Plan for a park and ride lot at the Samuelson station	No comments given	
Challenges	Consider moving the downtown bus terminal; Too many people would be reliant on feeder bus to reach the Galt core; LRT would devastate historic Galt.	Use feeder bus to serve the Galt core		

Other routes to consider in Segment 7 – Public Input:

None

Assessment of Suggested Routes: In this segment, the final routing options would remain the same as the preliminary route alternatives.

Review of Proposed Stations

The preliminary set of station alternatives were developed from those originally identified from the Kitchener-Waterloo first stage rapid transit route from the 2004 Technical Studies. Additional locations were then identified in all three area municipalities along the possible route alternatives to form a list of 25 candidate stations. These 25 station locations were scrutinized for the redevelopment and intensification potential of properties within 600m of each station. This is the key driver for gaining significant ridership growth with which to establish the feasibility of the rapid transit system. The comments and suggestions of the public are summarized below in the seven segments:

Segment 1 - Waterloo

Proposed Stations	Conestoga Mall	Northfield/Parkside	R&T Park	U of W
Opportunities	Possible park and ride site; Major bus transfer; Close to employment; Good terminus point, not at Northfield/Parkside.	Possible park and ride site; Close to employment; Could be a terminal station; Near mixed neighbourhoods.	Good idea to build while area is developing; Large potential, mainly for employees.	Evidence of commuting with huge student base; Most students live off-campus so system would be well used; Less cars could allow more development; Already a major iXpress and local bus stop; Good location for bus transfer.
Challenges	Will this station sustain enough ridership; Place station inside Mall not outside.	Question need; Most properties are already developed; Land use not suitable to generate ridership.	Underutilized; Consider building later; Not likely to develop as well as King Street; Move station further north.	Not as likely to develop as King Street; Not good location for redevelopment; Need to connect with WLU.

Proposed Stations	WLU (King/University)	Uptown Waterloo	King/Weber	Weber/Bridgeport
Opportunities	Key destination; Retail/services and employment area; Central to universities and Conestoga College (north campus).	No comments provided.	Near major employment (Manulife); Redevelopment potential; Large shopping area; Transfer with buses; Central to major streets.	Good area for future development (retail);
Challenges			Low ridership potential; No residential nearby.	Outside of main attractors; How would universities be served.

Other Station Locations and Reasons Given (in some cases):

- **St. Jacob’s Farmer’s Market:** Could be the northern terminus of rapid transit serving both commuters and shoppers. Good park and ride potential. This is an important regional and tourist destination with substantial entertainment and retailing uses. Residents alone could not sustain a station here. Future growth potential but only for designated lands and not adjacent agricultural.
- **Northfield Drive near Conestoga Expressway:** Good for highway access.
- **Bridgeport/Weber:** shift this station over to University/Weber closer to the university.
- **Seagram Stadium:** Central to both universities. Could examine a station located off Seagram Drive just south of U of W.
- **Clay and Glass Gallery:** There is an existing rail station here (owned by City of Waterloo). The proposed station on King Street at Waterloo Town Square will displace the proposed public square and take up parking.
- **Albert/Weber:** Near the rail corridor.
- **Manulife:** King and Highway 85 area. Strong employment base.
- **Columbia and King St:** Combine King/Weber and King/University stations with this one. Cross-corridor bus service available.
- **McCormick Arena:** Closer to community.

Summary of Segment 1 Station Options: Various stations suggested by the public will be examined in more detail including St. Jacob’s Farmer’s Market, University/Weber, Seagram Drive (on rail line south of U of W), the Clay and Glass Gallery (rail line at Erb Street). Other suggested stations (e.g. Northfield near Conestoga Expressway, Albert/Weber, Columbia/King, Manulife, McCormick Arena 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 which have higher ridership potential through reurbanization.

Segment 2 – North Kitchener

Proposed Stations	Grand River Hospital	Victoria/King	Downtown Kitchener	Farmer’s Market
Opportunities	Good location – existing iXpress station; Lots of employment in area.	Will serve the School of Pharmacy and new Kaufman loft development; Should be combined with VIA Rail station.	Key transfer point for city buses and Greyhound; Hub of the City; Connecting with inter-city buses more important than VIA.	Like this station near market but may be too close to GRT terminal; Future high redevelopment potential.
Challenges	Should have two stations on King Street – one at Green Street to serve the hospital and high school and the other at Union Street to serve Sun Life and the Belmont Village shopping area.	Busy corner; Won’t generate ridership as much as Grand River Hospital or GRT Terminal.	Relocate the GRT/Inter-City bus terminal; Charles Street stations are too close.	Cannot only be market driven, as this would limit ridership being open only one day per week.

Other Station Locations and Reasons Given (in some cases):

- **Weber/Union:** Stable neighbourhoods and strip retail/industrial uses would limit redevelopment possibilities here.

- **Victoria/Weber:** a station next to the VIA Rail station would provide intermodal connections for commuters. The GRT bus terminal could be relocated here rather than using the over-crowded terminal on Charles Street. Would decrease the walk distance between Greyhound terminal (Charles Street) and the Via/RT station. The other option is to relocate the Via Rail station closer to Victoria Street.
- **Weber/Frederick:** Large workforce available in Courthouse, Regional AHQ, Rogers, Market Square. Cultural attractions in Centre on Square, Churches, Theaters, and Library.
- **Between Kitchener Collegiate Institute (KCI) and Grand River Hospital:** Possibility of locating RT station at Green Street and King Street between these two institutions.
- **Victoria Park:** Downtown Kitchener station is close by if RT station is at bus terminal.
- **Stirling Avenue/King Street:** Cross town bus route on Stirling Avenue.
- **Kitchener City Hall:** Will examine route on King Street through the downtown core with station located near City Hall.
- **Goderich Station:** Use the Goderich rail right-of-way between the VIA Rail station and Joseph Street. Not a rail route alternative but close to the proposed Victoria and King station.

Summary of Segment 2 Station Options: Various stations that were suggested will be examined in more detail including Victoria/Weber, Weber/Frederick. Suggested stations at Kitchener City Hall and the joint KCI-GRH station are close to stations that have already been examined and will be considered as alternate locations for these stations. Other suggested station locations (e.g. Stirling/King, 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

Proposed Stations	Ottawa and King	Ottawa and Courtland	King and Montgomery	Fairview Park Mall
Opportunities	Good location, lots of redevelopment opportunities.	Good location near Schneider.	Makes sense to link highway; Close to Senior's centres.	Like station location at large shopping centre.
Challenges		Question need for this station; Not much here	Too close to other stations; Ridership low; Need free park and ride to draw people in off highway.	Locate station in old Record building; Bring station closer to Wal-Mart store closer to Kingsway Drive; Tear down Wal-Mart and bring RT into the Mall

Other Station Locations and Reasons Given (in some cases):

- **Kitchener Auditorium:** good location for park and ride.
- **Courtland/ Highway 7&8:** good access to West Kitchener and location for park and ride.
- **Concordia Club:** Oktoberfest!

- **St. Mary's High School:** Courtland/Fairway station will serve this school and medium density residential along Courtland Avenue.
- **Highway Market/Dare Foods:** locate a station near Franklin Street and Weber/Kingsway to serve both sides of highway with pedestrian overpass.
- **King and Weber station (near highway ramp):** serve business on Weber Street side.
- **Courtland/Hayward Avenue:** Industrial land use could intensify.
- **Rockway Senior's building:** old streetcar stop on King Street near golf course and residential high rises.
- **Courtland stations (Ottawa and Fairway) move to rail line:** CN/CP rail line is shown as a possible route. Possible intensification of industrial lands on west side of rail line, medium density residential on east side of Courtland Avenue, and near the high school.

Summary of Segment 3 Station Options: Most of the alternate station sites suggested by the public are close to 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 potential for intensification or to generate existing or future ridership. A station near Highway Market/Dare Foods where Franklin Street crosses Highway 8 would be one possible location that might show some reurbanization potential if the rapid transit line follows Kingsway Drive. Conversely, a Weber Street routing would have limited potential from a ridership and redevelopment/intensification perspective in the stretch of Weber Street from Highway 7/8 southward to Fairway Road.

Segment 4 & 5 – Sportsworld/Preston

Proposed Stations	Sportsworld	Preston Core	King and Montrose	
Opportunities	Lots of employment and redevelopment potential; Strong ridership potential; Good for weekend travel and park and ride off highway ; Good connection for outside the Region.			
Challenges	Station on Sportsworld Drive is too far from Gateway Park; Prefer rail line that is closer to the Maple Grove Road industrial area and Toyota.	Move further into the core, at a more central location; Not crucial station.	Not necessary; Combine with a Preston Core station that is more centrally located. Move to rail line.	

Other Station Locations and Reasons Given (in some cases) for Segment 4:

- **Maple Grove Road:** Locate a station on the railway line or move it closer to Cherry Blossom Rd.

- **King Street and Hwy 401:** Close to the 401 for attracting highway traffic. Good location for park and ride.
- **Freeport Hospital:** Locate a station on King Street E. north of river.
- **King Street E. and River Road:** Near the Freeport Hospital. This area could become a major development hub once River Road crosses the highway (8).
- **Toyota:** Lots of workers in the plant and the neighbouring industrial area (Cherry Blossom). Perhaps use a shuttle bus to connect to Toyota instead of a rapid transit station here. Not many road connections and traffic congestion might impede rapid transit. Station could also serve West Hespeler.
- **Cambridge Business Park:** Locate a station central to this area rather than at one use (Toyota).

Summary of Segment 4 Station Options: Some alternative stations were suggested along King Street E between Fairway Road and the Grand River bridge. There is little redevelopment potential on this stretch of King Street and existing medium density residential/retail/institutional uses would not generate significant ridership to warrant a rapid transit station. On the boundary of King Street, the area is predominantly low density residential which will be served by feeder bus to the Fairview Mall station. Other suggested stations on Maple Grove Road will be examined as part of the rail route alternative or a route following Maple Grove Road to Cherry Blossom Rd. The preliminary route shown on King Street E from Sportsworld Drive to the Highway 401 interchange has been retained as an alternative to the use of the directional Highway 8 ramps to Highway 401. To the south of Highway 401, this route will not be evaluated in Step 2 due to the severe grades on King/Fountain Street into the Preston core and the absence of an alternative off-road right-of-way.

Other Station Locations and Reasons Given (in some cases) for Segment 5:

- **Cambridge Memorial Hospital:** This is a high employment area and the hospital needs a station on the Coronation/rail route. Pedestrian overpass over Coronation Blvd. could connect the station on the rail line with the hospital. Also, is close to the Dumfries Conservation area.
- **King Street and Bishop or Dunbar:** Instead of Montrose. Close to public school.
- **Eagle and Concession Road:** Close to population.
- **King and Westminister:** Should be here in Preston BIA.
- **Main and Franklin:** Better serves populated areas. Beyond the study area.

Summary of Segment 5 Station Options: Some alternative stations were suggested on King Street through the Preston core, and on Coronation Blvd. Two routes, on the rail line and Coronation Blvd., will be examined in Step 2. The alternative station locations (i.e. King Street at Westminister or between Dunbar and Bishop Street and one near the Hospital) will be considered. However, to ensure rapid transit's higher speed is maintained, it is doubtful that more than two stations on King Street/Coronation Blvd. would be considered. Main and Franklin Blvd. is not a possible station location as there is no route proposed on Franklin Blvd. (beyond the EA study area). This area will be served by feeder bus connections to the proposed stations on Hespeler Road.

Segment 6 – Hespeler Road

Proposed Stations	Hespeler/Pinebush	Cambridge Centre	Hespeler/Can-Amara	
Opportunities	Convenient to Highway 401; Key station for redevelopment; Will benefit downtown Hespeler.	Central location; People are used to going here; Serves population areas to the east; Good for future development.	Will serve shopping areas; High development density is planned on NE corner; Close to Dumfries Park.	
Challenges	Move to Samuelson yards to connect with future GO service.	Only if bulk of ridership wants to get here.	Should be closer to the Delta; Not a priority; Unnecessary apart from YMCA; Switch to Cambridge Memorial Hospital (Coronation).	

Other Station Locations and Reasons Given (in some cases)

- **Hespeler Road and Queen Street:** close to hub of Hespeler community.
- **Bridgcam or Hespeler/Eagle:** close to Power centre; add park and ride here.
- **Speedsville and Eagle Street**
- **Dunbar Road**

Summary of Segment 6 Station Options: Some alternative stations were suggested on Hespeler Road at Eagle/Pinebush (already proposed here), at Dunbar Rd. (a station is proposed at the Cambridge Centre near this intersection), and on Queen Street north of Highway 401. The Hespeler Community will be served with feeder bus connections to the proposed stations on Hespeler Road. There is no route proposed on Hespeler Road north of Highway 401. In the case of Speedsville/Eagle Street, a route is proposed along Cherry Blossom and Speedsville Road crossing Highway 401 but no station is proposed at the junction of Eagle Street. There is limited redevelopment potential here and the adjacent mature neighbourhoods would not attract significant new ridership. This area will be served by feeder bus connections to the proposed Preston core or Hespeler Road rapid transit stations.

Segment 7 – Galt Core

Proposed Stations	Dundas/Samuelson	Galt Core		
Opportunities	Intermodal centre connecting with future GO Rail; Use as the terminal station not Galt core; Ideal location; Serves Galt Collegiate (south on Water Street).	Good location; Plan for more parking to accommodate population to the south; Connect with buses at bus terminal.		
Challenges	Use the rail line	Better location would be northeast end of Grand River Railway line.		

Other Station Locations and Reasons Given (in some cases)

- **Delta:** some thought this is a better location for the rapid transit station than at Dundas and Samuelson. The junction of commercial and industrial area and near the High School (GCI). Provides a cross-route for easy transit connections. However, will need an overpass for rail with a multi-level intersection.
- **Highway 97/8/Dundas:** Connects the two high schools in South Cambridge.
- **Water/Ainslie junction:** North end of the Galt core and will serve the High School (GCI).
- **Cambridge Library:** Locate line on west side of the river.
- **Cambridge Market:** Lots of parking and close to new City Hall

Summary of Segment 7 Station Options: Some alternative station locations on Hespeler Road/Water Street will be considered as the distance is quite far between the preliminary stations alternatives on Hespeler Road (i.e. Can-Amera and the Galt core). Adding stations must be tempered with ridership potential and the need for high speed rapid transit. Other suggested stations in this segment were removed because they are some distance from the proposed alternative 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 with the proposed stations on Hespeler Rd./Water Street.

Recommendations:

The final short-list of alternative routes and station locations that are proposed to be investigated in Phase 2 Step 2 of the Waterloo Region Rapid Transit Environmental Assessment are summarized in this report and illustrated in the attached .pdf file for the entire seven segments. Staff recommends that the Project Team endorse the list of alternative routes and station locations at the April 18th 2007 Project Team meeting in order that the further detailed evaluations can proceed.

Dave Durant
23/04/07