

**Rapid Transit Environmental Assessment
Public Information Session and Workshop
September 21, 2006**

Summary of Public Input

Public input is an essential and ongoing component of the Rapid Transit Environmental Assessment (EA). At the beginning of Phase 2 of the EA, rapid transit technologies and possible route designs (at grade or above/below grade) will be considered in order to shortlist those best suited to Waterloo Region. A Public Information and Workshop was held to:

- Explain the process for Phase 2 of the EA;
- Provide an opportunity for the public to meet with Project Team members from the Region and Local Municipalities to discuss issues regarding the Rapid Transit Environmental Assessment; and
- Seek public input on rapid transit technologies, route designs, station locations and routes.

The public was notified of the meeting through:

- The Rapid Transit Newsletter, *Connecting to the Future*, that was delivered to every household in Waterloo Region beginning three weeks in advance of the meeting;
- Newspaper ads placed a week in advance in three local newspapers having general circulation in the area:
 - Waterloo Chronicle: September 12, 2006;
 - Cambridge Times: September 12, 2006;
 - The Record: September 13, 2006;
- Television ad that aired 23 times in the week before the meeting on the local CTV affiliate during key news programming;
- Notice placed on the Region's Rapid Transit website at www.region.waterloo.on.ca/transitea three weeks in advance;
- Mail-out to interested public and agencies who have asked to be added to the Region's contact list throughout the public consultation process for the Regional Growth Management Strategy and the Rapid Transit Initiative;
- Staffed information displays at three area shopping centres and two community events:
 - Cambridge Centre, September 9, 2006;
 - Fairview Park Mall, September 10, 2006;
 - Conestoga Mall, September 17, 2006;
 - Victoria Park Car Free Week Event, September 17, 2006;
 - University of Waterloo Car Free Week Event, September 21, 2006.
- Two road signs placed on busy arterial roads in the vicinity of the meeting location one week in advance of the meetings.

Workshop Format and Common Themes

There was an open house from 6 to 6:30 p.m. featuring information displays on rapid transit technologies that were hosted by Regional staff and consultants. From 6:30 to 7 p.m. there was a presentation to provide background on the Environmental Assessment process and timeline. The workshop took place from 7 to 8:30 p.m. with participants divided into small facilitated groups of 10 people to discuss four questions:

- 1. What major destinations in the Study Area should rapid transit serve?**
- 2. Considering current and future nodes of activity in the Region, where should rapid transit stations be located in the Study Area? (Please use maps provided)**
- 3. Considering the characteristics of rapid transit technologies, which routes would you use to connect the stations? Please use the maps provided to draw the routes.**
- 4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?**

During the group discussions, several common themes emerged that were repeated amongst the groups:

- **Major destinations in the Study Area that should be served by rapid transit:**
 - Downtown cores;
 - Transportation centres (Grand River Transit terminals as well as intercity bus terminals, train stations and park and ride facilities to connect destinations outside the Region) ;
 - Commercial centres in and adjacent to the Study Area;
 - Employment centres in and adjacent to the Study Area;
 - Industrial areas;
 - Schools, post-secondary educational institutions, hospitals;
 - Recreation and tourist centres;
 - Residential areas in and adjacent to the Study Area.
- **Locations for rapid transit stations:**
 - Shopping areas such as the St. Jacob's Farmers Market, Conestoga Mall, Waterloo Town Square, Kitchener Market, Fairview Park Mall, Gateway Drive and Bridgcam Power Centre and Cambridge Centre;
 - Key educational nodes such as the University of Waterloo and Wilfrid Laurier University main campus, Conestoga College, and the future University of Waterloo School Health Sciences campus in downtown Kitchener;
 - Key health care centres such as Grand River Hospital and Cambridge Memorial Hospital;
 - Key employment areas such as UW Research and Technology Park, Manulife, Sunlife, North Waterloo Industrial Area, Cambridge Industrial Park at Maplegrove Road;
 - Major transportation hubs (areas for future GO connection, train stations, Waterloo Region International Airport, Highway 401 to connect to London and Toronto, Highway 7 to connect to Guelph).

- **Routes to connect rapid transit stations:**
 - Existing road and rail right-of-ways and infrastructure
 - King Street corridor;
 - Hespeler Road;
 - Feeder routes that connect Preston and Hespeler to downtown;
 - Feeder routes that connect areas outside of the Study Area to rapid transit;

- **Most important characteristics of rapid transit:**
 - Accessibility;
 - Speed;
 - Frequency;
 - Flexibility;
 - Connectivity;
 - Affordable;
 - Environmentally sustainable;
 - Limited stops;
 - Takes people where they need to go.

After the discussion, the facilitator summarized the results of each group discussion from 8:30 to 9 p.m. and the meeting was adjourned.

The details of the group discussions are summarized for each group in ***Appendix A, Feedback from Group Discussions***.

In addition to feedback received at the Public Information Session and Workshop, further comments were submitted by individuals using the Comment Sheet provided in the Information Handout or via mail, fax, website or e-mail. Regional staff will acknowledge receipt of all of these public comments and respond directly to questions or concerns.



Appendix A to Summary of Public Input
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 Public Information Session and Workshop - September 21, 2006 - Workshop Comments

GROUP 1							
1. What major destinations in the Study Area should rapid transit serve?			2. Considering current and future nodes of activity in the Region, where should Rapid Transit stations be located in the Study Area? (Please use maps provided)			3. Considering the characteristics of rapid transit technologies (Appendix B), which routes would you use to connect the stations? (Please use maps provided)	4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?
<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>	<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>		
<ul style="list-style-type: none"> - Preston - Maple Grove industrial area - Suburbs - All points need service - Connect bedroom communities - New Hamburg - Breslau - Hook buses to RT - Pedestrian friendly areas - Belmont Village - Arenas - RIM Park - Food stores and major malls - Recreation facilities - Seniors centres - Employment areas - Destinations that draw people all day/all seasons - Hotels - Bus terminals - In Corridor first 	<ul style="list-style-type: none"> - Grand River Hospital - GRT Transit Terminal - Fairview Park Mall - Eastwood Collegiate - Schools - Kitchener Memorial Auditorium - Manulife - Sunlife - Conestoga College - Via Rail 	<ul style="list-style-type: none"> - Conestoga Mall - Wilfrid Laurier University - Waterloo Town Square - Waterloo Memorial Recreation Complex - St. Jacob's Farmer's Market - University of Waterloo 	<ul style="list-style-type: none"> - Toyota - Bridgcam Power Centre - Cambridge Centre - Cambridge Memorial Hospital - Future GO Connection on Dundas St. - Delta 	<ul style="list-style-type: none"> - Grand River Hospital - UW Health Sciences Campus - Via - GRT Transit Terminal - Kitchener Market - Express to shopping near Frederick St. Mall - Sportsworld - Conestoga College 	<ul style="list-style-type: none"> - Waterloo Town Square - Wilfrid Laurier University - University of Waterloo - Conestoga Mall - UW Research & Technology Park - Albert McCormick Arena - Industrial area (Randall Dr., Conestoga Pkwy., Northfield Dr.) - Farmer's Market 	<ul style="list-style-type: none"> - Halls Lane - Don't block traffic in downtowns - Downtowns - Use right of way along railway - Expressway - Connect to Fairway Rd. on old rail lines 	<ul style="list-style-type: none"> - Increased frequency - Wean people from cars - Cost effective - Eases congestion - Accessible (elderly, disabled, to homes, to businesses) - Rapid - Separated from traffic - Quiet - Bad Idea - Aesthetically pleasing - Central spine only - Destigmatize transit - get me to use it - out of the car - Safety - Eco friendly - Flexibility for expansion - What can we do to fix the transit system first? - Google groups - Waterloo Transit

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GROUP 2							
1. What major destinations in the Study Area should rapid transit serve?			2. Considering current and future nodes of activity in the Region, where should Rapid Transit stations be located in the Study Area? (Please use maps provided)			3. Considering the characteristics of rapid transit technologies (Appendix B), which routes would you use to connect the stations? (Please use maps provided)	4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?
<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>	<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>		
<ul style="list-style-type: none"> - Cambridge Memorial Hospital - Cambridge Centre - Toyota - Ainslie St. Transit Terminal 	<ul style="list-style-type: none"> - Downtown Kitchener - Fairview Park Mall - Grand River Hospital - Sunlife Head Quarters - GRT Transit Terminal - Rockway Golf Course - RIM Park - Conestoga College - Sportsworld - Kitchener Market - Manulife (in downtown Kitchener) - Link to Via Rail station - Kitchener Auditorium - Centre in the Square - Budd 	<ul style="list-style-type: none"> - UW Research & Technology Park - Wilfrid Laurier University - Conestoga Mall - Uptown Waterloo - Waterloo Memorial Recreation Complex - Waterloo Public Library - St. Jacob's Farmer's Market - Manulife (two Waterloo locations) - West side of Waterloo 	<ul style="list-style-type: none"> - Cambridge Memorial Hospital - Cambridge Centre - Toyota - Ainslie St. Transit Terminal 	<ul style="list-style-type: none"> - Sportsworld - Grand River Hospital - King St., Victoria St., Waterloo St. - GRT Transit Terminal - Weber St. & East Ave. (near Kitchener Memorial Auditorium) - Fairview Park Mall - Conestoga College - Rockway Golf Course 	<ul style="list-style-type: none"> - St. Jacob's Farmer's Market (south edge) - Conestoga Mall (Near King St.) - Need to connect UW Research & Technology Park, UW and WLU to a sign station somehow - Columbia St. at rail line west of Phillip St. OR one at the South East corner of UW and one at the UW Research & Technology Park - Serve the UW Research & Technology Park and UW (WLU would be a smaller 3rd source of riders) - Uptown Waterloo - Apple Grove Rd. & Weber St. - Grand River Hospital - Waterloo Town Square 	<ul style="list-style-type: none"> - King St. corridor through both Waterloo and Kitchener cores - Existing rail lines - Noise pollution and environmental impact - stay on major through fares already existing (roads and railways) - Route option 1 - follow rail line and convert to road (King St.) south from Uptown Waterloo and follow King St. through Kitchener - Route option 2 - stay on rail line down to Via Rail station and down Iron Horse Train rail line - Both route options connect at Fairview Park Mall and Sportsworld 	<ul style="list-style-type: none"> - Lower price to encourage use and free zones - Employer discount for transit use & frequent service
			General: <ul style="list-style-type: none"> - Place stations between nodes to serve multiple nodes and draw development outside of a node 				

Appendix A to Summary of Public Input
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GROUP 3									
1. What major destinations in the Study Area should rapid transit serve?			2. Considering current and future nodes of activity in the Region, where should Rapid Transit stations be located in the Study Area? (Please use maps provided)			3. Considering the characteristics of rapid transit technologies (Appendix B), which routes would you use to connect the stations? (Please use maps provided)			
4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?			Important Characteristics		Challenges				
<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>	<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>				
<ul style="list-style-type: none"> - Toyota - Downtown Hespeler (all three downtowns in Cambridge) - Bridgecam Power Centre - UW School of Architecture - Dundas St. & Main St. - North of King St. and north of Dundas St. areas of redevelopment - West Hespeler - NOT Riverside Park - NOT Cruickson Park - Not Dumfries conservation area 	<ul style="list-style-type: none"> - Court house - NOT old railway tracks through Hidden Valley - NOT Victoria Park 	<ul style="list-style-type: none"> - RIM Park - NOT Waterloo Park 	<ul style="list-style-type: none"> - Downtown station in Galt - Old workshop location in Riverside Park - Other side of HWY 401 on Industrial Rd. /McGovern Dr. - Guelph Ave. in Hespeler (link in) - Preston Legion - Dundas St. & Beverly St. - Toyota (only peak times) - Ainslie St. Transit Terminal - On rail line (just East of where Grantham Ave. meets the rail line, in the middle of Dundas St. N. & Beverly St.) - Cambridge Centre - Cambridge Memorial Hospital - Bridgecam Power Centre - Westminster St. & William St. area (near Preston High School) - King St. & Roger's Dr. - Empty land South of Preston Cemetery (where railway meets HWY 401) - Empty land between Parklawn Cemetery and HWY 8 	<ul style="list-style-type: none"> - Sunlife - HWY 8 at HWY 401 with intercity bus station - Fairview Park Mall - Conestoga College (shuttle service to Doon and Waterloo campuses) - Ottawa St. - Kitchener Memorial Auditorium - Kitchener train station - Fairway Rd. - Chicopee Ski Hill - Sportsworld - Kitchener Market - GRT Transit Terminal - Grand River Hospital at King St. & Pine St. 	<ul style="list-style-type: none"> - Between UW and WLU - Conestoga College (shuttle service to Doon and Waterloo campuses) - Farmer's Market/outlet mall - Uptown Waterloo, Caroline St. at Seagram's - Manulife, 380 Weber St. - International Airport (shuttle) - UW R + T Park - Elmira (only peak times) - Waterloo Town Square where King St. meets Laurel Trail - Rail line between Father David Bauer Dr. and the Canadian Clay & Glass Gallery - Seagram drive meets Laurel Trail - Rail line/Laurel Trail on University Ave. between UW and University Plaza - UW Research & Technology Park where Wes Graham Way meets rail line/Laurel Trail - Bus terminal at Conestoga Mall - Northfield Dr. W. meets Kumpf Dr. at rail line - RIM Park/Manulife Sportsplex area at University Ave. E. & Millenium Blvd. 	<ul style="list-style-type: none"> - Train rail - Use bus where rail line can't go - Use King St. to get to downtown - Use IRG rail line on old sp... line - Central makes more sense because it is quicker - Spine with branches off - Use infrastructure already in place - Less public uproar if your NIMBY is reduced - Not buses on existing roads, dedicated transit lanes with buses - Easier to go rail route because it doesn't impact - Rubber tires are quieter than rail line - PRT is the wrong way to go because it is not practical - Commuter train system is recognized - Existing bus system needs to be tried in well - Something that has been tried and tested and works well - The big question is "King St. or Hespeler Rd.?" - Look at parallel services; doesn't only have to have one north-south route 	<ul style="list-style-type: none"> - Convenience (e.g. quick, interconnected) - Cost effective - Reliable (e.g. it will be there when it is supposed to be there) - Integrated with buses and existing system - Limited new infrastructure - Most current technologies - Cheap - Frequent - Speed - Late night service - Safe stops - Special stop services for women, children, and seniors - Quiet - Comfortable - Clean - Better climate control - Bike storage - Bright, but not tacky; attractive - Coffee stops in the stations - Ample parking at certain stations - Announce stops you are coming to for unfamiliar riders - Time (real-time) when RT arrives - Animated mimic of the map in each car (GPS) - Encourage parking initially around stations before development starts 	<ul style="list-style-type: none"> - It is hard to service the most people and be fast - Size of streets in downtown cores - Since we want to use existing infrastructure it might not be the most direct route - Education (get them young) 	
General: <ul style="list-style-type: none"> - Colleges and Universities - Close to future downtown - Connects with buses that go out of town (e.g. Toronto) - Major malls - Where people might live in the future (e.g. old factories) - Residential areas in downtowns - Ayr - University of Guelph - As many high schools as possible - Hospitals, medical centres, and doctor's offices - Centre in the Square - Municipal offices - NOT any major parks - Not narrow urban streets 									

Appendix A to Summary of Public Input
 Rapid Transit Environmental Assessment, Phase 2
 Public Information Session and Workshop - September 21, 2006 - Workshop Comments

GROUP 4							
1. What major destinations in the Study Area should rapid transit serve?			2. Considering current and future nodes of activity in the Region, where should Rapid Transit stations be located in the Study Area? (Please use maps provided)			3. Considering the characteristics of rapid transit technologies (Appendix B), which routes would you use to connect the stations? (Please use maps provided)	4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?
<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>	<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>		
<ul style="list-style-type: none"> - Maple Grove Complex - Toyota - Cambridge Memorial Hospital - Cambridge Seniors Centre - HWY 24 at HWY 401 shopping centre - Cambridge Centre - South Works Outlet Mall - UW School of Architecture - Bridgecam Power Centre - Waterloo Regional Police (Cambridge detachment) - Area between Dickson Park and where George St. meets railway - Regional Police Headquarters 	<ul style="list-style-type: none"> - Fairview Park Mall - GRT Transit Terminal - Kitchener-Waterloo Collegiate - Grand River Hospital - Sunlife - UW Health Sciences Campus - Via Rail on Victoria St. - Kitchener Market - Cameron Heights - Eastwood Collegiate - Rockway Seniors Centre - Regional building on Frederick St. - Freeport Health Centre - Kitchener Market 	<ul style="list-style-type: none"> - Farmer's Market - Conestoga Mall - University of Waterloo - Wilfrid Laurier University - Waterloo Town Square - Conestoga College (Waterloo Campus) - Waterloo Collegiate - RIM - RIM Park - Sir Edgar Bauer School 	<ul style="list-style-type: none"> - Ainslie St. Transit Terminal - Parkhill Rd., between Ainslie St. & Cambridge St. (UW School of Architecture) - Malcolm St., where Ainslie St. meets railway - Ainslie St. & Brooklyne Rd. - Cambridge Memorial Hospital along Coronation Blvd. - Zehrs plaza at Bishop St. & Concession Rd. - Lowther St. & King St. (Cambridge Seniors Centre) - Chopin Dr. & King St. - Pioneer Tower Rd. meets King St. E meets Maple Grove Rd. (near Sportsworld) 	<ul style="list-style-type: none"> - King St. E., between Stonegate Park and Freeport Health Centre - Fairview Park Mall - King St. E. meets Doon Rd. area (near Eastwood Collegiate) - Kitchener Market - GRT Transit Terminal - UW Health Sciences Campus - Grand River Hospital on King St. - Pioneer Tower Rd. & King St. E (near Sportsworld) 	<ul style="list-style-type: none"> - Waterloo Town Square - University Ave. railway between UW and University Plaza - Columbia St., between Philip St. and railway (RIM) - Farmer's Market - Conestoga Mall - University Ave. meets King St. - Eastbridge Sports Park 	N/A	<ul style="list-style-type: none"> - Cost to build - Carry bicycles - Accessibility (keep at ground level) - Route flexibility and frequency - Hours of operation and flexibility - One ticket for all transit systems - Bus pass system (use of debit card) - Dependability for transfers (min. wait time) - Intermodal; connected to Via Rail, GO trains - Safety

Appendix A to Summary of Public Input
 Rapid Transit Environmental Assessment, Phase 2
 Public Information Session and Workshop - September 21, 2006 - Workshop Comments

GROUP 5							
1. What major destinations in the Study Area should rapid transit serve?			2. Considering current and future nodes of activity in the Region, where should Rapid Transit stations be located in the Study Area? (Please use maps provided)			3. Considering the characteristics of rapid transit technologies (Appendix B), which routes would you use to connect the stations? (Please use maps provided)	4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?
<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>	<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>		
<ul style="list-style-type: none"> - Downtown Galt - Cambridge Centre - Bridgecam Power Centre - Hespeler needs a way to connect in - Connect to outlying areas/parking lots - Ainslie St. Transit Terminal - Galt City Centre - Maplegrove area 	<ul style="list-style-type: none"> - Kitchener Market - Fairview Park Mall - GRT Transit Terminal - Sportsworld - Conestoga College - VIA Rail - Kitchener City Hall - Market Square - Rockway Seniors Centre - School of Pharmacy - Serve dense residential areas (e.g. Westmount Rd. & Victoria St.) - UW Health Sciences Campus - Grand River Hospital 	<ul style="list-style-type: none"> - Conestoga Mall - University of Waterloo - Uptown Waterloo/Waterloo Town Square - UW Research & Technology Park - St. Jacobs Market - Waterloo Park - Perimeter Institute - RIM Park - Wilfrid Laurier University - UW Research & Technology Park - Farmer's Market 	<ul style="list-style-type: none"> - Bridgecam Power Centre - Cambridge Centre - Ainslie St. Transit Terminal - Breslau/International Airport/industrial lands 	<ul style="list-style-type: none"> - Grand River Hospital - School of Pharmacy - GRT Transit Terminal - Fairview Park Mall - Country Boy (Fairway Rd. & Manitou Dr.) - Sportsworld - Courtland Ave./Fairway Rd. 	<ul style="list-style-type: none"> - Grand River Hospital - School of Pharmacy - GRT Transit Terminal - Fairview Park Mall - Country Boy (Fairway Rd. & Manitou Dr.) - Sportsworld - Courtland Ave./Fairway Rd. 	<ul style="list-style-type: none"> - LRT - fixed infrastructure (dependable, easy on/off) - Streetcars not conducive to access - Other technologies not proven - Cost is a key factor - Are there enough people? - Different technologies... lack of feasibility - Get off the ground - grade separation needed - Make good use of existing railways where possible - Deviate to King St. - Existing railways... potentially less NIMBYism - Elevated vs. subway - cost, accessibility - May need to incorporate a variety of technologies depending on location, density, etc. - Demonstration of what could be 	<ul style="list-style-type: none"> - Start where people live and go where people want to go - Efficient, both speed and environmentally - Reasonable cost - Quick, short intervals (i.e. five minutes) - Aesthetics - do you want overhead lines - In Bordeaux there are no overhead lines - Has to go where you want it to go - Fast and reliable - Extendable and adaptable - How does it interact with physical surrounding - Cost - Integrate with existing bus system well - Link to other transit systems (i.e. Guelph, Toronto, Brantford, London)

Appendix A to Summary of Public Input
 Rapid Transit Environmental Assessment, Phase 2
 Public Information Session and Workshop - September 21, 2006 - Workshop Comments

GROUP 6							
1. What major destinations in the Study Area should rapid transit serve?			2. Considering current and future nodes of activity in the Region, where should Rapid Transit stations be located in the Study Area? (Please use maps provided)			3. Considering the characteristics of rapid transit technologies (Appendix B), which routes would you use to connect the stations? (Please use maps provided)	4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?
<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>	<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>		
N/A	<ul style="list-style-type: none"> - Conestoga College - Sportsworld/ Gateway area - Fischer Hallman Rd. & Highland Rd. 	<ul style="list-style-type: none"> - International Airport - University of Waterloo - Wilfrid Laurier University - St. Jacob's - Elmira 	<ul style="list-style-type: none"> - Bridgcam Power Centre - Cambridge markets (Bechtel St. & Groh Ave.) - Toyota - HWY 401 junction with parking/intercity bus facility (between Fountain St. & King St. area) - Downtown Preston - Preston High School - Cambridge Centre - Cambridge Memorial Hospital - Delta (Water St. N. & Dundas St. N. area) - UW School of Architecture 	<ul style="list-style-type: none"> - King St. & Ottawa St. - Cedar St. to Ottawa St. - Conestoga College - Industrial area along Pioneer Tower Rd. - HWY 401 & HWY 8 interchange South of Sportsworld - Maple Grove Rd. industrial area - King St. & River Rd. - Freeport Health Centre - Fairview Park Mall - Expressway junction with parking facility (near Eastwood Collegiate) - Huron Business Park - Kitchener Memorial Auditorium - GRT Transit Terminal - UW Health Sciences Campus - King St. & Victoria St. - Grand River Hospital - Via Rail (future GO Rail) 	<ul style="list-style-type: none"> - International Airport - Farmer's Market - Northfield industrial area & parkway (between Northfield Dr. & Randall Dr.) - Conestoga Mall - UW Research & Technology Park - King St. & Columbia St. - Wilfrid Laurier University - University of Waterloo - Uptown Waterloo (Waterloo Town Square area) 	<ul style="list-style-type: none"> - Fixed rail with flexible bus that shifts to different roads - Can't use existing rail ROW (it currently has train traffic) - Own ROW, out of mixed traffic - Should be above or below ground level to limit taking more development space - Technology that creates physical barriers for access - Highest level that we can justify based on population and development 	<ul style="list-style-type: none"> - 24 hour high frequency transit - Parking facilities - Frequency (all dimensions) - Climate controlled stations - Lockers - Parking at ends of lines - Easy to change modes/routes - Quiet (maybe electric) - Different technology will only be novelty attraction - Rapid (direct route) - Shortest possible travel time from Waterloo to Cambridge (35 to 40 minutes) - Speed not much more than driving time - Must be a consistent schedule - Limited number of stops to ensure fast speed - Use feeder routes to limit number of stops - Clean and environmentally friendly - Modern, progressive image - Attractive - Efficient (moves people, land use) - Aerobus (quiet, above ground, least intrusive, fast) - Uses electricity as power source - Attract people to live/work in the corridor - Quiet - If at-grade, ensure no underground infrastructure - If above-grade, ensure stations are at-grade - If above-grade, concern about privacy - Year-round operation - Technology choice based on population
General: <ul style="list-style-type: none"> - iXpress stops - Possibly industrial areas - Sports/entertainment areas - High schools - Hospitals 			General: <ul style="list-style-type: none"> - Future development areas 				

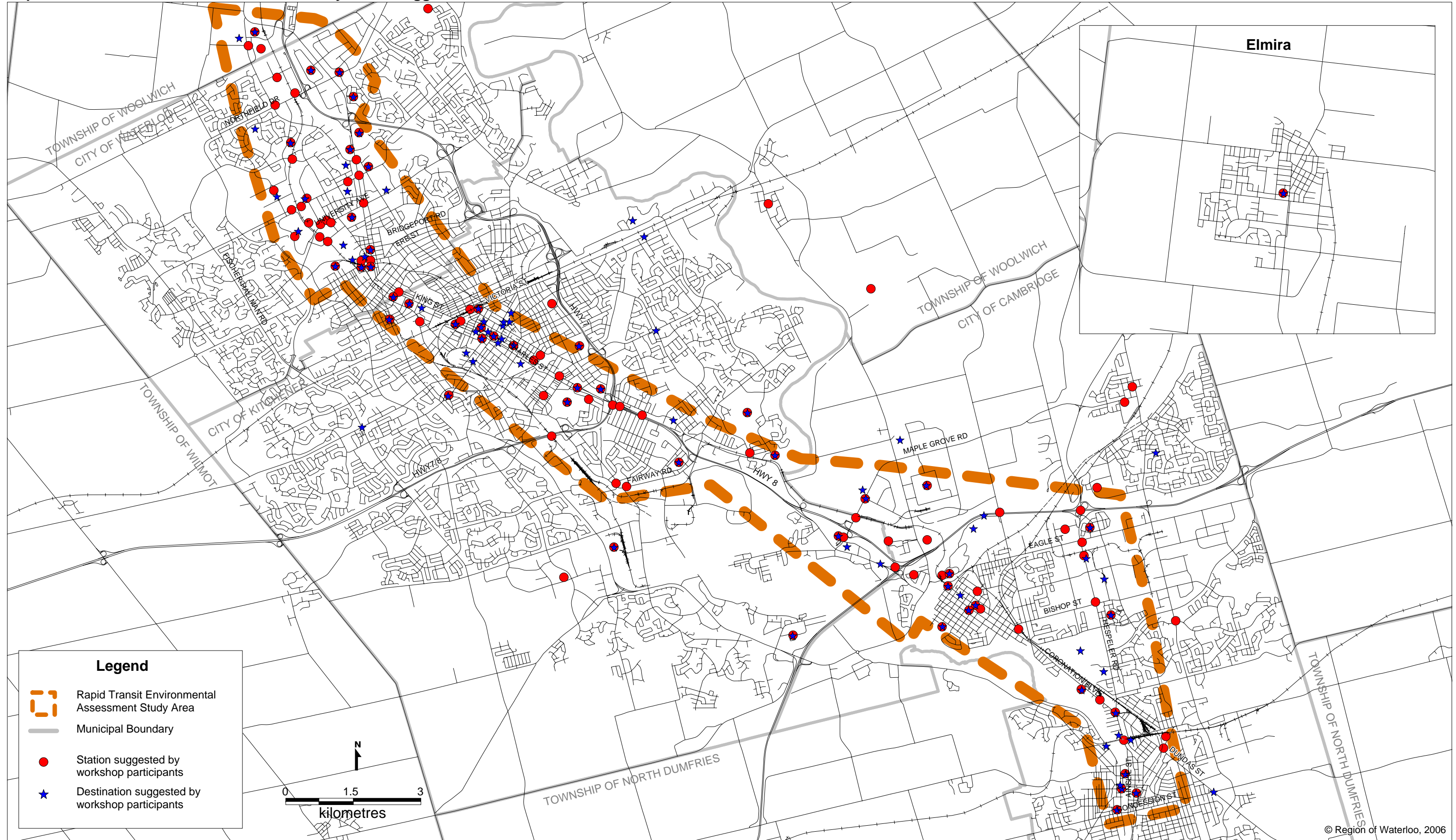
Appendix A to Summary of Public Input
 Rapid Transit Environmental Assessment, Phase 2
 Public Information Session and Workshop - September 21, 2006 - Workshop Comments

GROUP 7							
1. What major destinations in the Study Area should rapid transit serve?			2. Considering current and future nodes of activity in the Region, where should Rapid Transit stations be located in the Study Area? (Please use maps provided)			3. Considering the characteristics of rapid transit technologies (Appendix B), which routes would you use to connect the stations? (Please use maps provided)	4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?
<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>	<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>		
<ul style="list-style-type: none"> - Hespeler Rd. - Toyota and National Grocers - Riverside Park - Kinsmen Park - Commuter car pool 	<ul style="list-style-type: none"> - Rockway Seniors Centre - Centre in the Square - Octoberfest - Bingemans - Fairview Park Mall - Costco - Conestoga College 	<ul style="list-style-type: none"> - Conestoga Mall - RIM Park - Farmer's Market - Wilfrid Laurier University - University of Waterloo - St. Jacob's 	<ul style="list-style-type: none"> - Maple Grove Dr. & Cherry Blossom Rd. - Toyota - Speedsville & HWY 401 - Bridgecam Power Centre - Hespeler Rd. - Cambridge Centre - Ainslie St. Transit Terminal - Car pool at HWY 401 (near Blair) 	<ul style="list-style-type: none"> - Grand River Hospital - UW Health Sciences Campus - GRT Transit Terminal - Kitchener Market - Stirling Ave. & King St. - Rockway Seniors Centre - Rockway Golf Course - Fairview Park Mall - Sportsworld - Conestoga College 	<ul style="list-style-type: none"> - Farmer's Market - Conestoga Mall - Chapters (corner of King St. & Weber St.) - Wilfrid Laurier University - University of Waterloo - Waterloo Town Square 	<ul style="list-style-type: none"> - Weber St. - Potential u-shape to connect - Something that is essentially straight - Route will be impacted according to where growth occurs - Route can deviate; it doesn't have to follow a street pattern - Need cross-connections - King St. (close King St. off from regular car traffic) - Current infrastructure 	<ul style="list-style-type: none"> - Ability to entertain growth to the East or West - What becomes of existing bus systems? - Grip pattern for buses (e.g. Toronto) - Figure out a way to bring buses to the central route - Service main locations with separate transit to get to other specific locations - Feeder lines to major shopping centres and high schools - Fear of too high of a density along the central route - There have to be controls to manage densities along the central route - Convenience - Something for future connection to Mississauga/HWY 401 - Reliability (more dependable and frequent) - Look at land use very carefully - Frequent parking lots in community - Need a lot of people to live in the corridor - Multiple types of rapid transit; not necessarily one consistent system - Fast (has to be just as quick as riding in a private car) - Dependable - Cheap fares - Simple to understand (direct routes) - Good connections - Timing of connections - Not having to go to central location to get service - Noise - Use of already existing buses with new system/routes - Public polling
General: <ul style="list-style-type: none"> - Community centres - Seniors centres - Adult learning centres - Central shopping cores (downtowns) - Hospitals - Weber St. - King St. 			General: <ul style="list-style-type: none"> - No buses to where people work - GO Train connection - Mohawk/GO Train connection - Connection to London 				

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 Public Information Session and Workshop - September 21, 2006 - Workshop Comments

GROUP 8							
1. What major destinations in the Study Area should rapid transit serve?			2. Considering current and future nodes of activity in the Region, where should Rapid Transit stations be located in the Study Area? (Please use maps provided)			3. Considering the characteristics of rapid transit technologies (Appendix B), which routes would you use to connect the stations? (Please use maps provided)	4. In your opinion, what are the most important characteristics for a rapid transit system in Waterloo Region?
<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>	<i>Cambridge</i>	<i>Kitchener</i>	<i>Waterloo</i>		
N/A	<ul style="list-style-type: none"> - Freeport Health Centre - Schneider Haus - Kitchener Auditorium - Victoria Park - New "Y" future location - Kitchener Market - Downtown Kitchener - KPL (current/future) - Centre in the Square - Bingemans - Via Rail 	<ul style="list-style-type: none"> - Waterloo Memorial Recreation Complex - Waterloo Public Library (new location) - RIM Park 	<ul style="list-style-type: none"> - Toyota - Downtown Preston - Bridgecam Power Centre - Townline Rd. park & ride (at Homer Watson Blvd.?) - Cambridge Centre - Cambridge Memorial Hospital - Ainslie St. Transit Terminal - Downtown Galt (UW School of Architecture, Southworks Mall) 	<ul style="list-style-type: none"> - Grand River Hospital (King St. & Green St.) - Conestoga College Sportsworld - Fairview Park Mall - Eastwood Collegiate - King St. & Ottawa St. - King St. & Queen St. - St. Mary's Hospital - Via Rail on Victoria St. - GRT Transit Terminal 	<ul style="list-style-type: none"> - St. Jacob's Market - Farmer's Market - Conestoga Mall - Manulife at HWY 85 - UW Research & Technology Park - University of Waterloo - Wilfrid Laurier University - Uptown Waterloo/Waterloo Town Square (where King St. meets railway) 	<ul style="list-style-type: none"> - On ground for most - Elevated in Uptown Waterloo OR among streetscape - Technology should reflect "Smart City" - Should "impress me" leave an impression - Use new technology not old - Quiet, efficient, address weather issues - Part of streetscape - Incorporate into buildings - Station is part of the activity - build into it - RT North-South with East-West connections - Follow existing King St. Corridor - At stations, redesign local bus routes to feed - Think of where people live and will live in the future - Main core - with good social feeling - Got to be one system - just environment changes - Go big, think big - put infrastructure in place for future 	<ul style="list-style-type: none"> - Convenient - Time efficient - good connections to local - East to access for intercity - Parking around station - Something to talk about - Do it right - Intensify cores - Reduce road building/ close roads, slow down - Quiet - Closed to all cars, take cars built after 59 off the road - Affordable - Market it - Clean
			General: <ul style="list-style-type: none"> - Avoid environmentally sensitive areas - Major employers - Major educational areas - Major cultural areas - Future GO station - Events, movie theatres, libraries, recreation, parks 				

Appendix C to Summary of Public Input from Sept. 21 Workshop
Rapid Transit Environmental Assessment Study Area - Suggested Stations & Destinations



Appendix D to Summary of Public Input from Sept. 21 Workshop
Rapid Transit Environmental Assessment Study Area - Suggested Routes

