



Rapid Transit

Rapid Transit Implementation Options

Option	North end ⁽¹⁾	Location of change from LRT to aBRT	Length of rapid transit (km)			Annual rapid transit ridership 2031 (millions)	Increase in population and employment in station areas (thousands) ⁽²⁾		Transit integration ⁽³⁾	Capital costs (millions)		Annual net operating and maintenance cost 2031 (millions)	Annual property tax increase ⁽⁶⁾	
			LRT	aBRT	Total		pop.	empl.		total	Region's share		%	\$
L1	Conestoga Mall	Ottawa St.	14	22	36	12.6	19.8	12.7	fair	\$644	\$129	\$8.6	0.97%	\$16.01
L2	Conestoga Mall	Block Line Rd.	17	19	36	14.3	20.3	12.8	fair	\$770	\$213	\$9.1	1.27%	\$20.98
L3	Conestoga Mall	Fairview Park Mall	19	17	36	15.0	20.3	13.1	good	\$818	\$253	\$9.1	1.37%	\$22.63
L4	Conestoga Mall	Sportsworld Dr.	24	12	36	15.4	20.3	13.7	good	\$960	\$395	\$11.6	1.90%	\$31.46
L5	Northfield Drive	Ottawa St.	12	22	34	12.2	19.3	11.6	poor	\$608	\$105	\$8.2	0.88%	\$14.63
L6	Northfield Drive	Block Line Rd.	15	19	34	13.9	19.7	11.7	poor	\$733	\$189	\$8.8	1.13%	\$19.04
L7	Northfield Drive	Fairview Park Mall	17	17	34	14.7	19.7	12.6	fair	\$773	\$215	\$8.7	1.25%	\$20.70
L8	Northfield Drive	Sportsworld Dr.	22	12	34	15.0	19.7	12.6	fair	\$922	\$357	\$11.2	1.78%	\$29.53
L9	St. Jacobs Farmers' Market	full LRT	39	0	39	18.0	22.6	16.9	excellent	\$1,500	\$985	\$15.5	3.71%	\$62.65
B10	St. Jacobs Farmers' Market	full BRT	0	38	38	14.9	11.5	8.4	poor ⁽⁴⁾	\$702	\$168	\$9.0	0.95%	\$15.73
Business-as-usual	n/a	n/a	0	0	0	0	0	0	poor ⁽⁵⁾	\$500 ⁽⁷⁾	\$500 ⁽⁷⁾	\$1.2 ⁽⁷⁾	1.51%	\$24.98 ⁽⁷⁾

(1) All options end at Ainslie St Terminal at the south end.

(2) Increase over business-as-usual

(3) Transit integration includes the operation and convenience of passenger transfers between rapid transit and local or express routes and between LRT and aBRT.

(4) BRT system is expected to exceed road capacity north of Fairview Park Mall by 2031.

(5) Business-as-usual would require impractical road widenings through mature neighbourhoods, that would be unrealistic to construct. Gradually expanding the existing bus system will not meet the transit demand to 2031.

(6) Annual property tax increase over 6 years (2012 to 2017) assuming all costs are funded through property

tax levy. Annual incremental household impact is based on average property assessment of \$225,000 in 2010. Impacts on property taxes may be reduced through financing options.

(7) Business-as-usual costs do not include any transit improvements. Any transit improvements would be an additional cost.