



## ION Update

### July 2013

The Region of Waterloo's Rapid Transit Division knows that summer is here, so grab a copy of the ION Update to enjoy outside!

### Light Rail Vehicles

On July 10, 2013, Regional Council voted in favour of the Light Rail Vehicle (LRV) contract with Bombardier.

The Region of Waterloo will share in the existing Metrolinx contract with Bombardier and purchase 14 vehicles for its Light Rail Transit (LRT) service. The contract cost of approximately \$92.4 million includes the LRVs, contingencies, tools and equipment. The Region has the option to purchase 14 additional vehicles in the future.

July 13, 2013 marked the first time that citizens of the region could step onto a mock up of the LRV. More than 1,300 people participated in the event and enjoyed getting their picture taken in the driver's seat of the Bombardier vehicle.

A new GRT bus was also on site for people to walk through as well as displays from the Region's other transit related initiatives including the King/Victoria Transit Hub, TravelWise, the Central Transit Corridor Community Building Strategy, the Public Health – Walkability Program and the Active Transportation Master Plan.

Thank you to all of our event partners and to those residents who attended. You made this event a resounding success! If you were unable to attend,

do not fret, we are working to bring the LRV back to the Region soon!

### Public Consultation

In late June, Rapid Transit staff hosted three Public Consultation Centres for both the adapted bus rapid transit and light rail transit ION Stop Design Concepts and one Public Information Centre for the Northfield Drive/Highway 85 Interchange Modifications.

Attendance at the four centres was solid with excellent comments received. Thank you to all those who participated!

Feedback from the consultations will be compiled and reviewed by staff and used in final reports for Regional Council.

### Procurement Process

On June 5, 2013, Regional Council approved the release of the Request for Proposal (RFP) to the three shortlisted teams in the running to implement Stage 1 LRT in Waterloo Region.

The three shortlisted teams – GrandLinq, Kitchener Waterloo Cambridge Transit Partners, and Tricity Transit System will have approximately six months to prepare and submit their proposals. The short-listed teams are comprised of some of the most experienced companies building transit infrastructure in North America.

Once the RFP submissions are received, the Region will evaluate each submission, select a preferred team and work with it to finalize the Project Agreement. The entire process will be overseen by a fairness monitor, P1 Consulting, and

### For more information:

- Website: [regionofwaterloo.ca/rapidtransit](http://regionofwaterloo.ca/rapidtransit)
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# Rapid Transit



the successful team will be announced in early-2014.

## Early Utility Construction

Early utility relocations are already underway along King Street, with the bulk of activity happening between William Street in UpTown Waterloo and Francis Street in Downtown Kitchener. Along this stretch, Rogers, Telus and Bell will be moving their telecommunications infrastructure, while Kitchener Utilities (Gas) and Union Gas will be relocating some of their services.

Moving utilities out of the way in advance of ION construction reduces the time needed to build LRT and lowers the overall cost of the project. Rapid Transit staff will continue to meet with utility providers on a regular basis to coordinate the scheduling of all early utility construction.

## Property Acquisition

The Region continues to negotiate land acquisitions for Phase II of the ION project. The Region will be proceeding with expropriation of the remaining Phase II properties in August 2013. Staff also received approval from Council for the expropriation of Phase III properties.

## Transit Supportive Strategy

As part of the implementation of ION, Regional Council approved the allocation of \$1 million dollars annually over a 10-year period to implement transit supportive strategies for the City of Cambridge.

Supportive strategies are being designed to increase transit ridership and development along the central transit corridor. They include:

- Pedestrian and Transit Infrastructure Investments like the Ainslie Street Terminal Improvements Study
- Additional Transit Shelters
- TravelWise Program with initiatives like the Lovell Industrial Park Transit Development Management (TDM) Study
- Hiring a TDM Coordinator/Station Area Planner to work on the strategy implementation

For more details about the Transit Supportive Strategy, please see the June 18, 2013 Regional Council report on our website [www.regionofwaterloo.ca/rapidtransit](http://www.regionofwaterloo.ca/rapidtransit) or contact John Hill, Principal Planner, Strategic Policy Development at 519-575-4500 ext.3417.

## About ION

The Region of Waterloo's Rapid Transit service, as approved by Council in June 2011, is a visionary plan that will fundamentally shape the community for the future by bringing LRT in two stages.

Stage 1, which is expected to open in 2017, features a 19 km LRT route from Conestoga Mall to Fairview Park Mall, with stops in Downtown Kitchener, Grand River Hospital, UpTown Waterloo and both Universities. It also includes a 17 km route of adapted Bus Rapid Transit (aBRT) from Fairview Park Mall to the Ainslie Street Terminal. The aBRT service is expected to begin operating in late-2014 or early-2015.

Stage 2 will convert the aBRT line to LRT, creating a seamless 37 km ION service of 23 stations between Cambridge and Waterloo.

For more information on ION, visit [www.regionofwaterloo.ca/rapidtransit](http://www.regionofwaterloo.ca/rapidtransit).

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