



## REGION OF WATERLOO

### PLANNING, HOUSING AND COMMUNITY SERVICES Transportation Planning

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

**DATE:** July 4, 2006 **FILE CODE:** D10-20/RT

**SUBJECT: RAPID TRANSIT INDIVIDUAL ENVIRONMENTAL ASSESSMENT – PHASE 1 FINAL REPORT AND PROPOSED ROPP AMENDMENT**

#### RECOMMENDATION:

THAT the Regional Municipality of Waterloo approve Phase 1 of the Rapid Transit Environmental Assessment with the Rapid Transit Initiative as the preferred transportation strategy for Waterloo Region as described in report P-06-079, dated July 4, 2006:

THAT Regional staff initiate the detailed work program for Phase 2 of the Environmental Assessment where the full range of rapid transit technologies, routes between Cambridge and Waterloo including associated infrastructure, and the full range of potential benefits within the Region's transportation system will be evaluated as directed by the Individual Environmental Assessment Terms of Reference, in addition to the assessment of a comprehensive package of planning initiatives including Transportation Demand Management and enhancement and reconfiguration of conventional transit region wide;

AND THAT Regional Council authorize the holding of a Public Meeting under section 17(5) of the Planning Act, R.S.O. 1990, Chapter P.13, as amended, regarding a proposed amendment to the Regional Official Policies Plan (ROPP) to introduce transit and rapid transit terminology, policies and associated mapping to ensure consistency with the goals of the Regional Growth Management Strategy, the new Provincial Policy Statement, the Places to Grow Growth Plan for the Greater Golden Horseshoe, and Phase 1 of the Region's Rapid Transit Environmental Assessment.

#### SUMMARY:

On May 15, 2004, the Government of Canada, the Government of Ontario and the Region of Waterloo jointly announced funding of up to \$2.5 million to complete the Regional Growth Management and Transit Initiative Technical Studies and an Individual Environmental Assessment (EA) for the development of rapid transit in the Central Transit Corridor. The Terms of Reference for the EA were approved by the Minister of Environment in July 2005.

The EA study is implemented as a three-phase process and encompasses the entire rapid transit corridor through the urban cores of Cambridge, Kitchener and Waterloo. Phase 1, which began in January 2006, examined Rapid Transit and three alternative transportation strategies in order to evaluate and select a preferred transportation strategy.

A significant component of the Rapid Transit EA involves ongoing public and stakeholder input throughout each phase of the study. Two Public Consultation Centres were held on April 5 and 6, 2006 where the results of the Phase 1 evaluation and the Draft Preferred Strategy were presented by IBI Group and Regional staff. The public feedback from these sessions indicated that the majority who provided comment recognized the Rapid Transit Initiative as the most effective transportation strategy for meeting the Region's RGMS goals and future transportation needs.

In addition, staff actively engaged the public through presentations to various stakeholder groups, and an All Council Meeting was held on March 9, 2006 that included an in-depth presentation on the status of the Regional Growth Management Strategy and Rapid Transit Initiative, including the EA process. These presentations are summarized in Appendix G, Additional Phase 1 Public Outreach Activities.

In accordance with the Rapid Transit Environmental Assessment Terms of Reference, a 30-day public review period was also held for the Phase 1 Draft Report from May 19 to June 19, 2006. The Phase 1 Draft Report was also tabled for information at the June 6, 2006 Planning and Works Committee meeting (Report P-06-065), which provided an additional opportunity for public input.

An additional eight comments were received during the 30-Day Public Review from four individuals, three government agencies and one educational institution. Seven were supportive of Rapid Transit as the preferred transportation strategy for Waterloo Region while the eighth (a government agency) responded only to say they had no additional comment.

Four individuals appeared as delegations at the June 6, 2006 Planning and Works Committee meeting. Three expressed support for the Phase 1 Draft Report recommendation to move forward with Rapid Transit as the preferred transportation strategy, while the fourth supported the concept of Rapid Transit in general but asked that the Region consider a mix of conventional transit with bus rapid transit.

Based on the results of the Phase 1 evaluation and input from the public, the Rapid Transit Project Team, which includes Councillor Tom Galloway, Regional staff, and staff from the Local Municipalities and Townships, recommends that the Rapid Transit Initiative be carried forward to Phase 2 of the Environmental Assessment as the Preferred Transportation Strategy.

This recommendation has also been endorsed by the Regional Growth Management Strategy/Rapid Transit Public Advisory Committee (PAC). The PAC gave their endorsement with the understanding that a comprehensive package of supportive planning initiatives such as Transportation Demand Management and the enhancement, reconfiguration and coordination of conventional transit across the Region will be part of future phases of the Environmental Assessment, or will be conducted concurrently, as outlined in the definition of the Rapid Transit Initiative included in the Terms of Reference.

In order to provide the necessary planning framework for the Rapid Transit Environmental Assessment, staff also recommends that an amendment be made to the Regional Official Policy Plan (ROPP) that will:

1. Address the Region of Waterloo's role as the municipal transit service authority in Waterloo Region;
2. Help achieve compact, transit-supportive urban development and greater transportation choice, consistent with the Regional Growth Management Strategy and various Provincial planning-related policies and strategies; and,
3. Ensure the terminology and mapping being used in the ROPP is consistent with the Individual Environmental Assessment for the Rapid Transit Initiative.

## **REPORT:**

Waterloo Region is one of the fastest growing communities in Canada. With a population of 500,000, and forecast growth to 729,000 within the next 25 years, the Region is planning now for the challenges and opportunities associated with population and employment growth.

In 2003, Region of Waterloo Council unanimously approved the Regional Growth Management Strategy, a long-term strategic framework that identifies where, when and how future residential and employment growth will be accommodated. The strategy sets out strong and innovative policies for managing growth in urban areas and townships of the Region. A rapid transit service linking Cambridge, Kitchener and Waterloo with enhanced transit services to the townships is a key component of the Regional Growth Management Strategy.

Rapid transit is also a significant part of the Province's Places to Grow Growth Plan for the Greater Golden Horseshoe announced on June 16, 2006. Rapid Transit in the Central Transit Corridor is identified in the Plan, which 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.

On May 15, 2004, the Government of Canada, the Government of Ontario and the Region of Waterloo jointly announced funding of up to \$2.5 million to complete the Regional Growth Management and Transit Initiative Technical Studies and an Individual Environmental Assessment.

The Technical Studies, which included a detailed cost-benefit analysis, were completed in November 2005 and submitted to the Provincial and Federal governments. They concluded that rapid transit is a feasible transportation alternative and a strategic financial investment that supports the Region's economy, competitiveness and prosperity over the next 30 years while meeting Provincial and Regional planning goals.

**Environmental Assessment (EA) Process**

The Region of Waterloo is carrying out an Individual Environmental Assessment (EA) for the development of Rapid Transit in the Region's Central Transit Corridor (see Appendix A) that extends from Cambridge through Kitchener to Waterloo. The EA process is being carried out based on formal Terms of Reference prepared specifically for this project, which were approved by the Minister of Environment in July 2005.

The Region of Waterloo Rapid Transit Individual Environmental Assessment is proceeding in three phases.

Phase 1: Assessment of the Rapid Transit Initiative and alternative transportation strategies

- This phase includes the selection of a Preferred Transportation Strategy.

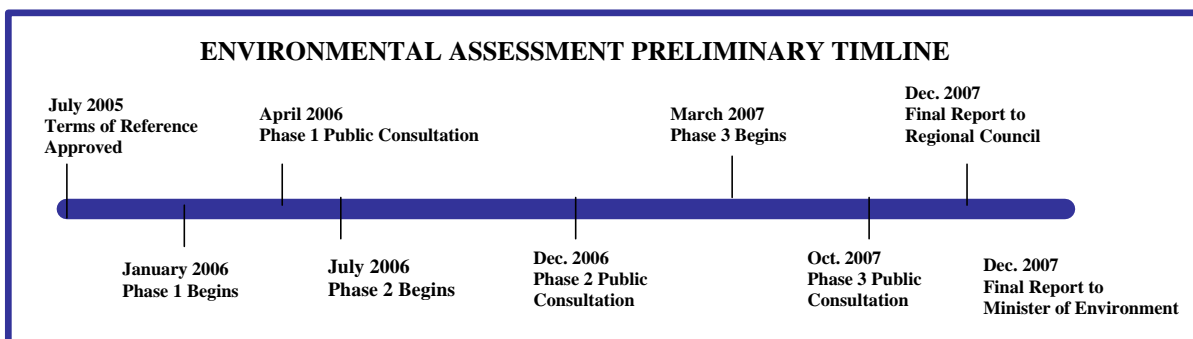
Phase 2: Assessment of alternative methods of carrying out the preferred strategy

- Once a Preferred Strategy is approved by Regional Council, further benefits and costs of this transportation strategy will be evaluated;
- If rapid transit is selected as the preferred strategy, alternative transit technologies and route design will be screened and a preferred route and system identified.

Phase 3: Assessment of the preliminary design of the strategy and the preferred method for implementation.

- All reasonable measures to avoid or mitigate any adverse impacts of the selected routes and technologies will be considered.

The schedule for completing the EA Process is illustrated below.



## **Rapid Transit Environmental Assessment: Phase 1**

The purpose of Phase 1 was to identify a preferred transportation strategy that best meets the goals set out in the Regional Growth Management Strategy. This will provide residents of Waterloo Region with greater transportation choice and a more balanced and integrated transportation system, stimulate and support reurbanization, improve air quality and public health, and protect the rural countryside against urban population and expansion pressures.

A Project Team for the Rapid Transit EA was formed in 2005 which includes Councillor Tom Galloway, Regional staff, and staff from the Local Municipalities and Townships. The Project Team has met regularly over the past five months to examine in detail the initial results of the Phase 1 study.

The Ontario Environmental Assessment Act requires that the Region identify a proposed transportation strategy for assessment (Rapid Transit Initiative in Waterloo Region), and then consider alternative transportation systems in order to demonstrate there is a reasonable rationale for proceeding. These alternatives are Baseline, Road Improvement and Expansion and Improved Conventional Transit.

A brief description of the rapid transit undertaking and the three alternatives is included in Appendix B.

### **Evaluation Process**

The Rapid Transit Initiative and each of the Alternatives were assessed based on their capacity to meet a broad range of goals. These goals have been derived from the extensive public process to create the Regional Growth Management Strategy.

The criteria used to evaluate the scenarios are based on the RGMS goals. Some of the specific criteria involved quantitative measurements such as, transit ridership forecasts, vehicle-kilometers travelled, greenhouse gas emissions, and economic (cost) estimates. Other criteria adopted a qualitative assessment of how the Rapid Transit Initiative and the three alternatives conform to Federal, Provincial, Regional and Local Municipal goals, policies and plans.

The Project Team evaluated the Rapid Transit Initiative and the three Alternatives by applying the 15 evaluation criteria to determine the potential of the Rapid Transit Initiative and the Alternatives to meet the Regional Growth Management Strategy Goals.

This evaluation process, referred to as a “balanced reasoned argument approach”, is a commonly used tool during an Environmental Assessment process. The Phase 1 evaluation process compares the Rapid Transit Initiative to the three transportation Alternatives defined in the Terms of Reference, and applies ratings to each Alternative and the Rapid Transit Initiative on how each responds to the criterion.

The evaluation criteria and the results of the rating process can be found in Appendix C. The assessment of the various scenarios was summarized in report P-06-065, dated June 6, 2006.

### **Preferred Solution**

Based on the results of the Phase 1 evaluation, the Rapid Transit Initiative was identified as the Preferred Transportation Strategy for Waterloo Region because it:

- Best achieves the goals of the Regional Growth Management Strategy, and is consistent with the Provincial Policy Statement and conforms with the Provincial Places to Grow Growth Plan for the Greater Golden Horseshoe;
- Supports reurbanization objectives, downtown revitalization and innovative urban design;
- Increases transportation choice and transit ridership;
- Is the least expensive form of motorized transportation when considering personal transportation costs;

- Contributes to the Region's countryside protection goal by facilitating reurbanization and reducing the pressure to expand urban boundaries;
- Provides a safe mode of transportation and promotes an active and healthier lifestyle;
- Utilizes the least amount of land and minimizes the impact on air quality and greenhouse gas emissions;

The Terms of Reference for the Region of Waterloo Environmental Assessment defines the Rapid Transit Initiative as a public transportation system operating for its entire length primarily on a dedicated transit lane. The definition includes systems operating at road level, and systems operating on elevated or underground facilities. The Rapid Transit Initiative will be:

- Located within the primary reurbanization area around the Central Transit Corridor identified in the Regional Growth Management Strategy; and
- Will connect the Region's downtown core areas.

The Rapid Transit Initiative will include:

- Reurbanization and intensification throughout the Region to meet the forecasted 729,000 population level (2031) as identified by the Province in the Places to Grow Growth Plan for the Greater Golden Horseshoe;
  - Growth directed to urban growth centres
  - Pressure reduced on countryside line
- Some targeted road improvements within the CTC;
  - Limited road expansion in greenfield areas
- Improved Conventional Transit;
  - Links to new Rapid Transit stations
- Programs and policies to limit increase in single occupant vehicle use;
  - Transportation Demand Management (TDM) initiatives
  - Parking policies
  - Transit-supportive street design
  - Improved integration of cycling and walking

## Public Consultation

Public input is an essential and ongoing component of the Rapid Transit Environmental Assessment. The purpose of the Phase 1 public consultation process was to:

- Explain the Individual EA process and opportunities for public participation;
- Provide an opportunity for the public to meet with Project Team members to discuss issues regarding the Rapid Transit Environmental Assessment;
- Present the results of Phase 1; and
- Seek public input on the Draft Preferred Transportation Strategy identified in Phase 1, and facilitate a public discussion about the process used during Phase 1 to evaluate the Rapid Transit Initiative and three transportation alternatives.

Two formal Public Consultation Centres (PCCs) were held for Phase 1. The first PCC took place on April 5, 2006, at the Region of Waterloo Administration Building in Kitchener, and was attended by 95 individuals; the second took place on April 6, 2006 at the United Kingdom Club in Cambridge, and was attended by 50 individuals. All attendees were given an Information Handout, which included a request to provide input by answering a series of questions in an attached Comment Sheet (see Appendix D).

The public comments received at and following the PCCs are summarized in Appendix E and Appendix F.

Staff also made presentations to stakeholders, such as staff groups at the Region and the Local Municipalities and Regional and Municipal committees, and an All Council Meeting was held on March 9, 2006 that included an in-depth presentation on the status of the Regional Growth Management Strategy

and Rapid Transit Initiative, including the EA process. These presentations are summarized in Appendix G, Additional Phase 1 Public Outreach Activities.

Overall, the majority of participants in the group discussion agreed that Rapid Transit provided the most advantages, and would help the Region meet future growth and transportation needs.

The questions/concerns about the Rapid Transit Initiative that were raised by the public are:

- High capital cost, availability of funding from Provincial and Federal governments and possible impact on tax rate;
- Lack of operational flexibility because of fixed route in Central Transit Corridor;
- Ability of Rapid Transit to promote reurbanization;
- Ability of Rapid Transit to attract new riders, especially those who currently don't use transit;
- Does not adequately service suburban population or employers because Rapid Transit would be located only in the CTC; and
- The possibility that some urban areas of the Region might not get Rapid Transit as soon as other areas if a phased approach to implementation is used.

Staff reviewed and acknowledged all public comments, and responded to all specific questions or issues, including those listed above. (See Appendix H, Response to Comments). All comments were considered during the finalization of the Phase 1 report. These issues will also be studied further in Phases 2 and 3 of the Rapid Transit Environmental Assessment.

The Rapid Transit Project Team, which includes Councillor Tom Galloway, Regional staff, and staff from the Local Municipalities and Townships, and the Regional Growth Management Strategy/Rapid Transit Public Advisory Committee (PAC) also provided input to the Phase 1 Draft Report and endorsed the consultant's recommendation that Rapid Transit is the preferred transportation solution.

The PAC gave their endorsement with the understanding that a comprehensive package of supportive planning initiatives such as Transportation Demand Management and the enhancement, reconfiguration and coordination of conventional transit across the Region will be part of future phases of the Environmental Assessment, or will be conducted concurrently, as outlined in the definition of the Rapid Transit Initiative included in the Terms of Reference.

### **Phase 1 Draft Report 30-Day Public Review and June 6, 2006 Planning and Works Committee Meeting**

In accordance with the Rapid Transit Environmental Assessment Terms of Reference, a 30-day public review period was held for the Phase 1 Draft Report from May 19 to June 19, 2006.

Notice of the 30-day review period was advertised in the Record, Waterloo Chronicle and Cambridge Times, placed on the Region's website at [www.region.waterloo.on.ca/transitea](http://www.region.waterloo.on.ca/transitea), and sent by mail and email to interested members of the public and agencies on the Region's Rapid Transit Mailing List.

An additional eight comments were received during the 30-Day Public Review from four individuals, three government agencies (Ministry of Municipal Affairs and Housing, Ministry of Public Infrastructure Renewal, and Environment Canada) and one educational institution (University of Waterloo). Seven were supportive of Rapid Transit as the preferred transportation strategy for Waterloo Region while the eighth (from the Ministry of Municipal Affairs and Housing) responded only to say they had no additional comment. All comments have been summarized in Appendix F.

The Phase 1 Draft Report was also tabled for information at the June 6, 2006 Planning and Works Committee meeting, which provided an additional opportunity for public input. Four individuals appeared as delegations. Three expressed support for the Phase 1 Draft Report recommendation to move forward with Rapid Transit as the preferred transportation strategy, while the fourth supported the concept of Rapid Transit in general but asked that the Region consider a mix of conventional transit with bus rapid transit.

All comments received at the June 6, 2006 Planning and Works Committee meeting have been summarized in Appendix F.

Staff also prepared two specific Response to Comments to address questions raised by one delegation. These are included in Appendix H.

### **Amendment to Regional Official Policies Plan**

The last comprehensive review of the Regional Official Policies Plan (ROPP) occurred in the early 1990s, with the Minister of Municipal Affairs and Housing approving a new ROPP in December 1995.

Since that time, there have been considerable changes in Provincial and Regional planning policies, strategic initiatives and mandated responsibilities, that promote or require new approaches to integrated land use-transportation planning and community development. In order to provide the necessary planning framework for the Rapid Transit Environmental Assessment, the ROPP's existing transit-related policies and associated mapping needs to be revised, and additional terminology needs to be added to the ROPP Glossary.

The proposed amendment (Appendix I) changes wording in the ROPP to recognize that the Region of Waterloo is the authority responsible for the provision of municipal transit in Waterloo Region, revises Map No. 8 – Major Transit Corridors to ensure the boundaries of the Central Transit Corridor and the definition of Rapid Transit is consistent with the Terms of Reference for the Rapid Transit Environmental Assessment, and responds to the changes in Provincial and Regional planning policies, strategic initiatives and mandated responsibilities that promote or require new approaches to integrated land use, transportation planning and community development .

### **The Regional Municipality of Waterloo is the Municipal Transit Service Authority**

The first matter addressed by the proposed amendment is that the responsibility for providing municipal transit service within Waterloo Region has been transferred from the Cities of Kitchener and Cambridge, to the Regional Municipality of Waterloo. Grand River Transit (GRT) was formed in January 2000, while Mobility Plus (a parallel transit service) assumed operation in January 2001. The current ROPP transit-related policies do not reflect the Region's process and priorities for developing the transit system as set out in Five Year Business Plans, including the introduction of rapid transit. Notwithstanding the change in local municipal responsibility for transit service, the proposed policies recognize that effective implementation of transit-supportive policies and strategies, requires significant effort by both the Region and the Area Municipalities.

### **Defining the Central Transit Corridor and Rapid Transit**

The existing ROPP Map No. 8 (Appendix J) symbolically identifies a potential central corridor for transit and other transportation facilities linking the Cambridge, Kitchener, Waterloo, and Elmira community core areas. However, because the Terms of Reference for the Rapid Transit Environmental Assessment uses a very explicit boundary for the Central Transit Corridor (CTC), it is appropriate to revise ROPP Map No.8 – Major Transit Corridors to replace the symbolic line with the detailed boundary that will be used throughout the next phases of the Environmental Assessment. A descriptive definition of the Central Transit Corridor has also been added to the Glossary.

Likewise, because the Environmental Assessment uses a specific definition of rapid transit and Phase 1 concludes that rapid transit is the preferred transportation strategy for the CTC, it would be timely and appropriate to introduce the term "rapid transit" into some existing ROPP policies and to add the definition used in the Environmental Assessment, to the ROPP Glossary.

## Consistency with Other Provincial and Regional Policies and Strategies

The ROPP's transit policies need to be made consistent with new Provincial and Regional policies and strategies including the Regional Growth Management Strategy (RGMS) approved by Regional Council in 2003, the new (2005) Provincial Policy Statement (PPS), and the Places to Grow Growth Plan for the Greater Golden Horseshoe.

The Region considers the establishment of a rapid transit system within the Primary Reurbanization Area shown in the RGMS to be an important catalyst to reshaping urban form and achieving the RGMS Goals.

Part IV of the new PPS contains a new vision of Ontario's land use planning system that is intended to provide the context for "applying" the PPS. The PPS includes the following general references:

"The Provincial Policy Statement focuses growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.... Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, employment, parks, open spaces, and transportation choices that will facilitate pedestrian mobility and other modes of travel. They also support the financial well-being of the Province and municipalities over the long-term, and minimize the undesirable effects of development, including impacts on air, water and other resources."

More specifically, Section 1.0 of the new PPS entitled "Building Strong Communities" provides numerous policies that directly or indirectly support stronger municipal public transit systems. Public transit is also explicitly mentioned in five policies. Additional policies that address infrastructure and transportation systems also explicitly include transit through the definition of these terms. For example, Policy 1.8.1 states:

"Planning authorities shall support energy efficiency and improved air quality through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of public transit and other alternative transportation modes in between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well-served by public transit where this exists or is to be developed or designing these facilities to facilitate the establishment of public transit in the future."

The Places to Grow Growth Plan for the Greater Golden Horseshoe states that: "Priority will be given to infrastructure investments made by the Province of Ontario that support the policies and schedules in this Plan." Further, Policy 3.2.3.1 states "Public transit will be the first priority for transportation infrastructure planning and major transportation investments." Schedule 2 of the Plan shows a rapid transit system linking the three Urban Growth Centres in the Region (i.e. Uptown Waterloo, Downtown Kitchener and the Galt City Centre) as part of the "Proposed Higher Order Transit to 2031" for the Greater Golden Horseshoe.

The purpose of the public meeting is to obtain comments from the public on the proposed ROPP amendment. Under the Ontario Planning Act, at least one public meeting is required before a municipal council can consider any proposed amendment to a municipal official plan such as the ROPP. This requirement is intended to help keep the public informed about significant planning matters and help ensure that citizens have a chance to provide their opinions about any proposed amendments before they are approved.



It is expected that more detailed development approvals-related policies that will strengthen the ability of the Region and area municipalities to achieve transportation choice and transit-oriented development goals and objectives, will be included in the first draft of the new Regional Official Plan in late 2007.

### **Immediate Next Steps**

As previously described in this report, the immediate next steps of the Environmental Assessment are as follows:

- initiation of detailed work program for Phase 2; and
- initiation of an amendment to the Regional Official Policies Plan to reflect a variety of transit-related policy updates.

### **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 Rapid Transit EA study will be cost 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.

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

Members of the RT Project Team who have participated in reviewing the Phase 1 Report and endorsed the preferred Rapid Transit Initiative represent various Regional Departments including Corporate Resources, Finance, Transportation and Environmental Services, and Legal Services.

### **ATTACHMENTS:**

Appendix A – Map of the EA Study Area

Appendix B – Description of the Rapid Transit Undertaking and Three Alternatives

Appendix C – Evaluation Summary

Appendix D – Public Comment Sheet

Appendix E – Feedback from Group Discussions

Appendix F – Summary of Comments Received

Appendix G – Additional Phase 1 Public Outreach Activities

Appendix H – Response to Comments

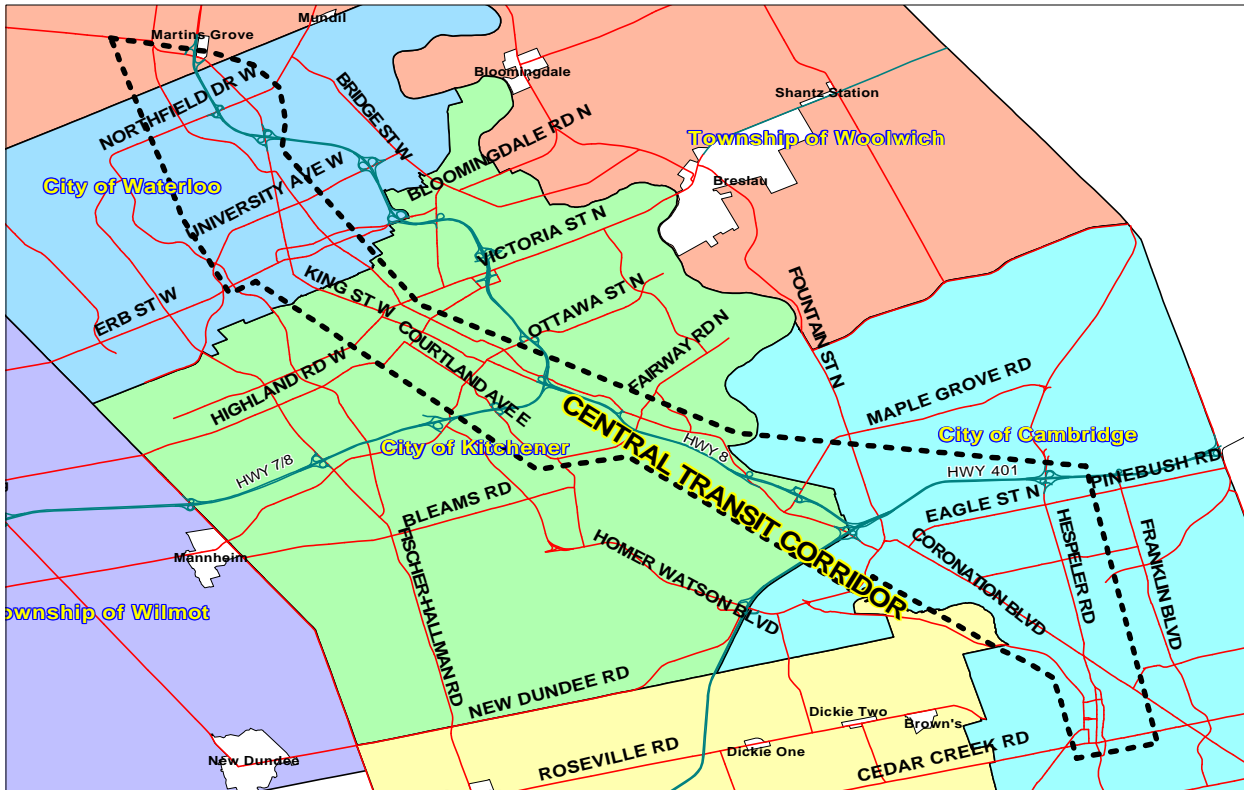
Appendix I – Copy of the Proposed ROPP Amendment

**PREPARED BY:** *Dave Durant*, Senior Transportation Engineer  
*Keren Adderley*, Coordinator of Communications and Marketing  
*Kevin Curtis*, Associate Director, Community Planning

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

**APPENDIX A – EXHIBIT 1: MAP OF CENTRAL TRANSIT CORRIDOR**

\* Central Transit Corridor is the study area for the Individual Environmental Assessment



**APPENDIX B**  
**DESCRIPTION OF THE RAPID TRANSIT UNDERTAKING AND THREE ALTERNATIVES**

**Rapid Transit:** The Terms of Reference for the Region of Waterloo Environmental Assessment defines the Rapid Transit Initiative as:

Rapid Transit is a public transportation system operating for its entire length primarily on a dedicated transit lane. The definition includes systems operating at road level, and systems operating on elevated or underground facilities. The Rapid Transit Initiative will be:

- Located within the primary reurbanization area around the Central Transit Corridor identified in the Regional Growth Management Strategy; and
- Connects the Region's downtown core areas.

The Rapid Transit Initiative will include:

- Reurbanization and intensification throughout the Region to meet the forecasted 729,000 population level (2031) as identified by the Province in the Places to Grow Growth Plan for the Greater Golden Horseshoe;
  - Growth directed to urban growth centres
  - Pressure reduced on countryside line
- Some targeted road improvements within the CTC;
  - Limited road expansion in greenfield areas
- Improved Conventional Transit ;
  - Links to new Rapid Transit stations
- Programs and policies to limit increase in single occupant vehicle use;
  - Parking policies
  - Transit-supportive street design
  - Improved integration of cycling and walking

**Baseline Alternative:** The Baseline Alternative includes continuing with suburban growth throughout the Region to meet the forecasted 729,000 population level (2031) as identified by the Province in the Places to Grow Growth Plan for the Greater Golden Horseshoe. Features of this transportation strategy are:

- Mainly suburban growth with little reurbanization of the built up areas of the three urban centres and the townships;
- Minimal transportation system improvements including little change to the conventional transit (bus routes) system except for express bus service and no rapid transit in the Central Transit Corridor. There will be some roadway expansion but it will be limited to suburban areas where growth will occur;
- Transportation Demand Management (TDM) policies and programs that can influence how, when and where people travel will be implemented to limit the growth of single occupant vehicle traffic. These would include promoting alternative transportation modes such as cycling and walking. These programs would be limited in scope with the Baseline Alternative; however, as a high reliance on single occupant vehicle travel is expected.

**Road Improvement and Expansion:** The road improvement and expansion alternative also includes continuing with suburban growth to meet the target 729,000 population level (2031) as identified by the Province in the Places to Grow Growth Plan. Its main features are:

- Mainly suburban growth with little reurbanization of the built up areas of the three urban centres and the townships;
- Significant transportation system improvements including widening existing roads and expanding new roads into the undeveloped greenfields where most growth will occur. There will be no road expansion in the Central Transit Corridor;
- Minimal expansion of conventional transit service (bus routes) except for limited service express bus route in the Central Transit Corridor; and
- Transportation Demand Management (TDM) policies and programs would be intended to curtail the growth of single occupant vehicle traffic and influence how, when and where people travel especially using alternative modes such as cycling and walking. The road improvement and expansion alternative would include some programs to serve cycling and walking, mainly within the suburban road network (e.g. cycle lanes). These programs would be limited in scope with this Alternative; however, as a high reliance on single occupant vehicle travel is expected.

**Improved Conventional Transit:** Transit improvements include continuing with some suburban growth and encouraging reurbanization in the three urban centres including the townships in order to meet the target 729,000 population level (2031) as identified by the Province in the Places to Grow Growth Plan. Its main features are:

- A mix of targeted greenfield development and some land use intensification in particular in the Central Transit Corridor;
- Moderate transportation system improvements with emphasis on improving local bus service throughout the three urban centres and the townships. New express bus service will be implemented within the Central Transit Corridor with operational improvements and bus priority (e.g. bus lanes) targeted to enhance transit service levels;
- Some suburban expansion will have targeted roadway enhancements and added road capacity; and
- Transportation Demand Management (TDM) policies and programs would be intended to curtail the growth of single occupant vehicle traffic and influence how, when and where people travel especially using alternative modes such as cycling and walking. Such programs associated with improving conventional transit service include transit priority systems and facilities such as high occupancy vehicle (HOV) lanes to allow buses priority over automobiles, as well as transit-supportive community designs in greenfield locations and enhanced streetscapes to better integrate cycling and walking along transit routes in the CTC.

**APPENDIX C – EVALUATION SUMMARY**

Criterion	Baseline	Road Improvement & Expansion	Improved Conventional Transit	Rapid Transit
<b>RGMS Goal – Enhance Our Environment</b>				
1. Relative Amount of Land Consumed				
2. Relative Impact on Air Quality				
3. Relative Impact of Emissions Generated				
<b>RGMS Goal – Build Vibrant Urban Places</b>				
4. Relative Contribution to Region's Reurbanization Objectives				
5. Relative Contribution to Innovative Urban Design				
6. Relative Contribution to Public Health				
<b>RGMS Goal – Provide Greater Transportation Choice</b>				
7. Relative Contribution to Increased Transportation Choice				
8. Relative Contribution to Increased Regional Transit Ridership				
9. Relative Affordability of Personal Transportation Cost				
10. Relative Flexibility to Changes in Operation				
<b>RGMS Goal – Protect Our Countryside</b>				
11. Relative Contribution to Region's Countryside Protection Goal				
<b>RGMS Goal – Foster a Strong Economy</b>				
12. Relative Contribution to Downtown Revitalization				
13. Relative (Infrastructure) Capital Cost to the Region				
<b>RGMS Goal – Ensure Overall Coordination and Cooperation</b>				
14. Degree of Compatibility with Provincial & Federal Plans & Strategies				
15. Degree of Compatibility with Regional/Municipal Plans & Strategies				

<b>Ratings:</b>			
<b>Most / least responsive to criterion</b>	Least Effective Response	Medium Response	Most Positive Response

**APPENDIX D – PUBLIC COMMENT SHEET**



**Phase 1**  
Public Consultation

**COMMENT SHEET**  
**Rapid Transit Environmental Assessment (EA)**  
**Phase One**

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Please complete and hand in this Comment Sheet in the Comment Box so your views can be considered during the finalization of the preferred transportation strategy for Waterloo Region. If you wish to prepare your comments later, please mail, fax or e-mail your comments no later than **April 28, 2006** to:

Mr. David Durant, P. Eng.  
Project Manager, Transportation Planning  
Regional Municipality of Waterloo  
150 Frederick Street  
Kitchener, ON N2G 4J3  
Phone: 575-4027  
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e-mail: [ddavid@region.waterloo.on.ca](mailto:ddavid@region.waterloo.on.ca)

1. Looking ahead 25 years and considering that the population of the Region could grow to 730,000 along with significant employment growth:

What, in your view, are the advantages and disadvantages of the various transportation alternatives (Rapid Transit and the three Alternatives) in helping us meet our future growth and transportation needs?

Baseline:

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Road Improvement and Expansion:

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Improved Conventional Transit:

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Rapid Transit:

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2. Which transportation strategy, in your view, has the greatest potential of meeting the Regional Growth Management Strategy goals? (Enhance Our Environment, Build Vibrant Urban Places, Provide Greater Transportation Choice, Protect Our Countryside, Foster a Strong Economy, Ensure Overall Coordination and Cooperation)

Please tell us why you feel this way.

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3. The Project Team is recommending that Rapid Transit is the Preferred Transportation Strategy and should continue into Phase 2 of the Environmental Assessment process for further study of the benefits and costs for our community.

Do you agree with this recommendation?  
(Please indicate with a checkmark)

Yes \_\_\_\_\_ No \_\_\_\_\_ Not Sure \_\_\_\_\_

Please tell us why you think this way.

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4. What other comments do you have on Phase 1 of the Rapid Transit Environmental Assessment?

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5. How would you like to be kept informed about the progress of the Rapid Transit Environmental Assessment?

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\_\_\_\_\_

Other Comments:

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\_\_\_\_\_  
\_\_\_\_\_

How did you find out about this meeting? \_\_\_\_\_

Your name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Postal Code: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

Thank you for your input.

**COLLECTION NOTICE:** All comments and information received from the public, stakeholder groups and agencies regarding the EA project are being collected to assist the Region in meeting the requirements of the OEAA and CEAS. Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in the submission from the public will become part of the public record files for this matter and can be released, if requested, to any person.



## APPENDIX E – FEEDBACK FROM GROUP DISCUSSIONS

### Points Noted from April 5, 2006 Discussion Groups at Regional Building

#### Discussion Question (same for all five groups)

Looking ahead 25 years and considering that the population of the Region could grow to 730,000 along with significant employment growth. What, in your view, are the advantages and disadvantages of the various transportation alternatives (Rapid Transit and the three Alternatives) in helping us meet our future growth and transportation needs?

Blue Group	Advantages	Disadvantages
Baseline	? Less costs in the short-term	? Infrastructure has to catch up to the growth
Road Improvement and Expansion	? Certain economic stakeholders lobby, etc	? Could generate more auto traffic ? More development on edge ? Longer travel times ? Negative impact on environment (land consumption, air quality) ? Externalities of auto accidents
Improved conventional Transit	? Increased ridership ? More flexible to adjust to development and ridership demand ? Initially less capital costs	? Still needs roads ? Mixed traffic – reliability with travel time delay. Peak period congestion impacts buses ? Greater reliance on bus lanes – some roads difficult to implement ? High frequency of buses in congestion not a pleasant environment for pedestrians/cyclists ? Less able to influence urban form
Rapid Transit	? Move more people faster ? Dependable and reliable ? Need supportive land use to make Rapid Transit successful ? Need to ensure that planning for Rapid Transit will include better integration with inter-regional public transit services ? Must put in place a supporting and integrated bus network ? Could reduce parking requirements, therefore more development with intensification	? Cautious of impact on cross-traffic

## Points Noted from April 5, 2006 Discussion Groups at Regional Building

Yellow Group	Advantages	Disadvantages
Baseline	<ul style="list-style-type: none"> <li>? Cheapest / least cost</li> <li>? Few planning costs</li> <li>? What citizens expect "status quo"</li> <li>? Non-decision</li> <li>? Buy-in from car users</li> <li>? Path of least resistance</li> <li>? Congestion of roads will force people to use transit</li> </ul>	<ul style="list-style-type: none"> <li>? Air pollution /emissions</li> <li>? No incentive for efficient transit</li> <li>? Unsustainable conventional transit</li> <li>? Unreliable conventional transit</li> <li>? Unchecked urban sprawl</li> <li>? Loss of rural landscape</li> <li>? Does not support health of urban centres</li> <li>? After sprawl happens we can't change our minds</li> </ul>
Road Improvement and Expansion	<ul style="list-style-type: none"> <li>? Temporarily relieves congestion</li> <li>? Most appealing to suburban public</li> <li>? Addresses personal flexibility of car travel</li> <li>? Maintains lower density</li> </ul>	<ul style="list-style-type: none"> <li>? Difficulties during construction</li> <li>? Right of way is limited on existing roads</li> <li>? Increased land consumption</li> <li>? "Bad for transit"</li> <li>? Capital costs for maintenance</li> <li>? Air pollution</li> <li>? Urban centres lose charm</li> <li>? Costs shared by everyone – impacts to environment, health, economy</li> <li>? Impact beyond our region</li> </ul>
Improved Conventional Transit	<ul style="list-style-type: none"> <li>? More access to those without a car</li> <li>? More flexible for changing routes</li> <li>? More express buses</li> <li>? Encourage exploration of alternative fuels</li> </ul>	<ul style="list-style-type: none"> <li>? Short-term solution for vehicles on the road</li> <li>? Old buses in service to save money</li> <li>? Still stuck in traffic and increasing traffic congestion</li> <li>? More buses with fewer people on each – expensive and not efficient</li> <li>? Air pollution</li> </ul>
Rapid Transit	<ul style="list-style-type: none"> <li>? New stations will improve accessibility for the disabled</li> <li>? Supports countryside line</li> <li>? Speed of travel</li> <li>? Opportunity to intensify land use</li> <li>? More cohesive region</li> <li>? Demonstrates leadership Canada /World</li> <li>? More advertising opportunity</li> <li>? Air quality and environmental benefits</li> <li>? More people friendly in the downtown</li> <li>? Strategic vision – taking control of our future.</li> <li>? Ease of future expansion</li> </ul>	<ul style="list-style-type: none"> <li>? Capital cost are high</li> <li>? Harm of not intensifying well – poor design</li> <li>? Speculation of land near stations</li> <li>? Uncertainty if people will use it</li> <li>? External factors outside of our control</li> <li>? Challenge of integration with other modes i.e. local buses, bikes</li> </ul>

**Points Noted from April 5, 2006 Discussion Groups at Regional Building**

<b>Green Group</b>	<b>Advantages</b>	<b>Disadvantages</b>
Baseline	? None ? Least planning ? May appear to save money initially ? Easy to accomplish	? Not enough urban growth ? No infilling ? No reurbanization in the cores ? Loss of green space ? Most air pollution ? No improvement in ridership
Road Improvement and Expansion	? None ? Moves people around a lot quicker where people want to go ? Initial costs ? Easy to accomplish ? expansiveness	? Poor land use and environmentally unfriendly ? Consumes green space ? More cars, more pollution, accidents, cost ? Difficult to accommodate transit ? Increases number of vehicles
Improved Conventional Transit	? Overall improvement to transit system ? Most flexibility ? Increased ridership, may save money ? Improve bus frequency and dependability ? Improve ridership	? Doesn't increase transportation choice ? Doesn't attract commercial interest ? May be less cost effective ? More wear and tear on roads and more pollution ? Committed to one option only ? Won't encourage ridership ? Not exciting
Rapid Transit	? Reduces congestion ? Good for environment ? Improves livability ? Permanent corridor for long-term planning and infilling ? High capability and accessibility ? Long-range planning possible ? Could have monorail above ground ? Is exciting	? Upfront costs ? Need to convince people ? Limited initial ridership ? Climate concerns ? Choosing permanent line, interaction with traffic

**Points Noted from April 5, 2006 Discussion Groups at Regional Building**

<b>Orange Group</b>	<b>Advantages</b>	<b>Disadvantages</b>
Baseline	? No significant infrastructure costs ? Unlikely to disrupt current community norms ? Well understood ? Achieves a number of growth goals ? Removes cars from congested roads	? Encourages continued urban sprawl ? Continued car reliance ? Where is it going ? Bad for the environment ? Poor air quality ? More land consumption
Road Improvement and Expansion	? Less congestion in the short-term ? Most flexible for short-term auto user	? Continuation of urban sprawl / doesn't prevent sprawl

	<ul style="list-style-type: none"> <li>? Relatively cheaper in short term</li> <li>? Development as needed</li> <li>? Allow development to go where it's most economical</li> <li>? Politically popular / easy</li> <li>? Some thought that the disadvantages are relatively minor saying that you could cure air pollution by focusing on all people not just transit users</li> </ul>	<ul style="list-style-type: none"> <li>? Doesn't accommodate growth</li> <li>? Transportation problems will increase (more cars on the road)</li> <li>? There needs to be a paradigm shift all over, not just transit</li> <li>? Discourages growth of use of system</li> <li>? San Diego plan</li> <li>? Increase in single vehicles</li> <li>? Time-dated clean cars, smart cars, disadvantage</li> <li>? Induced demand</li> </ul>
Improved Conventional Transit	<ul style="list-style-type: none"> <li>? Slow down urban sprawl (possibly)</li> <li>? Increase in service and ridership</li> <li>? Lower investment cost</li> <li>? Flexibility</li> <li>? Bus rapid transit should be included – already have IXpress – could put it on its own right of way</li> <li>? Distinction between different urban forms – big change in behaviour</li> <li>? Easily understood</li> </ul>	<ul style="list-style-type: none"> <li>? Doesn't offer competitive travel</li> <li>? Needs right of way</li> <li>? Has to be faster</li> <li>? Core audience for economic sector</li> <li>? More congestion</li> <li>? Still have urban sprawl</li> <li>? Find out from each city what they want</li> <li>? Parking at end</li> <li>? Need simultaneous process that deals with issue of societal transition</li> </ul>
Rapid Transit	<ul style="list-style-type: none"> <li>? Limits urban sprawl</li> <li>? Creative transit option</li> <li>? Good for environment</li> <li>? Allows for faster travel than any</li> <li>? Influences business location</li> <li>? Best chance to encourage reurbanization</li> <li>? "Sexy"</li> <li>? Cost effective / Full cost accountability</li> <li>? Reduces number of cars on the street</li> <li>? Less pollution over all – ideal</li> <li>? Depends where power coming from</li> </ul>	<ul style="list-style-type: none"> <li>? Capital costs are highest</li> <li>? Will it attract ridership, will it work?</li> <li>? What would get municipality, elected officials to make decisions and implement</li> <li>? Not flexible</li> <li>? High risk</li> <li>? Will never serve Cambridge</li> <li>? Doesn't significantly change driving habits</li> <li>? High traffic congestion in CTC</li> <li>? Fixed route not efficient</li> </ul>

**Points Noted from April 5, 2006 Discussion Groups at Regional Building**

Star Group	Discussion Points
<b>General Comments</b>	<ul style="list-style-type: none"> <li>? Have to fix the bus system to make it a real alternative</li> <li>? LRT requires a new culture</li> <li>? Need to serve residents</li> <li>? Implementation takes a long time, have to start planning now</li> <li>? The current bus system is inflexible and takes too long</li> </ul>

	<ul style="list-style-type: none"> <li>? Have to look at all technologies – taxis at the end of town, buses every five minutes</li> <li>? Need more density to support frequent service – need to see cultural change</li> <li>? The Regional Growth Management Strategy is a first step</li> <li>? Rapid Transit is not just a technology but a whole set of policies</li> <li>? Currently subsidizing roads use – have to reverse this</li> <li>? Transportation will affect development trends</li> <li>? Greenbelt will stimulate a lot of development in Waterloo</li> <li>? Sprawl will have major impacts ( air, water, more transportation is needed, inefficient public transportation)</li> <li>? Could have intensification with other modes but much harder to do with less permanent modes</li> <li>? Should not try to force people to live where they don't want to</li> <li>? Need incentives to shape development</li> <li>? Planning needs to have teeth</li> </ul>
<b>Comments on Alternatives</b>	<p><b>Baseline</b></p> <ul style="list-style-type: none"> <li>? Already see problems of congestion and this will only continue</li> </ul> <p><b>Improved bus system</b></p> <ul style="list-style-type: none"> <li>? Needs to be done as well as a rapid transit spine</li> <li>? Lots of origin / destination</li> <li>? Also need feeders</li> </ul> <p><b>Rapid Transit</b></p> <ul style="list-style-type: none"> <li>? Need to have a permanent rapid transit system</li> <li>? Lots of European cities started working when they were the size of Waterloo</li> <li>? Development will follow rapid transit</li> <li>? Have to integrate the whole city with the rapid transit system</li> </ul>
<b>Other Comments</b>	Should establish chat room on the internet

**Points Noted from April 6, 2006 Discussion Groups held in Cambridge**

Group 1	Advantages	Disadvantages
Baseline	<ul style="list-style-type: none"> <li>? Low cost / no effect on taxes</li> <li>? Permits freedom of choice</li> <li>? Known results</li> <li>? Low impact</li> <li>? No advantages</li> <li>? Supply and demand (cost)</li> <li>? Growth can be incremental</li> <li>? No major disruption of neighbourhood structures</li> </ul>	<ul style="list-style-type: none"> <li>? Air pollution</li> <li>? Traffic congestion</li> <li>? Sprawl</li> <li>? Already failing</li> <li>? Won't keep up with growth of region</li> <li>? Vulnerable to increase in oil prices</li> <li>? Increases health problem (costs as well)</li> <li>? Some questions why the Region needs to intensify – why do we need growth?</li> </ul>

<p>Road Improvement and Expansion</p>	<ul style="list-style-type: none"> <li>? Less congestion</li> <li>? Permits freedom of living and working</li> <li>? Addresses immediate problem</li> <li>? Improved travel time</li> <li>? Increases accessibility</li> <li>? Less cost than rapid transit</li> <li>? Less impact on taxes</li> <li>? Relatively slow expansion - incremental</li> </ul>	<ul style="list-style-type: none"> <li>? Air pollution</li> <li>? Larger parking lots</li> <li>? Does not solve problem – pushes it further off with no alternatives to the auto</li> <li>? Slow traffic during construction</li> <li>? Never done – continually expanding</li> <li>? Must restrict it over time to protect farmland</li> <li>? High operating costs</li> <li>? Still leaving cars as primary mode</li> <li>? Isolating for low income – housing types</li> <li>? May not keep up – less space</li> </ul>
<p>Improved Conventional Transit</p>	<ul style="list-style-type: none"> <li>? Shorter travel time</li> <li>? Flexibility to many places</li> <li>? Flexible, gets people used to leaving cars at home if routes are improved</li> <li>? Part of bigger transportation strategy</li> <li>? Better service = more potential riders</li> <li>? Build routes to build ridership</li> <li>? Less cost compared to rapid transit</li> <li>? Walk before we run</li> <li>? More express buses needed</li> <li>? Shuttle services, more flexibility</li> <li>? Different structure</li> <li>? Build ridership first</li> </ul>	<ul style="list-style-type: none"> <li>? High cost</li> <li>? Congestion could still increase</li> <li>? Emissions could increase</li> <li>? Traffic and exhaust</li> <li>? Smaller users (no statistics)</li> <li>? Unknown acceptance</li> <li>? Won't move people as efficiently (no dedicated lanes)</li> <li>? Won't get people out of cars</li> <li>? People don't want to use conventional buses</li> <li>? Need to keep statistics on travel patterns</li> </ul>
<p>Rapid Transit</p>	<ul style="list-style-type: none"> <li>? Least travel time</li> <li>? Higher speed</li> <li>? Low operating costs</li> <li>? Serve area that it goes through</li> <li>? Sexy</li> <li>? Better use of facilities and corridor</li> <li>? Improves land use around the line</li> <li>? Housing density most efficient</li> <li>? Doesn't have to compete with traffic</li> <li>? High potential for ridership</li> </ul>	<ul style="list-style-type: none"> <li>? May not serve other areas as well</li> <li>? Highest cost including maintenance</li> <li>? Lack of flexibility</li> <li>? Dependent on concentration of jobs</li> <li>? Difficult to attract riders offline</li> <li>? Unknown acceptance / Lack of public perception of a problem</li> <li>? Requires secondary links to bus based or cars</li> <li>? Commuting path inconsistency with route</li> <li>? Other areas have higher need</li> <li>? Loss of small town atmosphere by growth)</li> </ul>

**Points Noted from April 6, 2006 Discussion Groups held in Cambridge**

Group 2	Advantages	Disadvantages
Baseline	<ul style="list-style-type: none"> <li>? Car travel is flexible</li> <li>? Balance of transit and cars is important</li> <li>? Lower costs</li> <li>? Easiest – little planning required</li> </ul>	<ul style="list-style-type: none"> <li>? More congestion</li> <li>? More parking spaces</li> <li>? Pollution</li> <li>? Would harm urban centres</li> </ul>
Road Improvement and Expansion	<ul style="list-style-type: none"> <li>? Reduce congestion</li> <li>? Certain trips are not within the CTC and road expansion would accommodate these trips</li> </ul>	<ul style="list-style-type: none"> <li>? Roads costly (capital and maintenance)</li> <li>? Air pollution</li> <li>? Increased sprawl</li> <li>? Unsustainable – not a long term solution</li> </ul>
Improved Conventional Transit	<ul style="list-style-type: none"> <li>? More flexibility</li> <li>? HOV would encourage car pools</li> <li>? Increased transit ridership would slow congestion</li> <li>? Step toward Rapid Transit</li> <li>? Could include smaller transit vehicles such as jitneys, could serve as connection to buses</li> <li>? Some air quality improvement</li> <li>? Better mobility for low-income</li> </ul>	<ul style="list-style-type: none"> <li>? Transit mixed with traffic</li> <li>? More roads required to move the buses</li> </ul>
Rapid Transit	<ul style="list-style-type: none"> <li>? Reasonable long term overall costs</li> <li>? Can connect with local buses</li> <li>? Put Rapid Transit in now, so development forms around it</li> <li>? More comfortable ride</li> <li>? Feeder buses can directly connect to Rapid Transit</li> <li>? Increased transit frequency</li> <li>? Protect agricultural land</li> </ul>	<ul style="list-style-type: none"> <li>? Large up-front costs</li> <li>? Only serves Central Transit Corridor</li> <li>? Need road congestion to get people to use Rapid Transit</li> <li>? Potential risk of achieving good ridership before density builds</li> </ul>

**APPENDIX F – SUMMARY OF COMMENTS RECEIVED TO DATE**  
**Summary of Comment Forms received Rapid Transit Environmental Assessment (EA)**  
**Phase One Public Meetings April 5&6, 2006**

Description	Advantages and Disadvantage of various transportation alternatives	Which transportation strategy in your view has the greatest potential of meeting RGMS Goals	Do you agree with this recommendation Yes /No	What other comments do you have on Phase 1 of the Rapid Transit EA?
Cambridge Resident		Rapid Transit will allow us to build liveable cities on a human scale rather than endless suburban tracks connected by hot, dirty, noisy, congested highways.	Yes  I agree that although it is the highest cost, this alternative gives the most to society in the long-term.	If this type of rapid transit is not constructed the region will be gridlocked in 25 years. I already experience a commute between Cambridge and Waterloo that is at times unmanageable. Heaven help us all of there is an accident on Highway No. 8.
Cambridge Resident		I support the concept of increased public transit / rapid transit. Waterloo Region and the Province are obviously trying to infill the brownfields of cities rather than expand into the countryside, avoiding urban sprawl. Rapid transit fulfils these objectives.	Not Sure  While Waterloo spends billions to develop rapid transit, car manufacturers are spending billions to develop new technologies to decrease environmental impacts of cars. One option must be wrong.  Many people will not be persuaded to use rapid transit because of their love of the automobile. Neglect of road and bridge improvements will cause congestion to worsen. Will need to use legislation to get people out of cars.	I think that we should proceed with a Rapid Transit Option, however be prepared that it will be underutilized requiring an upgrading of the road system. The economy of Southern Ontario is based on the auto industry. The crown jewel of Cambridge and now Woodstock are their Toyota Plants. There is some irony in the fact that we are now attempting to discourage cars. Will it work? I question in our climate the use of bike and pedestrian traffic. Is it really a solution to our transportation problems?
Cambridge Resident			Yes  Will reduce maintenance and expansion costs for roads and improve quality of life. Will reduce dependency on offshore oil and control sprawl.	



<p>Cambridge Resident</p>	<p><b>Baseline:</b> Low capital costs and lack of short-term interruption of CTC. Increased pollution and congestion. Car-oriented communities isolate those who cannot drive and increase dependency on oil prices. Unattractive to tourists.</p> <p><b>Road Improvement and Expansion:</b> Only post-pones transportation problems. Undermines the desire to encourage transportation choice and reduces ability to slow down and pull over on urban roads.</p> <p><b>Improved Conventional Transit:</b> Improved services would attract increased ridership, but does not alleviate bus competition with traffic. Costly in the long-term due to a discrepancy in ridership and re-urbanization rates.</p> <p><b>Rapid Transit:</b> High capital costs and inflexibility of transit line are only drawbacks. Will draw ridership and encourage re-urbanization. Feeder buses and station parking underground or in garages would improve service. Should transform VIA station into a multi-modal transit station including GO-Transit, LRT, buses and VIA. Should link transit line to the airport in the long-term.</p>	<p>Rapid Transit is fast and does not have to compete with car traffic. Service is efficient if designed to be frequent, transferable, and ongoing. Replace route with bus transportation at night when running rapid transit is not economically justified as this will improve night-life in CTC and impressions of the Region.</p>	<p>Yes</p> <p>Only sustainable transportation alternative. Rapid Transit will aid in the redevelopment of the Region from having a small-town feel to being an urban centre with many amenities.</p>	<p>Well-managed and worthwhile event for the community. Could give the people a more comprehensive background to the Provincial Policies Statement and inform them that the only choice is to intensity. Would also be nice to have background information on where the numbers that were given came from and how they were derived.</p>	<p>Questions motivation to bring GO Transit to Waterloo Region as it would simply encourage commuting without adding to our quality of life.</p>
<p>Kitchener Resident</p>	<p><b>Baseline:</b> I don't think that the baseline will work. Eventually our roads will be congested and smog will fill the air. I think that we should look at Los Angeles as an example of the horrors of auto-reliant transportation.</p> <p><b>Road Improvement and Expansion:</b> I think that road improvement and expansion would be a bad decision as it will deteriorate gradually at first and then tumble.</p> <p><b>Improved Conventional Transit:</b> I</p>	<p>Rapid Transit</p> <p>I think with more accessible transit the downtown will be greatly improved by redevelopment that will ultimately follow with the influx of people passing through and deciding to stay for a while.</p>	<p>Yes</p> <p>I think that the more advancement towards an improved transit system that can be made, the better.</p>		

	<p>think that improved conventional transit will sustain the region; however it will not improve our situation considerably. I think that the Region's transportation system leaves much to be desired.</p> <p><b>Rapid Transit:</b> I support the rapid transit plan completely as a way to improve quality of life in the region and more available public transit. I think that with fewer buses to crowd King Street and more congestion on other routes, transit will be much more efficient.</p>				
Kitchener Resident	<p><b>Road Improvement and Expansion :</b> Road expansion should be kept to a minimum to discourage rampant car use.</p> <p><b>Improved Conventional Transit:</b> Improved conventional transit can be used to complement rapid transit system.</p> <p><b>Rapid Transit:</b> Rapid Transit is definitely the best option to reduce sprawl, pollution and improve our core areas. I would suggest an elevated track such as what you see in Chicago or Vancouver.</p>	Rapid Transit	<p>Yes</p> <p>Reduce air pollution, sprawl and rebuild our cores.</p>	Keep on pushing rapid transit.	
Kitchener Resident	Additional comments in a letter attached (these will be added)	Light Rail Transit	<p>Yes</p> <p>It is the only way to avoid becoming another L.A.</p>	<p>Good job!</p> <p>Good Public Meeting.</p>	
Kitchener Resident	<p><b>Baseline:</b> No real advantages. Taxes for public transit are less, but the often overlooked cost of car ownership and operation leave the individual paying more for transportation than in a jurisdiction where transit is available.</p> <p><b>Road Improvement and Expansion:</b> Cannot pave your way out of gridlock. Some think road enhancements yield advantages but it creates bigger problems in the future. We will have to direct some road money to rapid transit.</p>	<p>Rapid Transit , but it must be done right. LRTs that have not been successful must be studied as earnestly as successful ones. Your aggressive, overbuilt road system is the biggest enemy of a LRT or BRT.</p>	<p>Yes</p> <p>We should take advantage of the support, Provincial and Federal. Done badly the LRT or BRT could be a disaster. No one knows future gas prices, future employment. Low gas &amp; employment could be a problem. That's why we can not afford all our road enhancement and a Rapid Transit System.</p>	<p>TTC is the 3<sup>rd</sup> on the continent.</p> <ol style="list-style-type: none"> <li>1. New York City</li> <li>2. Mexico</li> <li>3. Toronto</li> </ol> <p>Toronto did not build the Spadina Expressway, the Crosstown (Queen St.) Expressway, the Yonge St. Expressway, Complete the DVP, Enlarge the Gardiner. The TTC gets over 80% of its costs from the fare box. If the Region of Waterloo got 80%, we would save \$8.5 million a year in</p>	<p>Present taxes to GRT about \$28 million a year. If we had Toronto's 80% return from the fare box we would save \$8.4 million a year. As we build roads with no retard in our appetite for roads, the \$28 million a year in taxes to GRT will grow and a LRT won't solve that bill.</p>

	<p><b>Improved Conventional Transit:</b> Conventional transit requires upgrading along with the introduction of rapid transit. Conventional transit routes are the tributaries of rapid transit.</p> <p><b>Rapid Transit:</b> Connect to Regional rail commute (e.g. VIA or GO trains) and regional buses (Greyhound, Cherry Bus Lines).</p> <p>1. The higher level central transit corridor is the main plank of the Region of Waterloo's transportation plan and a major effort to reduce suburban growth and encourage centralization and brownfield infill.</p> <p>a) Light Rail Transit must be connected to a strong commuter and inter-city system, such as an hourly service from Kitchener-Toronto to make up for inadequate bus service.</p> <p>b) A Light Rail system must be supported by a conventional bus transit grid system.</p> <p>c) Roads and parking facilities are the biggest enemy of light rail.</p> <p>d) Need to gather enough capital to build a light rail system large enough to attract sufficient passengers. The Region's Conestoga-Fairview leg will be built first but should be followed by the Fairview-Galt leg.</p> <p>2. Transit systems should be in place before suburb is built, so that home buyers know they do not need two cars when they move into their new home.</p> <p>3. Global Warming may be the most important factor in determining planning and transportation decisions.</p>			<p>taxes, required for our present level of transit. If we build roads so aggressively our \$28.5 million will grow every year. Do the math: GRT annual subsidy above fare box \$28.5 million % of expenses paid by fare box less than 50%. TTC annual % of expenses from fare box over 80%. Raise GRT to TTC percentage of expenses from fare box 30% - 40% increase from the fare box. Reduction in dollars needed from taxes to support GRT, \$8.4 million to \$11.40 million a year. We shouldn't expect a medium city to have as efficient transit system as a large metropolitan area but we should improve.</p>	
<p>Kitchener Resident</p>	<p><b>Baseline:</b> We would encourage the Region to keep a strong bus route while you develop a Rapid Transit System. Not a lot of advantages/little</p>	<p>If we say we are "world leaders" in the environmental field and we are, then show it through our actions and investments. Our</p>	<p>Yes  Because my kids and grand kids will thank me when they only</p>	<p>Share this at 7, 8, 9 school levels.</p>	

	<p>vision with baseline.  <b>Road Improvement and Expansion:</b>                  Complete an express lane around K-W. Incorporate high speed rail linked to these “express lane” corridors. Advantage only if lanes &amp; HOV established.  <b>Improved Conventional Transit:</b>                  Street design needs help, advantage if cycle lanes can go from A to B, not F, L, P as it is now.  <b>Rapid Transit:</b> Ensure new stops for Rapid Transit are secured early and land is banked to allow a major phase to be implemented at one time. In order to protect farm land allow the system to run to St. Jacobs as well. Many advantages such as: save valuable farm land, encourage less use of single occupant vehicles, save energy, cleaner air in community, attracts “world class economic” investments. Makes jobs more available for all people.</p>	<p>present roads are an example of “too little, too late” thinking. If we think growth is strong now, wait until 50 years pass and we have not designed a rapid transit system.</p>	<p>need one car/family and not two or three. The “sprawl” now is not sustainable. Because K-W is headed for “world class – city status” not just Waterloo.</p>		
<p>Kitchener Resident</p>	<p><b>Improved Conventional Transit &amp; Rapid Transit:</b> Given my understanding that the “rapid transit” option that is to be further evaluated in Phase 2 of this Individual Environmental Assessment includes “Bus Rapid Transit” / busway / transitway technology (e.g., Ottawa-Carleton Region’s and then City of Ottawa’s Transitway), I support the conclusions of Phase 1.</p>	<p>A combination of all of the options including “Bus Rapid Transit” (and perhaps other “rapid transit” technologies beyond the 30 year time frame) is required for Waterloo Region to achieve its goals. Phases 2 and 3 of this Study must address the implementation planning that will gradually move this Region from an car dominated transportation system to one where trips by transit are a significant part of travel.</p> <p>Waterloo Region must first have GRT provide 24-7 high frequency conventional transit. While roads will be built and improved to carry more traffic, it</p>	<p>Yes</p> <p>For all of the reasons listed in the Study documentation.</p>		<p>I am participating on my own personal behalf as a resident and transit user.</p>

		is imperative to the success of "rapid transit" in the Region that both the Region and GRT discuss with the public their plan to implement improved transit as a travel option in Waterloo Region.			
Kitchener Resident	<p><b>Baseline:</b> I believe we desperately need rapid transit now and in the future. Methods &amp; considerations for access to the transit systems accessing the central corridor would be beneficial.</p> <p><b>Road Improvement and Expansion:</b> A complete loop around the city by expanding the expressway completely around the city would be great.</p> <p><b>Improved Conventional Transit:</b> More Rail transit time slots into Toronto to decrease the road traffic from the 401.</p> <p><b>Rapid Transit:</b> North &amp; South, East &amp; West</p>	You have to work with a basis of combining all Transportation strategies.	<p>Yes</p> <p>We need more good mass transportation or our citizens will be choked in &amp; by traffic conditions.</p>		Should look at solar power (i.e. Calgary) to power the Rapid Transit system.
Kitchener Resident	<p><b>Baseline:</b> Cars make it easy to travel and park; lots of parking downtown and at suburban shopping malls; easily accommodated by road widening. With lack of public transit expansion condition of buses will deteriorate and TDM policies can be unpopular and difficult to maintain.</p> <p><b>Road Improvement and Expansion:</b> Good for car and truck movement within industrial basins and traffic congestion. Removes motivation to improve public transit.</p> <p><b>Improved Conventional Transit:</b> Bus lanes improve traffic flow and better land use results in central transit corridor due to better access from suburbs. Cannot keep pace with city growth.</p> <p><b>Rapid Transit:</b> Efficient in-town movements, can accommodate</p>	Greater transportation choice with integration of all sorts of public transit services with other transportation modes.	<p>Yes</p> <p>Population increase warrants the construction of a Rapid Transit system as soon as possible.</p>	Should incorporate an underground system in Cambridge transit routes.	Planning for transit improvement in this Region cannot be piecemeal.

	weather conditions through underground construction. Danger of paying for expense through taxation due to a desire to keep fares low.				
Kitchener Resident	<p><b>Road Improvement and Expansion:</b> Road improvements necessary for better service to multiple transportation modes. Weather and heavy car use wear down road surfaces. Need a better way to move between walking and cycling trails.</p> <p><b>Improved Conventional Transit:</b> Cheaper than rail. Bus control of traffic signals will shorten wait times and trip length.</p> <p><b>Rapid Transit:</b> Raised rails would be difficult to navigate for small children, strollers, and those with disabilities.</p>	Should not expand boundaries outward. Important to create living in the downtown, rather than paving over country side and farmland. Expansion creates more transit problems.	<p>Not Sure</p> <p>It is very expensive, especially due to current financing commitments of the Region. This raises property taxes.</p>		Downtown Core in Kitchener needs a supermarket.
Kitchener Resident	<p><b>Baseline:</b> Few advantages except little or no upfront planning. Many environmental disadvantages including smog, greenhouse gas emissions, destruction of greenspace, and road salt water contamination. May stunt potential growth due to lack of transit infrastructure and lower quality of life.</p> <p><b>Road Improvement and Expansion:</b> Not much better than baseline.</p> <p><b>Improved Conventional Transit:</b> Flexibility of this option both good and bad due to lack over development control. Only a short-term fix due to Regional growth.</p> <p><b>Rapid Transit:</b> High upfront cost, but not so bad when compared to the cost of road construction and maintenance. Decrease car dependency with positive environmental results. Would create an 'economic corridor,' increasing density and improving ability to walk places. Will be used more readily by visitors and</p>	If the Region were to sprawl to accommodate 730 000 people, the results would be disastrous. High density is needed in the CTC, which is facilitated by Rapid Transit.	<p>Yes</p> <p>Environmental and economic investment improvements. Will become more in demand with rising fuel prices.</p>	Need to look at the big picture, and realize that an improved system will help shape the transportation habits of the community of tomorrow. Boston given as example.	Questionnaire and meeting were too structured. The structure prevented the real sharing of ideas and debate that is needed.

<p>Kitchener Resident</p>	<p><b>Baseline:</b> Will result in increased traffic congestion. As vehicle costs rise, more will switch to inadequate public transit, frustrating existing users due to increased travel time. There are not enough facilities for pedestrians and cyclists in the city and roadsides are interrupted and irregular. Bicycle paths that end suddenly are a waste of a good idea.  <b>Road Improvement and Expansion:</b> Would improve travel efficiency for cars and bikes, leading to positive environmental benefits. Conestoga Parkway ring road should be completed to encircle K-W on the south west side of the cities. Trussler Rd. or Petersburg area should be connected to old King St. area at St. Jacob's farmers market to St. Jacobs area.  <b>Improved Conventional Transit:</b> Connections from suburbs to main line need to be accessible and frequent to increase convenience. Should be reinforced with more direct transit promotions, such as resources and mail outs.  <b>Rapid Transit:</b> Only effective if linked to other transportation methods. Parking lots, connecting routes, and bus lanes are needed. Cannot sink too much funding into RT at the expense of conventional transportation modes. Surface system on existing streets will be subject to delays and accidents. RT must be made attractive to the more affluent.</p>	<p>Need a combination of conventional and gradual phased-in Rapid Transit, because RT is dependent on the feed from these conventional modes.</p>	<p>No  Huge cost will compromise other needed improvements elsewhere. There is no route flexibility and insufficient consideration has been given to how riders will be brought in from suburbs. Success of Rapid Transit is dependent on suburban population, since insufficient numbers reside along the CTC today.</p>	<p>Public consultation did not thoroughly review the entire transit system as it functions, nor did it examine the interconnectivity of transportation modes. It did not review anticipated ridership, fares, and revenues needed to make the system viable.</p>	<p>There should have been more time for Q&amp;A. The meeting seemed geared toward getting an agreeable response instead of looking at its feasibility. Rapid Transit should enhance the existing transit &amp; road system, not be viewed as an end unto itself or a way of getting shoppers from one mall to another.</p>
<p>Kitchener Resident</p>	<p><b>Baseline:</b> Initially cheap, but encourages sprawl, smog, and land consumption.  <b>Road Improvement and Expansion:</b> Is popular with the public but also encourages baseline results and is ineffective in the long-term.</p>	<p>Rapid Transit has the best chance of meeting all the goals. Although initial cost is great, the cost of failing to meet the goals will be greater.</p>	<p>Yes</p>	<p>The direction is good and reflects sensible goals.</p>	

	<p><b>Improved Conventional Transit:</b> Builds on existing infrastructure but is inconvenient to the public and will not encourage renewal or downtown intensification.</p> <p><b>Rapid Transit:</b> Encourages downtown intensification and public transportation, but may be difficult to sell to the public.</p>				
Kitchener Resident	<p><b>Baseline:</b> Allows for a lot of freedom, but results in congestion, pollution, and wasted time. Expensive in the long run on a community-wide scale.</p> <p><b>Road Improvement and Expansion:</b> Even greater freedom, but continued expansion is again unhealthy.</p> <p><b>Improved Conventional Transit:</b> More freedom to those who cannot afford a car but would have to be improved to the point where everyone can be persuaded to use public transit.</p> <p><b>Rapid Transit:</b> Also benefits those in low income brackets, and will hopefully be efficient enough to attract even those with a vehicle. Very dependent on the management of development in the city.</p>	Conventional transit should be combined with Rapid Transit to appeal to everyone. Population densities will need to increase to support this system and improve the use of our urban resources.	<p>Yes</p> <p>Must demonstrate that the costs and benefits are more than financial and prove the importance of the system based on these values.</p>	The Region is underestimating the value placed on personal automotive freedom. The implications of what it means to live in a Region that can afford its own Rapid Transit is being underplayed.	
Waterloo Resident	<p><b>Baseline:</b> Encourages complacency. Continues the problem as before.</p> <p><b>Road Improvement and Expansion:</b> As above, only worse. Will probably benefit car users to the detriment of others.</p> <p><b>Improved Conventional Transit:</b> Some benefits, but money spent on transit often creates resentment in non-transit users. Most motorists do not think of the cost of their car to the general public in terms of policing, health care, accidents, road upkeep, tax revenue lost to providing parking space, etc.</p> <p><b>Rapid Transit:</b> Seems like the only way to go in the long run though a</p>	Exhibit 3 seems to answer this question. After capital cost, Rapid Transit wins in nearly every category.	<p>Yes</p> <p>We are reaching the point where the status quo (congestion, pollutions, etc.) is unacceptable. A change in thinking is needed.</p>	Information provided is thorough & comprehensive.	<p>Some points for future consideration. More budget to publicize transit routes &amp; special events eg. The annual commuter challenge in June.</p> <p>All public buildings should be within yards of a good transit route. No more RIM parks. Make walking easier. Have people to enforce sidewalk clearance by-laws in winter. I'm concerned that no supermarket seems to be in the works for downtown</p>



	cautious approach could still be wise. Experience with the iXpress bus service should be valuable, see Exhibit 3, 10, flexibility.				Kitchener. It will be ironic if residents of the new condos have to drive to the mall for groceries.
Waterloo Resident	<p><b>Baseline:</b> No advantages.</p> <p><b>Road Improvement and Expansion:</b> Disadvantages – uses up land.</p> <p><b>Improved Conventional Transit:</b> A grid system would lead to a rapid transit system. The current hub system only works for small cities.</p> <p><b>Rapid Transit:</b> Advantages – decreases parking space requirements for properties near a rapid transit corridor. Increases density near rapid transit route because a retailer can use the lot for a building and not have to spend money on parking spaces. Business will want to be where the most people are while spending the least amount of money.</p>	Improve the conventional transit as a first step toward a rapid transit system. I feel density is the future, not suburban sprawl.	<p>Yes</p> <p>I would like to see the number of cars reduced, and RT is the only way to get people to and from their destinations faster, safer and cheaper than a car.</p>		Planning is required to choose a rapid transit route and allow high density buildings with low parking requirements along the rapid transit route now so there will be people to support the transit system.
Waterloo Resident	<p><b>Baseline:</b> Popular, well understood, and easy to implement, but less and less effective and too auto-centric.</p> <p><b>Road Improvement and Expansion:</b> Politically popular and economic injection to paving companies but only short-term relief and based on individual demand.</p> <p><b>Improved Conventional Transit:</b> Low cost and strengthens existing transit but limits potential and adds to congestion in the Region. Transit is unpopular in the Region.</p> <p><b>Rapid Transit:</b> Permanent, cost effective, and can have positive land use impacts. Initial cost is a barrier to implementation.</p>	Rapid and Light Rail Transit because of permanence and rider preference. Needs to be supported by complementary zoning and influence land use. Effective way to reach Regional goals.	<p>Yes</p>	Action should move ahead quickly but with sensitivity to local businesses and residents. Sufficient funds must be allocated to ensure the best system is put into place.	
Waterloo Resident	<p><b>Baseline:</b> Alternative is alright because it ensures that no excess debts will be incurred.</p> <p><b>Road Improvement and Expansion:</b> Road upgrades must be done before the Rapid Transit system is put in place.</p>	Maintaining the urban boundary is very important to ensure the survival of food sources in the future. Environmental enhancement and improving aesthetics are more important	<p>Not Sure</p> <p>The financing should come from the city and not from incoming tax dollars. We should not take rash action, so that there are no</p>		

	<p><b>Improved Conventional Transit:</b> Many people prefer cars or public transit to cycling and walking so this must be recognized. <b>Rapid Transit:</b> If choice is maintained and costs are not incurred by taxpayers, this is a good option to improve transportation.</p>	<p>than creating vibrant urban places, because they are already plentiful in the Region.</p>	<p>regrets about the decision later. Things are nice as they are now.</p>			
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Description	Other Comments Received in Phase 1
<p>Kitchener Resident</p>	<p>Phase 1 of the EA process is meant to establish need. The Rapid Transit study materials present the need as a given “approved by council”. The scoped corridor pays no regard to east-west trip desires. This eliminates evaluating further alternatives such as completing the ring around the City where there are existing Right of Ways with no homes fronting on them. These could be converted in to high speed thoroughfares for both Public Transit and the ubiquitous automobile. One of the “public comments” in the background information suggested trip destination surveys and the latest report made no mention of any surveys that would justify the need for Rapid Transit. Lots of mention is made of the projected 729,000 population, but nothing about the very mixed destination of transit routes (nowhere near the core) 70 percent of these people will be heading (area of the Region left out of the study).</p> <p>A very skewed set of criteria to evaluate the project alternatives does not lead to an unbiased evaluation and realistic view to the question of “NEED”. For example, “Build Vibrant Urban Places” is only one example of a very “subjective evaluation criteria” designed to elicit the desired preferred recommended alternative. Also, the assessment on the “impact on environment” does not account for air quality concerns within the public transit system, nor does it consider the source of electrical energy, namely nuclear, coal, or gas. Also concern over claim that no land will be required for “terminals” or “parking”.</p> <p>The criterion to “Foster a Strong Economy” was made subjective by adding the qualifiers “relative to Downtown Revitalization” and “relative Capital Cost for the Region”. The capital cost one was the only evaluation criterion where the Rapid Transit “alternative” was the lowest, and the remainder of the evaluation criteria was designed to elicit the desired preferred recommended alternative – hence the name of the study. This criteria could have been Cost verses Benefit. Thus the benefit to the 729,000 people could be weighed against the cost. This wasn’t done and neither were any other measurable meaningful criteria that would have to stand on their own merits.</p> <p>The remainder of the \$25M study should be spent more prudently and in an unbiased manner such that at the end of it provincial or federal money to build a Rapid Transit system will be more likely given. Additionally, the Rapid Transit system is not convenient for everyone and should be raised as a key issue in the November election.</p>
<p>Kitchener Resident</p>	<p>It is exactly this thinking ahead that will ease the problems of road congestion. While many members of the public remain “road-happy” to “put a band-aid” over the issue of transportation, insisting that building bigger roads is the solution, other citizens are realizing the benefits of sustainable alternatives, including pedestrian/cycle access, improved bus routes, rapid transit, and energy efficiency. Public transit lines and better urban planning will have positive environmental returns, and reduce travel time and infrastructure maintenance costs. Road expansion is not a long term solution and will aggravate the Region’s existing</p>

	<p>environmental dilemmas, including asthma and pollution. In addition to Rapid Transit, Kitchener should push for commuter lanes, support and create GRT incentives to increase ridership, retrofit trail connections, support commercial centers and more compact residential neighbourhoods along transit lines.</p>
<p>Ray of Hope</p>	<p>We support the Rapid Transit initiative because of its ability to equip and elevate the self-sufficiency of our citizenry, namely those who have little. The ability to commute to work without the need to incur high car ownership costs is an added advantage for those seeking affordable housing. Trips to the hospital are also made easier. Communication between those living in different cities will increase and the system improves access to recreational facilities and shopping centres. The system promotes transportation methods which encourage conservation, easing congestion and long term concerns. Money saved in transportation allows for investment elsewhere, such as in education or alternative job selection. Eases personal tensions due to a decreased reliance on others for transportation. Reliable transportation decreases risk of job loss and helps in the fight against poverty.</p>
<p>Ministry of Culture</p>	<p>A principal concern of this office is the adverse effects that development activities might have on cultural heritage resources. Cultural heritage resources include built heritage, archaeological resources and cultural heritage landscapes. If the preferred alternatives will have the potential to impact cultural heritage resources, then our office would recommend that a heritage assessment be conducted as part of the environmental assessment. If any significant heritage or archaeological resources are identified, then any negative impacts would need to be mitigated by either avoidance or documentation.</p> <p>Consequently, our office would wish to continue to be involved in this project. In particular, when the preferred alternatives have been selected, it would be useful to be provided with detailed information and mapping, outlining the extent and type of land disturbance anticipated and what portions of the project, if any, may exhibit potential for impacting heritage resources, and thus would require an assessment to inventory all heritage resources present, and determine what mitigation work, if any, may be required.</p>
<p>Grand River Monorail</p>	<p>Increasing road capacity will not be sufficient to accommodate future growth and some form of Rapid Transit line will be necessary in the future. A well implemented transit line will provide increased travel options and more efficient public transportation. Recommend that the study area be extended from Concession Street to Myers Road in Cambridge as there may be opportunities for rapid transit service to the Cambridge border along Highway 24 in the long term. All transit technologies must be considered in terms of the following: capital costs (long and short term), operation and maintenance costs, alignment and station locations, lifespan of the system and its components, safety (potential for accidents), operating speed, tourism potential, ridership, affordability (available support for higher technology options), effects on the surrounding area (effects of construction and system changes). Education of the EA process and findings is important and public consultation centres should continue into Phases 2 and 3. The Region should consider entering into a public-private partnership as other levels of government may not be eager to offer financial support.</p>
<p>Kitchener Resident</p>	<p>Does not support Rapid Transit as the preferred transportation alternative and does not feel the EA should proceed to Phase 2. The Region should re-examine better ways of making the entire transit system more effective before considering Rapid Transit. Public Consultation has not allowed an opportunity for people to critically examine the assumptions made for this evaluation. Meetings were constructed in a manner that asked people to reiterate information provided in the presentation. Discussion in the groups was excessively structured. The EA process is being undermined and instead of looking for a "magic bullet" a broad and open discussion should be had on how the transit system in Waterloo Region can be improved.</p> <p>Further comments as to why this project is not supported, include: 1) Sufficient infrastructure and ridership to support RT does</p>

	<p>not exist at this time; 2) Reurbanization will proceed without RT; 3) Focus area of the RT system is too small and will not service enough of the Region; 4) RT will not adequately support the growing suburban population; 5) Assumption that Toronto urbanites will desire to migrate into downtown KW is not supported; 6) Improvement to the iXpress route is a better option for increasing ridership while saving funds; 7) Federal and provincial funding is unlikely since the RT systems proposed have not thus far met the Federal funding requirements; 8) Decreased capacity on north/south routes due to rails on streets will infringe on the effectiveness of emergency routes and compromise reurbanization initiatives; 9) Reurbanization abilities not proven with bus rapid transit; 10) The inclusion of Cambridge, and the GO Express station proposed there, is included in the justification for the project, but will not actually become a part of the system for many years. Concludes that improvements to the current bus system is the most immediate and effective solution to build ridership. Increasing ridership will eventually justify a Light Rail Transit system.</p>
<p>Waterloo Resident</p>	<p>Public meetings have thus far been biased towards Light Rail as the best alternative, which has affected the responses of the public. While the option can be financially supported by the Region, the resulting environmental, land use, and decreased car use effects are not sufficient enough to justify the expenditure. Although the transport planning is well done, the cost-benefit analysis, key sensitivities identification, risk analysis, auto traffic benefits, and evaluation of the impact of new technology have not been completed or are insufficient in their assumptions. There is a risk that the second phase of expansion into Cambridge will never be completed, and that employment in Kitchener will not increase as expected. Ottawa is a prime example of effective implementation of a rapid transit system, and should have been cited by the consultants. Results of cost benefit study have not caused a shift in opinion away from Light Rail, as they should have.</p>
<p>People's Car Co-operative Inc.</p>	<p>With regards to the proposed widening of Highway 401 from Highway 8 to Regional Road 24/Hespeler Road, there is a risk that these "improvements" will impact negatively on public transit ridership, particularly as it relates to a rapid transit system. It seems the Region is trying to promote public transit, while the Province of Ontario is planning to do the opposite. The widening of Highway 401 would also impact negatively on local air quality.</p>
<p>Waterloo Resident</p>	<p>I fully support this plan and hope that it goes ahead full speed. Any expense for Rapid Transit is worth it if it will improve our air quality. My children and I are choking on the air as we walk and stroller around uptown Waterloo.</p>
<p>Guelph Resident</p>	<p>I believe the area could greatly benefit from a light rail transit system. I have a very good working knowledge of the existing rail corridors in this area and I am wondering if it would be a wise choice to have on-street rapid transit from near the Kitchener-Waterloo border to the Fairview Mall area. There is an existing right-of-way, the former Grand River Railway (Canadian Pacific Electric lines) currently in use as the "iron horse trail" that stretches from downtown Waterloo to Kitchener. There is also the remainder of the "Waterloo Spur" which ends near the VIA Rail station and the "Huron Park Spur" which begins near King and Victoria streets and heads south through Kitchener. This corridor already contains a rail/rail grade-separation at the intersection with the CNR tracks, which could save a lot of money. The "iron horse trail" could easily be converted into a light rail transit corridor with little modification compared to reusing or widening street right-of-ways. These corridors essentially follow the same trajectory as the proposed rights-of-way along city streets to Fairview Mall. Utilizing these existing corridors would also allow for much faster speeds of operation. I understand that diversions to the rail right-of-way are in order due to land use changes, especially to reach downtown cores. Grand River Railway had these types of diversions to reach the downtown cores.</p> <p>Can this study consider multi-modal transportation options such as locating rapid transit close to VIA Rail, future GO Transit or existing/future GRT stations to allow riders to switch modes easily? Will the process consider the use of diesel light rail technology similar to what is used with the Ottawa O-train system? This would greatly reduce start-up costs. Electrification could become a future upgrade path based on financial and ridership milestones.</p>

<p>Ministry of Public Infrastructure Renewal</p>	<p>Overall, it is very positive that the evaluation of alternatives took into account the implications for land use intensification, reurbanization, and transit-oriented development, as well as impacts on air quality, climate change, land consumption and countryside protection.</p> <p>We are generally supportive of the selection of the preferred undertaking, which is the Rapid Transit undertaking, because of its potential for catalyzing intensification and increasing transit ridership. This is based on the assumption that the Rapid Transit undertaking will be running in its own right-of-way and not in mixed traffic.</p> <p>It will be critical to the Rapid Transit undertaking that official plan amendments, station areas plans and zoning by-laws ensure transit-supportive densities, pedestrian-oriented design and improvements to pedestrian and bicycle networks.</p> <p>While the Rapid Transit undertaking does introduce a new transit choice, it is unclear how the rest of the transit network will be improved to ensure connectivity and viable transit access to and from the Rapid Transit corridor. A seamless door-to-door trip is key for making transit a competitive option, thereby effectively shifting people from cars to transit and increasing transit ridership.</p>
<p>University of Waterloo</p>	<p>The process outlined in the draft report for Phase 1 is expertly designed to solicit community feedback, and the report itself is very thorough in its assessment of the Rapid Transit Initiative and each of the other strategic alternatives presented.</p> <p>University of Waterloo is a strong supporter of bringing rapid transit to this Region. Our community is growing and our ability to attract and retain talented people here in Waterloo Region will be strengthened by our ability to provide convenient, affordable and environmentally friendly transportation services. The introduction of rapid transit service to the urban core will also help to revitalize our urban spaces, draw business interests to the downtown core and contribute to a rich and vibrant community experience for all citizens in the Region.</p> <p>The UW community would welcome a rapid transit system that allows for convenient travel among our three campuses in Waterloo, downtown Kitchener and Cambridge. Moreover, a rapid transit system would increase accessibility for our students and faculty members to affordable housing and community services in the urban areas of the Region.</p> <p>The Rapid Transit initiative demonstrates the kind of thinking that is a hallmark of the Region of Waterloo – truly this is growth by choice rather than by chance. Please count on us at the University of Waterloo to be helpful to you as you continue this process. We are eager to assist in bringing such a positive transportation solution to this community.</p>
<p>Transport 2000 Canada</p>	<p>Expressed strong support for the rapid transit initiative. The Region needs to play catch up to change the car culture. To do nothing would not work. The cities that are going to survive in the existing changing climate are the ones that are adapting to modern technologies.</p>
<p>Kitchener Resident</p>	<p>Urges Committee members to accept the recommendation to proceed with rapid transit as the preferred transportation strategy for Waterloo Region and encourages staff and Committee members to go one step further to provide a superior transit system. Uses the Region's transit system because it is accessible to those in wheel chairs.</p>
<p>Waterloo Resident</p>	<p>Asks that committee revise the draft of the Rapid Transit EA Report Phase1 to include a strategy for a bus transit system that includes both street bus priority and separate right-of-way operations. This would better serve Waterloo Region with less cost</p>

	<p>and less risk. Understandable and documented reality checks should be presented in Phase 2 regarding costs, travel times, implications for air quality, parking requirements and investment risks.</p>
<p>Kitchener Resident</p>	<p>I understand the need to plan growth and a Rapid Transit system, but I am concerned about the impact on existing stable neighbourhoods and heritage buildings and properties. With intensification along the main corridors, I worry that many historical properties will be demolished and trees will be lost. Our green spaces near downtown Kitchener are already very small. High rises will overshadow the houses and owners may end up selling their property. Businesses are already encroaching on our area. The City of Kitchener is introducing a mixed-use corridor very close to our neighbourhood.</p> <p>There is a danger that speculators will be looking for property, but will not put the effort into maintaining it. With the future influx of students into downtown Kitchener there is a possibility of destabilizing existing neighbourhoods. I am hoping that a Town and Gown Committee will be established that involves residents, businesses, universities and the city to avert these problems.</p> <p>We need attractive walking areas for pedestrians, and biking areas that will encourage less vehicle traffic and assist the environment. A municipal tax benefit for households that have one or fewer vehicles would go a long way towards reducing the toxins in the air.</p> <p>What will the regulations be on lodging or rooming houses? Will there be height restrictions for new buildings? What controls does the Region have? Where will children go to play if high-rises proliferate? How much protection will Heritage Neighbourhoods have? What have other communities done in similar circumstances to control growth and manage transit?</p>

## **APPENDIX G – ADDITIONAL PHASE 1 PUBLIC OUTREACH ACTIVITIES**

**January 25, 2006:** Presentation to the Uptown Waterloo Vision Committee, Waterloo, ON.

**January 25, 2006:** Presentation to the Kitchener Downtown Advisory Committee and the Kitchener Economic Development Advisory Committee, Kitchener, ON.

**March 9, 2006:** Presentation to the All Council Meeting that included information on the status of the Regional Growth Management Strategy and Rapid Transit Initiative, including the EA process.

**April 4, 2006:** Phase 1 Information Handout presented at a public meeting of the Region of Waterloo Planning and Works Committee, Region of Waterloo Administrative Building, Kitchener, ON.

**April 4, 2006:** Presentation to the City of Waterloo staff, Waterloo City Centre, Waterloo, ON.

**April 5, 2006:** Presentation to Region of Waterloo staff, Region of Waterloo Administrative Building, Kitchener, ON.

**April 5, 2006:** Phase 1 Public Consultation Centre, Region of Waterloo Administrative Building, Kitchener, ON.

**April 6, 2006:** Presentation to the City of Kitchener staff, City of Kitchener Administrative Building, Kitchener, ON.

**April 6, 2006:** Phase 1, Public Consultation Centre, United Kingdom Club, Cambridge, ON.

**April 12, 2006:** Presentation to the Cambridge Economic Development Advisory Committee, Old City Hall, Cambridge, ON.

**April 21, 2006:** Presentation to the Area Municipal Public Works Group, Grey Silo Golf Club, Waterloo, ON.

**April 25, 2006:** Presentation to the Waterloo Economic Development Advisory Group, Waterloo City Centre, Waterloo, ON.

**April 26, 2006:** Presentation to the Cambridge Environmental Advisory Committee, Old City Hall, Cambridge, ON.

**May 8, 2006:** Presentation to the Waterloo Park Committee, Old Fire Hall, Waterloo, ON.

**May 8, 2006:** Presentation to the Waterloo Catholic District School Board Council of Student Presidents, St. Benedict Catholic Secondary School, Cambridge, ON.

**May 9, 2006:** Waterloo Citizens Environmental Advisory Committee, Waterloo City Centre, Waterloo, ON

**May 10, 2006:** Presentation to the City of Cambridge staff, Old City Hall, Cambridge, ON

## **APPENDIX H – RESPONSE TO COMMENTS**

Below is a summary of the key issues about Rapid Transit that have been raised by the public and community stakeholders so far during the public consultation process, and the responses given by staff.

### **Cost:**

The capital cost of the Rapid Transit Initiative was a key point of discussion at the Public Consultation Centres and was mentioned in several individual responses. In addition, questions were asked about the availability of Federal and Provincial funding and the possible impact on the tax rate.

### **Staff Response:**

The final costs for rapid transit in Waterloo Region will depend on the rapid transit technologies and routes that are chosen in Phase 2 and 3 of the Environmental Assessment process. The Cost/Benefit Analysis conducted for our Technical Studies indicate that, although the initial capital costs for rapid transit are higher than the Baseline, Road Improvement and Expansion and Improved Conventional Transit alternatives, the Rapid Transit Initiative is actually the most economical transportation alternative over the long-term when other costs such as operating, maintenance, servicing and infrastructure costs are compared to the overall benefits to our community such as social mobility, economic development, congestion management, environmental protection and health and safety.

The Federal and Provincial governments provided 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.

The potential impacts, both positive and adverse, of the rapid transit initiative will be thoroughly evaluated during the Rapid Transit Environmental Assessment. This includes an evaluation during Phases 2 and 3 of the potential benefits to and impacts on our economy. Currently public funds are being used to subsidize the construction and maintenance of roads and other servicing such as water and sewage that is required to accommodate our current growth patterns, and these costs are substantial. Rapid transit promotes reurbanization and intensification, which will allow us to maximize the use of the roads and services we already have, reduce our outward growth and ultimately reduce overall transportation costs.

### **Lack of operational flexibility:**

The Rapid Transit Initiative received a lower ranking in the operational flexibility criteria in the Phase 1 evaluation because the infrastructure required to operate a rapid transit system (rails, tracks, bus lanes) cannot be easily moved. Some participants in the Group Discussions questioned whether this lack of flexibility would hamper overall service of a rapid transit system.

### **Staff Response:**

Specific technologies and routes have not yet been selected. That will happen in Phase 2 of the Environmental Assessment. In other communities where Rapid Transit has been implemented, the permanence of routes and stations has, in fact, been a positive feature that promotes long-term



investment and reurbanization.

**Ability of Rapid Transit to promote reurbanization:**

Some individuals questioned the ability of Rapid Transit to stimulate the level of reurbanization and redevelopment along the Central Transit Corridor that would be required to make a Rapid Transit system feasible. Others suggested that reurbanization will occur without Rapid Transit.

**Staff Response:**

This issue will be studied in more depth in Phase 2 and 3 of the Rapid Transit Environmental Assessment to determine the long-term benefits and impacts of the preferred transportation system. Consultants will also examine the possibility of using a phased approach to implement the preferred transportation strategy, and this would allow appropriate time to demonstrate the feasibility of a system over time and implement appropriate policies and programs that will foster reurbanization.

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.

**Ability of Rapid Transit to attract new riders:**

Some individual respondents questioned if Rapid Transit would 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 traffic congestion.

**Staff Response:**

Ridership projections and a benefit-cost analysis was done as part of the Growth Management Study and Transit Initiative Technical Studies, which looked at rapid transit between Waterloo and Kitchener. This analysis determined that Rapid Transit was a feasible transportation solution for Waterloo Region. Additional ridership projections and benefit-cost analysis will be documented in Phase 2 of the EA for the entire study area if the preferred alternative for Phase 1 is rapid transit.

In addition, policies and programs that will foster ridership growth will also be implemented as part of any transportation solution. These include transportation demand management programs and incentives to encourage other modes of transportation (parking costs, employee transit pass incentive programs, integrated transit planning to improve transportation services that connect at rapid transit stations), as well as land-use planning and urban design that supports transit users (sidewalks, cycling lanes, mixed used development around stations, etc.).

In other communities where rapid transit has been implemented, research indicates that ridership has exceeded initial estimates because rapid transit actually attracts more “riders of choice” who wouldn’t have considered conventional transit. In Portland, Oregon, for example, where they implemented light rail transit 25 years ago, 75 per cent of public transportation users today are car owners that have chosen transit over auto use for at least some trips.

**Ability to service suburban populations:**

Some participants in the Group Discussions and individuals who submitted comments questioned whether Rapid Transit would adequately serve the entire Region as it would be concentrated in the Central Transit Corridor. Some also questioned why all taxpayers should be asked to fund a system that may not serve a majority of residents.

**Staff Response:**

The Rapid Transit Initiative features rapid transit in the Central Transit Corridor as well as improved conventional transit in other areas of the Region to provide feeder routes that will link to rapid transit stations and other commuter services, thereby creating an integrated transportation system.

During Phase 2 of the Rapid Transit Environmental Assessment, the consultants will evaluate possible routes and technologies using criteria defined in the Rapid Transit Environmental Assessment Terms of Reference. Two of these criteria are the ability of a transportation system to serve residential and institutional uses.

Studies in other communities with an integrated transportation system that includes 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 growth. In addition, it helps to reduce the increase in 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.

**Phased Implementation:**

Some individuals questioned whether rapid transit could adequately serve the entire Region as it may need to be phased in over time.

**Staff Response:**

No decisions have yet been made about a phased implementation. This will be studied further in Phases 2 and 3.

Typically, a phased approach is required to accommodate construction, and the construction schedule will depend on which routes and technologies are chosen. A phased approach would also allow appropriate time to demonstrate the feasibility of system over time and implement appropriate policies and programs that will foster ridership growth. Additional study will also be done in Phases 2 and 3 to determine what transportation services would be required to maintain and improve transit services during a phased implementation.

**Phase 1 Evaluation Criteria:**

One individual comment questioned the validity of the evaluation criteria used in Phase 1 as qualitative measures and questioned whether they adequately addressed the question of need.

**Staff Response:**

The purpose of the Phase 1 evaluation, as determined in the Terms of Reference approved by the Ontario Ministry of Environment, is to identify a preferred transportation strategy that best meets the goals set out in the Regional Growth Management Strategy. The criteria used in evaluation were chosen during a public consultation process to reflect the RGMS goals.

The Rapid Transit EA Phase 1 draft report contains both quantitative (e.g. ridership, air emissions, shift in use of alternative modes) and qualitative data related to the criteria used in the evaluation.

**Rapid Transit in the CTC could negatively impact emergency services:**

One individual comment raised the possibility that rapid transit infrastructure would impede access by emergency services in the CTC.

**Staff Response:**

Phases 2 and 3 of the EA study will include an evaluation of any rapid transit technology implementation and its impacts to other traffic, including emergency vehicle movement. In Portland, Oregon, where rapid transit has operated for more than 25 years, emergency services has an agreement with transit operations to use the rapid transit infrastructure as it allows them to operate unimpeded by traffic.

**Impact on cultural heritage:**

The Ministry of Culture provided comment requesting the Region to investigate the adverse effects that development activities might have on cultural heritage resources, including the extent and type of land disturbance anticipated and what portions of the project, if any, may exhibit potential for impacting heritage resources, and thus would require an assessment to inventory all heritage resources present, and determine what mitigation work, if any, may be required.

**Staff Response:**

The potential impacts of the Rapid Transit Initiative would be thoroughly evaluated during Phases 2 and 3 of the Rapid Transit Environmental Assessment. This includes the potential benefits to and impacts on our social/cultural environment, which includes our cultural heritage resources.

**Employment base in Central Transit Corridor can not support Light Rail Transit:**

One individual questioned whether there was enough employment and downtown office floor space along the Central Transit Corridor, specifically downtown Kitchener, to support Light Rail Transit (LRT), given that Waterloo Region does not have a Central Business District.

**Staff Response:**

While many transit systems are oriented around a Central Business District (CBD) with routes that service a spoke formation to destinations outside of the CBD, Waterloo Region's Central Transit Corridor is linear and passes directly through the three core urban areas in Waterloo, Kitchener and Cambridge. In addition, the CTC also passes through several other key employment nodes in Waterloo Region such as north Waterloo, the universities, Grand River Hospital and Sun Life Financial.

At this stage, no specific Rapid Transit technology, such as Light Rail Transit, has been selected. Phase 2 of the EA study will include an evaluation of different Rapid Transit technologies based on their ability to meet certain key Regional objectives. One of these objectives is determining how different Rapid Transit technologies and the location of stations will play a role in shaping more compact development, known as transit oriented development, that will also help generate ridership.

In addition, the Region will be developing policies and programs to encourage and support reurbanization – such as increased commercial development – in order to comply with the Province of Ontario's new planning policies in the Places to Grow Growth Plan for the Greater Golden Horseshoe. Research has shown that, in other North American cities where Rapid Transit has been implemented with supportive land use policies, fixed infrastructure investments such as Rapid Transit help to guide and attract urban growth within proximity to transit.

**Transit travel times**

One individual questioned whether the transit travel times used in the Technical Studies are competitive enough to auto travel, and whether the small difference shown between travel times for conventional transit and rapid transit justified spending money to develop rapid transit.

**Staff Response:**

The figures used in the Technical Study are called "Weighted Travel Times" and were used as part of an economic analysis to calculate congestion cost savings and are not intended to specifically measure travel time savings for Rapid Transit alone. Weighted travel times include the time needed by transit users for walking to and from a transit stop, waiting for transit, boarding transit, waiting to transfer (if required), and travelling to their destination. For this reason, the average weighted time per transit trip appears greater than auto travel times.

In addition, weighted travel times used in the study also reflect all transit trips made throughout the Region, including longer suburban trips, not just those made in the Central Transit Corridor. By promoting reurbanization along the CTC around transit stations, the distances transit users need to walk and travel will decrease, which is one of the factors that makes transit competitive with auto travel.

**APPENDIX I – COPY OF THE DRAFT PROPOSED ROPP AMENDMENT****AMENDMENT NO. \_\_\_\_ TO THE REGIONAL OFFICIAL POLICIES PLAN****INTRODUCTION OF NEW TRANSIT AND RAPID TRANSIT POLICIES AND MAPPING****PART 1 – PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to introduce a new basic framework of transit-oriented development policies and mapping into the Regional Official Policies Plan that:

1. Address the Regional Municipality of Waterloo's role as the municipal transit service authority in Waterloo Region;
2. Will help achieve compact, transit-supportive urban development and greater transportation choice consistent with the Regional Growth Management Strategy and various Provincial planning-related policies and strategies; and,
3. Are consistent with the terminology and mapping being used in the Individual Environmental Assessment for the Regional Rapid Transit Initiative.

**PART II – BASIS OF THE AMENDMENT**

The last comprehensive review of the Regional Official Policies Plan (ROPP) occurred in the early 1990s, with the Minister of Municipal Affairs and Housing approving a new ROPP in December 1995. Since that time, there have been considerable changes in Provincial and Regional planning policies, strategic initiatives and mandated responsibilities that promote or require new approaches to integrated land use-transportation planning and community development. Accordingly, it is now timely and appropriate to address these changes by revising some of the ROPP's existing transit-related policies and associated mapping.

The first matter to be addressed is that the responsibility for providing municipal transit service within Waterloo Region has been transferred from the Cities of Kitchener and Cambridge, to the Regional Municipality of Waterloo. Grand River Transit (GRT) was formed in January 2000, while Mobility Plus (a parallel transit service) assumed operation in January 2001. The current ROPP transit-related policies still reflect local municipal responsibility for transit service and do not reflect the Region's priorities for developing the transit system, including the introduction of rapid transit.

The second matter to be addressed is that the ROPP's transit policies need to be made consistent with new Provincial and Regional policies and strategies including the new (2005) Provincial Policy Statement, the Regional Growth Management Strategy (RGMS) approved by Regional Council in 2003, and the forthcoming Places to Grow Growth Plan for the Greater Golden Horseshoe. The underlying rationale for all of these initiatives is that the provision of greater transportation choice to the Region's residents, businesses and institutions will have a broad range of anticipated benefits including urban revitalization and intensification, improved air quality, improved public health, a more balanced and integrated transportation system, reduced vehicle trips, and protection of the rural countryside against urban population and employment expansion pressures.

The third and final matter to be addressed is that while the ROPP has always symbolically identified a potential central corridor for transit and other transportation facilities linking the Cambridge, Kitchener, Waterloo, and Elmira community core areas, it has only been through the recently approved Phase 1 Report

of the Individual Environmental Assessment for the Regional Rapid Transit Initiative that rapid transit has been explicitly identified as a viable transportation alternative for the Central Transit Corridor (CTC). This alternative is also explicitly identified in the Places to Grow Growth Plan for the Greater Golden Horseshoe Places to Grow Growth Plan for the Greater Golden Horseshoe, although the term used in the plan is "Higher-Order Transit. Therefore, it is timely and appropriate to introduce the term "rapid transit" into the ROPP to make it consistent with Phase 2 of the Individual Environmental Assessment and the Province's Growth Plan.

### **PART III – DETAILS OF THE AMENDMENT**

The following policy revisions and changes to Map No. 8 constitute the proposed amendment to the Regional Official Polices Plan:

#### **1) CHAPTER 1 INTRODUCTION**

##### **a) Section 1.6 Approach to Preparing this Plan**

i) The second sentence of the sixth paragraph is hereby deleted and replaced with the following revised policy to read:

"One reason for this change is that residents are placing greater emphasis on the wise use of infrastructure provided by the Region including transit, water supply and wastewater treatment, waste management facilities and roads."

ii) The first sentence of the eighth paragraph is hereby deleted and replaced with the following revised policy to read:

"This Plan has been prepared in conjunction with Regional master plans relating to transportation, water supply, wastewater treatment and waste management."

#### **2) CHAPTER 2 VISION FOR A SUSTAINABLE REGIONAL COMMUNITY**

##### **a) Section 2.2 Vision for 2016 – Safe and Healthy Communities**

i) The first sentence of the second paragraph is hereby deleted and replaced with the following revised policy to read:

"The balance of jobs and housing provided in compact and mixed land use nodes throughout the community has reduced the need to make some trips and has provided opportunities for more effective transit service, including rapid transit."

##### **b) Section 2.3A Sustainable Community and Regional Plan**

i) Sub-section a) of the introductory paragraph is hereby deleted and replaced with the following revised policy to read:

"the planning framework for decisions by the Region regarding land use, transportation, infrastructure, health and social and police services, and financing;"

### **3) CHAPTER SEVEN REGIONAL SETTLEMENT PATTERNS**

#### **a) Principles**

i) Principle 2 is hereby deleted and replaced with the following revised policy to read:

“Compact development, mixed land use, increased residential densities and an effective transit system are essential to reduce the need for growth at the urban fringe, reduce impacts on natural resources such as Prime Agricultural Areas, wetlands, and environmentally sensitive areas, and support more efficient use of municipal infrastructure and services.”

#### **b) Section 7.3.1 City Urban Areas**

i) Policy 7.3.1.4 b) is hereby deleted and replaced with the following revised policy to read:

“evaluating the use of land developed between the date of adoption of the Plan and the time of review, the land area remaining for development within the City Urban Area, and the extent to which policies in this Plan and in the Area Municipal Official Plan regarding provincial intensification, density targets, housing mix, transit, redevelopment and mixed land use have been achieved.”

ii) Policy 7.4.1.2 b) is hereby deleted and replaced with the following revised policy to read:

“enhanced transportation opportunities for pedestrians, cyclists, and transit users;”

iii) Policy 7.4.1.2 c) is hereby deleted and replaced with the following revised policy to read:

“medium and high density developments and land use patterns supportive of transit service, including rapid transit within the Central Transit Corridor, where available or where planned to be available; and”

### **4) CHAPTER 9 HUMAN SERVICES**

#### **a) Preamble**

i) The first sentence of the third paragraph is hereby deleted and replaced with the following revised policy to read:

“Human services provided by the Region include transit, police services, social assistance, emergency medical services, pre-employment services, child care programs, homes for the aged, community housing, health care programs and planning for community services.”

### **5) CHAPTER 11 TRANSPORTATION OPPORTUNITIES**

#### **a) Preamble**

i) The first paragraph of the Preamble is hereby deleted and replaced with the following revised policy to read:

“The transportation system is composed of Federal, Provincial, Regional, Area Municipal and private facilities. This Plan recognizes that the transportation system is essential for planned growth, economic vitality, and the quality of life in the region. This system includes: roads; transit facilities and services for rapid, conventional, and parallel transit; an airport; rail lines; sidewalks; off-road trails; and cycling facilities. The Regional Municipality of Waterloo is the municipal transit authority.”

- ii) The second sentence of third paragraph of the Preamble is hereby deleted and replaced with the following revised policy to read:

“As a result, people are increasingly choosing modes of transportation such as walking, cycling, or transit that are environmentally-friendly and promote public health, are more willing to accept traffic congestion, and continue to reduce their need to make trips.”

#### **b) Principles**

- i) Principle 4 is hereby deleted and replaced with the following revised policy to read:

“Fiscal partnerships with other government agencies and the private sector may offer significant opportunities for the funding of new transportation infrastructure, particularly rapid transit.”

#### **c) Section 11.1 Transportation Efficiency and Planning**

- i) Policy 11.1.1 is hereby modified by adding the following new policy:

“e) identification of a rapid transit-centered regional transit system and the targets and strategies necessary for achieving its development.”

- ii) Policy 11.1.7 g) is hereby deleted and replaced with the following revised policy to read:

“providing for the needs of transit users, pedestrians and cyclists in road design.”

- iii) Policy 11.1.9 is hereby deleted and replaced with the following revised policy to read:

“To promote transportation choice, transit-supportive development, and minimize the impact of development on the Regional Road system, Area Municipalities will:

- a) accommodate Regional conditions of approval for development applications with respect to Grand River Transit operation and facilities, and the Regional Road system.”
- b) encourage site plan designs that recognize the needs of transit users, cyclists, and pedestrians.”

#### **d) Section 11.2 Transit**

- i) The last sentence of Policy 11.2.1 is hereby deleted and replaced with the following revised policy to read:

“The Central Transit Corridor linking the Cities of Cambridge, Kitchener, Waterloo and the Township of Woolwich, and within which an alignment for a rapid transit system will be established through an Individual Environmental Assessment process, is shown on Map 8 of this Plan.”



ii) Policy 11.2.2 is hereby deleted and replaced with the following revised policy to read:

“The Region will, in consultation with Area Municipalities, prepare Five Year Business Plans that address issues such as:

- a) the feasibility of improved transit links between the Cities of Cambridge, Kitchener and Waterloo;
- b) the staging and development of the rapid transit system in the Central Transit Corridor and the manner in which the system will be linked with the conventional and parallel transit systems and other modes of transportation;
- c) the feasibility of establishing a transit service in the Townships of North Dumfries, Wellesley, Wilmot and Woolwich;
- d) the establishment of targets for transit usage in specific corridors, and the identification of impacts on Regional road infrastructure and programs of not meeting these targets;
- e) the provision of innovative transit services through partnerships with the private sector;
- f) the pursuit of innovative approaches to encourage increased use of public transit; and,
- g) the role of the Region and the area municipalities in the implementation of the Business Plans.”

iii) Policy 11.2.3 is hereby deleted and replaced with the following revised policy to read:

“The Regional Municipality of Waterloo in conjunction with area municipalities will promote increased transit ridership and reduce the need to make trips by automobile through such means as:

- a) the provision of rapid transit service within the Central Transit Corridor with linkages to other transit corridors and nodes;
- b) the development of a network of sidewalks, off-road trails and cycling facilities that provide access to transit corridors;
- c) the creation of street configurations, densities, and an urban form that support walking, cycling and the early integration of sustained viability of transit services within the Central Transit Corridor, along transit corridors and at other higher-density, mixed-use nodes;
- d) the integration of transit connections with other transportation modes;
- e) the improvement of the comfort and convenience of transit facilities; and,
- f) development of innovative fare structures.”

## 6) GLOSSARY

The Glossary is hereby revised by adding the following two definitions:

**“Central Transit Corridor** – the Study Area identified in the Individual Environmental Assessment Terms of Reference for the Regional Rapid Transit Initiative dated July 21, 2005 as the area within which an alignment for a proposed rapid transit system will be selected and the area that may be directly and indirectly affected by the system. The Corridor extends from the Mercedes Industrial Commercial Area in Woolwich, south through Uptown Waterloo and Downtown Kitchener, to the Preston Town Centre and Galt City Centre in Cambridge.”

**“Rapid Transit** – is defined as a public transportation system operating for its entire length primarily on an exclusive right-of-way. This definition includes systems operating at-grade, and systems operating on elevated or underground facilities.”

## 7) MAP NO. 8 – MAJOR TRANSIT CORRIDORS

i) Replace existing Map No. 8 - Major Transit Corridors with the revised Map No. 8 - Major Transit Corridors as shown in attached Schedule A.

## PART IV – IMPLEMENTATION

This amendment will be implemented through the future approval of further amendments to this plan, amendments to the affected area municipal official plans, and the approvals process for development applications located in areas where application of the new and/or revised policies is appropriate.

**Schedule A – PROPOSED ROPP AMENDMENT – INTRODUCTION OF NEW TRANSIT AND RAPID TRANSIT POLICIES AND MAPPING**

P-06-079

