

and early learning, specifically for children under the age of twelve years old with special needs. He provided an overview of the collaborative efforts to date to establish special needs resources in the Region. He noted the local partnerships, including the Region of Waterloo, and the benefits of the program. He asked that Regional Council consider these needs during the 2017 Budget Review.

4. [Trevor Haelzle](#), Vice President, CUPE 5191, spoke to the Committee on behalf of paramedics in the Region, regarding Paramedic Services; a copy of his submission is appended to the original minutes. He stated that the best way to meet the challenges of Code Red situations - where no ambulances are available - is to increase the hiring of paramedics. He expressed his concerns about the impact of underservicing on both staff and the public.

5. [Michael Druker](#), Tri-Cities Transport Action Group (TriTAG), addressed the Committee regarding transit funding; a copy of his presentation is appended to the original minutes. He stated that while the organization is supportive of the Region's Grand River Transit system, there is concern that the change is happening too slowly and that the network being built will not effectively support the Light Rapid Transit (LRT) system. He outlined the obstacles to the public being aware of the changes and stated that service frequency is a key element for transit usage. He requested that Regional Council develop a full network redesign in 2017, with a distinction for frequent service. He provided examples of networks in other cities that have a relevant network system

He responded to questions from the Committee regarding public education and awareness

Call for Delegations

S. Strickland called for other delegations wishing to address the Committee; none came forward.

Adjourn

Moved by K. Redman

Seconded by S. Shantz

That the meeting adjourn at 6:39 p.m.

Carried

Committee Chair, S. Strickland

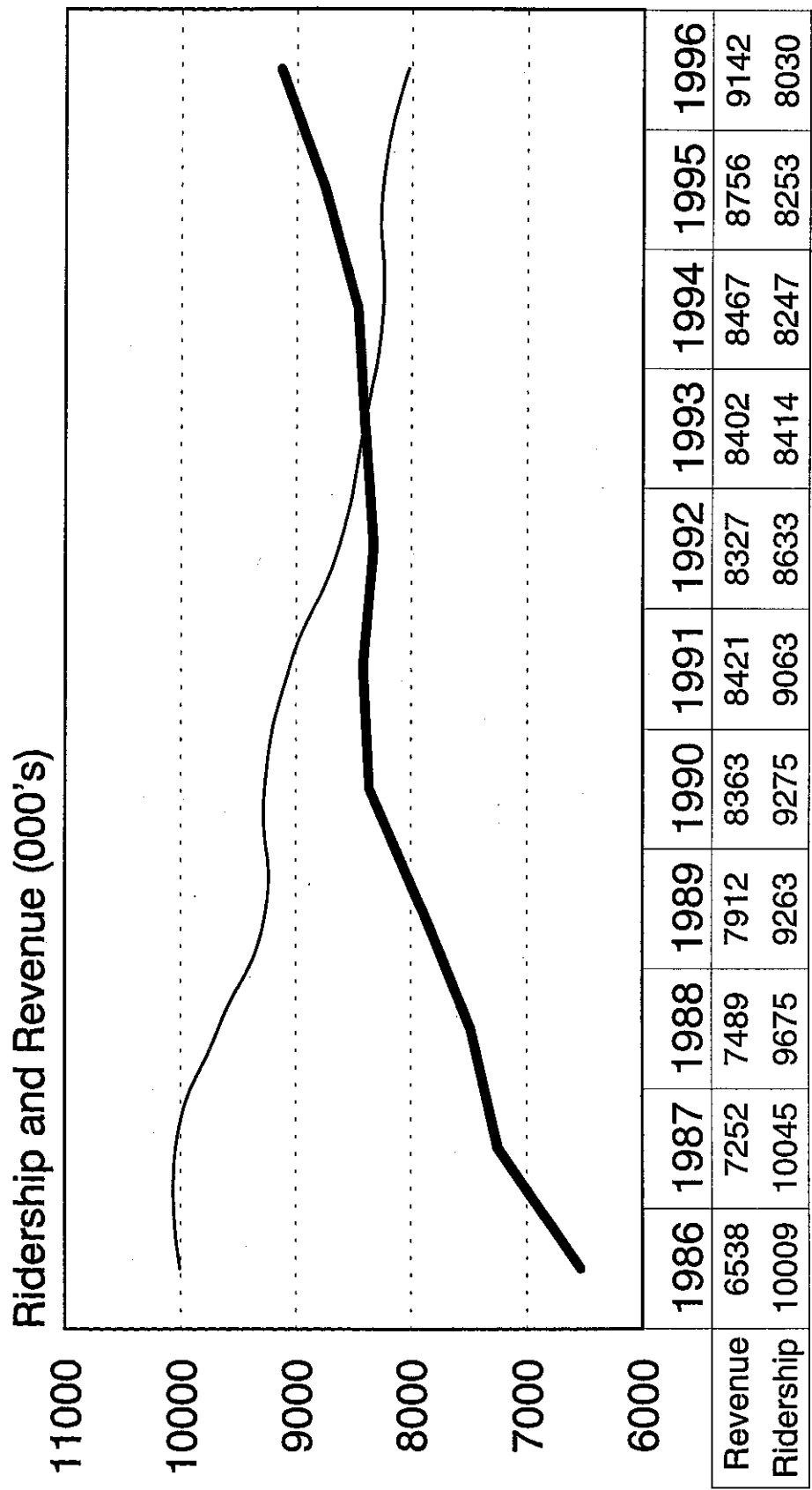
Committee Clerk, S. Natolochny

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Kitchener Transit

TRANSIT PERFORMANCE 1986 - 1996

Annual Revenue and Ridership

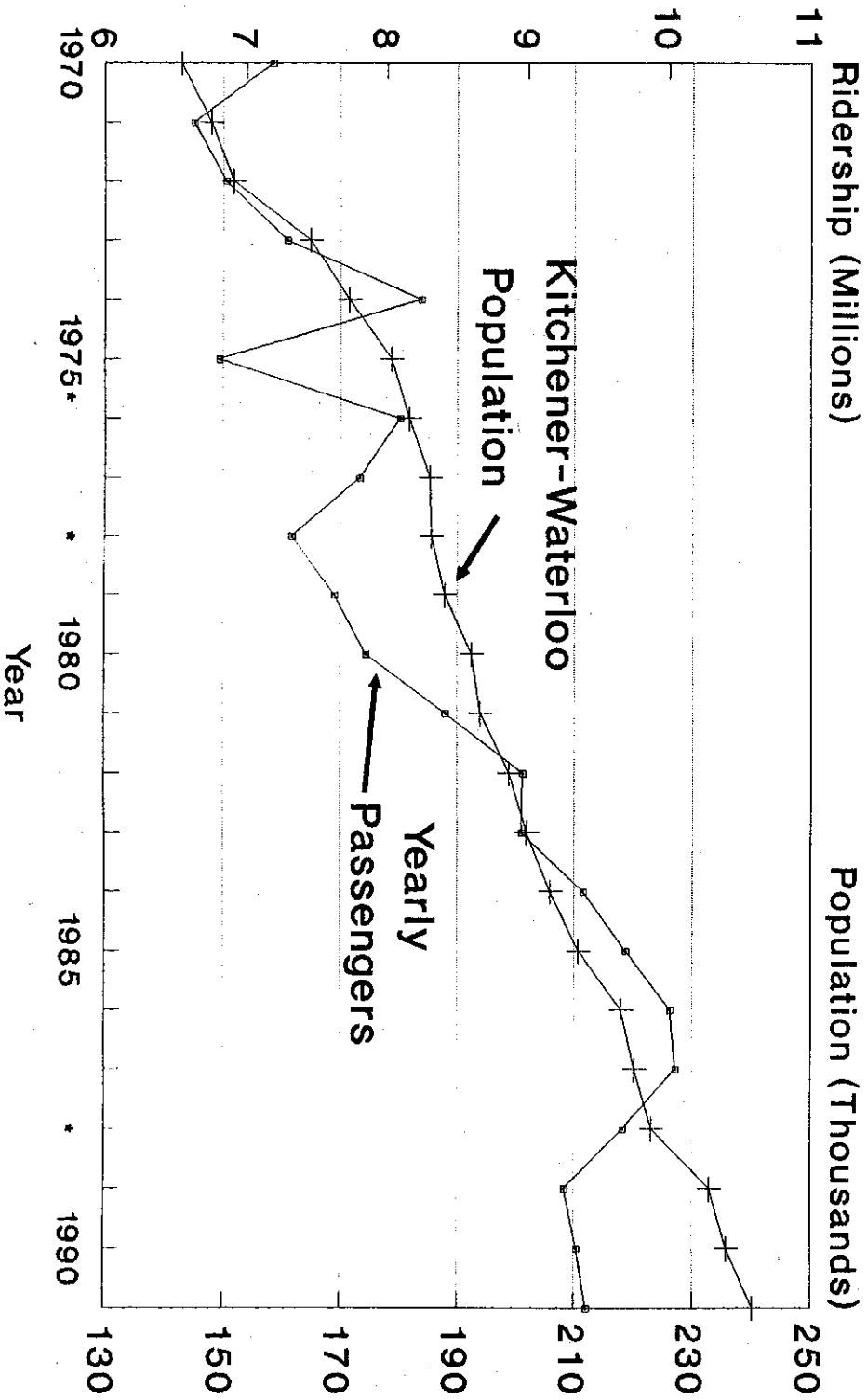


— Revenue — Ridership

Table 1: Proposed GRT Fare Change Summary

Fare Type	Description	Current Amount	Proposed Amount, effective July 1, 2007
Cash Fare	Regular cash fare	\$2.25	\$2.50
Adult Ticket	Purchased in strips of 5	\$1.55 (\$7.75 for five tickets)	\$1.60 (\$8.00 for five tickets)
Reduced Ticket	Valid for elementary and high school students and senior (65+), purchased in strips of five	\$1.30 (\$6.50 for five tickets)	\$1.35 (\$6.75 for five tickets)
Adult Monthly Pass	Monthly unlimited use	\$57.00	\$58.00
Reduced Monthly Pass	Monthly unlimited use for high school/ elementary students and seniors (65+)	\$47.00	\$48.00
College Pass (4 month)	Full-time students attending Conestoga College and other accredited colleges	\$180.00	\$184.00
University Pass (3 month)	for University students not eligible for the UPASS	\$148.00	\$151.00
UPASS (WLU & UW)*	Universal pass for students at Wilfrid Laurier University and the University of Waterloo. Valid during Fall and Winter school terms.	\$40.35	\$41.08
Day Pass	Unlimited use one-day pass, Monday through Saturday, valid as a family pass on Sundays and statutory holidays.	\$5.00	\$5.00
Corporate Pass (per month)	Annual pass provided through major employers	\$49.35	\$49.35
WCDSB Term Pass (4 month)	Term pass provided by the separate school board	\$160.00	\$164 in 2007 \$168 in 2008
WCDSB Term Pass (5 month)	Term pass provided by the separate school board	\$200.00	\$205 in 2007 \$210 in 2008
WRDSB Term Pass (5 month)	Term pass provided by the public school board	\$220.00	\$205 in 2007 \$210 in 2008
MobilityPLUS Cash/Tickets	MobilityPLUS registered users ride conventional transit for free	\$2.25	\$2.50
MobilityPLUS Township Fares			
	Within Township	\$2.25	\$2.50
	First Boundary Crossed	\$4.25	\$4.75
	Second Boundary Crossed	\$6.25	\$7.00
	<ul style="list-style-type: none"> * increase as per UPASS agreement all term or monthly passes require \$5.00 photo i.d. 		

Figure 1: Population & Ridership



* = Strike in that year

1.0 ROLE OF PUBLIC TRANSIT IN KITCHENER-WATERLOO

The role of public transit in the overall transportation network depends on the size and nature of urban growth and development. In selecting an appropriate short-term role for public transit in Kitchener-Waterloo, a number of factors which influence the operating environment of transit must be considered. Major factors largely within the realm of municipal control are discussed below.

There are, however, broader demographic and socio-economic trends which have a direct impact on public transit as outlined in Appendix A. These trends are to be addressed in a future Strategic Planning process.

1.1 Transit Operating Environment

(i) Currently, an estimated 6 percent of all daily person trips are accommodated by public transit. Eighteen percent of all trips are taken by bus in the rush hour to the Kitchener Central Business District (CBD). This reflects transit's competitiveness when serving a major employment node and its role in reducing congestion on the existing road network.

(ii) The population of Kitchener-Waterloo is projected to increase at an annual growth rate of 1.87 percent between 1991 and 1996.* Transit ridership outpaced population growth during the eighties, peaking in 1987 (Figure 1).

In recent years the trend has reversed itself. An aging society has meant the 15-24 age group, traditionally heavy transit riders, is declining.

* Source: Region Population Forecast

Good evening Mr. chair, council and members of the public. My name is Trevor Haelzle Vice President of CUPE local 5191. I'm here to speak on behalf of the paramedics of this region who are very concerned about the future growth of the service and if that growth will keep up with the ever increasing demand for our services and will it be done fast enough to mitigate the risk to both the tax payers of this Region and frankly the Region itself.

We understand that regional councillors have a difficult task of allocating regional tax dollars to many different areas and services. Over the years the region has looked at many different ways to deal with the lack of ambulance availability. We feel the only prudent next step is a large increase in staff and it needs to happen quickly and not be continuously pushed to the next years budget as we continue to try and play catch up.

Off load delays (OLD) are far less of an issue then they once were, due in part to the funding provided by the province to the Hospitals for the addition of OLD nurses. Of particular note is that even as we speak about the Off Load Delay program's positive impact, it's funding is being reduced and the coverage altered for the next several months to handle the shortfall. Paramedic Services will continue to operate in Code Red (no ambulances available), and the front line staff will once again be left to try to manage the staffing shortfall. We need to be proactive not reactive, as we are currently running with 20% fewer paramedic staff as per the Master Plan, because of this OLD's will have a greater impact on our service than our comparators.

When talking about response times we talk about getting to the most serious calls within a set time frame. What about those calls that are not deemed as serious by dispatch, such as an elderly patient who is waiting for an ambulance after a fall and it is determined by the paramedics that they have fractured a hip. These people will continue to wait longer and longer for ambulances which puts them at risk for longer hospital stays, and in certain situations longer waits could result in the patient dying as a result of their injuries.

I am here speaking out of concern for the public because we continue to experience a high number of code reds, and for our CUPE members who have to carry the weight of an under funded service. As stated in the Master Plan, the region employs 20% fewer paramedics than other services that we were compared to.

The previous Master Plan called for 2-24hr Ambulances this year. We received half of that, 2-12hr ambulances. The suggestion in the current budget is poorly thought out. It proposes a reduction to 3-12 hour ambulances versus the current Master Plan which recommends 4 based on the Off Load Delay statistics. This makes Paramedic Services increasingly vulnerable with the inevitable call volume surges.

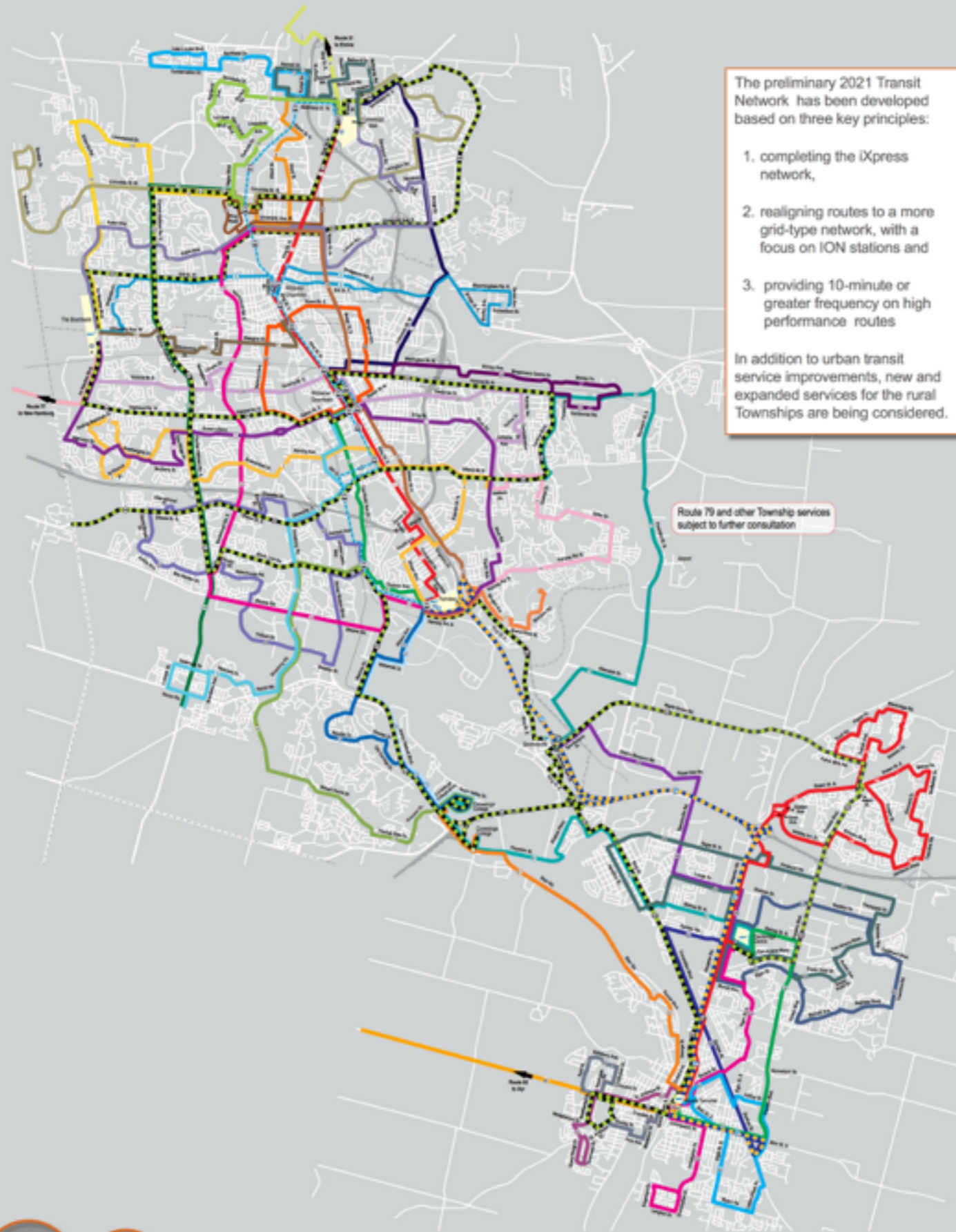
Even if you approve the full Master Plan recommendations we will continue to have code reds, putting the public at risk and increasing the physical and mental demands on the front line paramedics. Paramedics continually work 13-16hrs without breaks and much needed time to decompress after serious calls causing undue stress. With the proposed changes paramedics once again will be left to try and manage a service that has been grossly understaffed for years. We urge you to reconsider increasing ambulance staffing to meet the 30% unit utilization.

We would like to reiterate what the report pointed out, even if you approve the full complement of ambulances that would not put us in the same unit utilization level as our comparators. We would still be well below that level. With the further proposed reduction, that gap continues to widen. Excellence in Patient Care will continue to be leveraged against the dedicated, hardworking and long suffering Women and Men of the Paramedic Services.

A Frequent Service Vision for GRT



2021 Transit Network*



The preliminary 2021 Transit Network has been developed based on three key principles:

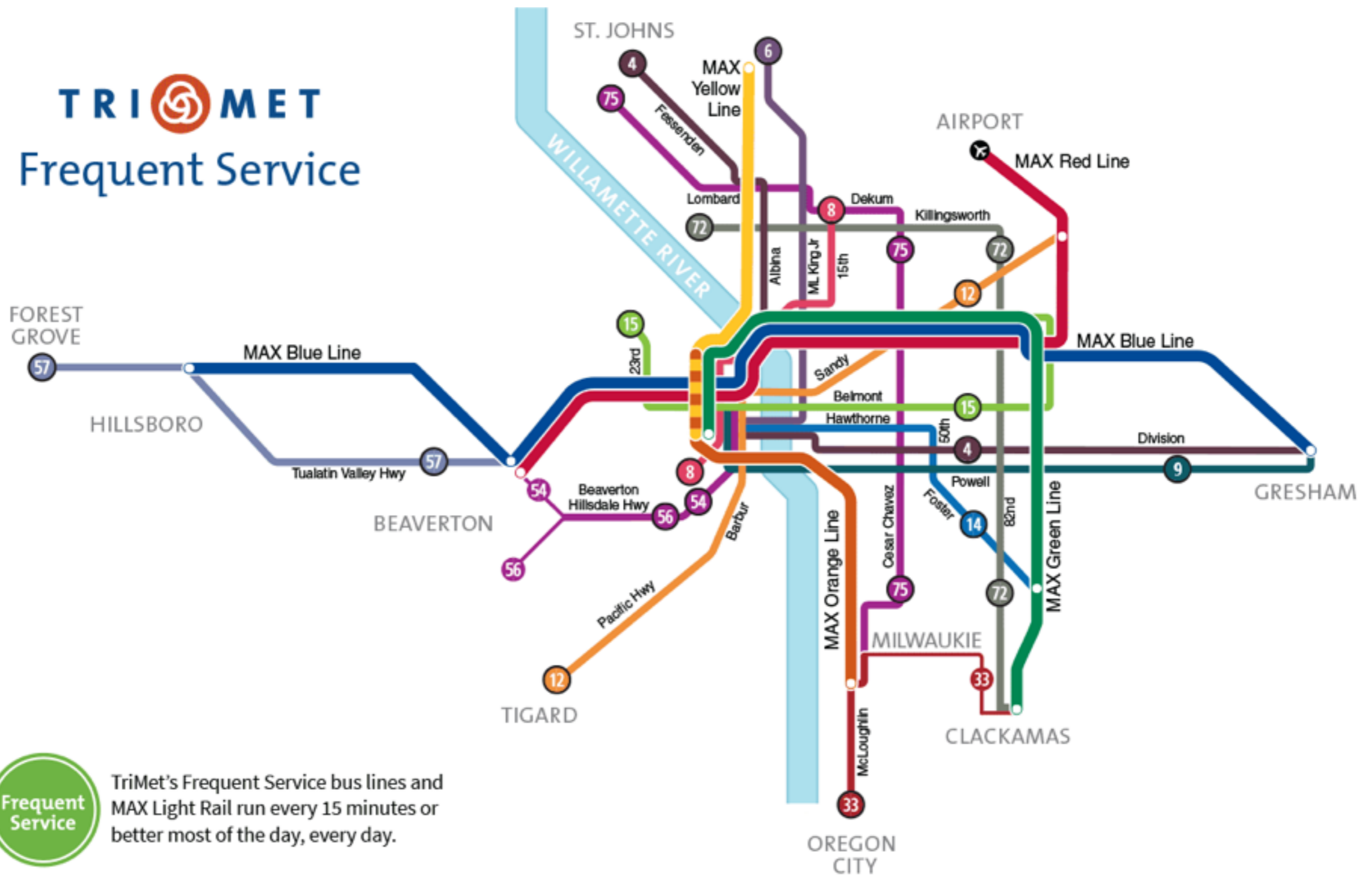
1. completing the iXpress network,
2. realigning routes to a more grid-type network, with a focus on ION stations and
3. providing 10-minute or greater frequency on high performance routes

In addition to urban transit service improvements, new and expanded services for the rural Townships are being considered.

Route 79 and other Township services subject to further consultation

TRIMET

Frequent Service



TriMet's Frequent Service bus lines and MAX Light Rail run every 15 minutes or better most of the day, every day.

