



REGIONAL MUNICIPALITY OF WATERLOO PUBLIC INPUT MEETING OF THE PLANNING AND WORKS COMMITTEE CONSOLIDATED AGENDA

Tuesday, May 31, 2011
6:00 p.m.
Council Chambers
2nd Floor, Regional Administration Building
150 Frederick Street, Kitchener, Ontario

*Denotes Item(s) Not Part of Original Agenda

PUBLIC MEETING RE: RAPID TRANSIT

1. DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

2. STAFF PRESENTATION

Nancy Button, Director, Rapid Transit

3. DELEGATIONS

1. Deb Swidrovich, Waterloo
2. Kevin Thomason, Waterloo
- * 3. Alison De Muy, Waterloo (error made, placed on wrong evening)
4. Louise McLaren, Waterloo
5. [Theodore Tyssen, Catalina Community, Waterloo](#)
6. Mark Reusser, Waterloo Federation of Agriculture, Petersburg
7. Tim Jackson, CEO Accelerator Centre, Waterloo
- * 8. Mike Morrice, Sustainable Waterloo, Waterloo
9. Berry Vrbanovic, City of Kitchener
10. David Antscherl, Waterloo
11. Susan Forwell Recchia, Waterloo
12. Joan McKinnon, Waterloo
13. John Reick, Waterloo
14. Sue Morgan, Kitchener
15. Harald Drewitz, Kitchener
16. [Birgit Lingenberg, Kitchener](#)
17. Uwe Kretschmann, Cambridge
18. Owen Connell, Cambridge
19. Derek Satnik, Glen Woolner & Denis Pellerin, Community Renewable Energy Waterloo Region (CREW), Kitchener
20. Greg Bobier, Waterloo Wellington, Dufferin and Grey Building and Construction Trades Council, Waterloo
21. Rahul Racharla, Kitchener
22. Andrew Hilliard, Waterloo
23. Aaron Thorpe, Kitchener
24. [Richard Hobson, Waterloo](#)
25. Patrick Lam, Waterloo
26. Mike Boos, Kitchener

- 27. Jamie Grant, Centre in the Square, Kitchener
- 28. Craig Bailey and John Fagg, Cambridge
- 29. Duncan Clemens, Kitchener
- 30. Anne Childs, Mary-Lou Sohagena, Helena Tollar, Waterloo
- 31. Chris Hyde, Wilfred Laurier University Student Union, Waterloo
- 32. Beth McCosh, Waterloo
- 33. Bob Verdun, Kitchener
- * 34. ~~Sean Simpson, Ipsos-Reid, Toronto~~ (Moved to the end of the list by request of delegate)
- * 35. ~~Mary Jane Patterson, Reep Green Solutions~~ CANCELLED
- * 36. ~~Jim Playford, Waterloo~~ CANCELLED
- 37. Brooke Ashfield, Knox Church, Waterloo
- 38. Andre Arsenault, Waterloo
- 39. Brenden Sherratt, Kitchener
- 40. Matthew Piggott, Kitchener
- * 41. ~~Steve Krysak~~ CANCELLED
- * 42. ~~Emily Kuntz Purser~~ CANCELLED
- 43. Darcy Casselman, Waterloo
- 44. Andrew Dodds, Waterloo
- * 45. Adam Cyr, Kitchener (error made, missed on agenda)
- 46. Jason Locklin, Kitchener
- * 47. Sean Simpson, Ipsos-Reid, Toronto

DELEGATIONS REGISTERED AFTER THE DEADLINE– 5 MINUTES EACH

- 48. Corrie Kessler, Kitchener
- 49. James Huxted, Kitchener
- 50. Margaret Shoemith, Kitchener
- 51. Harvey McLean, Cambridge
- * 52. ~~Elise and Wilfred Stanley, Waterloo~~ CANCELLED

CONSOLIDATED – 5 MINUTES EACH

- * 53. Greg Durocher, CEO, Cambridge Chamber of Commerce
- * 54. Norman Knutson, Kitchener
- * 55. Iain Klugman, Communitech
- * 56. Michael Cai, Shalon
- * 57. Glen Clyne, Kitchener
- * 58. Dave Kresky, Kitchener
- * 59. Brad Bradford, Kitchener
- * 60. Bill Reitzel, Breslau
- * 61. Cameron Dearlove, Kitchener
- * 62. Steve Slute, Waterloo
- * 63. Councillor Ben Tucci, City of Cambridge
- * 64. Dave Onishenko, Waterloo
- * 65. Bruno Valente, Kitchener
- * 66. Kay Wentzell, Waterloo
- * 67. Laszlo Bori, Kitchener
- * 68. Domenic Mazza, Kitchener
- * 69. Arvo Ranni, Kitchener

4. NEXT MEETING Wednesday, June 1, 2011, 6:00 p.m.

5. ADJOURN

Presentation to Council

of the

Region of Waterloo

on the Subject of

PROPOSED LIGHT RAIL TRANSIT

**On behalf of
The Catalina Community
and Surrounding Area**

**By: T. G. (Dick) Tyssen
May 31, 2011**

Mr. Chair and Members of Waterloo Regional Council:

Thank you very much for this opportunity to address you on a subject that is top-of-mind for many people in Waterloo Region and certainly is top-of-mind for all Catalina Community members. Much has been written and spoken over the past months on the subject of Rapid Transit and Light Rail Transit (LRT) in particular. The members of the Catalina Community and surrounding area join me this evening in making our views about LRT known to you.

While Catalina Community members and I have been to drop-in information sessions about Rapid Transit and the LRT, we feel that these sessions were nothing but opportunities for the LRT team to win the public over or to “sell” the public on the LRT Design Team’s point of view. The public is convinced that the Design Team is building an LRT **their way** no matter what anyone says, and that the so-called “proposed” design is actually a fait accompli – and is certainly not subject to change.

Some members of the Catalina Community are against the LRT in principle, while others feel strongly that the LRT is premature and should be shelved for many years. Most are convinced that the capital cost will be much higher than currently projected and that the operating losses will be staggering. All are still painfully aware of the RIM Park fiasco, which has been and continues to be an albatross around the Waterloo taxpayers’ neck.

I'm sure that other presenters to this Council will bring up the issue of finances and the future on-going tax increases that will result from building the LRT. Others will point out that the ridership projections are not reasonable when compared to cities in North America that already have LRT. Still others will address the fact that the proposed LRT will be a threat to the vibrancy of Uptown Waterloo (the City.)

To the Catalina Community and me, the biggest issue is the routing of the LRT.

Routing of the Proposed LRT

I vividly recall a conversation I had with Councillor Sean Strickland at the time when Rapid Transit was in its inception, five or six years ago. I felt at the time that we agreed on the basic principle that any Rapid Transit -- in whatever form -- should run up and down the main artery or spine of the city or cities and that district buses would feed commuters from their residence or places of work to and from the Rapid Transit. When you look at the Rapid Transit drawing (attached) you will note that the proposed LRT does follow the main artery or spine of the City of Waterloo for a short distance, from the Grand River Hospital to Uptown Waterloo at Erb Street. At the King-Erb intersection -- the busiest in Uptown Waterloo -- the north-bound train then makes a left turn onto Erb Street. Erb Street is currently one-way at this point and the LRT runs against the one-way road traffic before it skirts along the west side of Silver Lake into Waterloo Park.

The “proposed” LRT route cuts Waterloo Park in two and then goes through the R&T Park and on to Northfield Rd. at Parkside. The final stop is at Conestoga Mall. The route from King and Erb, through the Parks and along Northfield is 85% longer than it would have been if it had simply followed King St. North.

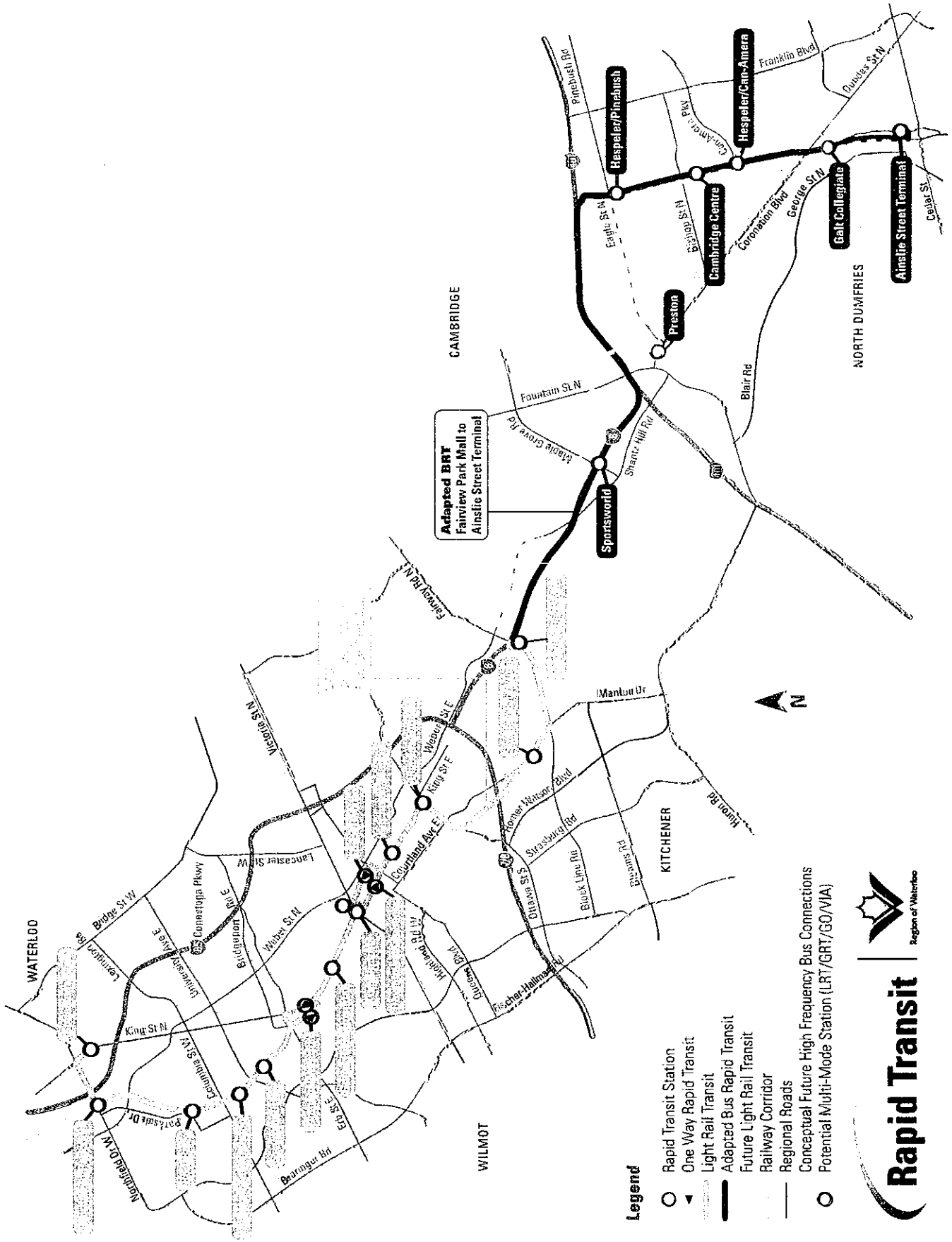
One of the gurus of the Design Team – when questioned about the extra distance – told me that following King St. North would be **ten times more expensive** than the route they have selected. That’s hard to believe – could it be that the LRT Design Team will say anything as long as it supports their route!

It is not only the north-bound train that follows an unbelievable route; the south-bound train follows the north-bound track – you guessed it – along Northfield, the R&T Park and Waterloo’s Park but, rather than going back via Erb and King Street, it goes down Caroline Street all the way to Allen Street. For unknown reasons, this track will be on the west side of Caroline Street immediately adjacent to the Iron Horse Trail and the Catalina Community. To rub salt in the wounds of the people living in the Catalina Community, the LRT Design Team has also decided to close the intersections of Fullerton, Norman and Fremont Streets at Caroline Street. How this will affect the many families who currently enjoy the Iron Horse Trail has not been addressed.

Whatever happened to the principle of having LRT follow the major artery or spine of the city and have buses take people to and from the LRT? If and when executed, this principle would see LRT run north and south along King Street, all the way from Grand River Hospital to Conestoga Mall.

Having the north-bound LRT make a left turn from King Street on to Erb Street against one-way road traffic is the height of folly. Having the LRT go through beautiful Waterloo Park is also the height of folly. And, having the south-bound LRT skirt the Catalina Community, causing the closure of three streets that provide access to Caroline Street is also incomprehensible.

It makes one wonder who came up with these absurd ideas and convinced Regional Council that they were reasonable.



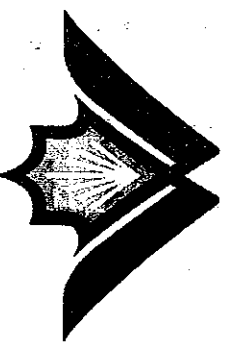
Legend

- Rapid Transit Station
- ◄ One Way Rapid Transit
- Light Rail Transit
- Adapted Bus Rapid Transit
- Future Light Rail Transit
- Railway Corridor
- Regional Roads
- Conceptual Future High Frequency Bus Connections
- Potential Multi-Mode Station (LRT/GRT/GO/VIA)



Rapid Transit

Region of Waterloo



Region of Waterloo

RAPID TRANSIT

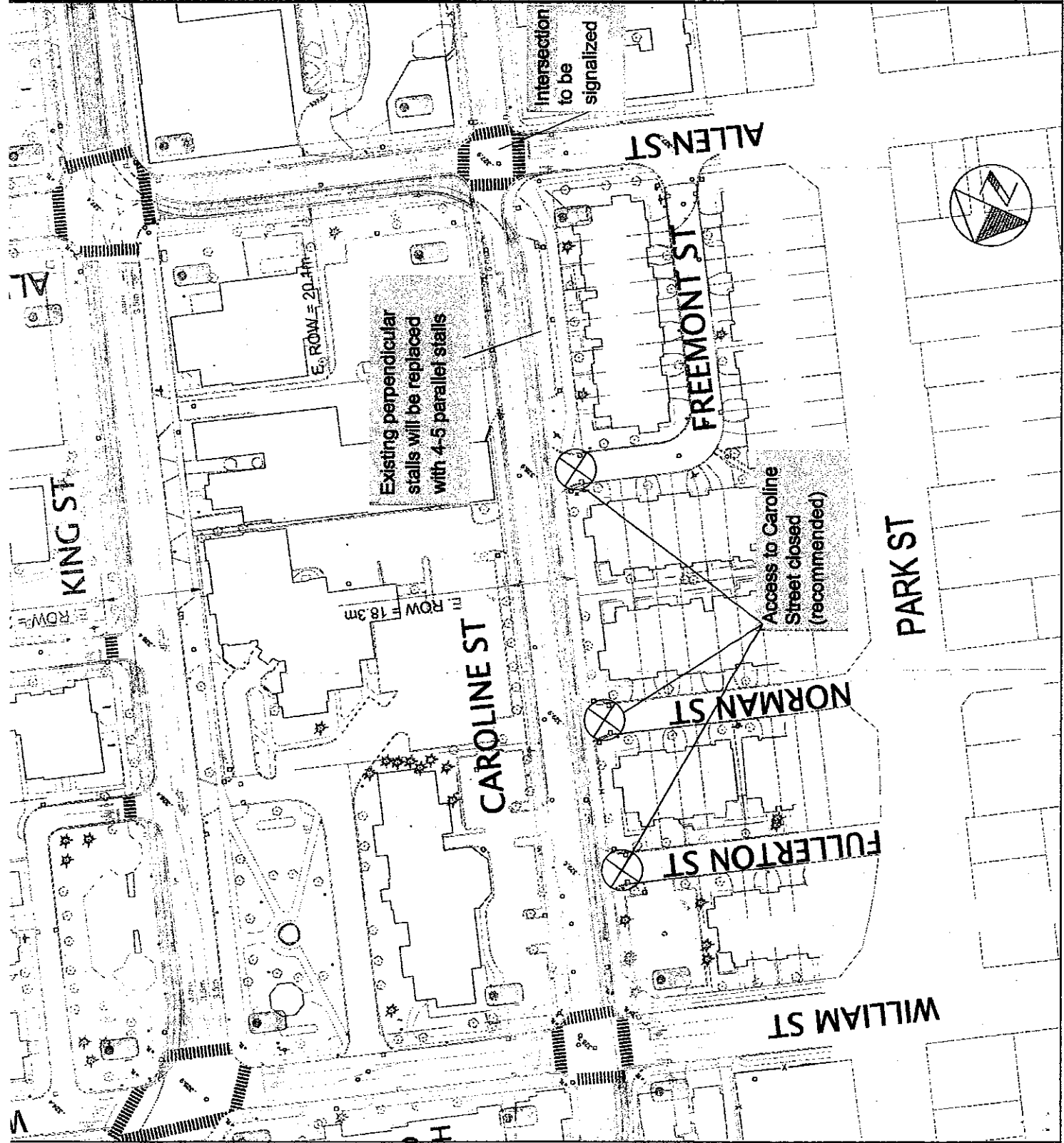
CAROLINE STREET FUNCTIONAL DESIGN WILLIAM ST TO ALLEN ST

LEGEND

PROPOSED RT CORRIDOR

EXISTING BUILDINGS

DATE: FEBRUARY 2011
DRAWN BY: BS
CHECKED BY: GP



May 31, 2011

Hello. My name is Birgit Lingenberg and I have lived in Kitchener most of the time since 1990. I am a single mother and have one child who is disabled with neurofibromatosis NF1 (www.nfon.ca).

I live in the downtown core of Kitchener and plan to stay living there mainly because of the excellent bus transportation right at my front door.

Today's economy means many people are out of work and it will get much worse before it gets better. We just have too many people for the amount of jobs available in many parts of Ontario.

I believe that the light rail transit will cost quite a bit of money in taxes and in fees for the people who will be able to afford to use it. Not everyone will be able to afford to use it. It will only be able to transport people on a limited route and to a few places.

Why not look ahead to the future and the severe economic downturn we will be in for several years to come and add more buses to the ones we have now? We need Sunday service on several bus routes including the #2, #4, #6, #14, #15, #16, #18, #19, #21, #22, #23, #24, #29, #31, #32, #33, #35, and #73 routes to name a few. The #7 bus route also is overcrowded many times of the day and it would be useful to have more #7 buses running from 7:00 a.m. to 8:00 p.m. from Monday to Friday. We could use more IXPRESS buses too. They are almost always very full with standing room only. What about adding some more routes so that people do not have to walk for 15 minutes to catch a bus? More people would consider using our Grand River Transit system if there were reliable and frequent buses running near to where they are going to and coming from.

What about people with strollers and groceries and handicapped people such as my daughter? Often it is standing room only on certain routes such as the #7 and the IXPRESS bus. This is not very good. More and more people are selling their cars and opting to use the bus. How can someone with tumors in their brain and brain stem or someone with vertigo be expected to stand from the downtown bus terminal to Fairview Park Mall? Have you ever been standing on a bus and a person is using two seats? One seat is for their body and one for their groceries. And if you ask them to sit down beside them they give you a hard time about it.

Could the buses be designed and built differently in order to accommodate the strollers, the groceries, and the handicapped people? What about double length buses like in Mississauga? This would be a great option for our busier routes, such as the #7.

I believe that we need a much more efficient bus service together with another alternative called the monorail system which I have experienced many times in Germany. In Germany it is called the Schwebbahn. It runs on rails above the ground and has frequent stops and is never delayed due to road construction or traffic delays or the construction of buildings. This would be a great alternative for fast, efficient and high tech transportation. Building a monorail system would involve having access to a large amount of space to build fairly frequent stations on a route that would be quite long – perhaps from Cambridge to Waterloo. Running the monorail down Weber St. in Waterloo and Kitchener would be an option for the space needed.

I have read in the library archives that there used to be an electric train service in Kitchener years ago and that it did not do very well at all and thus, they got rid of it.

Waiting for a reliable, reasonably priced, high tech transportation system,

Birgit Lingenberg

A Taxpayer's Overview of Rapid Transit In Waterloo Region

Respectfully submitted to Regional Council
By Richard Hobson

May 24 2011

The efficient movement of people in cities is a preoccupation all over the world. I had heard that Brampton Ontario had moved ahead with a rapid transit program that was working. I checked it out.

Brampton has a population of 500,000 similar to our own at 540,000. Both cities have seen rapid growth in the past 10 years. We have much in common. Brampton has been operating an adapted bus transit route for almost a year. It operates on Queen Street, the main east-west road running through the downtown. They call it "Zum" (zoom). They intend to introduce 4 additional routes annually for the next 4 years.

Brampton buses operate 24/7 at 15 minute intervals. Ridership has grown 20% since it was introduced. They use hybrid buses with accessible low floor design.

The budget for the first 5 routes is \$295 million. The second route will be north-south on Hurontario a major traffic artery crossing highway 401. This will use existing lanes shared with other traffic with stops at the side of the road. It is their plan to remain flexible on this route so that when rider volume reaches into the range of 2000-5000 per hour they can convert this route to LRT by designating a centre lane and moving the already built stations to the middle of the road. They would then reassign those buses to another route.

Brampton's rapid buses routes will be on a grid pattern so as to serve all parts of the city. I think that should be done in Waterloo. Rather than focusing all our resources on a north-south corridor which will disrupt existing central neighbourhoods and treat other neighbourhoods in a less accessible way, we should implement a grid on routes for rapid transit. University Ave., Victoria St., Ottawa St. and River Road should have equal service, as should Highway 24 in Cambridge, as examples.

The buses chosen by Brampton are hybrids using diesel and electric power. They have some preemptive features to speed them through intersections controlled by traffic lights, and they have some Queue jumping designated lanes at some intersections which permit them to avoid traffic jams by moving to the front of the line in the special lanes.

Brampton has made good decisions. They are working in harmony on a plan that works; that's affordable; that invites travelers to chose the new way and to grow in acceptance. It does not create an unacceptable burden on tax payers. The compelling attractiveness of the Brampton model for Waterloo includes the following:

1. FLEXIBILITY

- a. Can be moved, rerouted, altered to react to experience and changing population needs.
- b. Can move around detours, disruptions, construction, accidents.
- c. The system can be adjusted to react to future useage

2. LOW RISK

- a. Avoids damage to business due to prolonged construction interference.
- b. Expansion is based on real data rather than questionable forecasts.
- c. We're not left with egg on our collective face. Think of an LRT train bronzed and sitting out at Doon Heritage Village for future generations to admire.

3. INCREMENTAL

- a. We don't want a revolution.
- b. Technology is changing rapidly. Cities around the world are experimenting with new clean technology. Autonomous electric powered buses will soon be in production in Poland. Lets keep our options open

4. AFFORDABLE

Our capital resources can be used effectively to construct an adaptable rapid bus program. It can serve all corners of the region without leaving an unwanted tax burden on future generations. I am not able to determine the cost of operating such a system. But I am convinced the ongoing operating revenue deficit can be managed much better than the LRT model.

Thanks for the opportunity to present my point of view. I don't have a vote on this issue, but I do vote whenever I am given the opportunity.