

Rapid Transit to Cambridge



Region of Waterloo

GRT

GRAND RIVER TRANSIT

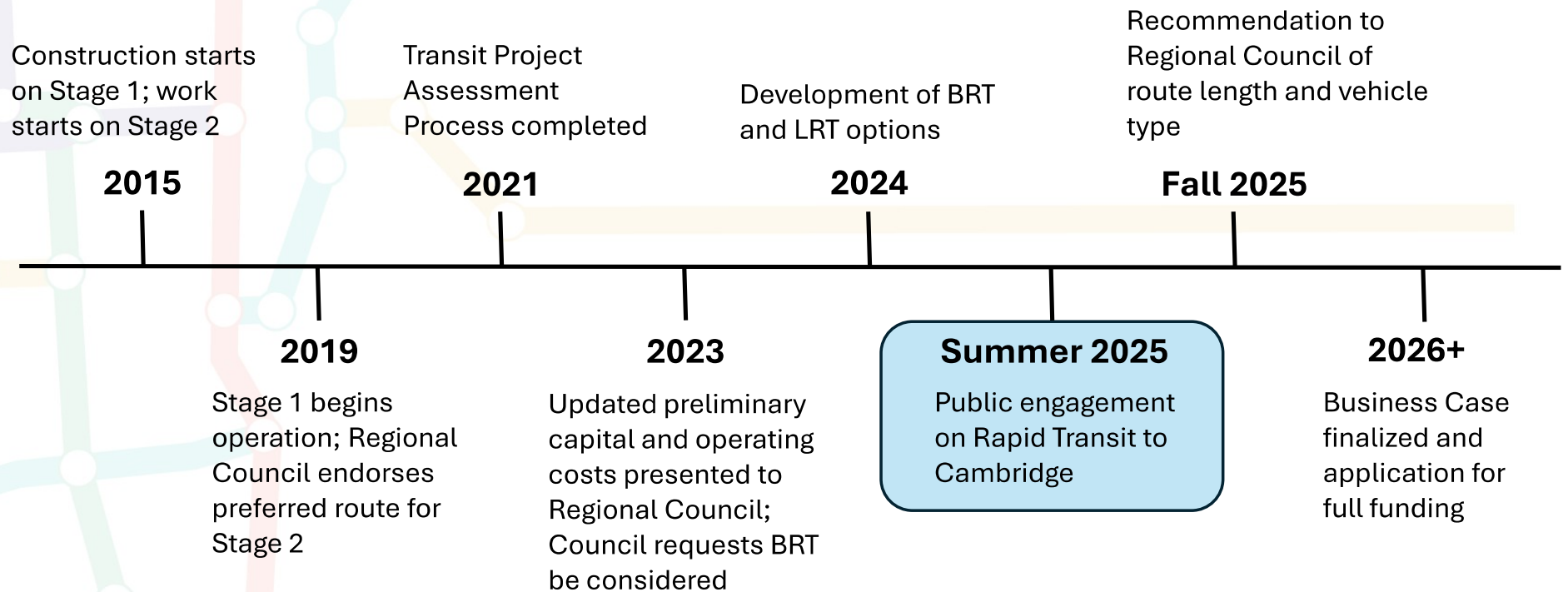




Overview

- The Initial Business Case (IBC) for Stage 2 is the next milestone bringing us closer to our goal of connecting the three cities with rapid transit and making Waterloo Region a desirable place to live and work
- In September, we will review the benefits and costs of expanding rapid transit, and discuss proposed funding options
- Along the way, we will engage with residents to share what we've been working on and to ensure they are aligned with the vision
- In November, we'll make a recommendation to Regional Council on the way forward to advance to the next phase of the project

Project timeline



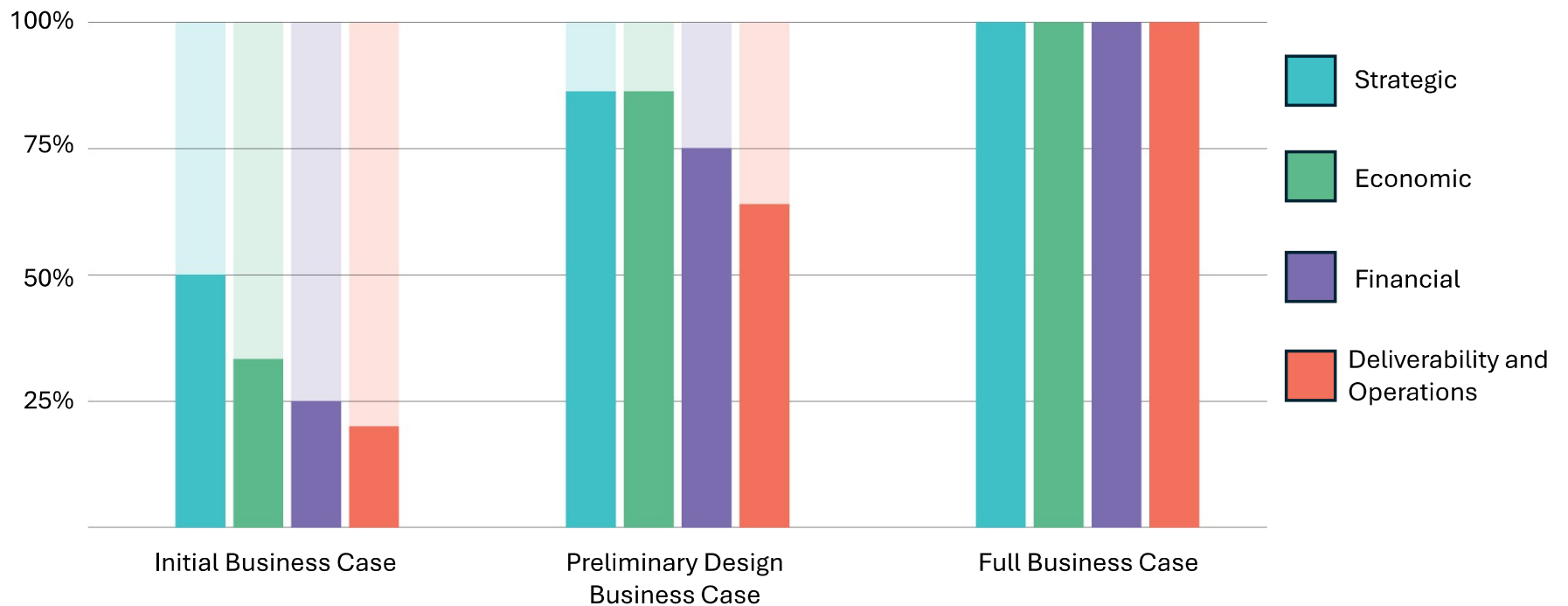


What is an Initial Business Case?

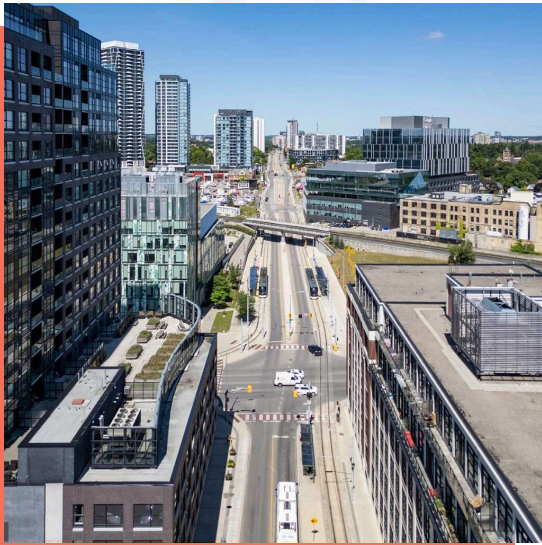
- An Initial Business Case (IBC) allows decision makers to compare benefits and costs of different options for rapid transit.
- What goes into an Initial Business Case?
 - Strategic case: How will the project transform Waterloo Region and why is it so important?
 - Economic case: What are the monetary and travel benefits to the community?
 - Financial case: How much will the project will cost and how much revenue it will bring in?
 - Deliverability and operations: What is required to build and operate the project, including capability, challenges and risks?
- The IBC will guide decisions about rapid transit route length and vehicle type and support applications for full funding.

Business case level of detail

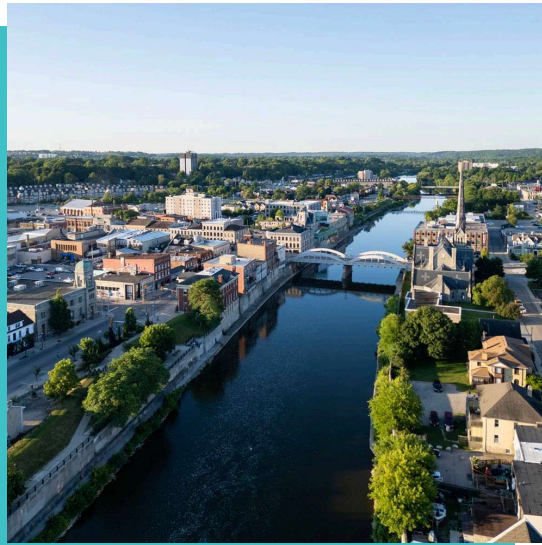
- The IBC focuses on developing the strategic and economic cases. The level of detail increases up to the completion of the Full Business Case



Why rapid transit?



Shaping growth



**Connecting
communities**



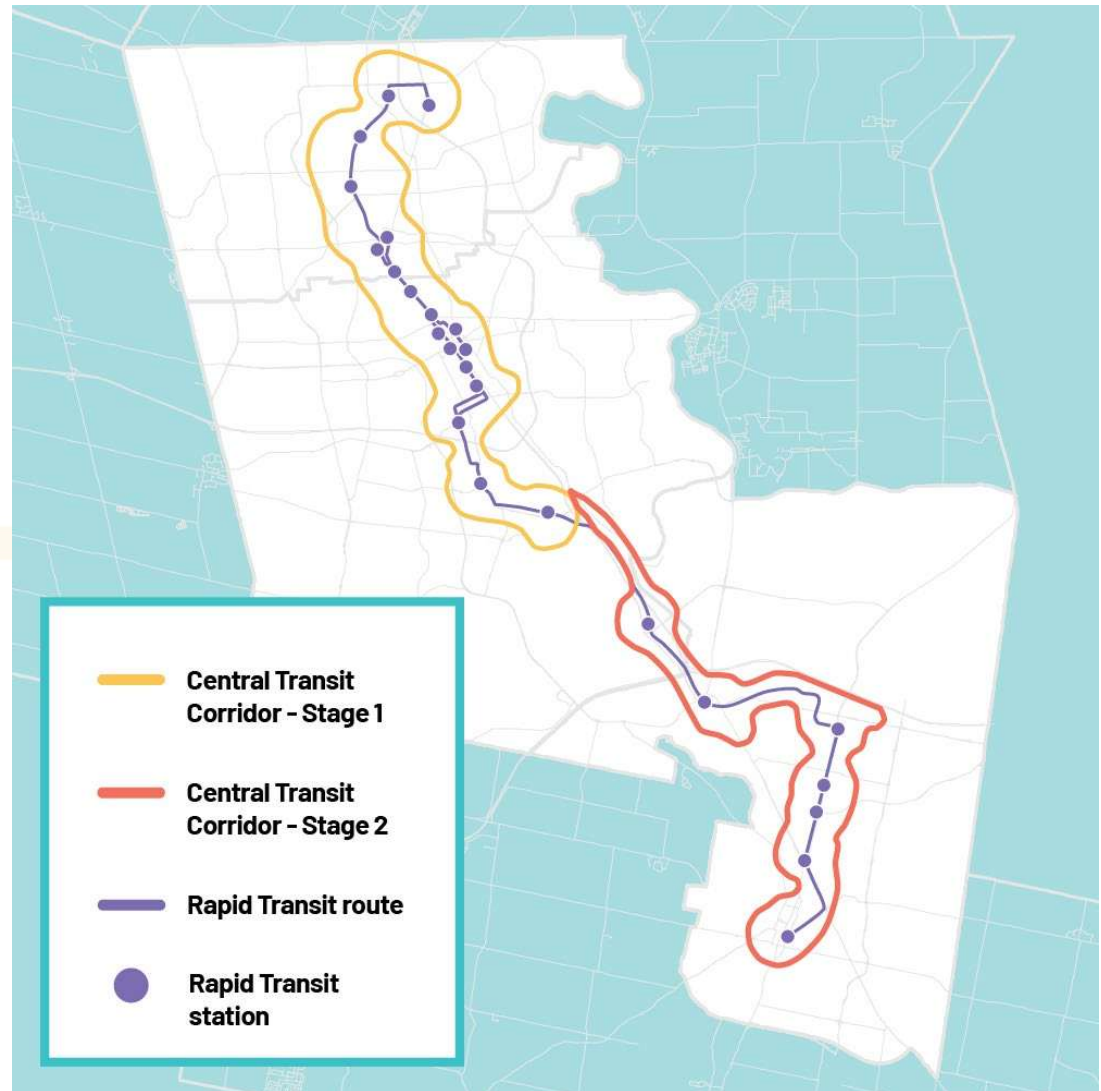
**Moving into the
future**

Shaping growth

- The Region of Waterloo is preparing for one million residents
- Rapid transit is an important part of creating livable communities:
 - Building up, not out, to reduce sprawl
 - Reducing dependence on car travel and promoting sustainable transportation
 - Encouraging mixed-use development so people can live closer to where they work, study and play
- The existing Route 302 ION bus service will not meet the needs of our growing community; rapid transit will support growth

Shaping growth

- The Central Transit Corridor connects Uptown Waterloo, Downtown Kitchener and Downtown Cambridge
- The aim is to concentrate growth along the Central Transit Corridor
- Stage 1 saw more than \$5 billion in investment along the Central Transit Corridor



Connecting communities

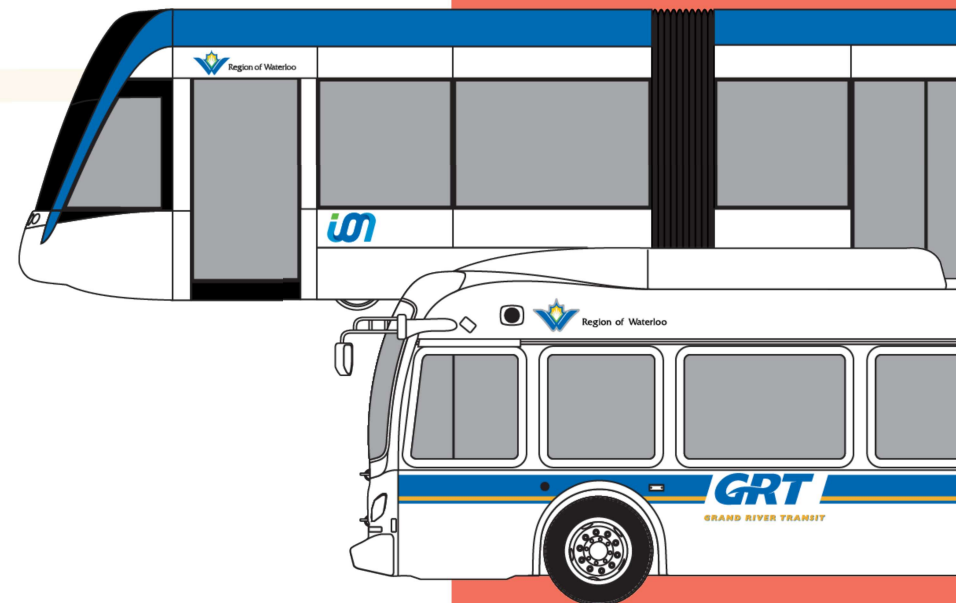
- Dating back to 1976, the vision for rapid transit was a continuous connection from Waterloo to Kitchener to Cambridge
- Kitchener and Waterloo residents have seen clear benefits since ION light rail began operating:
 - Frequent and reliable service
 - Easy to access and use
- By extending rapid transit to Cambridge, residents of Cambridge will enjoy the same benefits created by Stage 1
- Many people in Waterloo Region live in one community and work in another; rapid transit increases access to jobs, services, housing options and recreation for more people

Moving into the future

- Rapid transit forms the spine of our growing transit network
- Rapid transit is essential to the delivery of the GRT Business Plan, as it increases speed of service, introduces higher frequency of service to Cambridge and makes transit easier to use
- 302 ION Bus will not be able to meet the needs of our transit network as it expands to support a growing population
- As we prepare for one million residents, rapid transit can carry far more passengers than regular bus service, and do so conveniently and comfortably

Route 302 (aBRT) vs BRT vs LRT

- In 2023, Regional Council asked that Bus Rapid Transit (BRT) be evaluated as part of the Initial Business Case alongside Light Rail Transit (LRT)
- Bus Rapid Transit uses high-frequency, high-capacity vehicles running in separate, dedicated lanes
- 302 ION Bus is adapted Bus Rapid Transit (aBRT), not BRT; buses operate mostly in mixed traffic and are impacted by congestion and road closures



Route 302 (aBRT) vs BRT vs LRT

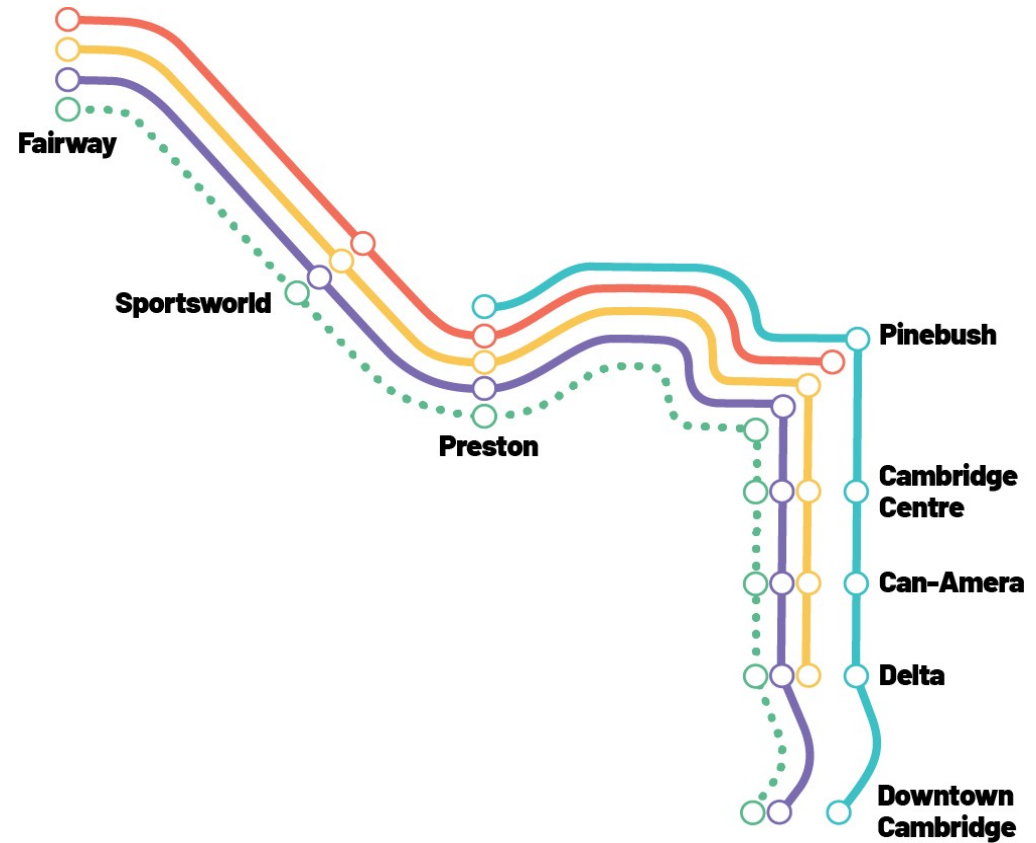
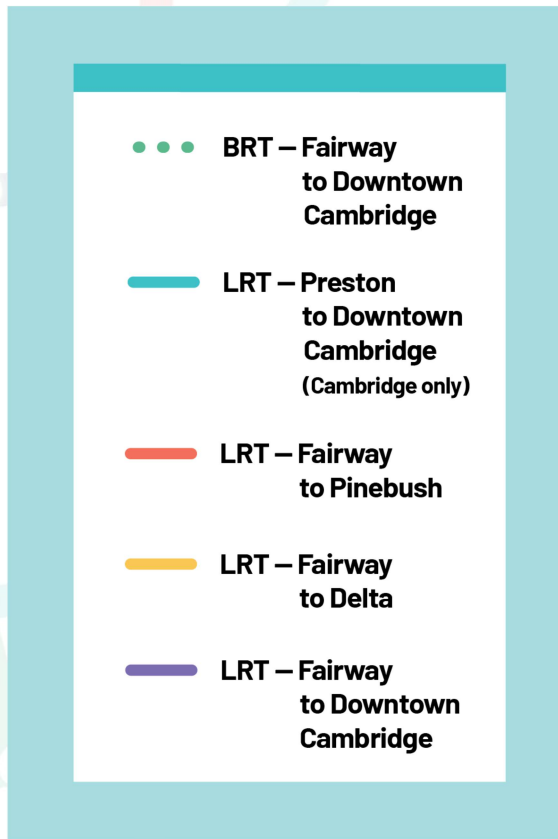
Route 302 (aBRT)	BRT	LRT
No dedicated lanes	Dedicated lanes	Dedicated lanes
Limited signal priority	Signal priority over other vehicles	Signal priority over other vehicles
Reliability impacted by road closures, detours and congestion	Separate lanes means no congestion impacts	Separate tracks means no congestion impacts
Standard buses	Articulated buses	Light rail vehicles
Interim service to build towards rapid transit, limited land use impacts	Permanent station infrastructure encourages development along the route	Permanent station infrastructure encourages development along the route
Example: 302 ION Bus	Example: York Region Viva	Example: 301 ION light rail



Options for Rapid Transit to Cambridge

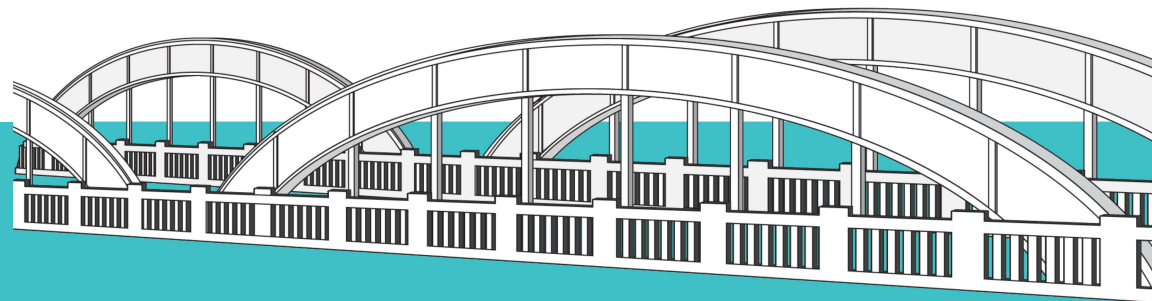
- The Initial Business Case will consider five options:
 - **Full LRT service:** LRT extended from Fairway Station to Downtown Cambridge, creating one continuous LRT route
 - **Partial LRT service:** Shortened LRT routes that would connect to the remaining stations by express bus
 - Fairway Station to Pinebush Station
 - Fairway Station to Delta Station
 - Preston Station to Downtown Cambridge
 - **BRT service:** Dedicated and separated lanes for high-frequency buses from Fairway Station to Downtown Cambridge

Options for Rapid Transit to Cambridge



Funding rapid transit

- ION light rail was funded by all three levels of government (federal, provincial and municipal)
 - The service is owned by the Region of Waterloo (including all infrastructure and vehicles) and operated by the Region's contractor (Keolis)
- Since the approval of ION light rail, new funding, ownership and operation models for rapid transit projects have developed





Funding rapid transit

Eglinton

Crosstown LRT

- Fully funded by the provincial government

Hamilton LRT

- Fully funded by the federal and provincial governments

Dundas BRT

- Funded by municipal, federal and provincial governments

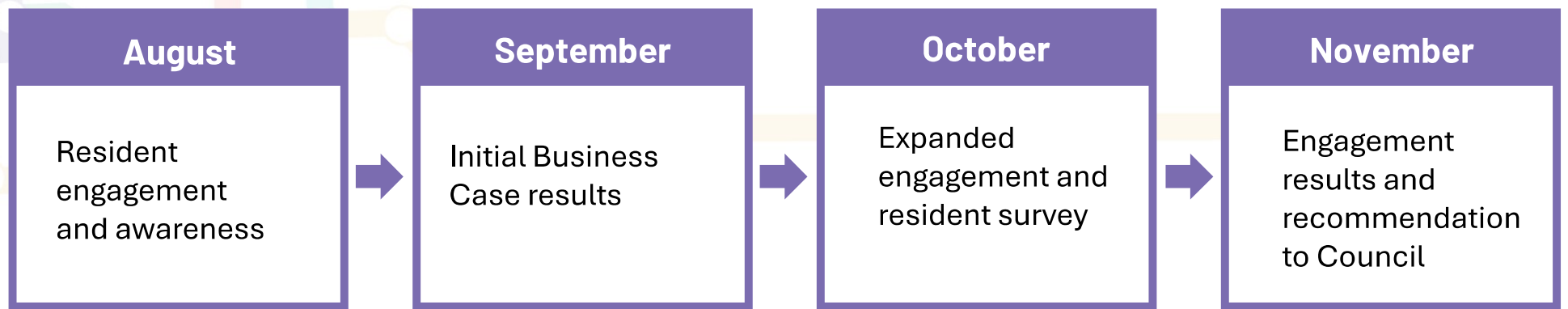
- Upon endorsement of an Initial Business Case, the Region of Waterloo will expedite work on a Full Business Case and applications for full funding of Rapid Transit to Cambridge

How to get involved

- Staff will host multiple in-person and virtual sessions for you to learn more about rapid transit and what it means for Cambridge and Waterloo Region.
- Residents can share their thoughts on the Engage Waterloo Region page.
- An Ipsos survey will be conducted in the fall to better understand residents' priorities and feedback regarding rapid transit.



What comes next



Questions?

Let's connect
Cambridge.

