

### Uptown Waterloo Light Rail Transit (LRT) Route Workshop – Summary of Public Comments

	<b>Uptown Loop Alternative</b>	<b>Two-way King Street Alternative</b>	<b>Two-Way Caroline Street Alternative</b>
<b>Positives</b>	<ul style="list-style-type: none"> <li>• No curbs around tracks – can make left turns</li> <li>• Less impact on traffic than two-way alternatives, better flow of traffic on King Street</li> <li>• Full-movement intersections</li> <li>• Only one traffic lane taken from Caroline and King Streets</li> <li>• Safer because tracks are always on the right side of the road</li> <li>• Maintains some parking; less impact than two-way alternatives</li> <li>• Emergency access and garbage collection are not affected</li> <li>• Spreads out pain/ gain</li> <li>• Good bus connections on King Street</li> <li>• Station locations good for using public square</li> <li>• Two stations will encourage activity on Willis Way</li> <li>• Split stations could make transit more apparent and result in more/ denser development, especially on Caroline Street</li> <li>• Two parallel single-track lines could allow trains to use one</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts fewer intersections</li> <li>• Emergency services not affected</li> <li>• Parking loss on street is minimal</li> <li>• Would like to see on-street parking gone from King Street because it backs up traffic</li> <li>• Simpler for those less familiar; less confusion</li> <li>• Facilitates bus transfer</li> <li>• One point of focus for transit stop and bus transfers; better connectivity</li> <li>• Less confusing with stations in one place</li> <li>• King Street more bustle, more vibrant</li> <li>• More pedestrian friendly</li> <li>• Maintains bike trails on Caroline Street</li> <li>• Keeps Caroline Street free for more infrastructure to connect the Laurel and Iron Horse trails</li> <li>• Keeps everything on one street</li> <li>• Keeps focus on King Street, on the main street in both directions</li> <li>• Clear focal point of entry</li> </ul>	<ul style="list-style-type: none"> <li>• Simplifies corner of Erb Street/ Caroline Street</li> <li>• Emergency services not affected</li> <li>• Less parking loss than two-way King</li> <li>• Intersections of Caroline/Allen Streets and Caroline/Erb Streets less busy than King/Erb Streets and King Street/Willis Way</li> <li>• All on one street, less confusing</li> <li>• Stations in same place, not split</li> <li>• Space for stations within the parking lots</li> <li>• Short walk to uptown</li> <li>• Less impact on special events/festivals held on King Street</li> <li>• Saves corner of King Street/Erb Street</li> <li>• No impact to public square</li> <li>• Keeps LRT out of uptown</li> <li>• More space to widen Caroline Street than King Street</li> <li>• Preserves businesses</li> <li>• Less businesses face Caroline Street</li> </ul>

	<p>track if the other is shut down for a special event or emergency</p> <ul style="list-style-type: none"> <li>• More space on King and Caroline Streets for streetscaping</li> <li>• Wider sidewalks; more walkable space</li> <li>• Multi-use trail provided on Caroline Street between William and Erb Streets</li> <li>• Keeps Iron Horse trails</li> <li>• Uses existing roadway</li> <li>• Less property acquisition; doesn't destroy buildings</li> <li>• Preserves property for future Waterloo Town Square redevelopment opportunities</li> <li>• Opportunity for redevelopment</li> <li>• Good for exposure and coverage (larger area) – looks good</li> <li>• Efficient use of land</li> <li>• Least disruptive to built environment</li> <li>• Equal impacts to King and Caroline Streets (including construction)</li> <li>• May cost less</li> <li>• Minimal relocation of utilities – less cost</li> </ul>	<ul style="list-style-type: none"> <li>• Development potential not an issue, only one block difference</li> <li>• No LRT on Caroline or Allen Streets; keeps it away from Catalina neighbourhood</li> <li>• Provides LRT to the heart of uptown</li> <li>• Easy maintenance with adjacent tracks</li> </ul>	<ul style="list-style-type: none"> <li>• Easy access to LRT for properties on Caroline Street</li> <li>• May encourage development/intensification on Caroline Street; build a new retail area; provides more than a one-street uptown</li> <li>• Benefits businesses on Willis Way because of pedestrian activity</li> <li>• Benefits CIGI – close to station</li> <li>• Property values could go up</li> <li>• Noise levels will be within accepted standards</li> <li>• Further away from Knox Church with less noise impact</li> <li>• No LRT on Erb Street or King Street</li> </ul>
<p><b>Enhancements</b></p>	<ul style="list-style-type: none"> <li>• Opportunity to add bike lanes</li> <li>• Move Route 5 bus stop to Willis Way</li> <li>• Mark stations e.g. with</li> </ul>	<ul style="list-style-type: none"> <li>• Remove parallel parking to add more walkability and beauty</li> <li>• Build offstreet parking elsewhere</li> </ul>	<ul style="list-style-type: none"> <li>• Remove parking on both sides of Caroline Street – line of sight issue for cyclists</li> <li>• Add bus bays on Caroline</li> </ul>

	<ul style="list-style-type: none"> <li>coloured concrete</li> <li>• Provide wayfinding signs</li> <li>• Add a station between Bauer Lofts and Sunlife; more stations will result in less dwell time at each station because fewer passengers at each station</li> <li>• Provide two stations, one at Allen Street and one at Barrelyards</li> <li>• Move station to north side of Willis Way, away from the parkade</li> </ul>	<ul style="list-style-type: none"> <li>• Provide bus bays</li> <li>• Make King Street a car-free/pedestrian street full time</li> <li>• Bury hydro</li> </ul>	<p>Street</p> <ul style="list-style-type: none"> <li>• Consider one-way traffic on Caroline Street</li> <li>• Close Caroline Street to cars except emergency vehicles and trucks to businesses</li> <li>• Close King Street to cars</li> </ul>
<p><b>Objections</b></p>	<ul style="list-style-type: none"> <li>• Traffic will worsen because there are fewer lanes; one lane each way on King Street is not enough; delivery trucks will stop all traffic; will affect emergency vehicles</li> <li>• Construction interruptions on both King and Caroline Streets</li> <li>• Impacts to King Street during construction</li> <li>• Loss of some parking</li> <li>• Is a negative impact to maintain more surface parking</li> <li>• Bad connection with buses</li> <li>• Bus bays will be lost, where will they be moved</li> <li>• Buses will have a dramatic impact on traffic flow</li> <li>• Split stations will cause user confusion; will be frustrating for transfers especially for passengers who are new to</li> </ul>	<ul style="list-style-type: none"> <li>• Trains on Erb Street – decreased capacity</li> <li>• Only one lane in each direction is not enough, traffic will get worse and be displaced; delivery trucks will stop all traffic; will affect emergency vehicles; snow removal may be difficult (traffic stuck behind plough)</li> <li>• Intersection of King/Erb Streets is closed twice as frequently for trains to go through</li> <li>• King Street is too narrow</li> <li>• Turning issues – no left turns</li> <li>• Access closed from Erb Street onto Albert Street</li> <li>• Could divert traffic from King Street to Caroline Street</li> <li>• Parking loss</li> <li>• Don't like the station location</li> <li>• Sidewalk space narrower, less</li> </ul>	<ul style="list-style-type: none"> <li>• Heavy traffic at Allen/Caroline Streets, Allen/King Streets</li> <li>• Heavy traffic along Caroline Street</li> <li>• Traffic from Bauer lofts and new developments will increase and be displaced to neighbourhoods</li> <li>• No left turns</li> <li>• Loss of parking at adult recreation centre, and on Caroline Street</li> <li>• Detracts from transit demand on King Street</li> <li>• Station location at a congested location</li> <li>• Station is in no-man's land</li> <li>• Tougher on pedestrians at Caroline/Erb Streets intersection</li> <li>• Will intimidate pedestrians</li> <li>• It's a long way from Caroline to</li> </ul>

	<p>the city or new to transit</p> <ul style="list-style-type: none"> <li>• Caroline Street/Willis Way station too far from heart of uptown – bad accessibility</li> <li>• Stations not near mall entrance for handicapped persons</li> <li>• Impacts to pedestrians</li> <li>• Will destroy the feel of uptown (streetscape)</li> <li>• It's a long way from Caroline to King for persons with disabilities</li> <li>• Won't be able to fully close King Street for festivals</li> <li>• Impacts twice as many properties</li> <li>• More impact to business during construction because you're affecting two streets</li> <li>• Divides the core</li> </ul>	<p>enjoyable, less walkable space</p> <ul style="list-style-type: none"> <li>• Accessibility concerns for pedestrians</li> <li>• Makes it more difficult to jaywalk</li> <li>• Negative impact to streetscape</li> <li>• Noise impacts to public square</li> <li>• King Street shut down for festivals</li> <li>• No more car-free Sundays</li> <li>• Requires too much property acquisition</li> <li>• Destruction of historic property – BMO building removed</li> <li>• Parkette at William Street impacted</li> <li>• Impacts to businesses – limited access, building loss</li> <li>• Won't facilitate as much new development on King Street</li> <li>• Splits the city</li> <li>• Utility relocation costs high</li> </ul>	<p>King for persons with disabilities</p> <ul style="list-style-type: none"> <li>• Tree removal is substantial</li> <li>• Will impact King Street character</li> <li>• No allowance for Iron Horse/Trans Canada trails, reduction of bike safety</li> <li>• Requires more property acquisition because of widening; destructive</li> <li>• Caroline Street from William to Allen Streets too narrow</li> <li>• Impact to CIGI</li> <li>• Business deliveries impacted</li> <li>• Impacts town homes – too close, increases noise, decrease of property value – impacts emergency access, snow removal</li> <li>• Too close to seniors' residence</li> <li>• Residences will feel train rumbling</li> <li>• May limit potential redevelopment</li> <li>• Doesn't showcase main road (waste of placement)</li> <li>• Will take away business from core of Uptown</li> <li>• Poor LRT access to Waterloo Town Square</li> <li>• Too indirect; should go by the stores because people will be more engaged with what they see when they go by on LRT</li> </ul>
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<b>Remedies</b>	<ul style="list-style-type: none"> <li>• Signage pointing to other station location</li> <li>• Signal at Willis Way for pedestrian crossing</li> <li>• Cut into public square to accommodate busses</li> <li>• Bury hydro</li> </ul>	<ul style="list-style-type: none"> <li>• Don't put any barriers</li> <li>• Buses and LRT should have integrated platform</li> <li>• Stations should stop near side</li> <li>• Close Willis Way instead of King Street for special events</li> </ul>	<ul style="list-style-type: none"> <li>• Move the station locations south</li> <li>• Consider putting stations together instead of on opposite side of intersection</li> <li>• Take away cars – transit, multi-use only</li> <li>• Reroute Trans Canada trail down Father David Bauer Drive</li> <li>• Reroute Iron Horse trail</li> <li>• Buy all the homes on Caroline Street</li> <li>• Redevelop the townhomes</li> <li>• Redevelop the parking lot</li> </ul>
<b>Other alternatives</b>	<ul style="list-style-type: none"> <li>• Use Regina Street instead of King Street</li> <li>• Use Weber Street instead of King Street</li> <li>• Move route to the east side of Caroline Street</li> <li>• Run route northbound on Caroline Street so that it can be on the east side and southbound on King Street on the west side</li> <li>• Switch the route to the other side of King Street</li> <li>• Switch the route to the middle</li> </ul>	<ul style="list-style-type: none"> <li>• Shift LRT to the east side of King Street with both lanes of traffic on the west side of King Street; adjacent lanes can be narrower so less property needed; then use spur two-way; remove Rude Native entrance</li> <li>• Use William and Regina Streets instead of King Street to the spur</li> <li>• Use spur instead of Erb Street and run on the west side of King Street</li> <li>• Move LRT lanes to curbside –</li> </ul>	<ul style="list-style-type: none"> <li>• Use both William and Allen Streets</li> <li>• Use William Street</li> <li>• Tracks should be curb side</li> <li>• Both directions of LRT should share one lane</li> <li>• Keep LRT on the east side of Caroline Street from Erb to Allen Streets</li> </ul>

	<p>of King and Caroline Streets so that cars can turn and LRT is further from pedestrians</p>	<p>one on each side or together on one side</p> <ul style="list-style-type: none"> <li>• Use Erb Street and Spur for a loop</li> <li>• Single line alternating train direction</li> <li>• Stay on King Street until Central Street</li> <li>• Take King Street north to Union Street and then use spur line to avoid impacts to uptown</li> </ul>	
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	<b>Erb Street</b>	<b>Spur Line</b>
<b>Positives</b>	<ul style="list-style-type: none"> <li>• No additional traffic signal required</li> <li>• Contra-flow makes train more visible to drivers</li> <li>• Stays on roadways</li> <li>• No property required</li> <li>• Less impact to the public square</li> <li>• More economic development opportunities for King Street merchants</li> <li>• Brings route further north through uptown core</li> <li>• Less noise impact to Waterloo Town Square</li> </ul>	<ul style="list-style-type: none"> <li>• Simplifies Caroline Street/Erb Street intersection</li> <li>• No LRT on Erb Street</li> <li>• Improved safety</li> <li>• No impact to Waterloo Town Square parking</li> <li>• No pedestrian impact to crossing Erb Street</li> <li>• Aesthetically more pleasant, keeps character of uptown</li> <li>• Less land required; less impact because using existing rail allowance</li> <li>• Preserves heritage buildings</li> <li>• Taking corner of square is okay as long as ice rink is preserved</li> <li>• Will attract more people to uptown</li> <li>• Adjacent to public space (opportunity to enhance urban space)</li> <li>• Supports redevelopment around Waterloo Town Square</li> <li>• Can liven up the square</li> <li>• Further from Knox Church</li> <li>• No utility impacts</li> <li>• Less infrastructure</li> <li>• Cost saving by using existing rail, good utilization</li> <li>• Freight train presence is historic</li> <li>• Makes more sense</li> </ul>

		<ul style="list-style-type: none"> <li>• Adds to character – rail to rail</li> </ul>
<b>Enhancements</b>	<ul style="list-style-type: none"> <li>• Nil</li> </ul>	<ul style="list-style-type: none"> <li>• Move station to Waterloo Town Square; makes the station more visible; could heat the station; would provide gateway to CIGI, Knox Church, Perimeter Institute and the mall</li> <li>• Add another station at the south end of uptown</li> <li>• Provide bus transfers on Willis Way; passengers could have a weather-protected walk through the mall to an LRT station on the spur; pedestrian traffic through the mall would be better for the mall</li> <li>• Transit-oriented development opportunity in parking lot</li> <li>• Plantings/flower beds can keep pedestrians off the rail line</li> <li>• Provide cycling and pedestrian multi-use trail along spur</li> <li>• Pedestrian crossing at intersection of King Street and spur</li> <li>• Design to introduce a mix of people and LRT</li> <li>• Will impact Town Square – it will become a rail/hang-out platform</li> </ul>
<b>Objections</b>	<ul style="list-style-type: none"> <li>• Traffic impacts from Erb/Caroline Streets to Erb/King Streets; complicates traffic flow</li> <li>• Fewer lanes - Increased congestion on Erb Street</li> <li>• LRT contra-flow on Erb Street, causing safety concerns</li> <li>• Concern with access to Albert Street; Erb Street traffic has to cross the LRT to get to Albert Street</li> <li>• Pedestrian impact crossing Erb Street</li> <li>• Too close to Knox Church; safety and noise impacts to concert hall and church activities when train is stopping, starting or turning corner</li> </ul>	<ul style="list-style-type: none"> <li>• With signals at Erb Street, spur, and Willis Way at King Street, there will be interruptions to traffic; signals close together</li> <li>• Lose parking at corner of Caroline/Erb Streets</li> <li>• Impacts to adjacent parking lot</li> <li>• Safety crossing the tracks because of more trains</li> <li>• Concern with pedestrians crossing the track</li> <li>• Concern if fence is used to control pedestrian crossing</li> <li>• Noise impacts to public events in the square</li> <li>• Mix of cyclists and pedestrians in the trail beside the spur</li> <li>• Close to stage area in Waterloo Town Square</li> <li>• Impact on Rude Native patio and atrium building</li> <li>• Waterloo Town Square becomes a rail platform</li> <li>• Time shift for freight</li> </ul>
<b>Remedies</b>	<ul style="list-style-type: none"> <li>• Add pedestrian crosswalk near Albert Street on Erb Street</li> <li>• Add signals at Albert Street</li> <li>• Make Erb Street a two-way street</li> </ul>	<ul style="list-style-type: none"> <li>• Education for LRT crossing</li> <li>• Signage</li> <li>• Close access to Rude Native</li> <li>• Landscape to gate off tracks with specific crossing points</li> </ul>

		<ul style="list-style-type: none"> <li>• Build a drop to separate the cyclists from the pedestrians in the trail along the spur</li> <li>• Address interruptions to traffic through traffic signal timings</li> </ul>
<b>Other alternatives</b>	<ul style="list-style-type: none"> <li>• Nil</li> </ul>	<ul style="list-style-type: none"> <li>• Nil</li> </ul>

	<b>William Street</b>	<b>Allen Street</b>
<b>Positives</b>	<ul style="list-style-type: none"> <li>• Less impact to intersections</li> <li>• Less impact on Caroline and Allen Streets</li> <li>• William Street brings LRT route to King Street</li> <li>• Not that many left turns on King Street between William and Allen Streets anyways</li> <li>• Less busy than Allen Street</li> <li>• Follows the flow of traffic</li> <li>• More pedestrian friendly because it's not beside the Iron Horse trail</li> <li>• Less impact to Iron Horse trail</li> <li>• More space to work with</li> <li>• In the boulevard</li> <li>• Away from town houses</li> <li>• Less impact to seniors' residences</li> <li>• No windows on seniors' residence facing William Street</li> <li>• No impact to Bauer Lofts/market place</li> <li>• Bridal shop is not historically significant</li> <li>• Doesn't impact business access on William/Allen Streets</li> <li>• Closer to Waterloo Town Square</li> <li>• More exposure for businesses on King Street</li> <li>• Can see uptown as pass by on William Street</li> <li>• Better gateway into uptown</li> </ul>	<ul style="list-style-type: none"> <li>• Less impact on traffic</li> <li>• Keeps sidewalks on William Street</li> <li>• Less impact on pedestrian traffic</li> <li>• Keeps bridal shop</li> <li>• King/Allen Street intersection is more developed</li> <li>• Less impact on seniors' residence</li> <li>• Increased property values for properties on Caroline Street</li> <li>• Only eats into boulevard property</li> <li>• No impact on utilities</li> <li>• Costs less</li> <li>• No two-way LRT on King Street between William/Allen Streets</li> </ul>
<b>Enhancements</b>	<ul style="list-style-type: none"> <li>• Roundabout at King/William Streets</li> <li>• Only one lane of traffic – add bike lanes</li> <li>• Take away one lane of traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Nil</li> </ul>
<b>Objections</b>	<ul style="list-style-type: none"> <li>• Worsens traffic</li> <li>• Right turn only on King Street from William to Allen Streets</li> </ul>	<ul style="list-style-type: none"> <li>• Impact to traffic at Allen/Caroline, Allen/King Streets intersections</li> </ul>

	<ul style="list-style-type: none"> <li>• Traffic delays at King/William and William/Caroline Streets</li> <li>• Less parking on King Street</li> <li>• Sidewalk removed</li> <li>• Loss of pedestrian friendly feel</li> <li>• Ambulatory access is compromised</li> <li>• Impact on bridal shop</li> <li>• Less exposure to businesses at King/Allen Streets</li> <li>• Pinch at William Street</li> <li>• Retaining wall not pleasant</li> <li>• Parkette compromised</li> <li>• Noise to First United Church</li> <li>• Major utility relocation</li> </ul>	<ul style="list-style-type: none"> <li>• Contra-flow on Allen Street</li> <li>• New development will make traffic even worse</li> <li>• Concerns for regular and emergency access to Fullerton, Fremont, Norman Streets</li> <li>• 90 degree turn at Bauer; is already busy and blocked all the time, too restrictive</li> <li>• Loss of parking at adult recreation centre</li> <li>• Gates off area around Iron Horse trail</li> <li>• No gateway into uptown</li> <li>• Impacts residences on Caroline Street</li> <li>• Noise, vibrations to residences – sharp turns will cause wheel squeal</li> <li>• Obscure visibility of Bauer Kitchen</li> <li>• Access and deliveries more difficult to (i.e. Vincenzo's)</li> </ul>
<b>Remedies</b>	<ul style="list-style-type: none"> <li>• Clear signage indicating access</li> </ul>	<ul style="list-style-type: none"> <li>• Nil</li> </ul>
<b>Other alternatives</b>	<ul style="list-style-type: none"> <li>• Move to other side of road</li> <li>• Add a third lane of traffic on Allen Street</li> </ul>	<ul style="list-style-type: none"> <li>• Have LRT run in same direction as cars on Allen Street</li> </ul>

	<b>Caroline Street West</b>	<b>Caroline Street East</b>
<b>Positives</b>	<ul style="list-style-type: none"> <li>• Better for intersections, William Street intersection less confusing</li> <li>• Easier turn at Allen Street</li> <li>• Less traffic turning across LRT track</li> <li>• Follows flow of traffic</li> <li>• Less property required from adult recreation centre</li> <li>• Better for business access</li> </ul>	<ul style="list-style-type: none"> <li>• Doesn't block residential streets</li> <li>• Easier access to sidestreets for emergency, snow and garbage</li> <li>• Retention of parking</li> <li>• Less impact to town houses; further away</li> </ul>
<b>Enhancements</b>	<ul style="list-style-type: none"> <li>• Consider making Fullerton, Norman and Fremont Streets in-bound only or close access</li> <li>• Outbound only access is favourable</li> </ul>	<ul style="list-style-type: none"> <li>• Nil</li> </ul>
<b>Objections</b>	<ul style="list-style-type: none"> <li>• Difficult access to Norman, Fremont, Fullerton Streets</li> <li>• Town houses will need to turn across track</li> <li>• Loss of parking on Caroline Street</li> <li>• Not practical to have parallel parking spots between curb and LRT</li> <li>• Impacts to garbage and snow removal for Catalina</li> </ul>	<ul style="list-style-type: none"> <li>• Diagonal LRT crossing at William/Caroline Streets intersection</li> <li>• LRT movement confusing to car drivers – contra-flow</li> <li>• Loss of parking from seniors' centre</li> <li>• Removes more parking from adult recreation centre</li> <li>• Pedestrian safety concerns</li> </ul>

	residences <ul style="list-style-type: none"> <li>• Possible loss of street trees</li> <li>• Lots of seniors walking</li> <li>• Still a challenge for business access</li> <li>• Close to town homes</li> </ul>	<ul style="list-style-type: none"> <li>• Lots of seniors walking</li> <li>• Impact to business access (including deliveries)</li> <li>• Too close to seniors' residence</li> <li>• Utility relocation, higher costs</li> </ul>
<b>Remedies</b>	<ul style="list-style-type: none"> <li>• Improve turn radius by cutting through parking lot</li> <li>• Put grass under tracks to make it more attractive for residences</li> <li>• Allow full access or close access to Norman, Freemont, Fullerton Streets</li> <li>• Residents can use Park Street instead</li> </ul>	<ul style="list-style-type: none"> <li>• Lighting design – for diagonal LRT crossing</li> <li>• Signage for the confusing movements</li> </ul>
<b>Other alternatives</b>	<ul style="list-style-type: none"> <li>• Nil</li> </ul>	<ul style="list-style-type: none"> <li>• Go east along Caroline Street the whole way to avoid awkward crossing at Caroline/William Streets intersection</li> </ul>