

Region of Waterloo



Waterloo RT Peer Review Summary Report

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**URBAN
STRATEGIES
INC .**

In association with:

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1.0 INTRODUCTION

In 2004, The Region of Waterloo began a detailed study and assessment of a proposed Waterloo Rapid Transit (WRT) system, one of the core directions outlined in the Region's Strategic Plan. Five years later, the Region has completed significant amount of detailed work and comparative assessment to explore a variety of options for implementing WRT and has prepared a recommended rapid transit scenario for consideration by Regional Council.

At this important stage of the WRT analysis and environmental assessment process, the Region of Waterloo assembled a Peer Review Panel to bring fresh eyes of respected professionals who have engaged in rapid transit planning, design, engineering and significant city building investment initiatives to confirm that the current phase of RT work and recommended outcomes was valid and supportable. This report provides a summary of the scope, process, key messages and recommendations from the Peer Review Panel for consideration by the Region of Waterloo Council and staff.

2.0 BACKGROUND

On May 15, 2004, the Government of Canada, the Government of Ontario and the Region of Waterloo jointly announced funding for the Region of Waterloo Growth Management Strategy Transit Initiative Technical Studies and an Individual Environmental Assessment (EA) for a regional rapid transit initiative. The implementation of a rapid transit route linking the major centres of activity to create a central transit corridor linking Waterloo, Kitchener and Cambridge was seen as an important component towards managing growth, encouraging re-urbanization and promoting downtown revitalization in the region.

A 3 Phase EA process was commenced in January 2006. Phase 1 comprised an evaluation of transportation alternatives (status quo, improved conventional transit, expanded road network and rapid transit) to determine how each met the goals of the Regional Growth Management Strategy. As an outcome of this phase, Rapid Transit was selected as the preferred alternative to assist in the management of the region's growth.

In Phase 2, a series of alternative transportation technologies were assessed. Of these, Bus Rapid Transit (BRT) and Light Rail Transit (LRT) operating at-grade in dedicated on-road and off-road conditions were found to be most capable of accommodating the projected passenger demands and project objectives.

Given the choice of technologies, a series of potential rapid transit routes and station locations were identified. These were evaluated against a series of 21 criteria identified in the project's terms of reference and input

was received from the public at a series of workshops. The process followed for establishing potential station locations and for short listing rapid transit route alternatives. From this evaluation a ranked short listed set of five route alternatives was compiled. The five transit route alternatives, including both BRT and LRT and alignment options, that were reviewed and subject to the Panels discussion are detailed in Appendix 1.

As a final step in Phase 2 of the EA process, the identified combinations of route and technology alternatives were assembled to create a series of reasonable system alternatives. These were evaluated under an MAE (Multiple Accounts Evaluation) process which looked at 5 broad categories of assessment. These were:

1. Capital Costs and Operating Fees
2. Direct Transportation Benefits
3. Land Use / Economic Development Benefits
4. Social and Community benefit
5. Environmental Impacts

As an outcome of the MAE a preferred alternative labelled the Hybrid 2 was identified. This consisted of LRT from Farmers Market Road to Conestoga Mall. From there, the LRT would travel south through the Waterloo and Kitchener Downtowns, west on Ottawa and along the Courtland Avenue corridor to Fairview Mall. From Fairview Mall the Hybrid 2 alternative proposes to operate a Priority Bus Route along the shoulders of Hwy. 8 and Hwy. 401 to Hespeler Road and then south to downtown Cambridge. Further details are outlined in the Region of Waterloo Planning and Works Committee Report dated May 12, 2009.

3.0 PEER REVIEW PANEL'S SCOPE

The Panel Composition

The Peer Review Panel, assembled by Region of Waterloo staff, includes a range of professional expertise in transportation engineering, urban planning, urban design and city building initiatives. The six member panelists are: Jeff Casello, Assistant Professor, School of Planning & Department of Civil Engineering, University of Waterloo; George Dark, Urban Designer, Partner with Urban Strategies; Melanie Hare, Urban Planner, Partner, Urban Strategies; Eric Miller, Director of the Urban Transportation Research and Advancement Centre, University of Toronto; Glenn Miller, Director, Education and Research, Canadian Urban Institute; and Glen Murray, President and CEO of the Canadian Urban Institute.

The Scope

The Panel was asked by the Region of Waterloo staff to provide an independent review of the Region's recently completed Phase 2 Evaluation and related materials including:

- Reviewing the assumptions/input behind the land use forecasting model (PLUM) and the ridership model (TransCAD) for “reasonableness”; and
- Reviewing the Multiple Account Evaluation (MAE) for “reasonableness”, completeness and degree to which the accounts represent the “state of the practice” in transit planning; and

- Reviewing the output of the PLUM and TransCAD model to gauge whether they are supportive of an investment in RT considering the output of the cost-benefit analysis and the higher level “city-building” intentions of the RGMS and the RT initiative

Based on the review of this material, the Panel was generally asked to:

- Provide commentary/recommendations on the most sound infrastructure investment for an RT system in the Region of Waterloo for the long term;
- Provide commentary/recommendations on phasing and the options currently under consideration; and
- Provide additional commentary on the strategic role of rapid transit in planning for growth, economic development, and quality of life in the Region of Waterloo.

More specifically, the Panel was asked to respond to the following questions:

1. Considering the costs and benefits of the options, can an LRT system be expected to deliver additional incremental benefits over and above BRT for the additional incremental cost required to implement the system?

2. Considering the goals and objectives of the Rapid Transit Initiative in the Region of Waterloo, which if any of the Multiple Account Evaluation measures should be weighted most heavily from a decision making point of view?
 - a. Capital Costs and Operating Fees [Capital Costs, Operation and maintenance Costs, Revenues, Net Operating Costs]
 - b. Direct Transportation Benefits [Travel Time, Vehicle Operating Costs, Accident Costs, Environmental Costs, GHG Emissions, Air Contamination]
 - c. Land Use / Economic Development Benefits [Residential and Employment Estimates, Land Value Uplift, Support of Regional Land Use Objectives, Employment Generated, Taxes Generated]
 - d. Social and Community Benefits [Public Health benefits – Hospital Admissions, Public Health benefits – Economic Damage, Public Health – Active Transportation, Community Livability, Construction Disruption]
 - e. Environmental Account [Impacts on Greenhouse Gas Emissions & Critical Air Contaminants]
3. Does the preliminary preferred option (the modified hybrid) optimize the benefits to both the City of Cambridge and the Region as a whole?
4. Is the inclusion of one-way LRT loop systems in the core ROW's a deterrent to ridership growth and development potential?
5. What are the relevant considerations for the optimal segment options? [The Waterloo Spur, Courtland Fairview]

The Panel Process

The Panelists were provided with background material and a copy of the confidential draft MAE (identified above) one week prior to meeting. On March 31, the Panel gathered for a full day of review and discussion in workshop format. The Panel was offered a detailed presentation by Regional staff and the RT consultant team of the overall WRT objectives, current status of work, transportation (TRANSCAD) and land use (PLUM) modeling and MAE. Following this, the Panel held a roundtable discussion, facilitated by Urban Strategies, focused on the Region's key questions. Regional staff attended as a resource and as observers to the Panel. Urban Strategies has prepared this summary report, on behalf of the Peer Review Panel. Each member of the Panel has reviewed and is in agreement with the summary report and outcome related recommendations.

4.0 OUTCOME

The following is a summary of the key directions resulting from the Waterloo RT Peer Review Workshop. They represent the key broad thrusts of the discussion and are generally structured in response to the directed scope and questions.

a) The Region should be commended for the significant amount of solid technical review and work to date.

This creates a strong foundation to understand the feasibility, range of alternatives and implications of the significant city building investment in rapid transit for the Waterloo Region.

b) The ability for LRT to catalyze change and focus city building initiatives over the long term far outweigh the cost differential when considering the choice of LRT over BRT.

The perceived permanence of the system and the impact this has on ridership and investment, the ability to integrate within pedestrian environments and the ability to promote intensification were all cited as benefits of an LRT system over and above those found in either an Adapted BRT or full BRT system. In addition, it was noted that cities such as Portland or Calgary have used LRT as a means to create significant public amenity, undertake urban design improvements, district re-image programs and to brand themselves in order to achieve a competitive advantage over other jurisdictions.

c) The MAE approach has been a valuable tool in helping to compare and evaluate the numerous RT options.

By taking into account a range of measures the MAE was able to consider a much broader range of impacts than would typically be accounted for within a typical dollar based cost/benefit analysis.

d) In reviewing the methodology, the MAE provides a valid and conservative assessment, concluding LRT is the preferred solution for Waterloo Region. Going forward, the assessment should be refined to ensure the full city building potential of RT is considered in making decision related to alignment and detailed design.

More specifically the Review Panel recommends that:

- The transportation account could use more detail in order to take into consideration the full impacts of RT with respect to: shifts in auto ownership, the ability to foster active forms of mobility, the impact of issues such as intersection delays on transit use or the potential for the emergence of a more intensified urban environment to contribute to a change in movement patterns. The transportation account recognizes that the system being considered is expected to serve the Region for the very long term - perhaps the century. Given the permanence and magnitude of investment, the panel strongly advocates that short-term considerations such as difficult traffic engineering challenges or utility relocations should not dictate the RT alignment. Further, the panel recognizes that some short to mid-term

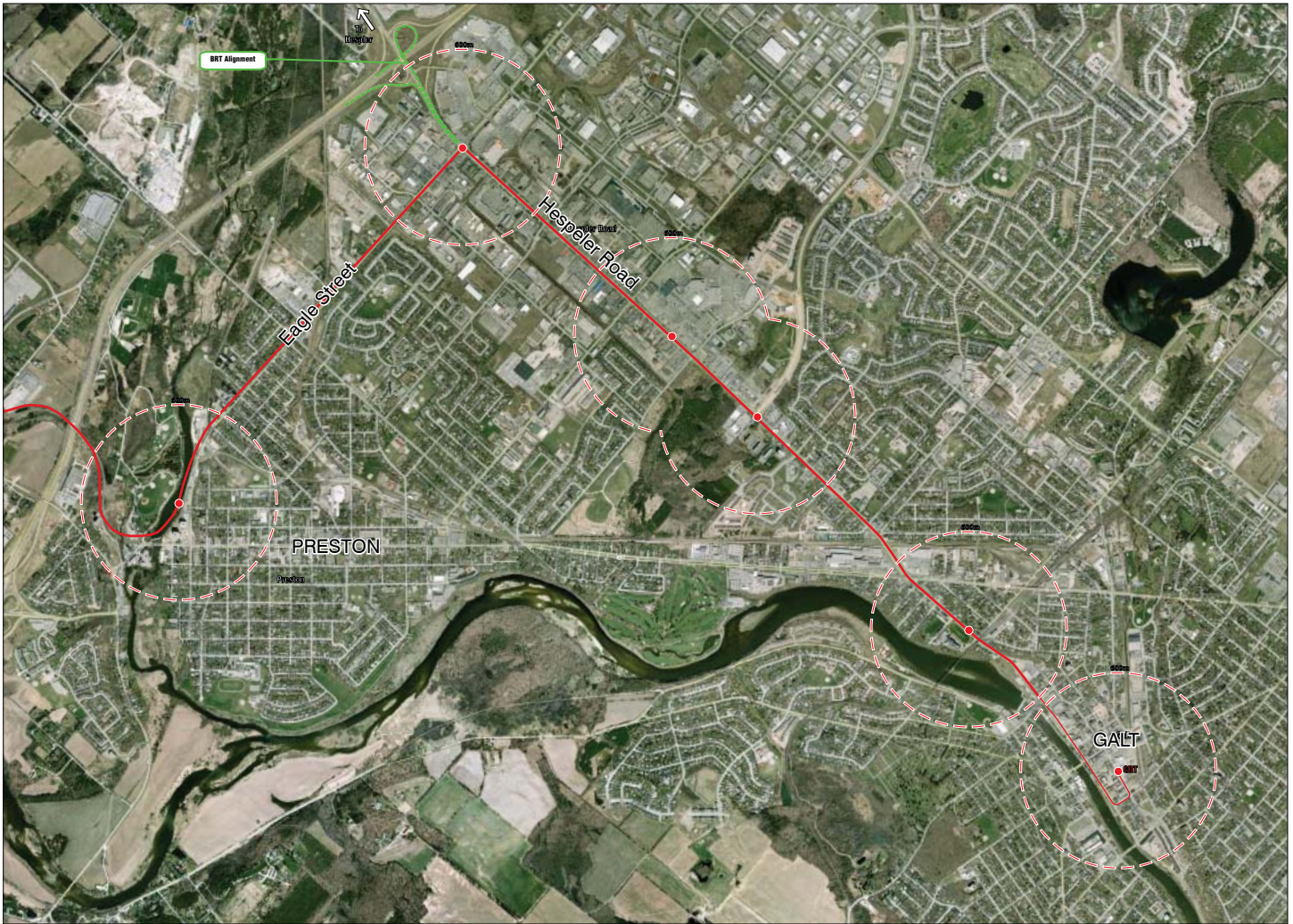
automobile capacity reductions (or more generally auto disincentives) are desirable to fully achieve the goals of the RT investment.

- The economic account is too “cost” focused and does not account for the long-term return on investment in RT. These include the implications of dispersion or intensification on city finances, the potential to capture new investments taxes and the value of “city-building” initiatives along the corridor. In this respect it was also felt that there was too much weighting given to the impact of construction which was viewed as a short term pain in relationship to the long term potential rewards of the project.
- There is a need for a feedback mechanism for the PLUM land use assumptions that could reflect the land use implications of different RT choices so that they can be re-fed back into the transportation and economic modelling. There was a sense that the greater potential for re-urbanization associated for LRT was not adequately reflected in the modelling and that this was biasing the results. The PLUM allocations seem to spread the regional growth evenly across the corridor not referencing the desirable nature of location to real estate development.
- The environmental account should be expanded to consider not only new emissions but also the potential for the RT alternatives to facilitate more proactive environmental initiatives such as, operation through renewable resources, a reduction in energy consumption, investment in

alternative energy, healthy lifestyles or the potential for transit supportive land densities to support district energy.

- From a strategic level it would have been helpful if the MAE had given consideration for how the RT alternatives could tie into and support clusters of existing or emerging activity over time. These could have included, for example, the regeneration of the historic downtowns, existing or emerging cultural clusters, creative clusters, economic or employment clusters and natural or active systems. It was noted that mapping these clusters and major movement corridors across the region in relationship to the planned RT system would go a long way towards selling the positive impacts of the project to members of the public and potential investors.

Overall the modelling methods used to evaluate various alternatives have inherent weaknesses which are not unique to this project, but are typical for major transportation investments. The MAE should explicitly state these weaknesses (particularly the assumption of same land use conditions in evaluating both technologies and the treatment of mode choice bias into the future) and consider these shortcomings when weighing the model results in the overall project evaluation.



The preferred Cambridge alignment along Hespeler Road.

e) The Region should explore alternatives for phasing that would introduce elements of LRT or rail based transit to all communities in the Region in the first phase.

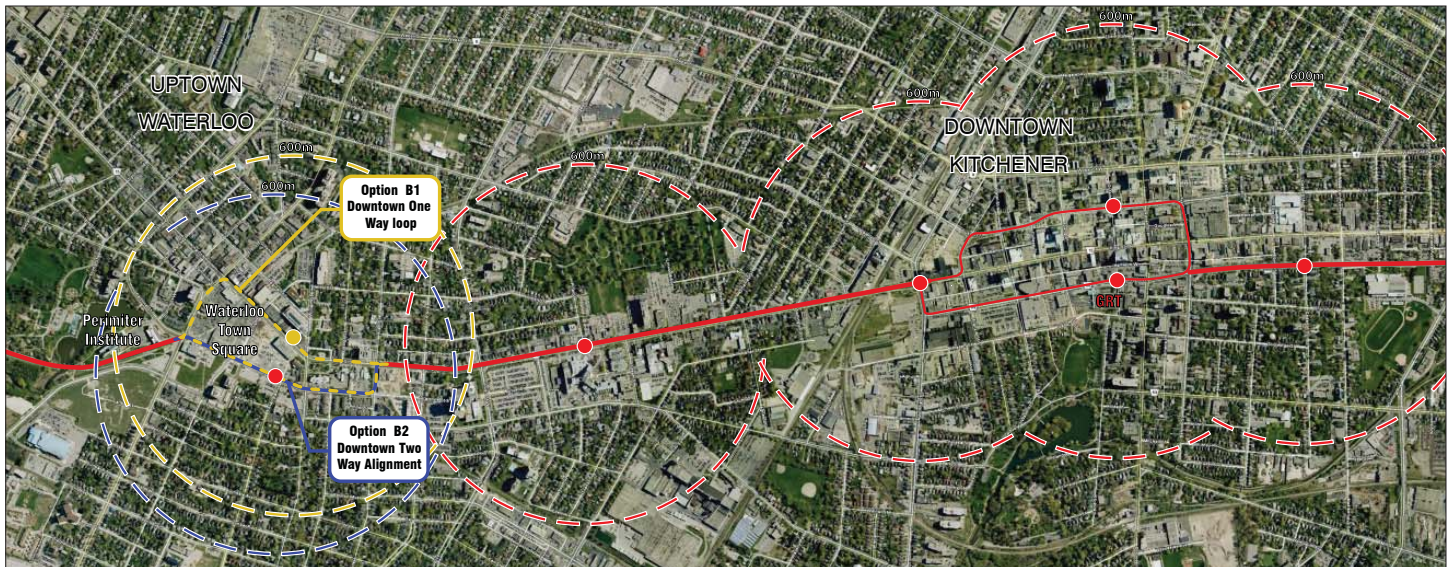
While recognizing the additional cost considerations and ridership challenges given current densities in Cambridge, the Panel was concerned about the lack of a unified regional rapid transit system and the implications of a disproportionate regional transit investment amongst area municipalities. The panel noted that historically, BRT has underperformed in its ability to catalyze intensification and that without the public investment in a fixed rail system it will be difficult to change the historical development patterns in Cambridge. Changes in these development patterns are required if a dedicated LRT system is to be justified in the future.

The LRT should be a long view project constructed both to take immediate advantage but also as a pre-investment to lead positive urban change and economic investment. As such, the Panel

recommends that the Region explore opportunities for rail based transit in Cambridge within the first phase of the Rapid Transit Project and allow for the phased implementation of a continuous, dedicated LRT system linking the Region over time.

f) The preferred Cambridge alignment along Hespeler Road minimizes the city-building and regeneration potential of an alignment directly linking the historic cores of Preston and Galt.

The rationale for the Hespeler Road alignment based upon the perceived re-urbanization potential of the corridor is weak. It is felt that in practice, re-urbanization of such an auto-oriented strip would be difficult and long-term at best and only possible with a complete change of the urban form and program of the district. The potential for the two historic cores to benefit from LRT is seen as more immediate and as having the potential to kick-start investment and elevate the profile of Cambridge. There is the sense that if the land-use assumptions were adjusted to account for: the



The proposed downtown loop systems in Uptown Waterloo (loop system alternative indicated in yellow) and Downtown Kitchener.

potential to leverage development, attract investment and capture new revenues, that an urban format LRT alignment, appropriately scaled in operation linking the two cores will be judged as a more viable higher city making potential alternative.

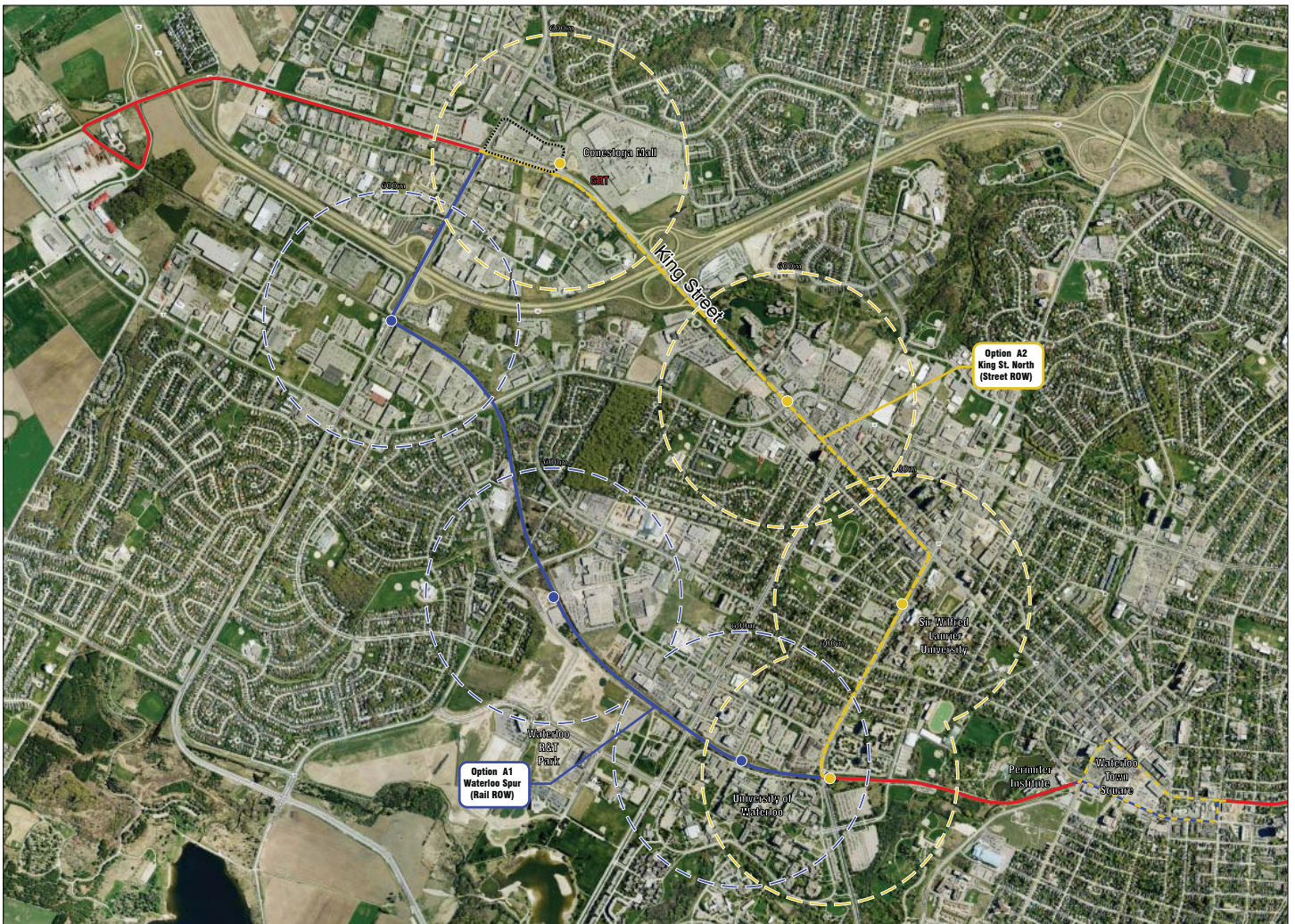
g) The pre-condition for a dedicated alignment should not be used to drive decisions with respect to the alignment or configuration of the system.

The best RT systems such as those found in Portland or San Francisco are malleable and designed to support the function of the environments they pass through as opposed to becoming an overriding entity. In these cities LRT's run in mixed (pedestrian and vehicular) traffic along certain portions of their route as means of integrating into their environments and promoting a greater sense of pedestrian comfort. In the Waterloo Region's high value historic downtown cores and adjacent higher density districts it is appropriate to make time sacrifices and allow the LRT to run in traffic for short segments, in a very urban configuration, in order to achieve larger economic and city-building objectives. While much is made in the MAE of the value of time savings along the corridor, given the nature of commuting patterns and an end to end travel time in excess of 75 minutes, small time sacrifices in exchange for these larger objectives were not seen as overly onerous.

- The proposed loop alignment in downtown Kitchener was understood as technically feasible, but given the potential to introduce short segments of mixed traffic noted above, seen as a lost opportunity to support the efforts to revitalize

and reposition this portion of King Street with new energy and pedestrian activity along this street.

- The downtown Waterloo loop, which effectively embraces the revitalized Waterloo Town Square would also benefit from considering mixed traffic flow alternative. However given the much tighter configuration of this loop, really traversing one large block, and the opportunity for a strong pedestrian street in Willis, the panel discussed the potential to explore an alternative alignment of the existing tracks connecting directly to King Street and/or travelling along William Street to minimize this distance of the loop effect.



The Waterloo Spur alternatives along King Street (indicated in yellow) and the Waterloo Spur line (indicated in blue).

h) The determination of final alignments for Courtland and the Waterloo Spur should consider both existing and future opportunities to connect not only stations but support corridors of transit supportive development and ridership.

Further, operational characteristics should be explored in order to maximize the functional benefit and agility of the transit system. More specifically:

- **The Waterloo Spur alternatives should not be treated as opposing alternatives but in considered in terms of operational phasing which should be seeking to serve both corridors over the long-term.** As currently structured, the alternatives create a fundamental choice between a more introverted LRT system serving the Waterloo Technology Park and one that is open and public along the King Street alignment. There was discussion that, while the physical environment and walking distances in the R&T Park were planned to evolve into transit supportive development patterns, the King Street

alignment had the potential to contribute to the current, ongoing intensification and employment growth along this corridor and link directly to, thereby capturing ridership from, Sir Wilfred Laurier University. Both options were understood to capture the University of Waterloo ridership. Further the forecast nature and magnitude of job growth in the Northfield Industrial area was seen as ambitious.

It was noted that if the initial investment were to occur along King Street, a potential branch along the Waterloo Spur, a railway segment which is in the Region's control, could be created at anytime and be integrated with transit supportive development within the R&T Park. The operational advantage of a branch line would be the ability to manage and direct trains based on ridership flows, either up the Waterloo spur or along King Street. Generally it was agreed that the RT system should not extend to the farmers market.



The proposed Courtland Corridor options consisting of the hydro corridor alignment (indicated in yellow) and on-street alignment (indicated in green).

- The Courtland Corridor would preferably run along the Hydro Corridor to maximize the utilization of this dedicated row and enhance its connectivity with the community and integrate directly with the Grand River Transit hub at Fairview Park Mall. The land use strategy employed in the PLUM model for this station area was seen as remarkably modest given Fairview Mall's potential as a regional mixed use centre and inter-modal transit hub. Successful examples of phased redevelopment of older shopping malls into mixed use, pedestrian focused, high intensity centres include: Waterloo Town Square, Don Mills and Sherway Gardens. In the longer term, the Fairview station area provides an excellent model for integrated land use and transit planning to create transit oriented development communities.

- i) **The investment in RT should be understood and conceived as a significant first step in the creation of a robust regional and inter-regional transit system.**

This implies taking a longer term approach to the design and development of the system which will require a sense of how the system will distribute itself within the region and extend to connect with, Guelph and Hamilton, Pearson Airport, the rest of the GTA and beyond. As a component of a wider regional network, there should be additional consideration for the types of environments and appropriate levels of intensification at key connecting points in the system.

5.0 OTHER PANEL THOUGHTS ON MOVING FORWARD

Through the course of the Workshop, a number of related topics were discussed that while not directly a response to the five scoped questions, the Panel felt were important for the Region to consider in the next stages of the WRT process and analysis. These included the need to:

j) Discuss, review and assess the potential of WRT in the context of long term thinking and big picture shifts.

Future modeling and analysis should capture the potential of WRT in relationship to a number of larger, longer term significant trends including:

- the system's relationship to anticipated larger scale transit initiatives;
- changing patterns and rates of automobile ownership;
- the increasing cultural diversity of the region and changing age demographics;
- existing and emerging economic clusters; and
- the evolution of "transit culture" in the region.

k) Ensure the modeling, analysis and planning accounts for places with distinct investment advantage, rather than a dilution of economic redevelopment potential across the proposed system.

Concentrate planned growth and investment into areas where enhanced transit and city building potential can have the greatest impact and transformational effect. Prepare Station Area Plans that seek place specific opportunities and strengths for places with a distinct investment advantage.

l) Tie the WRT analysis back to the Region's Strategic Plan.

On a regular basis, use this strategy to ground and refine the WRT initiatives and to monitor the interrelated progress between RT and city building. Regional directions such as identifying the current and future "must connect" places should tie the transit and strategic plan initiatives together.

m) Incorporate additional considerations into the transit modeling.

Future transit modeling should consider, include or account for:

- The long term anticipated trends in transit investment and inter-regional infrastructure potential. The current WRT proposal need to be expressed and understood as the first major step in a long term plan of enhancements including the emergence of an integrated transit web of cross town connections, linking RT with bus transit, and new pedestrian and cycling infrastructure. These should be captured within a larger Transit Master Plan;
- The potential for additional potential revenues as a result of the ability to charge higher fares for LRT;
- The impacts of transit incentive packages such as U-Pass, Presto program, power hour transfers, etc.;
- The cost of parking subsidies now and in the future (free employee parking is one of the greatest disincentives to transit)

- Inherent modeling biases which favour of the automobile. It was noted that intersection delays as a result of the investment in WRT were currently resulting in a ranking penalty even though they might result in increased transit ridership;
- The impacts of an integrated way finding systems on ridership (Philadelphia was cited as a best practice precedent); and
- The potential of creating an LRT hub in each of the region's urban cores. This could be utilized to grow ridership, target public investment, attract signature projects and companies and kick start the repositioning of the Region by creating transit supported clusters in new and/or enhanced settings.

n) Maintain the Region's role as a lead advocate of WRT and demonstrate its potential for city building by taking an active role in development as well as infrastructure.

Through utilization of existing landholdings, such as the Ainslie Street station and the potential assembly of new critical parcels, the Region should leverage transit investment as a driver for new investment and transit supportive forms of development. The creation of a Regional transit development corporation should be discussed.

o) Develop regional in-house modeling capabilities to monitor and measure the benefit of the WRT over time.

This is particularly important given an investment of this magnitude.

p) Ensure that ongoing public engagement effectively captures WRT's broader city building opportunities and the broader implications for the Region's communities and downtowns.

The story of the WRT is much larger and a more significant city building initiative than transportation modeling can tell. North American communities are increasingly embracing rapid transit investments as a means toward economic stimulus, enhanced mobility, offering healthier lifestyle choices, increased environmental performance and economically repositioning their communities in a more sustainable way. The WRT is an investment with the ability to significantly transform Waterloo Region for future generations. Thoughtful implementation will be rewarded with significant city building returns on this investment and celebrated as a key milestone in the region's evolution a century from now. The Region of Waterloo's message needs to continue to share more detailed outcomes of the technical assessments and more importantly articulate this larger city building story.

6.0 CONCLUSION

Overall, the Peer Review Panel commended the Region of Waterloo for its commitment to undertake and successfully complete the work to date. The significant investment in an RT transit system was seen as a critical decision that would strongly position the Region, its downtowns, key employment and educational centres and destinations for the contemporary approaches and challenges in city building. Such an investment was seen as a key element in creating liveable, walkable and economically competitive communities over the long term.

As further detailed work is undertaken, the Panel encourages the Region to incorporate a wide lens and long term perspective in making decisions. The Panel has appreciated the opportunity to offer their insight and response to the Regional analysis and would be pleased to more fully discuss the outcomes of their deliberations with Regional staff and Council.

APPENDIX 1 DESCRIPTION OF FIVE ROUTE ALTERNATIVES ASSESSED IN PHASE 2, STEP 3 AND REMAINING SUB-ROUTE ALTERNATIVES

The RT Alternatives and Preferred Scenario

There were 5 Alternatives considered in Phase 2 Step 3.

Light Rail Transit Scenario 1

Farmers Market Road to Conestoga Mall, south along Northfield to the Waterloo Spur, along the King Street alignment through the Waterloo and Kitchener Downtowns, west on Ottawa, Courtland Avenue to Fairview Mall and then along the CPR Corridor to Preston, east along Eagle and South on Hespler Road to downtown Cambridge.

Light Rail Transit Scenario 2

Farmers Market Road to Conestoga Mall, south along the King Street alignment through the Waterloo and Kitchener Downtowns, west on Ottawa, Courtland Avenue to Fairview Mall and then along the CPR Corridor to Preston, east along Eagle and South on Hespler Road to downtown Cambridge.

Bus Rapid Transit Scenario 1

Farmers Market Road to Conestoga Mall, south along Northfield to the Waterloo Spur, along the King Street alignment through the Waterloo and Kitchener Downtowns, west on Ottawa, Courtland Avenue to Fairview Mall, along Hwy. 8 and Hwy. 401 to Hespler Road and then to downtown Cambridge.

Bus Rapid Transit Scenario 2

Farmers Market Road to Conestoga Mall, south along the King Street alignment through the Waterloo and Kitchener Downtowns, west on Ottawa, Courtland Avenue to Fairview Mall, along Hwy. 8 and Hwy. 401 to Hespler Road and then to downtown Cambridge.

Hybrid

LRT from Farmers Market Road to Conestoga Mall, south along the King Street alignment through the Waterloo and Kitchener Downtowns, west on Ottawa, Courtland Avenue to Fairview Mall. BRT from Fairview Mall along Hwy. 8 and Hwy. 401 to Hespler Road and then to downtown Cambridge.

PHASE 2 PREFERRED - Hybrid 2 (added during the evaluation)

LRT from Farmers Market Road to Conestoga Mall, south along the King Street alignment through the Waterloo and Kitchener Downtowns, west on Ottawa, Courtland Avenue to Fairview Mall. Priority Bus Route from Fairview Mall along Hwy. 8 and Hwy. 401 to Hespler Road and then to downtown Cambridge.

Route Alternatives

Waterloo Spur vs King St. N

There are two Options for this portion of the alignment Option A1 along the Waterloo Spur and Option A2 Along

- **Option A1** - Waterloo Spur travels west from Conestoga Mall on Northfield Drive in the centre median towards the existing Waterloo Spur Line. It enters into the railway corridor and passes the R&T park and through the University of Waterloo lands until it reaches University Avenue where it continues east. There are three stations along this route including Northfield Drive, the R&T Park and the University of Waterloo

- **Option A2** - King Street North continues south from Conestoga Mall along King St. North towards University Avenue. It transitions onto University Avenue in the centre median and travels west to connect with the Waterloo Spur Line. There are three stations along this route including Weber Street North, Wilfred Laurier and the University of Waterloo at the intersection of University Avenue.

A Loop vs 2-way on Caroline St. through Uptown

There are two Options for this portion of the alignment Option B1 Option 8 a One Way loop through Uptown and Option B2 a two way route through Uptown along Caroline.

- **Option B1** - Option 8 emerges from the Waterloo Spur as a two way RT route and splits into a one-way loop between Caroline and King streets. There are three stations along this route including on King Street and Caroline Street at Willis Way.
- **Option B2** - Shifts from the Waterloo Spur line onto a centre raised median on Caroline Street. At William Street it shifts to the east curb lane and proceeds to Allen. The alignment heads east along Allen in the Boulevard of the Adult Recreation Centre and then turns south on King Street. A station is proposed at Willis Way.

Rail Corridor vs On Road BRT vs Hydro Corridor to Fairview park Mall

There are three Options for this portion of the alignment Option D1 (LRT) along the railway corridor, Option D1-2 (BRT) along Courtland Drive to Fairview Park Mall and Option D1-2 (BRT and LRT) along Courtland Drive and the Hydro Corridor to Fairview Park Mall

- **Option D1** runs southeast from Ottawa Street along the CP rail corridor towards Wabanaki Drive. Two stations are planned including a station where the Block Line Road extension would cross the rail line and south of Fairview Park mall at Wabanaki.
- **Option D1-2 (BRT)** Runs southeast from Ottawa Street along the CP rail corridor. At Hayward Ave it shifts up and then continues south along Courtland Avenue in the west boulevard. At the hydro corridor, the route continues east along the boulevard towards Manitou Drive and continues on Fairway Road towards Wabanaki. Two stations are planned including a station where the Block Line Road extension would meet Courtland Ave and a station at the entrance to Fairview Park Mall at Wilson and Fairway Road.
- **Option D1-2 (BRT and LRT)** Runs southeast from Ottawa Street along the CP rail corridor. At Hayward Ave it shifts up and then continues south along Courtland Avenue in the west boulevard. At the hydro corridor the route would follow the hydro One Corridor towards the GRT terminal at Fairview Park Mall. Two stations are planned including a station where the Block Line Road extension would meet Courtland Ave and a station beside the GRT terminal at Fairview Park Mall.