

Appendix D – Area Municipality and Public Engagement

Area Municipalities

Table 1 Summary of Current Engagement for Area Municipalities

Area Municipality	Timing	Feedback
Township of Guelph/Eramosa's Committee of the Whole	February 20, 2024	The Township of Guelph/Eramosa is mostly concerned about disruptions or changes to current freight operations which services their main employment area.
Wellington County's Roads Committee	March 12, 2024	Wellington County expressed their interest in understanding funding avenues particularly surrounding the grade separation recommended for the rail crossing at Wellington Road 124. They would prefer an option that has no cost to the County.
City of Cambridge's Council	May 14, 2024	The City of Cambridge expressed their desire for the service and timely continuation of needed work.

Public

Overall, the public noted that the service is needed in a more immediate time frame and voiced their support for faster delivery to meet an existing need. A report detailing the results of public engagement is available at the end of the appendix. Table 2 summarizes public engagement activities.

Table 2 Summary of Current Engagement for the Public

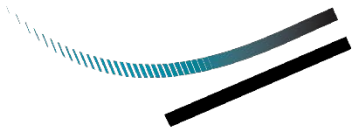
Activity	Timing	Participation
Feedback through email and phone	March 1 st – April 5 th , 2024	N/A
Virtual Public Consultation Centre	March 19 th , 6-8pm over Zoom	147 attendees
Online Poll: Connecting Cambridge to GO Rail in Guelph	March 18 th – April 5 th on EngageWR	411 responses
In-Person Session: Cambridge	March 18 th , 6-8pm at Cambridge City Hall	40 attendees
In-Person Session: Guelph	March 21 st , 6-8pm at Guelph City Hall	18 attendees

The public indicated concerns regarding delaying the continuation of this project due to resources being used to deliver other municipal initiatives like Stage 2 ION. Region staff communicated that delivering the projects are not dependent on each other. However, it

is important to note that integration of both services would greatly benefit both projects and the City of Cambridge.

The public has concerns regarding the station location and design. The public highlighted lack of parking and congestion in the Hespeler Corridor area as potential constraints to effective service. Region staff communicated that properly developing the networks for transit (buses and LRT) and active transportation would mitigate these risks. The public also suggested stations in other areas of Cambridge including Downtown Cambridge, Hespeler Village, and Preston Village. Region staff assured the public that the proposed Pinebush was selected using a comprehensive station location analysis which looked at locations in those areas of Cambridge and the results were approved by Regional Council under Report TES-TRP-21-08. Region staff also noted that future work may look at more stations. However, current work indicates this is the best avenue to deliver this project in a timely manner.

The public is concerned due to some aspects of the service design. A reoccurring concern throughout the engagement was the transfer needed at Guelph Central Station. Region staff indicated that, although transfers do negatively affect transit services, proper timetabling of the service to align arrivals and departures will make the transfer easier for users. Concerns related to noise and safety for residents living along the Fergus Subdivision were also raised. Region staff communicated that proper design will be used to reduce noise and ensure public safety in accordance with applicable guidelines and standards for passenger rail alignment and crossings design.



DILLON
CONSULTING

REGION OF WATERLOO

Cambridge Passenger Rail: Initial Business Case

Engagement Summary

Final
July 2024



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Table of Contents

1.0	Introduction	1
1.1	Project Overview.....	1
1.2	Project Objectives.....	2
2.0	Community Engagement	3
3.0	Participant Profiles and Travel Patterns.....	4
4.0	What We Heard	12
4.1	Benefits and Opportunities.....	12
4.2	Challenges and Concerns.....	13
4.3	General Comments/Suggestions	14
5.0	Question & Answer	15
6.0	Next Steps and Staying Involved	22
	Appendix A: Public Consultation Centres Notice.....	23
	Appendix B: Open House Display Panels	24
	Appendix C: Meeting Presentation Slide Deck	25
	Appendix D: Online Survey Questions.....	26



1.0 Introduction

1.1 Project Overview

The Region of Waterloo is developing an Initial Business Case to explore passenger rail service between Cambridge and Guelph, connecting to Union Station via the Kitchener GO Line.

Providing an efficient, well designed transit service for Cambridge residents to take GO transit has been a long-standing priority for the Region and City of Cambridge. This builds on previous work completed in 2021 which also included a review and comparison of service between Cambridge and Guelph, and between Cambridge and Milton (Cambridge to Union GO Rail Feasibility Study Phase 2 Report, 2021(External link)). The outcome of the 2021 Study indicated a connection to Guelph was the preferred option.

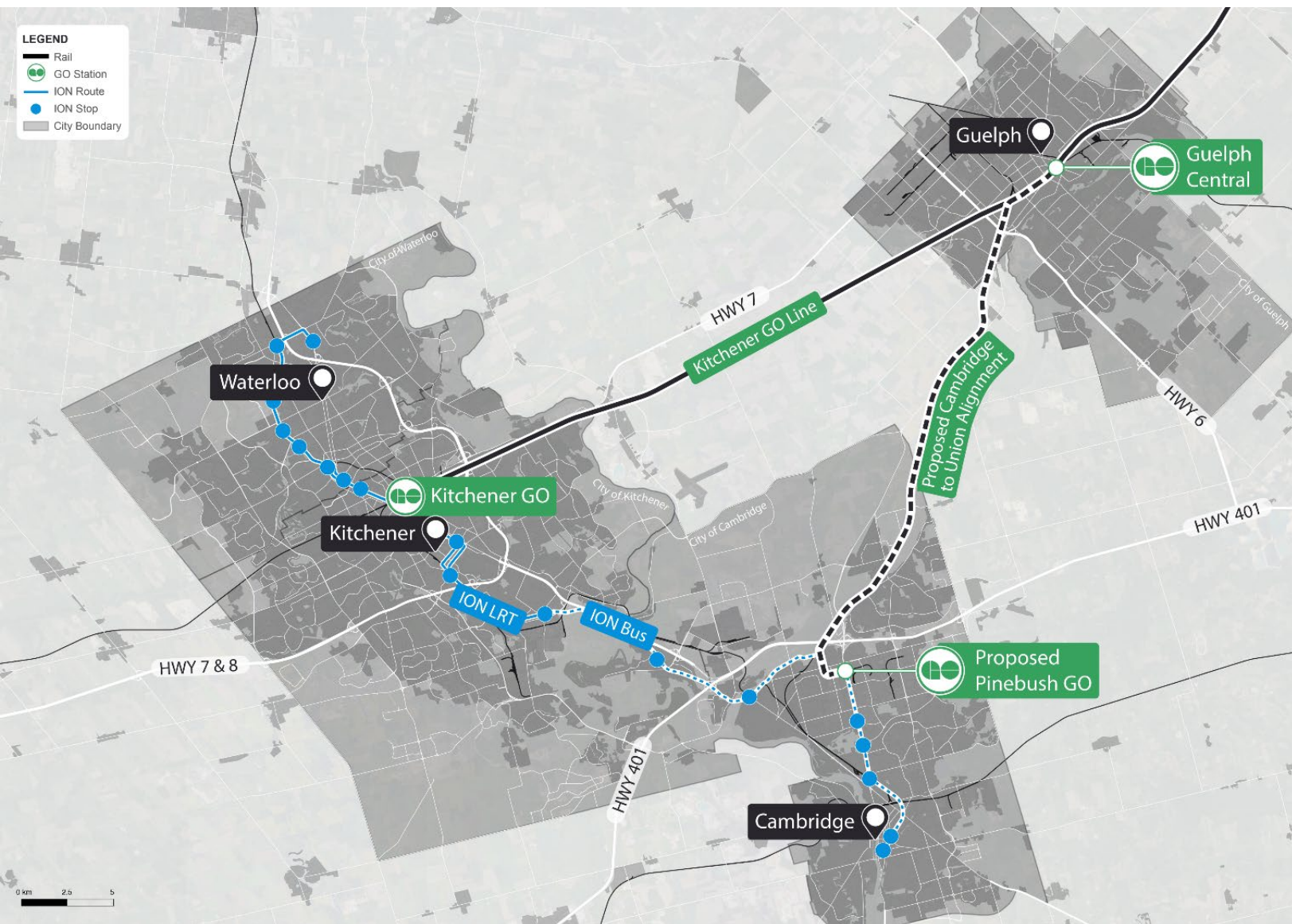
The current work expands on the 2021 study, applying the Metrolinx Business Case methodology to include the requirements of an Initial Business Case and to develop conceptual designs for the integration of the service at a potential future ION Station South of Hespeler Road at Eagle Street/Pinebush Road, and at the Guelph Central Station in downtown Guelph. The service would run on the current CN-owned and -operated Fergus subdivision, which is currently in service for freight transportation.

1.2 Project Objectives

The project objectives include, but are not limited to, the following:

- Update the 2021 study findings to reflect recent developments in municipal and provincial planning policy, as well as investments in the Kitchener Line;
- Develop concept designs for the service between Cambridge and Guelph to demonstrate how the service would function in an urban context and align with the local municipal vision for growth around the stations;
- Take a fresh look at the various aspects of the Initial Business Case, including appraisal of the different options for service along the Fergus subdivision in terms of benefits and costs; and
- Engage with the community and municipal and provincial agencies on input to the Initial Business Case and concept designs.

Figure 1-1 Proposed connection between Cambridge and Guelph using the existing Fergus Subdivision spur line





2.0 Community Engagement

Community engagement and outreach was conducted as a key part of understanding community preferences and perspectives around the proposed service, and documenting feedback in the Initial Business Case. Table 2.1 presents the engagement activities undertaken, along with timing and participation numbers for each. In total, there were over 600 touchpoints with participants. The Virtual Public Consultation Centre format included a presentation from the Consulting team following by a facilitated Q&A with a panel consisting of the Region’s project team and consultants. The in-person sessions included a presentation from the Region’s project manager, Oriana Aguas followed by small group discussions facilitated by the Region and consulting team.

Table 2-1 Summary of Community Engagement Activities

Activity	Timing	Participation
Virtual Public Consultation Centre	March 19 th , 6-8pm over Zoom	147 attendees
Online Poll: Connecting Cambridge to GO Rail in Guelph	March 18 th – April 5 th on EngageWR	411 responses
In-Person Session: Cambridge	March 18 th , 6-8pm at Cambridge City Hall	40 attendees
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3.0 Participant Profiles and Travel Patterns

Of the 147 attendees at the virtual public consultation, 97 shared their location at registration. Of these, approximately 60% were from Cambridge, with the remainder being residents of Guelph, Kitchener, Waterloo, Townships in Waterloo Region, Toronto, and other communities in the Greater Toronto Area (Figure 3-1). The online survey which received 411 responses asked some additional questions to better understand participant perspectives, as highlighted below. In the online survey, participants were asked to rate the level of importance of various elements of the Service and Station design, and responses to this question are summarized in Figure 3-2. Notably, the features that provide benefits and cater to passengers who are not driving to the Station but arriving by other modes were rated the most highly in terms of importance, indicating a strong desire to see the proposed Pinebush Station designed as a transit and urban integrated hub rather than a traditional commuter station.

Home Municipality

Over 80% of survey participants were from Cambridge, with the next largest number from Kitchener (8%), followed by Guelph (6%), Waterloo (4%), and smaller numbers from Townships in Waterloo Region.

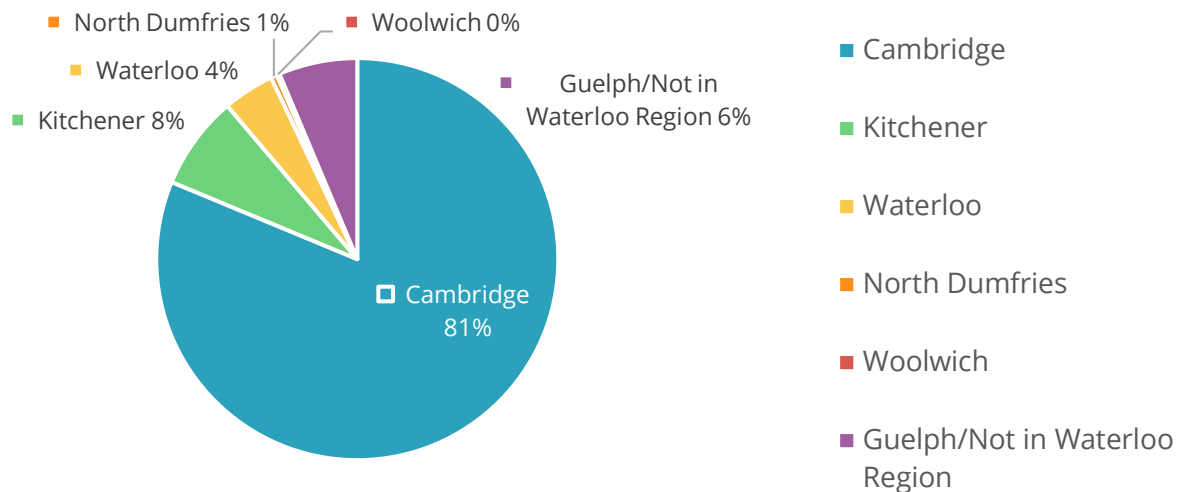


Figure 3-1 Survey Participants: Home Municipality

Gender identity

Over 63% of respondents identified as a man, and 36% as a woman. The remaining 1% identified as non-binary or transgender. Approximately 28% of respondents skipped this question or preferred not to answer.

People with Disabilities

Approximately 9% of respondents identified as a person with a disability.

Figure 3-2 Survey Participants: Design of the Cambridge Station – How important are the following features?



Age

The largest age group of participants was 35-49 (32%), followed by the 25-24 age group (24%) and then the 50-64 age group (20%). An additional 12% were between 65-74, 7% were between 19-24, and 4% were over 75. There were also 5 participants (approx. 1%) under the age of 19.

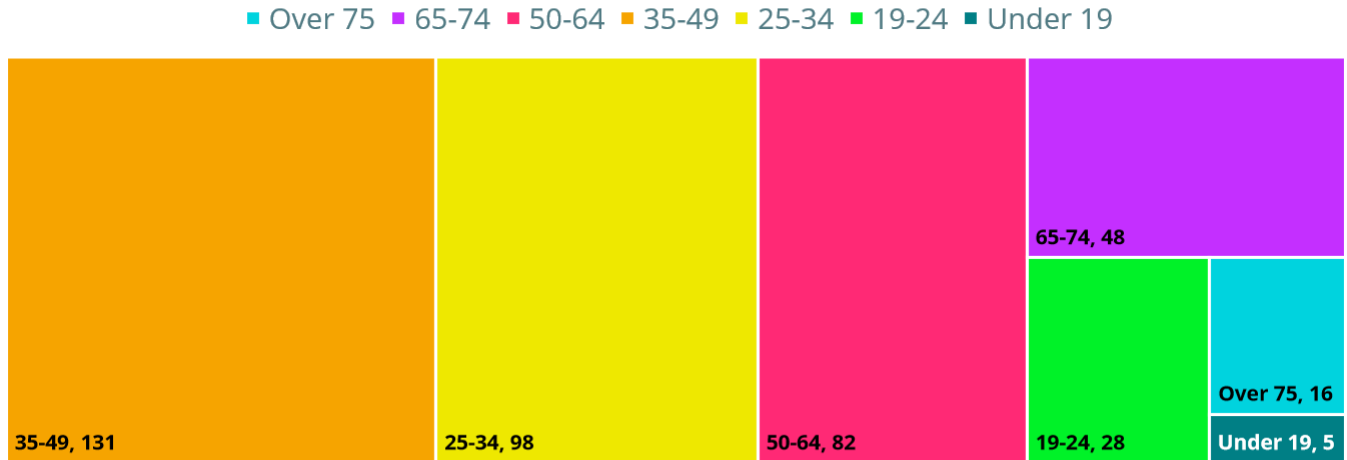


Figure 3-2 Survey Participants: Age Profile

Employment

47% of respondents were employed and commuting to work, with an additional 22% working from home. 15% were retired, and 9% were post-secondary students. The remainder was a mix of full-time parents/caregivers, identified as unemployed, or other status.

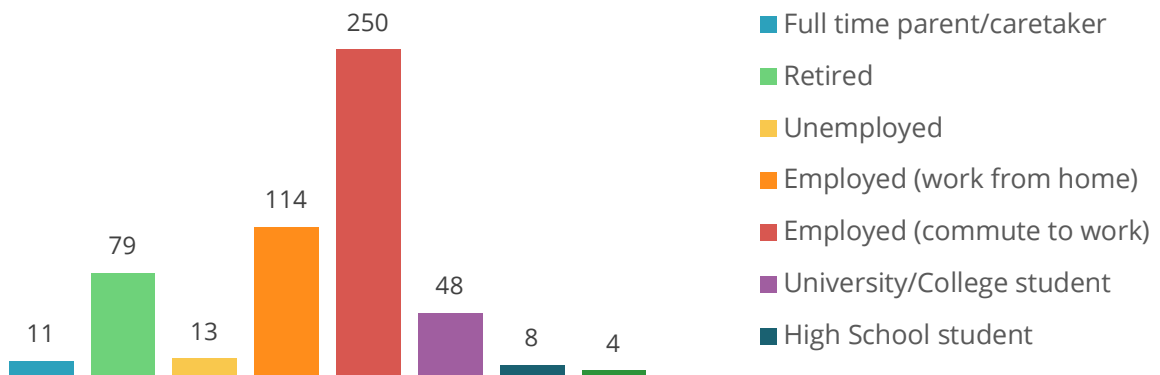


Figure 3-3 Survey Participants: Employment Profile

Travel between Cambridge and Guelph

Reflecting the study finding of the need for a passenger connection between Cambridge and Guelph, 9% of respondents stated that they travel between the two cities daily, and another 26% selected a few times per week. 17% selected evenings and weekends. A significant number noted that this was a rare or not applicable route for them (47%).

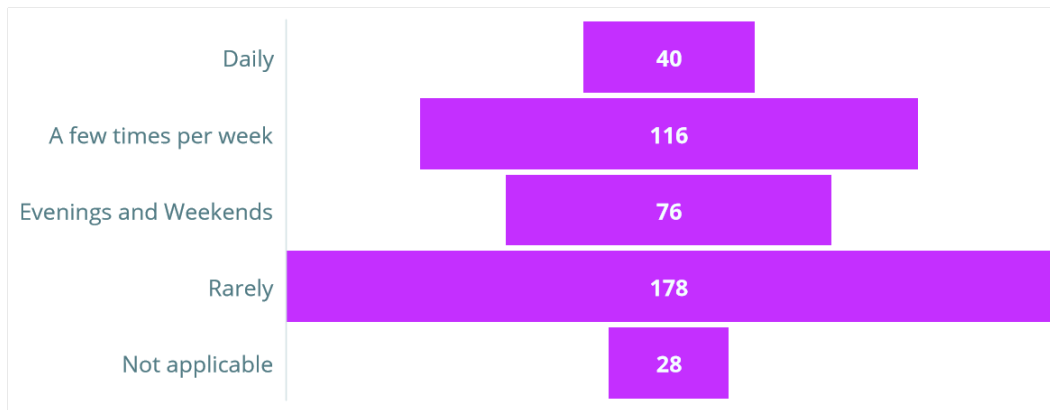


Figure 3-4 Survey Participants: Frequency of Travel Between Cambridge and Guelph

Travel between Cambridge and Downtown Toronto (near Union Station)

The responses to this question followed a similar pattern to the Cambridge to Guelph route, except for a comparably higher demand for evening/weekend service to Downtown Toronto (27%).

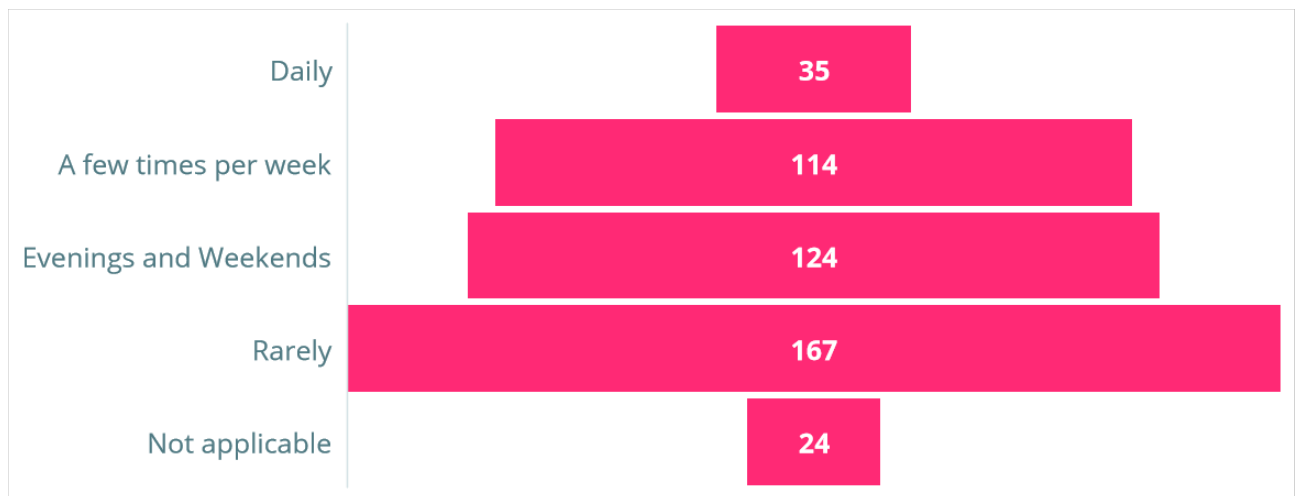


Figure 3-5 Survey Participants: Frequency of Travel Between Cambridge and Downtown Toronto

Other Destinations Along the Kitchener GO Transit Corridor

The responses to this question are arranged in the table below according to proximity to Guelph. The first station, Acton, was a key destination for 11% of participants. The destinations between Acton and West Toronto (or Pearson Airport) were key for between 2-6% of respondents. The final two stations leading to Union Station were significantly more popular, with West Toronto/Pearson being key for 26% of respondents and Southwest Toronto accessing local Toronto transit on the Bloor line being attractive to 37% of respondents.

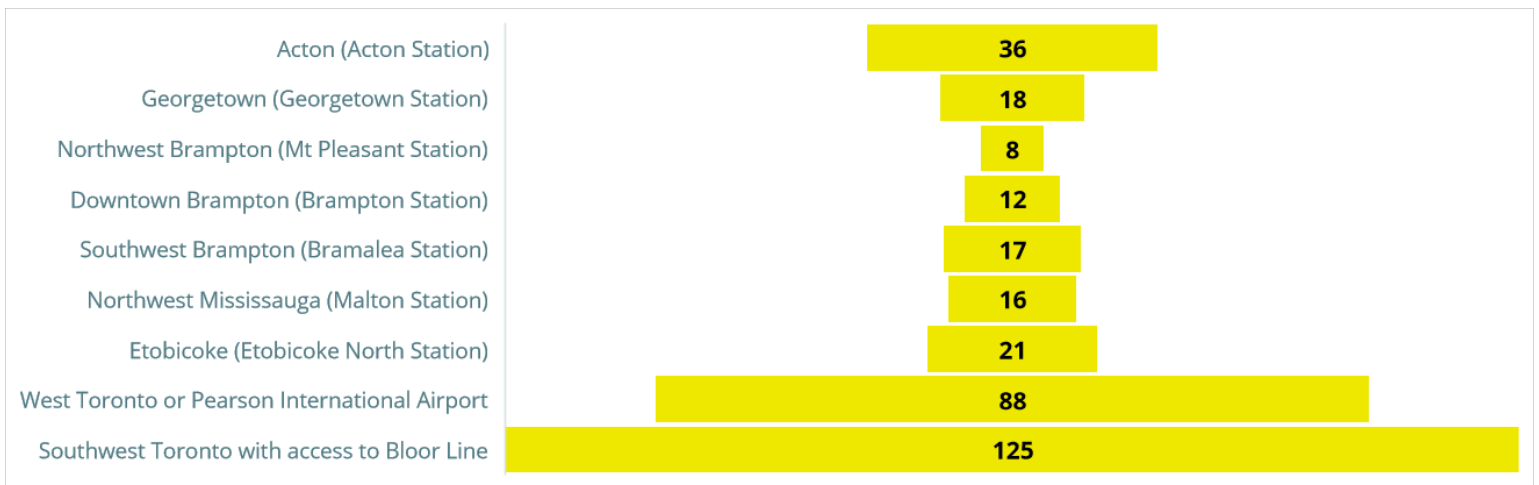


Figure 3-6 Survey Participants: Travel to Destinations along the Kitchener Line

35% of participants indicated that they travelled to their chosen on a rare basis, with 27% selecting a few times a week and another 27% selecting evenings and weekends. Only 5% indicated that this would be a daily route for them.

Current Mode of Travel

When asked if they had the option of use of a personal vehicle for travelling to their selected destination, 69% of participants indicated that are driving to their destinations along the Kitchener Corridor, with an additional 20% travelling in a private car as a passenger. However, 11% indicated that use of a personal vehicle would not be an option, indicating a key market for passengers who are currently reliant on transit or other alternatives to meet their travel needs.

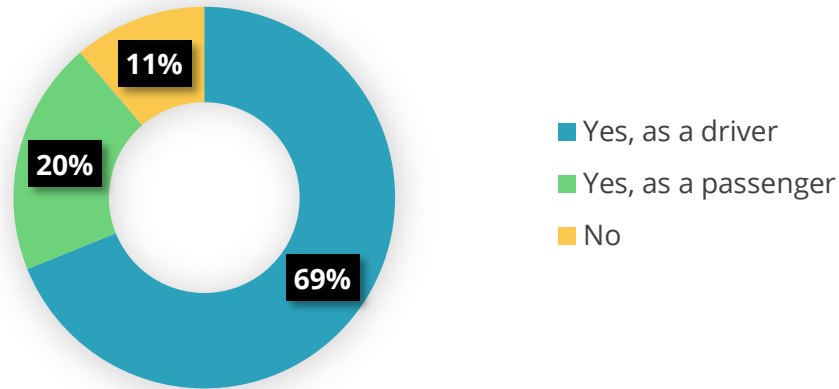


Figure 3-7 Survey Participants: Current Mode of Travel out of Cambridge

Preferred mode of travel to the Proposed Cambridge Station or to Guelph Central Station

The majority of respondents (65%) indicated that they would prefer to arrive at their selected Station in Cambridge or Guelph by means other than driving, with local transit being the most popular alternative (21%) followed by getting dropped off (14%), Taxi/Rideshare (9%), or active means like biking, walking, or rolling (13%).

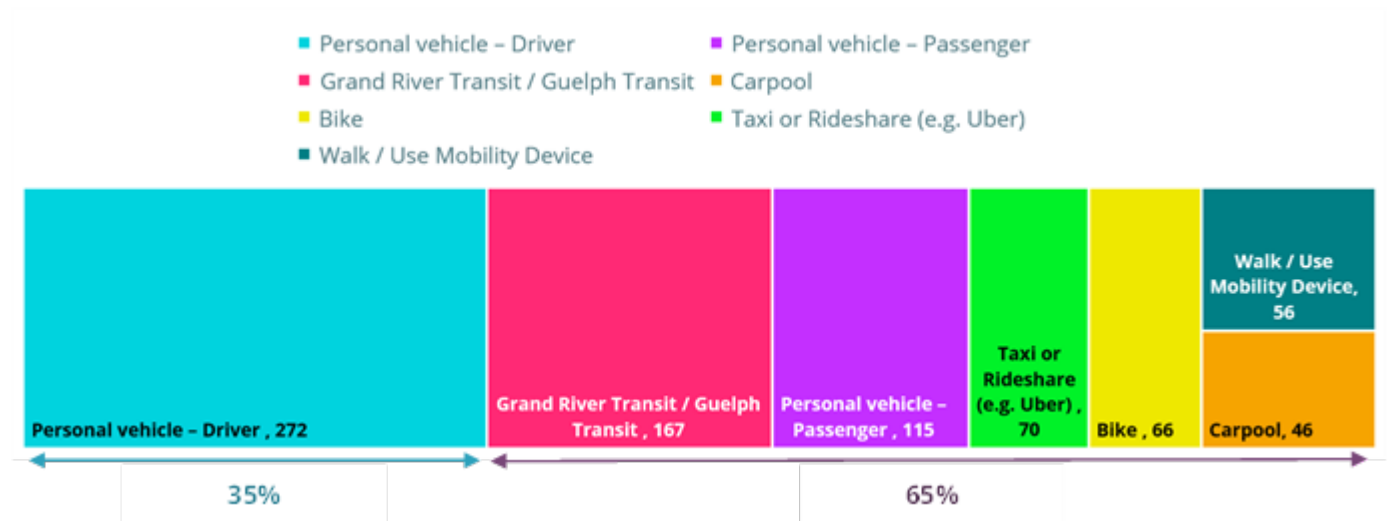


Figure 3-8 Survey Participants: Preferred Mode of Travel out of Cambridge

Key Reasons for Using the Proposed Service

The most popular reason for using the proposed service was for social activities (52%), followed by travel to work (29%), for medical appointments (11%), and a smaller number for travel to school or other destinations (8%).

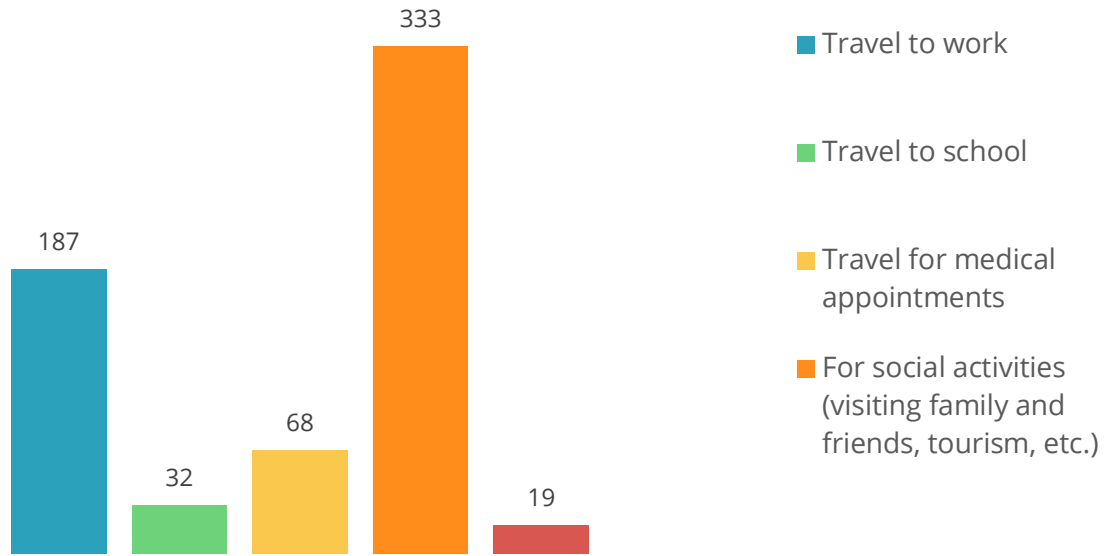


Figure 3-9 Survey Participants: Key Reasons for Using the Proposed Service

Overall Interest in the Service

There was an overall strong positive response to the proposed service, with over 77% of participants indicating they were very interested in using it, and another 13% somewhat interested.

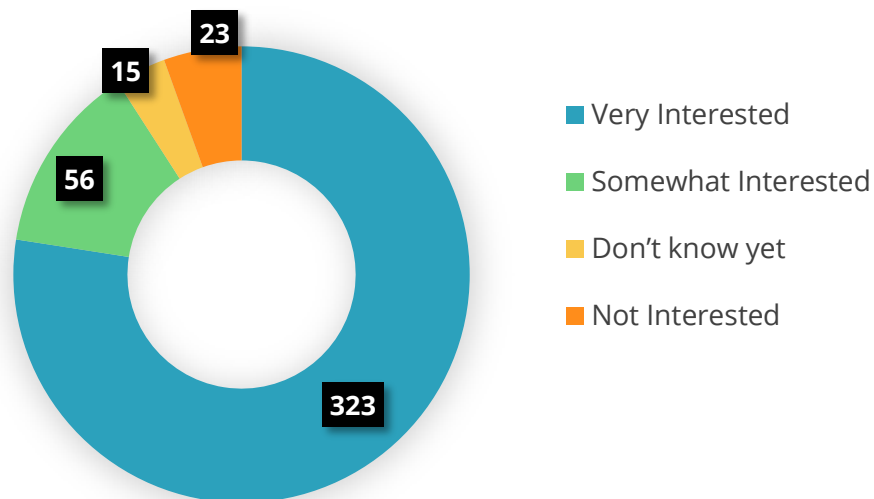


Figure 3-10 Survey Participants: Overall Interest in the Service

The potential frequency of use of the service weighed more towards a few times per week (32%) and evenings and weekends (34%), with 13% indicating they would use it daily and 19% rarely.

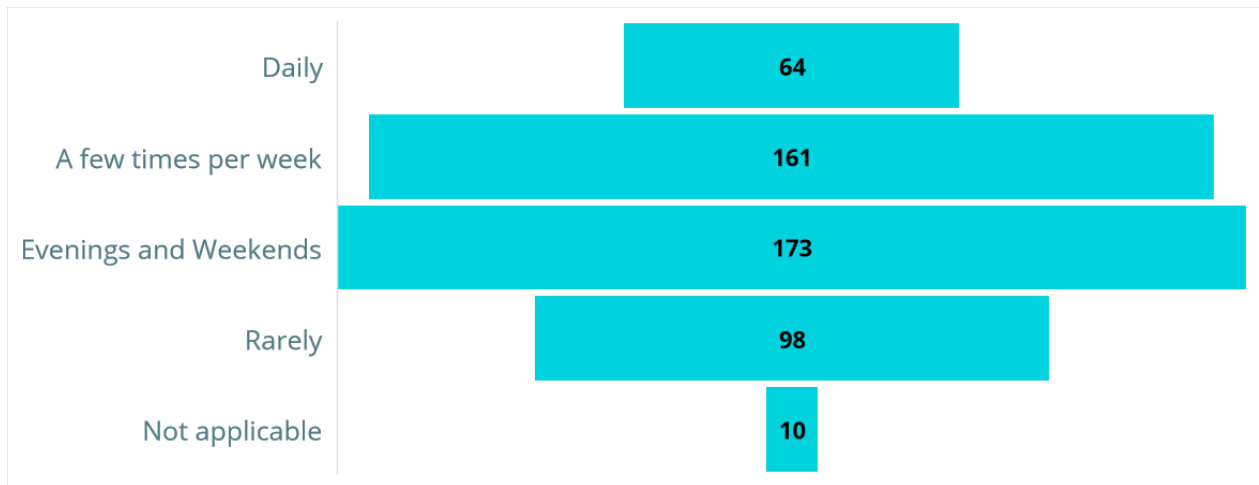


Figure 3-11 Survey Participants: Potential Frequency of Service Use



4.0 What We Heard

The following summary is a synthesis of the key themes in the feedback heard through the online survey, virtual public consultation centre, and in-person consultation centres held through March 2024. Several participants noted that the service was needed in a more immediate time frame and voiced their support for faster delivery to meet an existing need. It should be noted that the City of Cambridge through the Hespeler Road Corridor Secondary Plan is proposing density and transportation system improvements in the area around the proposed Pinebush Station, which over time would yield a significant change in urban character compared to the existing conditions today.

4.1 Benefits and Opportunities

Demand for Service

- Opportunity to meet the needs of travellers between Cambridge and Guelph, as well as to the Greater Toronto Area.
- Addressing a need in the City of Cambridge for access to GO Rail Service that has been discussed for over 15 years.

Service Design

- Merging with the Kitchener Line to take advantage of existing service and forthcoming improvements.
- Potential for integration with Stage 2 ION LRT.
- Alternative route for passengers currently driving to Aldershot to meet the GO Train.
- Consistent, reliable service to meet the needs of both daily and occasional travellers.

- Desire for both evenings/weekends service as well as weekdays.
- Reduction in parking demand in Guelph for passengers originating in Cambridge.
- Use of an existing rail corridor which would mean shorter time for delivery of the service.
- Connection for Cambridge residents who do not drive and are therefore currently the most underserved in accessing GO Train service.
- Desire to see accessibility centered in the design of the proposed Cambridge Station as well as the service itself.
- Opportunity to consider a station in Hespeler Village to cater to passengers north of Highway 401 along the proposed corridor.

Travel Time and Costs

- Reduced/competitive travel time and lower costs compared to driving, provides an inducement for more frequent travel outside of Cambridge.
- Ease of transition between services to connect to the Kitchener Line.
- Short travel time between Cambridge and Guelph of 15-17 minutes.

Wider Community Benefits

- Opportunities to boost local tourism across the connected communities.
- Reduces travel stress/expenses from driving and dealing with highway traffic on the 401.
- Climate change adaptation and mitigation benefits from reduced emissions.
- Access to employment and education opportunities for Cambridge residents in the GTA and vice versa.
- Incentive for current residents to stay in Cambridge as well as for future residents with frequent travel to Guelph/the GTA to settle in the city.
- Reducing congestion on Highway 401.
- Improved social connections for residents of Cambridge who do not drive, including older residents with family and friends in Guelph or the GTA.

4.2 Challenges and Concerns

Overall Concerns

- Perceived trade-off between providing the service and undertaking other municipal initiatives relating to housing and local transportation improvements, including Stage 2 ION LRT.
- If the service is delayed, the infrastructure needed on the Fergus Spur Line may further deteriorate or be removed due to lack of use.
- Speculation on land values around the proposed Pinebush Station could spur gentrification and displace existing residents, without municipal planning to avoid this outcome.
- The length of time to wait for delivery of the service even if Provincial and Federal partners were to come on board quickly is significant (approximately 6 years), when it is urgently needed today.
- Short-term challenges relating to disruption during the construction phase of the service.

Station Location and Design

- Lack of parking and traffic congestion in the Hespeler Corridor area were highlighted as potential constraints to effective service.
- Suggestion of a Station location in Galt to support connectivity for more densely populated areas of the city.
- Suggestion to explore a station in Preston and use the connection to extend service to Downtown Cambridge.
- Potential that the proposed Pinebush Station will not be well designed as an attractive urban feature and will not serve the needs of passengers.

Service Design

- The need to transfer between services in Guelph adds travel time and complexity, compared to the service from Kitchener which is directly on the rail corridor connecting to Union Station.
- Noise and safety concerns for residents living along the Fergus Spur Line, relating to increased rail traffic and speeds along the corridor.
- Challenges with current local transit frequency and reliability and need for complementary improvements to GRT service to support commuters travelling to the proposed Station.
- Opportunity for use of Electric Units for the rolling stock and other sustainable technologies with low emissions.

4.3 General Comments/Suggestions

- Consider a long-term connection between Cambridge and Milton, which would be a needed connection for passengers heading to destinations along the Lakeshore corridor.
- There is a significant need for service between Cambridge and Guelph today, which could be served through a local bus between the two cities.
- The Region could partner with other local municipalities towards self governing the early stages of this project and seeing it through to launch.

5.0 Question & Answer

The following is a response summary to the questions received through the engagement process, the live virtual public consultation centre, and by email. The responses below to some questions are a synopsis of the more detailed explanations provided during the virtual public consultation centre, which can be viewed in full on the project page [at this link](#).

1. How was this station in Cambridge selected to be at Pinebush rather than any other station?

The Pinebush Station was identified through the Feasibility completed in 2021, that reviewed a range of station location options and evaluated them against a set of criteria including access, connectivity to other transit, travel time to Guelph, and opportunities for intensification. The Pinebush Station offers a shorter travel time to Guelph, is planned to be a connection to the future ION service, and is within the Hespeler Road Corridor Secondary Plan Area that lays out a vision for greater density through mixed uses and improvements to public space and cycling/pedestrian connections that will support higher order transit connectivity such as rail service.

2. Why is the connection to Guelph being explored instead of to Milton?

A connection between Cambridge and Milton was explored during earlier studies ([2014](#), [2015](#) and [2021](#)). The 2021 Study highlighted that in comparison to a Guelph connection, the investment required to establish a Milton connection would be more costly and offer a longer overall travel time to Union Station. While connecting to Milton might be a shorter route, due to the complexities of negotiating access on the CP-owned corridor, the Guelph connection allows for access to a wider range of key destinations along the Kitchener Line corridor including Pearson Airport. Additionally, with the identified demand for access to Guelph from Cambridge, there is an opportunity to offer an improved experience for commuters and travellers from Cambridge to locations in the Greater Toronto Area.

3. How will the Pinebush Station support travellers if there is limited parking?

The design of the Pinebush Station aligns with the intended function of an urban integrated station, similar to other new stations that Metrolinx is designing. The layout of the station would include some limited opportunities for parking, and would be focused on people accessing the station by local transit, walking/rolling, cycling, carshare, taxi, or other passenger drop-off. The exact number of parking spaces would be confirmed through future detailed design phases of work, and would need to align with the development guidelines in Cambridge including the Groff Mill Creek Floodplain policies. These advantages connect to the Region and Cambridge's local initiatives around housing affordability, climate change action, community wellbeing, and safety, through supporting residents to not need a car to comfortably move around the City and to their destinations beyond the City limits as well.

4. How does this project connect to the ION Stage 2 LRT work?

The Region is undertaking an Initial Business Case similar to this project for the ION Stage 2 LRT work, which is anticipated to be complete by 2025. The idea is that the ION Stage 2 and the Cambridge to Guelph connection are independent projects that would

benefit from each other without being reliant on one happening in order for the other to move forward. The LRT system will provide a very frequent and reliable rapid transit service throughout the Region's urban areas connecting the region, whereas the GO train service is more of an inter-city service connecting to Guelph and to Toronto. With very frequent LRT service (10 minutes or better), the intention is that in the future, Cambridge residents would be easily able to connect to the proposed Pinebush Station as well.

5. What is the difference between the options being proposed?

A total of five options for the service to connect Cambridge to Guelph are being considered, as follows:

- Business as Usual: No service between Cambridge and Guelph
- Option 1A: Single track, with a frequency of 1 train every 60 minutes, and track upgrades to allow an average trip time of 16 minutes.
- Option 1B: Single track, with a frequency of 1.5 trains every 60 minutes, and track upgrades to allow an average trip time of 15 minutes.
- Option 2A: Single track with siding allowing for two trains to pass each other, with a frequency of 2 trains every 60 minutes, and track upgrades to allow an average trip time of 17 minutes.
- Option 2B: Single track with siding allowing for two trains to pass each other, with a frequency of 2 trains every 60 minutes, and better track upgrades over Option 2A. This allows for an average trip time of under 17 minutes, a smoother journey, and more opportunities to improve speeds over time.

Option 1A and Option 2A represent the 'base' level with minimal track upgrades, and Option 1B and Option 2B represent options with greater investment in the track to allow for higher speeds and greater future improvements. The series 2 options (2A and 2B) include a passing track or siding that allows for greater flexibility in train timing and would support a more frequent schedule. The configuration and range of options allows for an evaluation to be done that leaves multiple options open within the context of the infrastructure investment that would be feasible for a new service to be implemented.

6. What would the service interchange at Guelph Central Station look like?

The intention is for the Cambridge to Guelph service to come in parallel to the Kitchener Line train in Guelph and allow passengers to easily and comfortably disembark and board between services, without a significant wait time. This would entail detailed planning with Metrolinx to design a travel schedule that brings passengers into Guelph to meet the Kitchener Line trains, and similarly to complete their journey back to Cambridge if that is their originating stop. The trains running on the Fergus Subdivision spur line would be able to travel from Cambridge to Guelph and then reverse for the return journey.

7. Would it be possible to add Stations along the line between the proposed Pinebush Station and Guelph?

Yes, adding stations is feasible and could be considered as the population in Hespeler Village continues to grow and it becomes worthwhile to add a station to support riders not having to travel south to the Pinebush location. Adding stations would extend the trip time, which is why for the initial service we are only exploring a non-stopping route

between Cambridge and Guelph.

- 8. What sort of improvements are proposed for the Fergus Subdivision? Is it possible that the track will be torn out before this service can be instituted, and would the Region look to purchase the track? Would freight service still run on the route?**

There are improvements to the track to allow for a higher quality track to support passenger rail with higher speeds and a smoother journey, which would also provide benefits for freight rail service and allow for both types of service to run. Grade separations at key junctions in have also been accounted for so as to maintain traffic flow on local roads where the rail track currently crosses at grade. As the Fergus Subdivision currently services an important employment area in Guelph-Eramosa Township, the Region's discussions with CN have included the need to maintain this service and consider opportunities for integration relating to timing and frequency. At this time the option for the Region to purchase the track is open to review and consideration through future studies, and the Region is not aware of any plans by CN to remove any portions of the track that would be needed to run the service.

- 9. Could the service originating in Cambridge run all the way to Union Station without stopping in Guelph for transfers to the Kitchener Line?**

This is a possibility but would potentially be challenging to implement given the convergence of trains at Union Station and demand for tracks and platforms arriving at the Station. This would be a consideration to explored in future phases of the Business Case process.

- 10. Is there a possibility of running a bus service between Cambridge and Guelph to meet existing demand, either as an alternative to the rail service or in the interim before this service becomes available?**

The Region is exploring a bus service as a possibility. It is currently not offered as the Municipal Act limits Grand River Transit to providing service within the Region of Waterloo, but there are potential avenues to implementing such a service which would include partnership agreements with the City of Guelph. Often bus service is implemented as a means to establish ridership along a route prior to implementation of rail service, and could be implemented in a relatively cost effective manner. Between Cambridge and Guelph, this would likely run along Wellington 124, and be slower than the proposed rail service but still within a reasonable amount of time and provide a viable and competitive alternative to driving. A comparison of bus service to rail service was considered in the 2021 Feasibility Study.

- 11. What does the process look like towards implementing the service?**

The Initial Business Case is being completed to comply with the Metrolinx Initial Business Case framework, to move forward through subsequent phases of the Business Case process with Metrolinx leadership. There are also opportunities to consider Federal funding to support the remaining phases of the planning and design process as well as construction, which is an approximately 6-year timeframe once there is a commitment from Provincial or Federal partners to move forward with the project. In general, the intent is that the Region may continue to fund additional studies, but that ultimately funding for project implementation would come through Provincial and Federal sources.

The proposed service would have a number of benefits to the local community as well as more broadly towards creating a more complete and connected network of routes to major communities in the Greater Golden Horseshoe, and it is therefore anticipated that higher levels of government would be interested in partnering with the Region to achieve this service.

12. What are the potential construction impacts and how will these be managed, and how can community members stay updated?

The best way to receive updates is by subscribing to the project page on EngageWR [at this link](#). The Region will be consulting through subsequent phases of work with adjacent property owners, Indigenous Rights Holders, and the wider community on any potential impacts and how they can be mitigated. While construction impacts would occur, the Region is committed to working closely with affected businesses and residents to manage disruption, provide clear wayfinding and notice of any temporary changes to transportation routes, and identify efficient construction approaches to reduce the timeline for completion.

13. How does the planned Breslau Station fit into planning for service to Cambridge, when compared against this proposed service?

The Breslau Station is being looked at by Metrolinx but for a different market and passenger profile compared to the service between Cambridge and Guelph. The two services would be alternatives, and would not be competing for riders. The Breslau Station would have more parking availability, but would not be an urban integrated station with the same level of surrounding amenities and connections to the community that the proposed Pinebush Station would offer.

14. What types of train technology would the service be using? Are faster travel times possible with the required track upgrades?

There is a wide range of options that could run along the track which would also be co-dependent with the type of track improvements that are undertaken, which would also impact the costs and balance of the benefit-cost analysis. The travel times presented could be improved on through future upgrades and improvements as passenger ridership grows on the corridor. In general, there are options to consider electric as well as battery units that are smaller and more efficient to run, as well as full sized double decker trains like the ones that currently run on the Kitchener Line. The main objective would be to optimize the design to align with the Region's strategic objectives and at a manageable cost for the initiation of the service. The vehicle options would be explored in further detail through subsequent phases of the Business Case process.

15. Can the type of train use in this corridor through run onto ION tracks?

The type of track and vehicles on the GO service line would be different from the LRT. There is an opportunity to align timing and ease of transfer between the two services to support connectivity to other parts of Cambridge.

16. What is the total travel time between Cambridge and Union Station?

The anticipated travel time starting from Cambridge and arriving at Union Station, including the transfer in Guelph, is approximately 87 minutes, which is competitive with

current car travel times.

17. Will the Region be seeking endorsement from local municipalities towards obtaining Metrolinx support to progress the project?

The Region will be working with local municipal partners including the City of Cambridge, City of Guelph, Wellington County, and Guelph-Eramosa Township to advance the case for the proposed service with Metrolinx, and will be sharing updates on the project page as the project progresses.

18. How likely is it that this project will advance? Is there support from Metrolinx and the province? What do you anticipate being the biggest barrier(s) to moving this project forward?

The Region is in regular communication with Metrolinx, and there is some indication that the proposed service is being considered in the wider context of the Metrolinx Regional Transportation Plan. At this time, the Region will be looking to advance the project through the necessary studies and additional levels of the Business Case process in partnership with Metrolinx and other higher levels of government.

19. What happens if Metrolinx determines that they are not interested in funding or leading this project towards implementation?

There are a number of avenues that the Region could consider towards advancing this project and connecting Cambridge to GO Rail service.

20. Are there any other locations that the Region would consider for the Cambridge Station location as this project progresses?

In general the Station locations would need to provide an optimal connection to the Fergus Subdivision and be evaluated based on benefits and costs of implementation. Future phases of the Business Case would draw on the Feasibility Study and Initial Business Case work to advance the detailed design of the Station.

21. I understand that Wellington Road 124 is marked as a cycling route. Since that road is likely to be grade separated and go over the rail corridor, will a protected Multi-Use trail also go over the rail?

The design of a grade separation at Wellington Road 124 would be further explored with Wellington County to determine the appropriate design and continuity as well as safety for cyclists and pedestrians through the area.

22. Would it be possible to institute a direct bus service between Cambridge and Union Station?

This type of service would be within the purview of Metrolinx, and not one that the Region would operate. The suggestion is noted and will be shared with Metrolinx to consider further.

23. Is there a plan to continue the expansion to connect with Hamilton via rail?

Further inter-regional connections are not currently being explored but could certainly be considered in the future through the appropriate studies.

24. When will the pedestrian streetscape be coming to Hespeler Road?

The City of Cambridge is leading the review of improvements to the Hespeler Road corridor through the Secondary Plan and transportation studies. For further information please contact the City of Cambridge.

25. Conestoga College is locating across from the Guelph Central transit station, and will have 5,000 faculty and students. Has this been considered in the Business Case?

Providing connections for university students between Cambridge and Guelph is an important benefit, captured under the overall community benefits of the project. The projected ridership is based on province-wide transportation studies and modelling, and would not specifically have included the proposed Conestoga College population.

26. Were land value improvements as a consequence of better regional transit considered in the stream of social benefits? Are there any prospects for Metrolinx or municipal agencies to capture some or all of the land value improvements (similar to the land development and transit operation model in Japan)?

The Region will be exploring this through additional studies in support of the project.

27. Does the project also include the costs that could be saved from reduced road / highway maintenance? Or does it consider the costs saved from reduced local emissions?

The potential emissions reductions are factored into the evaluation of Net Present Value as part of the Economic Case. In terms of savings on highway improvements, these are identified qualitatively as being a benefit of attracting new transit users away from the use of highways and major roads and onto transit, thereby reducing the need for future highway expansion/improvements.

28. Over what time period are the costs in the Financial Case calculated?

The Financial Case includes an evaluation over the lifecycle of the investment, taken as approximately 60 years.

29. Will there be an opportunity to combine an active transportation corridor beside the rail line near Edinburgh road and use the grade separated bridges to reconnect neighbourhoods on the Guelph end?

Local active transportation improvements in Guelph would be undertaken by the City of Guelph, with opportunities to consider enhanced pedestrian and cycling access as part of any future grade separation projects.

30. Why is the estimated cost of the project significantly higher in the Initial Business Case as compared to the 2021 Feasibility Study?

The primary reason is the addition of a grade separation to the capital costs of the project, based on an updated and more detailed review of the existing and future conditions. The Initial Business Case also goes into greater depth and detail in the costing exercise compared to the Feasibility Study.

31. Is there any thought to include GRT into the one fare program to aid people financially while commuting?

The fare revenue mechanism can be reviewed in greater detail through future stages of the Business Case in order to integrate equity-based considerations and support wider ridership.

32. I have seen construction at Guelph Central, are there tunnels already being built at Guelph to the other platform?

The current construction at Guelph Central Station is related to Metrolinx improvements to service along the Kitchener Line. More information is available [at this link](#).

33. Will service be available on weekends?

The Initial Business Case forecasts full-service build-out in 2041, after which the proposed service would operate as a two-way all-day service on weekdays and weekends.

34. Would the Black Bridge Road crossing be modified/improved for safety?

The City of Cambridge is undertaking work to improve the Black Bridge Road crossing over the Speed River, which is anticipated to proceed this year. More information is available on the City's project page [at this link](#).

35. Will the train timings be consistent throughout the day? For example, the first train back from Union to Kitchener on weekends starts after 3 p.m.

The service would be designed to coincide with the Kitchener Line timing, which is anticipated to improve significantly by 2041.

36. Is an option being considered to improve the frequency of the Kitchener line in addition to a Cambridge line?

Metrolinx is undertaking work to improve the frequency and speed of travel along the Kitchener Line, towards 15-minute, two-way all-day service. More information is available on the Metrolinx project page [at this link](#).

6.0 Next Steps and Staying Involved

The Region will be finalizing the Initial Business Case and bringing a information report to Regional Council in early fall 2024, accompanied by presentations to local Councils and updates to the EngageWR project page. The final report will be shared with Metrolinx, and ongoing coordination is being undertaken to encourage consideration of this project as part of the agency’s Regional Transportation Plan that is currently being updated.

Project Contacts

If you have a question or comment about the Cambridge to Union Initial Business Case, please contact:

Oriana Aguas, Project Manager
 Transportation Services Department,
 Region of Waterloo
 Email: oaguas@regionofwaterloo.ca
 Telephone: 226-753-5403

Stay in touch and receive updates by subscribing to the EngageWR project page at the following link: engagewr.ca/cambridge-to-union-passenger-rail

Figure 6-1 Snapshot of EngageWR project page

Home / Engage Region of Waterloo / Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

[f](#)
[t](#)
[in](#)
[✉](#)

Project Overview

The Region is developing an Initial Business Case to explore passenger rail service between Cambridge and Guelph, connecting to Union Station via the Kitchener GO Line.

Providing an efficient, well designed transit service for Cambridge residents to take GO transit has been a long-standing priority for the Region and City of Cambridge. This builds on previous work completed in 2021 which also included a review and comparison of service between Cambridge and Guelph, and between Cambridge and Milton ([Cambridge to Union GO Rail Feasibility Study Phase 2 Report, 2021](#)). The outcome of the 2021 Study indicated a connection to Guelph was the preferred option.

The current work expands on the 2021 study, applying the Metrolinx Business Case methodology to include the requirements of an Initial Business Case and to develop conceptual designs for the integration of the service at a potential future ION Station South of Hespeler Road at Eagle Street/Pinebush Road, and at the Guelph Central Station in downtown Guelph. The service would run on the current CN-owned and -operated Fergus subdivision, which is currently in service for freight transportation.

STAY INFORMED
 Subscribe for project updates

Your email address...

Subscribe

265 members of your community are following this project

Timeline & Milestones

- ✓ Review of Background Studies
- ✓ Draft Initial Business Case
 1. Problem/Opportunity Statement, Project Objectives, and Evaluation Methodology
 2. Development of Service Strategies
 3. Development and Analysis of Options
 4. Options Evaluation and Financial Costing
- Draft Concept Design
- Public Consultation Centres and Online Survey
- Project Implementation Roadmap
- Executive Summary and Final Report

Appendix A: Public Consultation Centres Notice





Region of Waterloo

Updated: Region holds public meetings to share Initial Business Case for potential Cambridge to Union GO Service

Posted on Friday March 01, 2024



Waterloo Region – The Region of Waterloo has been working on an Initial Business Case to explore passenger rail service between Cambridge and Guelph, and further connect to Union Station via the Kitchener GO Line.

The Initial Business Case and conceptual design for the integration of GO service in Cambridge and Guelph, is nearing completion and furthers the [2021 Cambridge to Union GO Rail Feasibility Study](#).

Public Meetings

The project team is ready to share their highlights to date and asks residents to share their comments on the potential service and conceptual drawings. Join us for one of two meetings:

Live online meeting — March 19

Join us for a live virtual meeting via Zoom on **March 19 from 6:30–8:30 p.m.** We encourage you to register for this meeting in advance at www.engagewr.ca/cambridge-to-union-passenger-rail. Registration is not required, but when you register, you will receive reminders about the meeting the day before, and an hour before the start time to make sure you don't miss it. We will post a recording of the presentation on the project page a few days following the meeting along with all the presentation materials. We hope that you're able to join us for this exciting discussion.

In-person meetings — March 18 (Cambridge), March 21 (Guelph)

We'll also share this information at two in-person meetings:

Chat

- March 18, 6–8 p.m., Bowman Room, Can **Chat** esentation at 6:15 p.m.
- March 21, 6–8 p.m., Main meeting room, Guelph City Hall. Presentation at 6:15 p.m.

Both in-person meetings will start with a brief presentation at 6:15 p.m., followed by an open house until 8 p.m. where you can ask questions of the Region’s project team.

The project team will present:

- An overview of the project background including previous studies.
- The process for developing an Initial Business Cases in alignment with the Metrolinx methodology and present highlights of results.
- The Initial Business Case organization and conclusions.
- The corridor and proposed stations visuals.
- An opportunity to share comments and ask questions about the proposed rail service.

If you have any questions or require accommodation to join these meetings, please contact Oriana Aguas, Project Manager, at oaguas@regionofwaterloo.ca.

Back to Search

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Telephone: [519-575-4400](tel:519-575-4400), Deaf and Hard of Hearing (TTY): [519-575-4608](tel:519-575-4608), Fax:
[519-575-4481](tel:519-575-4481), [Email Us](#)

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Designed by eSolutionsGroup

Chat

Appendix B: Open House Display Panels



Project History

2009-2014

Cambridge to GTA Rail
 Passenger Feasibility Study
 Business Case
 Exploring a connection from
 south Cambridge to Milton

2018 - 2021

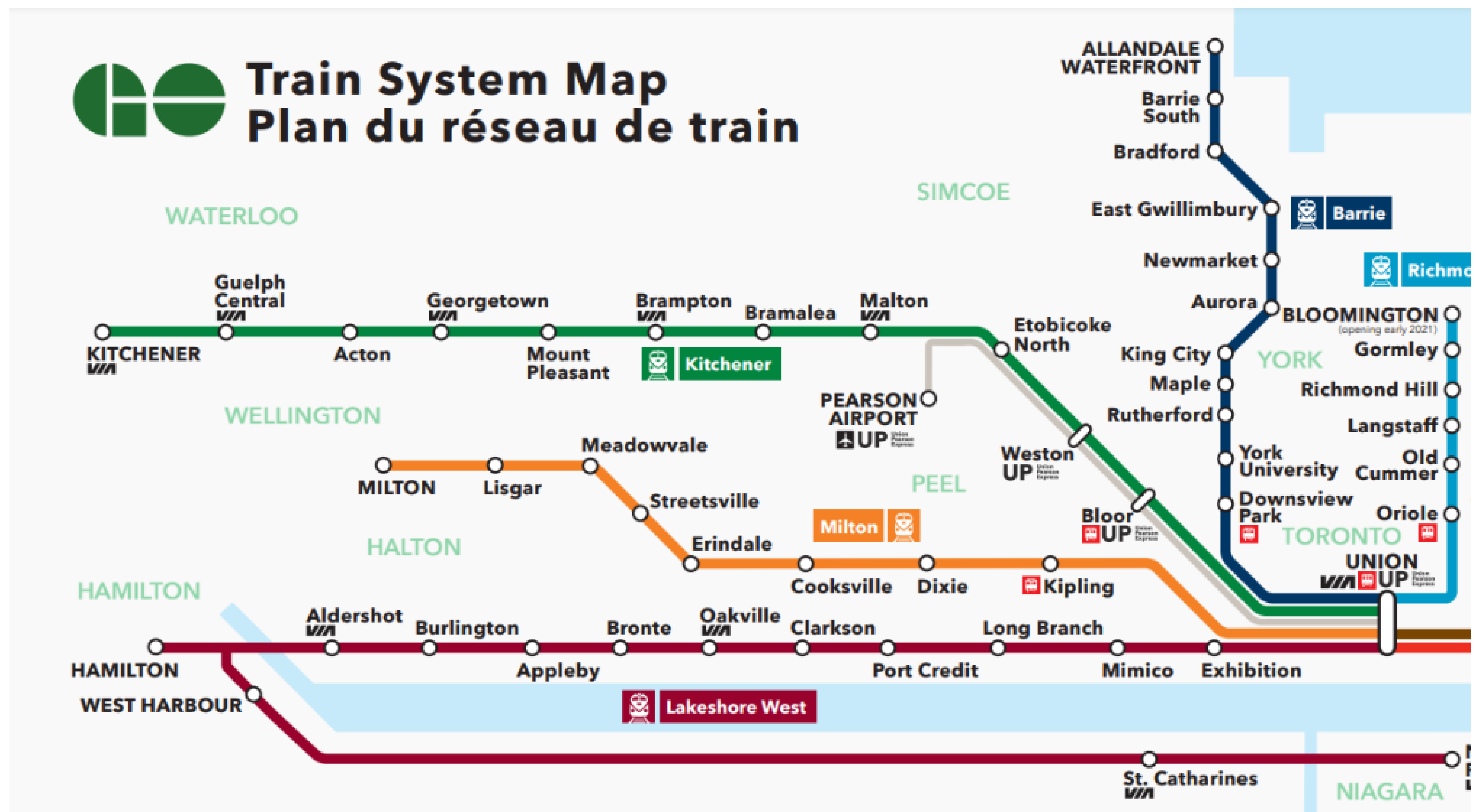
Cambridge to Union
 GO Rail Feasibility Study (Phase 1 and 2)

2023

Cambridge Passenger Rail
 Initial Business Case and
 Concept Design






Cambridge on the GO
 Brochure

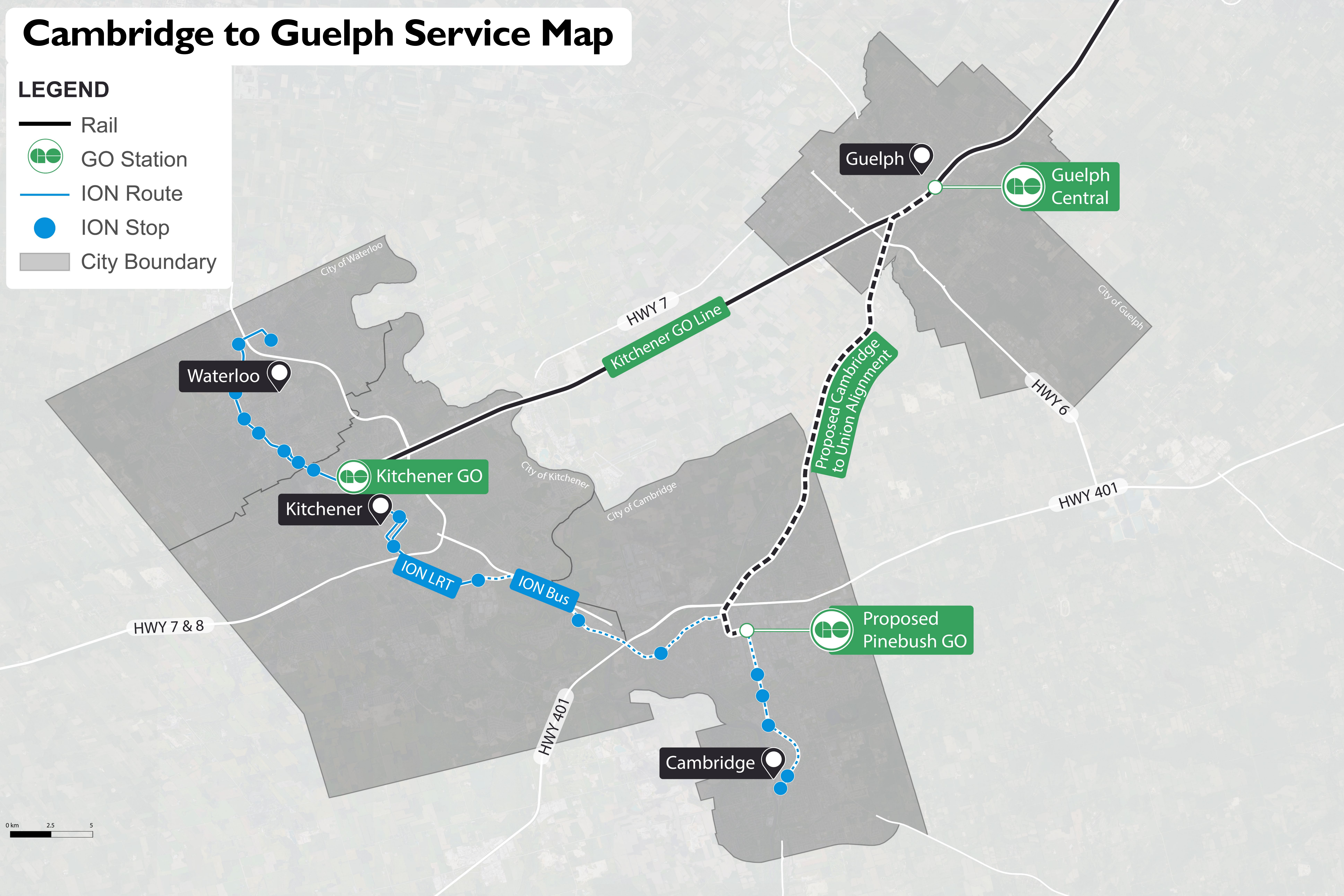
2015



Cambridge to Guelph Service Map

LEGEND

-  Rail
-  GO Station
-  ION Route
-  ION Stop
-  City Boundary



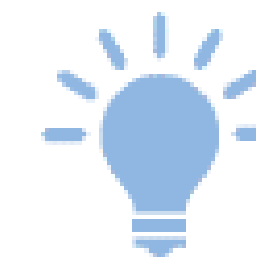
Project Overview

Key Project Tasks

- Update the 2021 Cambridge to Union GO Rail Feasibility Study undertaken by the Region of Waterloo
- Fulfill all the requirements of the Metrolinx Initial Business Case Methodology.
- Consider recent developments in GO Service, community policies and plans around GO Transit Stations.
- Develop concept designs for the service, including:
 - Alignment and upgrades to the Fergus spur line between Cambridge and Guelph
 - Service integration at the planned Pinebush ION Stage 2 Station
 - Service integration at Guelph Central Station

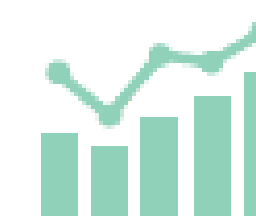
Initial Business Case Components

The Metrolinx business case methodology is made up of the following four chapters for the initial business case



Strategic Case

Detailed review of the strategic benefits of providing a GO Rail connection to and from Cambridge



Economic Case

Overall economic benefits, including both the tangible components like construction costs and intangible like time savings, as well as impacts to the broader community and environment



Financial Case

Costs of delivering the service as well as revenue made, and projection of financing costs to determine how much funding is required



Deliverability and Operations

Risks and issues related to project delivery, service plans, operations and maintenance requirements

Overview of the Service

CAMBRIDGE STOP



Urban integrated station at Hespeler Road and Tracks. (Pinebush)

Leverage planned density & mobility improvements along Hespeler Road corridor

Travel along the Fergus Subdivision



- Consistent service - hourly or better. Service every 30-60 minutes
- Direct service between Cambridge and Guelph
- Electric and battery powered options being explored
- Fast trip time between stations of approximately 15 minutes

GUELPH STOP



Integrated platform to transfer to the GO Transit Kitchener Line

Connection to improving (faster and more frequent) Kitchener GO Line services

Options Considered for Rail Infrastructure

BAU: Business as Usual

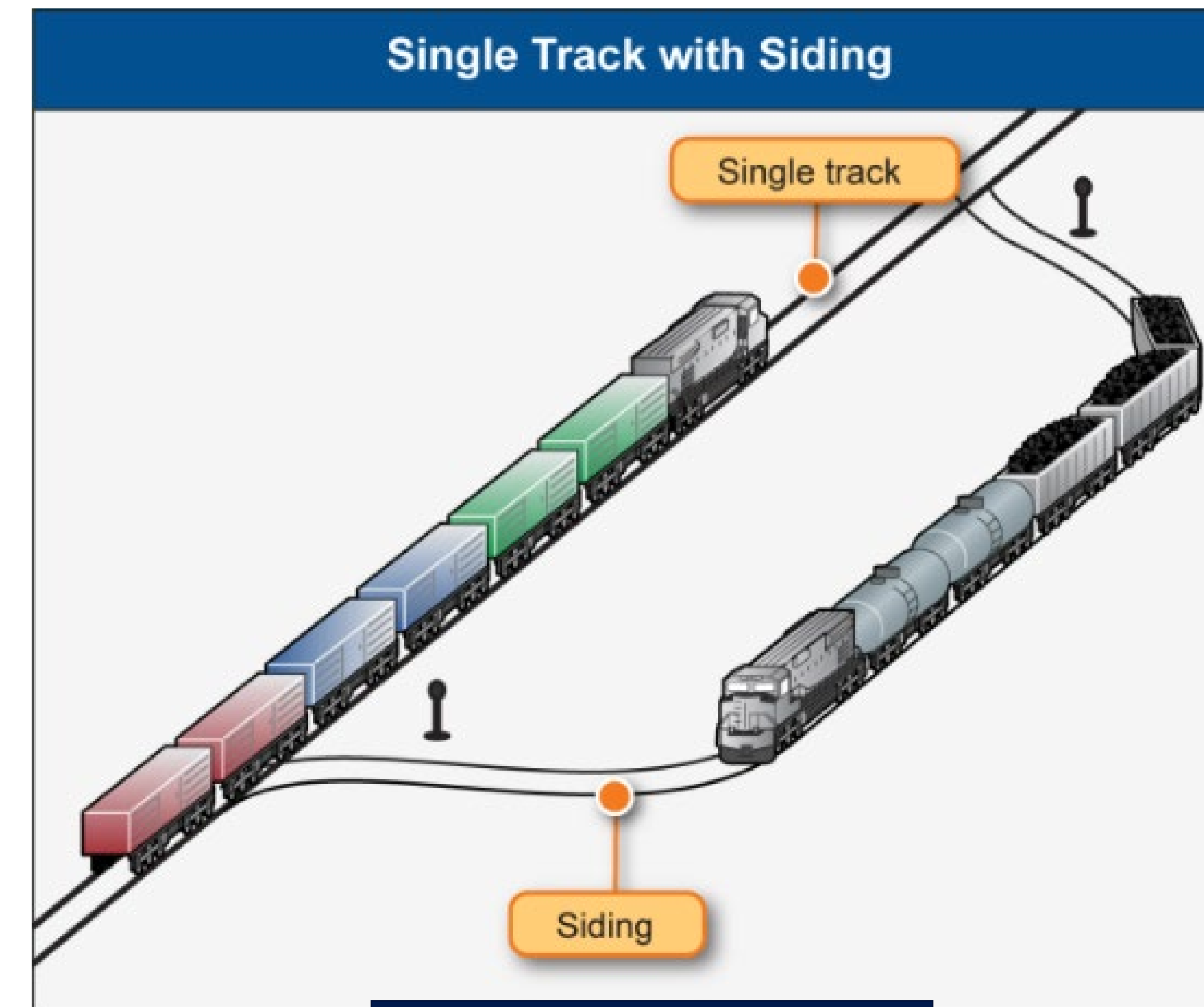
Business as Usual: No service between Cambridge and Guelph

OPTION 1A

Single track, with a frequency of 1 train per hour, and track upgrades to allow an average trip speed of 75km/hr (16 min trip time)

OPTION 1B

Single track, with a frequency of 1.5 trains per hour, and track upgrades to allow an average trip speed of 78km/hr (15 min trip time)



OPTION 2A

Single track with siding allowing for two trains to pass each other, with a frequency of 2 trains per hour, and track upgrades to allow an average trip speed of 69km/hr (17 min trip time)

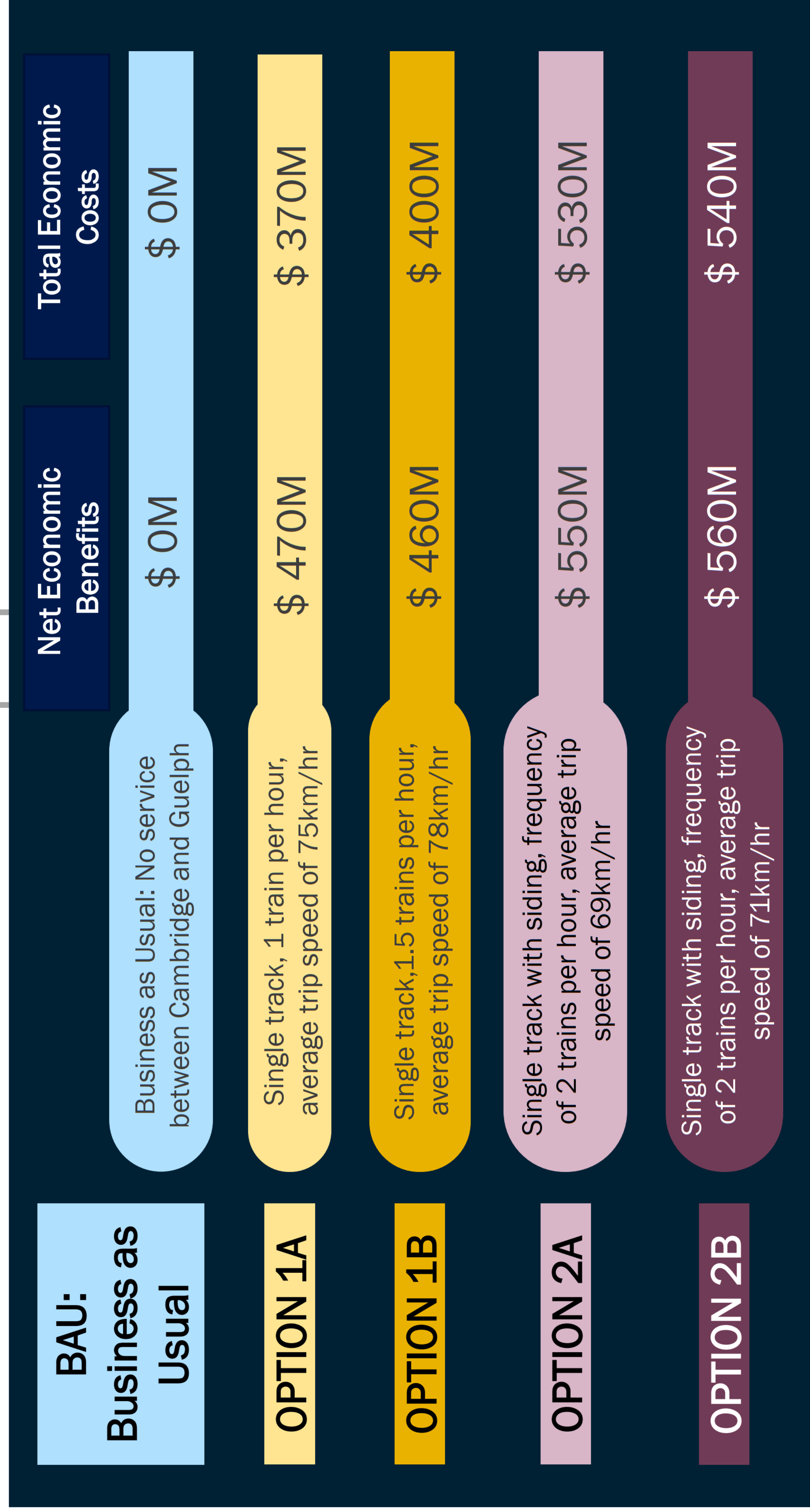
OPTION 2B

Single track with siding allowing for two trains to pass each other, with a frequency of 2 trains per hour, and track upgrades to allow an average trip speed of 71km/hr (under 17 min trip time)

Summary of Economic and Financial Assessment

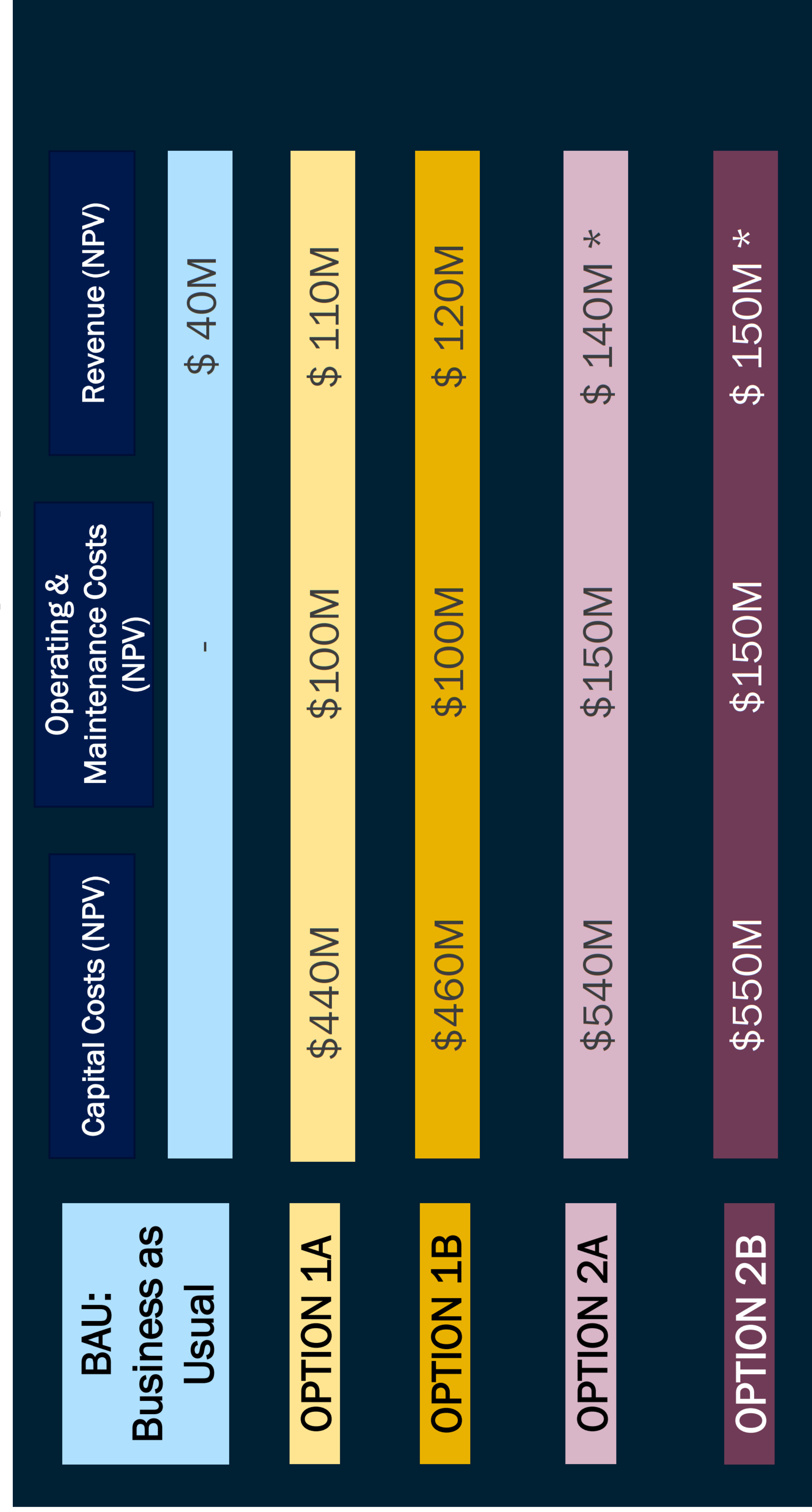
Economic Case

Net benefits are positive, and benefit-cost-ratios are greater than 1.



Financial Case

* Very conservative estimate. Greater ridership expected for Option 2A & 2B



Next Steps

For the Community

Take the Survey!

- Visit www.engagewr.ca/cambridge-to-union-passenger-rail

View the Final Report

- The Initial Business Case Report will be posted on the project website at www.regionofwaterloo.ca/en/exploring-the-region/intercity-transit.aspx

For the Region

- Seek endorsement and support from impacting municipalities as needed (City of Cambridge, City of Guelph, Guelph/Eramosa Township, and Wellington County)
- Presentation of the Final Report and recommended roadmap for next steps to Regional Council
- Continue discussions with Provincial authorities on connecting Cambridge to GO Service

Stay in Touch!

Oriana Aguas

Project Manager

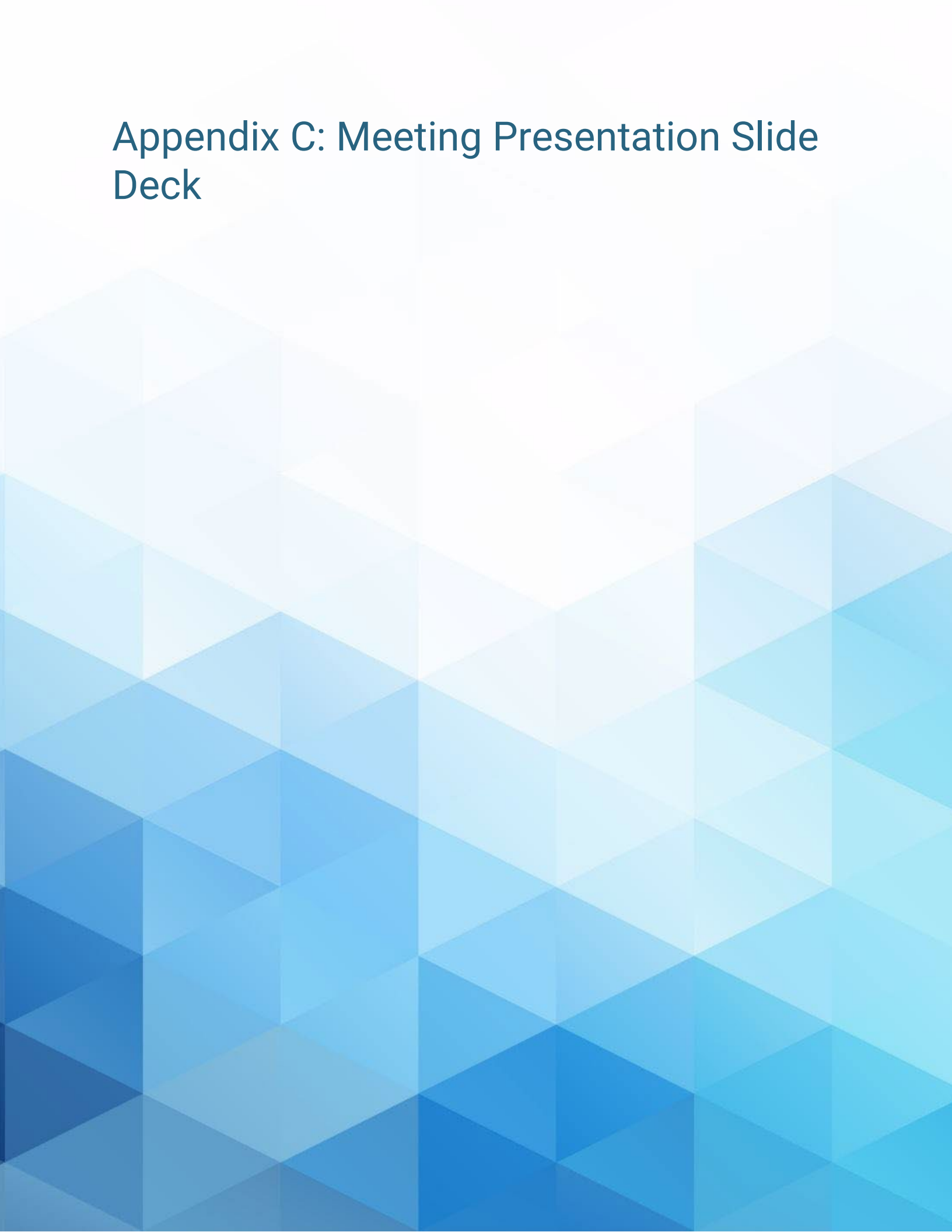
Transportation Services Department,

Region of Waterloo

Email: oaguas@regionofwaterloo.ca

Telephone: 226-753-5403

Appendix C: Meeting Presentation Slide Deck





Region of Waterloo



Cambridge to Union Passenger GO Rail Connection

Initial Business Case and Concept Design

Virtual Public Consultation Centre

March 19, 2024

6:30pm-8:30pm

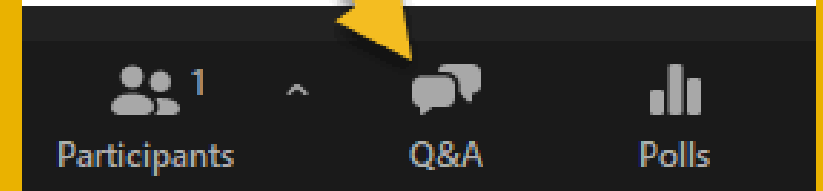


Land Acknowledgement

The land on which we gather today are the lands traditionally cared for by the Haudenosaunee (Ho-den-o-show-nee), Anishinaabe (Ah-nish-nah-bey), Neutral and Chonnonton (Chi-nawn-ton) People.

Agenda

- Introductions
- Presentation
 - Project Background
 - Overview of the Initial Business Case
 - Recommendations
 - Next Steps
- Q&A



Share your questions in the Q&A Tab at the bottom of your screen



Region of Waterloo

Project Background

A Brief History and Context



Project History

2009-2014

Cambridge to GTA Rail
 Passenger Feasibility Study
 Business Case
 Exploring a connection from
 south Cambridge to Milton

2018 - 2021

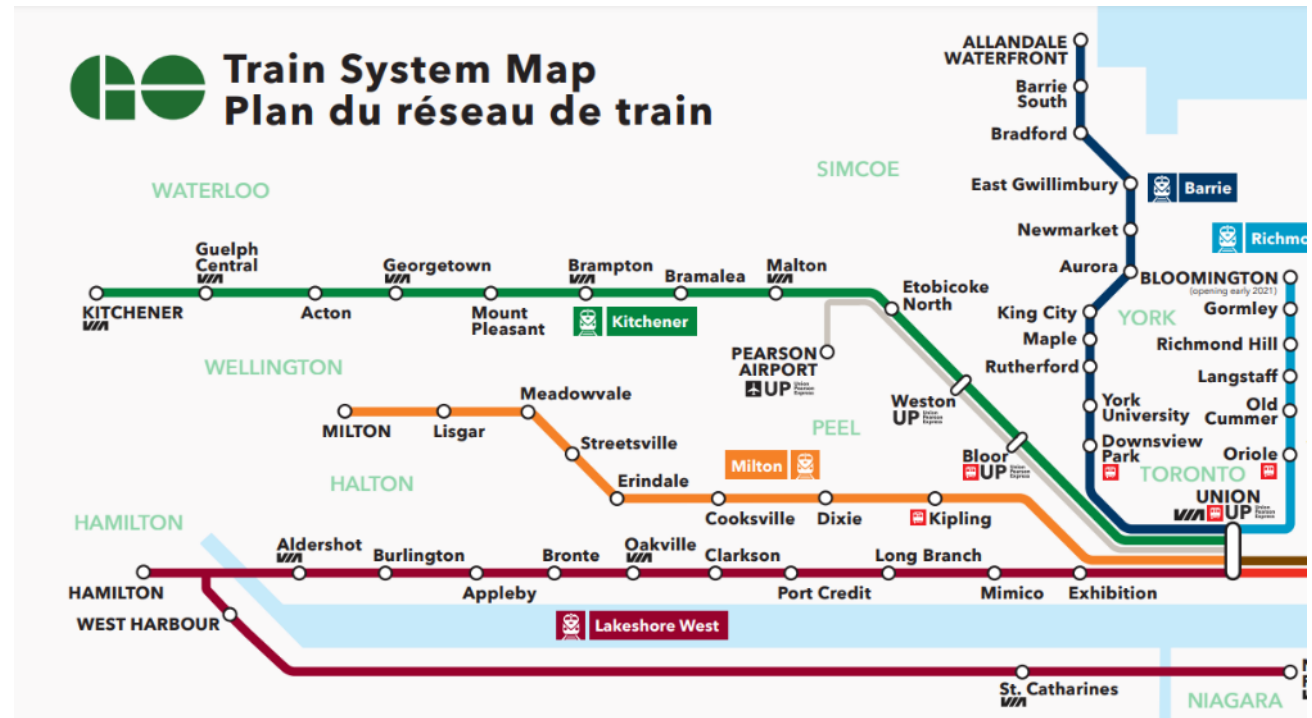
Cambridge to Union
 GO Rail Feasibility Study (Phase 1 and 2)

2023

Cambridge Passenger Rail
 Initial Business Case and
 Concept Design

Cambridge on the GO
 Brochure

2015





Why this project?



Region of Waterloo

Strategic Alignment: Region of Waterloo Strategic Plan 2023-2027



Equitable Services and Opportunities

- Ensure services are inclusive, accessible, culturally safe and appropriate
- Design equitable Regional services that meet local community needs
- Explore new models of service through community collaboration and partnerships



Homes for All

- Move quickly to create affordable, accessible, and equitable housing



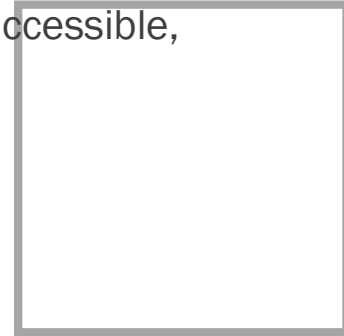
Climate Aligned Growth

- Use a climate adaptation lens to re-imagine infrastructure, land and services for growth
- Foster car alternative options through complete streets and extended alternative transportation networks



Resilient and Future Ready Organization

- Explore new service models and partnerships to achieve fiscal resilience and better service





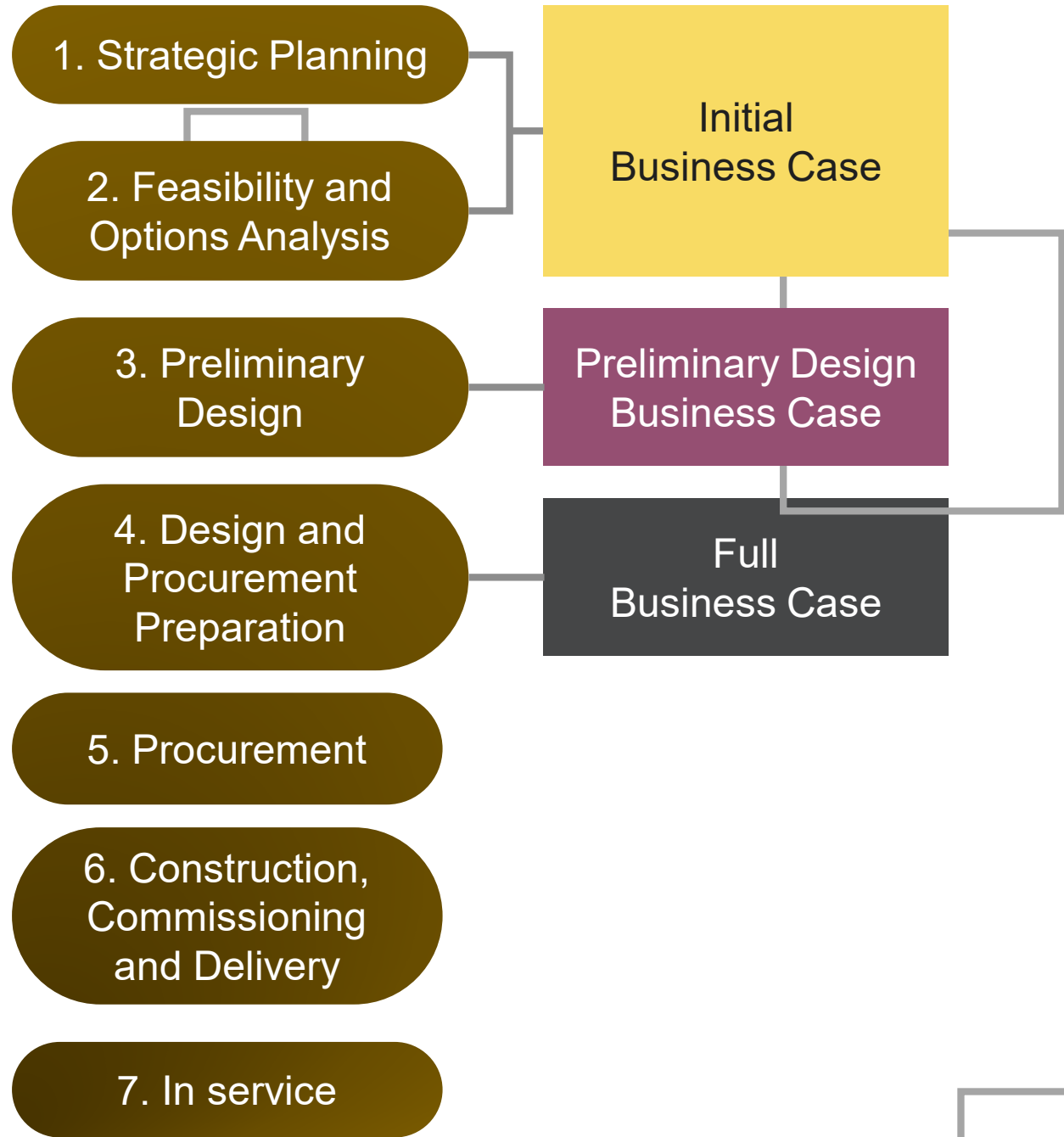
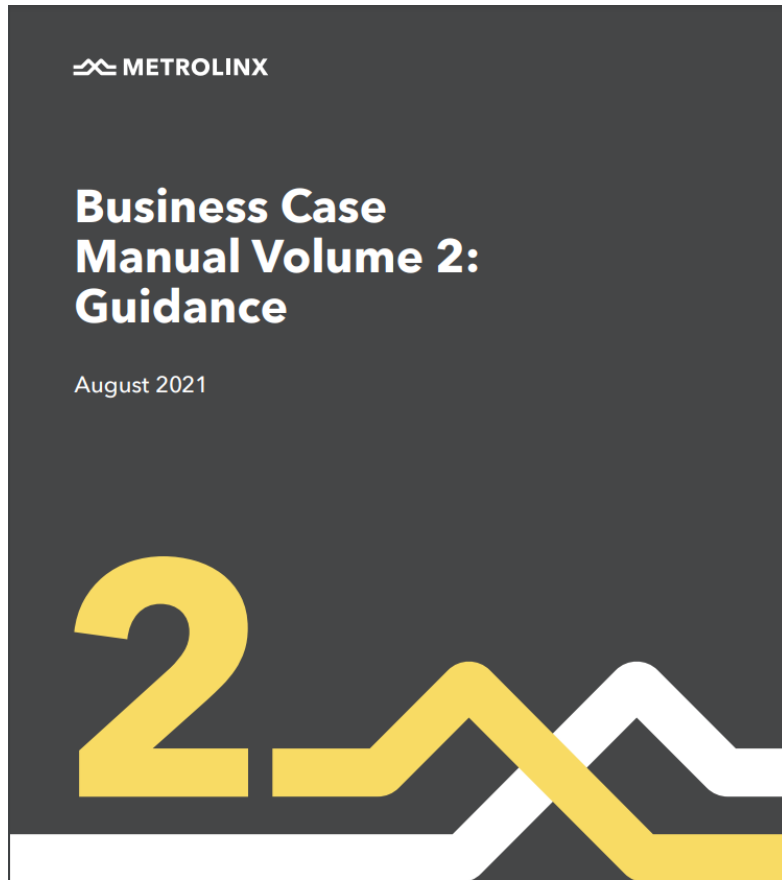
Region of Waterloo

Initial Business Case

Objectives and Key Elements

Initial Business Case Framework

What goes into it?



Initial Business Case Framework

Purpose and Components

- Update to the 2021 Study
- Recent developments in GO Service, community policies and plans around GO Transit Stations
- Concept designs for the service between Cambridge and Guelph
 - Fergus spur line
 - Integration at planned Pinebush ION Stage 2 Station
 - Integration at Guelph Central Station



Strategic Case

Detailed review of the strategic benefits of providing a GO Rail connection to and from Cambridge



Economic Case

Overall economic benefits, including both the tangible components like construction costs and intangible like time savings, as well as impacts to the broader community and environment



Financial Case

Costs of delivering the service as well as revenue made, and projection of financing costs to determine how much funding is required



Deliverability and Operations

Risks and issues related to project delivery, service plans, operations and maintenance requirements

Initial Business Case Highlights

Overview of the Service

CAMBRIDGE STOP



Urban integrated station at Hespeler Road and Tracks. (Pinebush)

Leverage planned density & mobility improvements along Hespeler Road corridor

Travel along the Fergus Subdivision



- Consistent service - hourly or better. Service every 30-60 minutes
- Direct service between Cambridge and Guelph
- Electric and battery powered options being explored
- Fast trip time between stations of approximately 15 minutes

GUELPH STOP



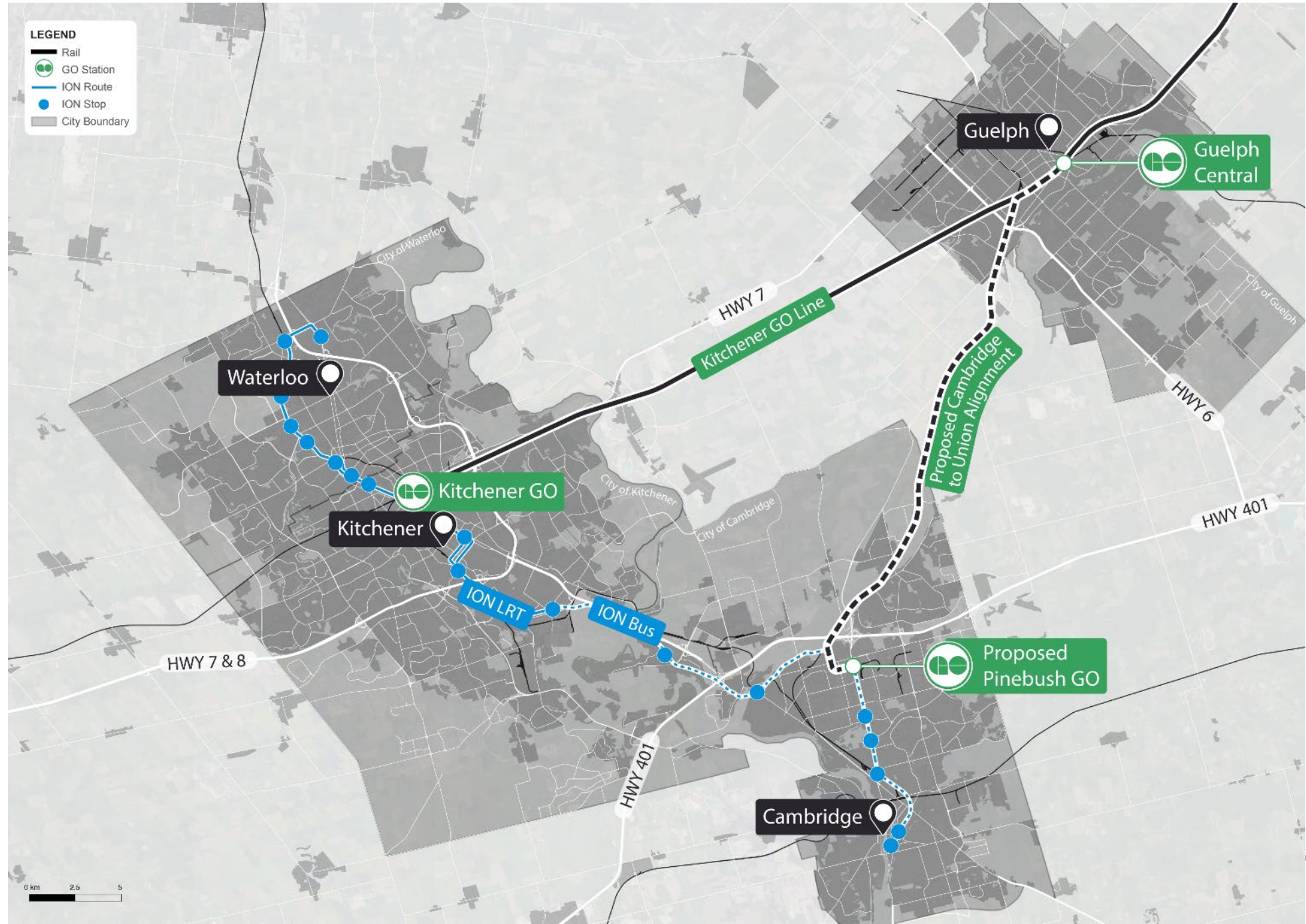
Integrated platform to transfer to the GO Transit Kitchener Line

Connection to improving (faster and more frequent) Kitchener GO Line services

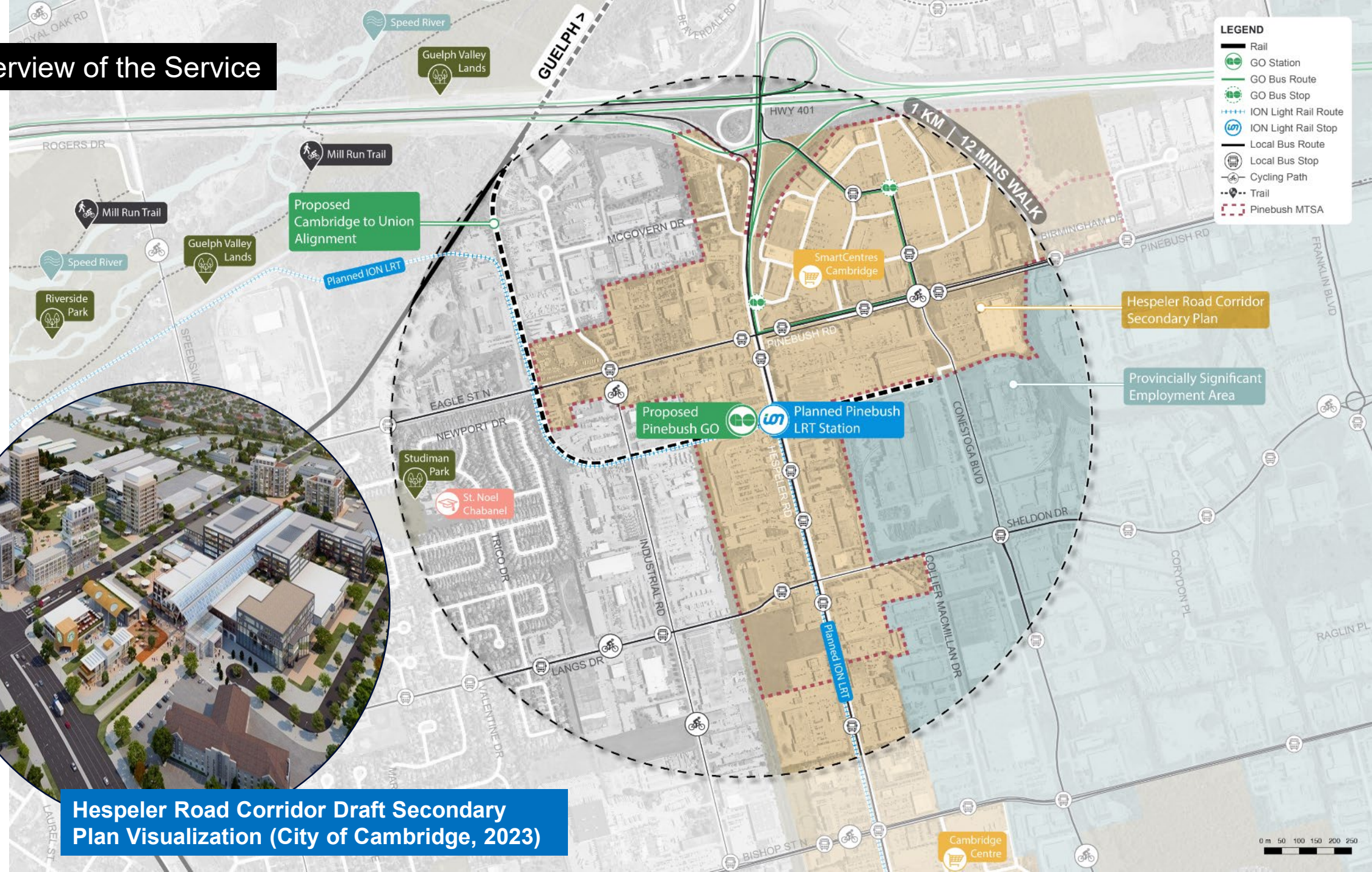
Overview of the Service

CONNECTING CAMBRIDGE TO GO RAIL

Initial Business Case Highlights



Overview of the Service



Hespeler Road Corridor Draft Secondary Plan Visualization (City of Cambridge, 2023)

Overview of the Service

PINEBUSH



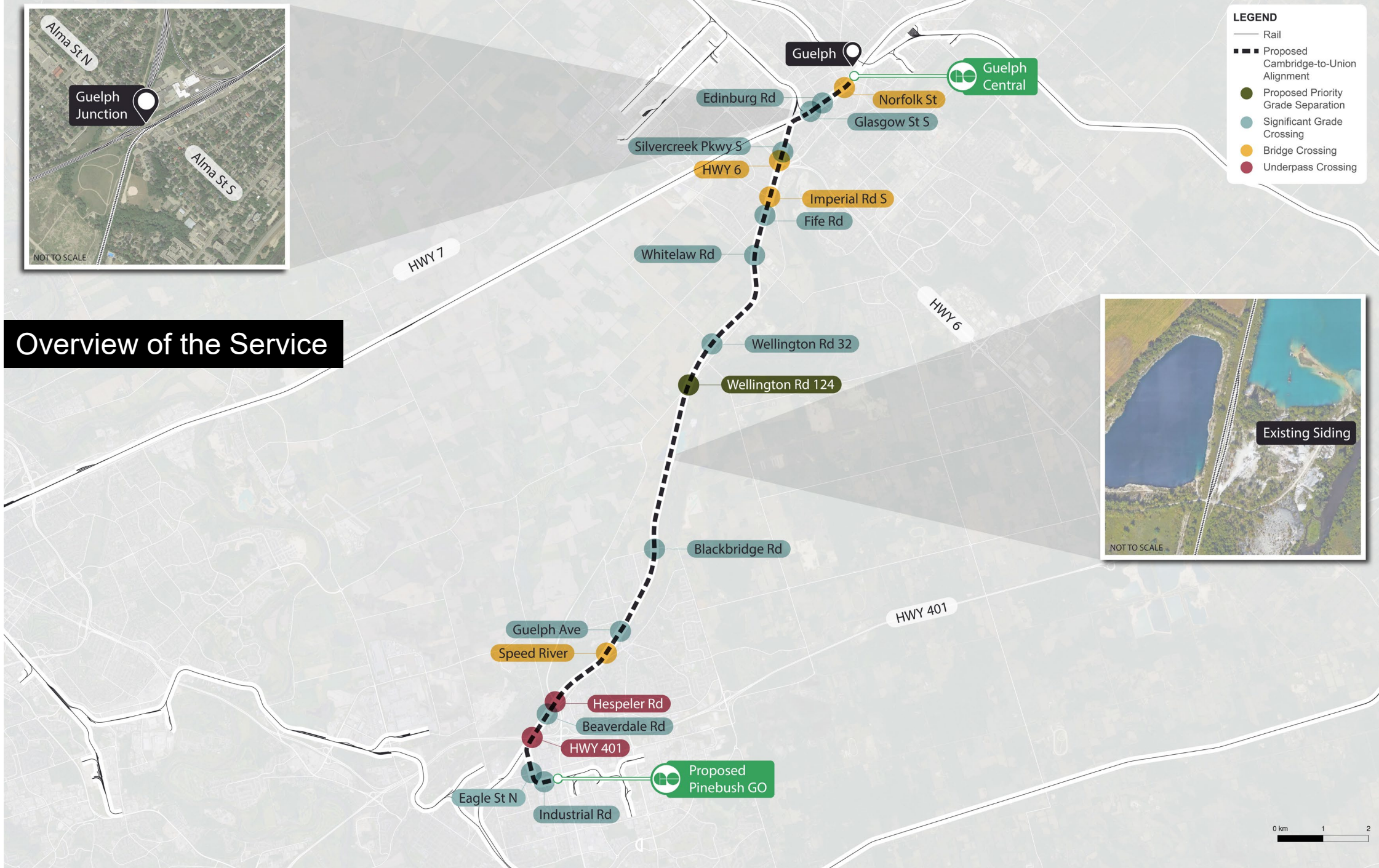
Hespeler Road Corridor Draft Secondary Plan Visualization (City of Cambridge, 2023)

CAMBRIDGE STOP



Urban integrated Cambridge Station

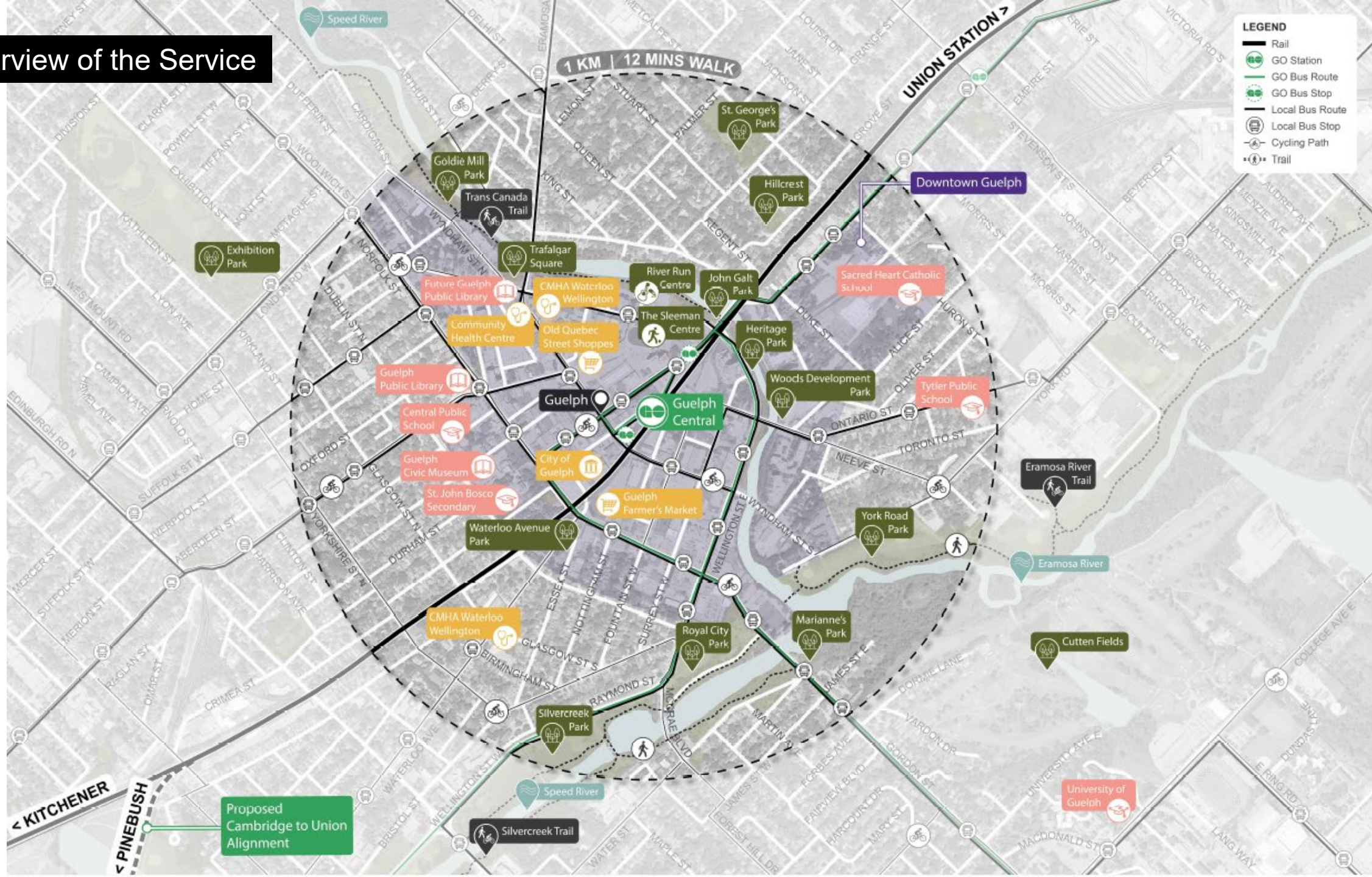
Leverage planned density & mobility improvements along Hespeler Road corridor



Overview of the Service



Overview of the Service



GUELPH STOP








Integrated platform to transfer to the GO Transit Kitchener Line

Connection to improving (faster and more frequent) Kitchener GO Line services



Initial Business Case Highlights

Strategic Case

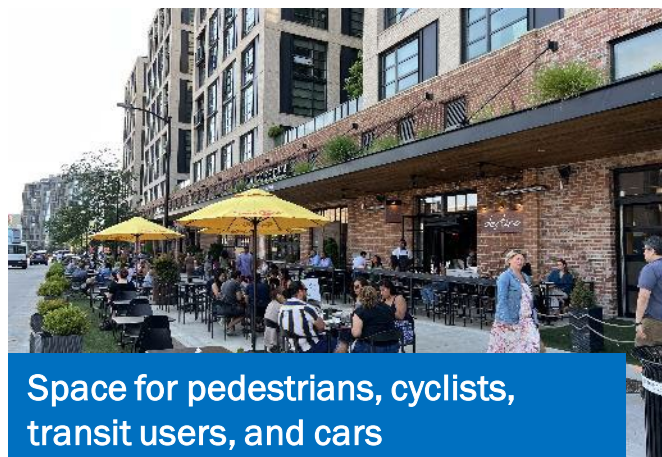
	Strategic Pillars	Benefits
	Complete the Network in Southwest Ontario	<ul style="list-style-type: none"> • Support future regional transportation network • Improve access to GO Transit • Minimize bus traffic in key transit corridors • Leverage transit investments on the Kitchener Line and the Region of Waterloo ION Network
	Improve Equity and Livability in Cambridge and Guelph	<ul style="list-style-type: none"> • Improve access to transit • Improve quality of life and public health
	Support Labour Mobility and Economic Productivity	<ul style="list-style-type: none"> • Connect commuters to jobs • Catalyze urban land and economic development • Support local innovation and prosperity
	Support a Sustainable Region	<ul style="list-style-type: none"> • Minimize GHG emissions • Support the UN's Sustainable Development Goals • Protect and maintain natural heritage and rural lands
	Support Regional Housing Demand Goals	<ul style="list-style-type: none"> • Support the planned intensification of key corridors and to enable development of transit-oriented communities

Initial Business Case Highlights

Visualizing the Future



Space for pedestrians, cyclists, transit users, and cars



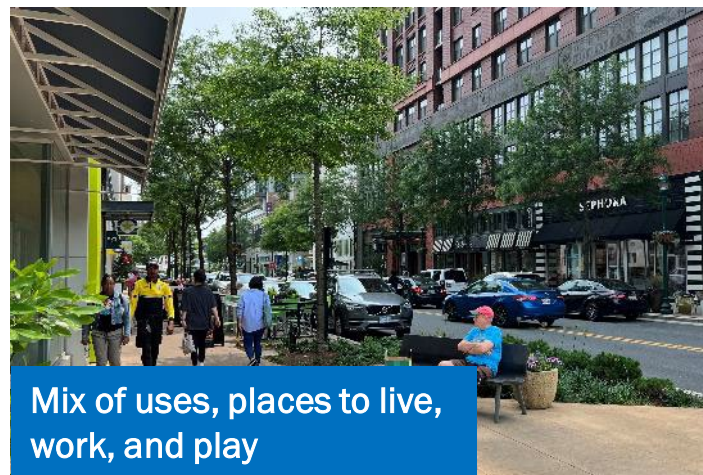
Space for pedestrians, cyclists, transit users, and cars



Multi-modal access to the Station – reducing car travel



Lively and comfortable public spaces



Mix of uses, places to live, work, and play



Integration with local transit

Initial Business Case Highlights

Investment Options

BAU: Business as Usual

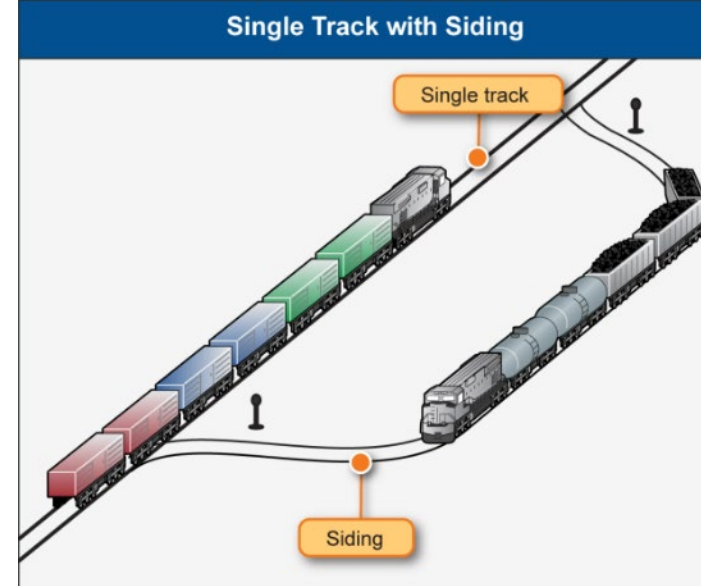
Business as Usual: No service between Cambridge and Guelph

OPTION 1A

Single track, with a frequency of 1 train per hour, and track upgrades to allow an average trip speed of 75km/hr (16 min trip time)

OPTION 1B

Single track, with a frequency of 1.5 trains per hour, and track upgrades to allow an average trip speed of 78km/hr (15 min trip time)



OPTION 2A

Single track with siding allowing for two trains to pass each other, with a frequency of 2 trains per hour, and track upgrades to allow an average trip speed of 69km/hr (17 min trip time)

OPTION 2B

Single track with siding allowing for two trains to pass each other, with a frequency of 2 trains per hour, and track upgrades to allow an average trip speed of 71km/hr (17 min trip time)

Initial Business Case Highlights

Economic Case

Net benefits are **positive**, and benefit-cost-ratios are greater than 1.

		Net Economic Benefits	Total Economic Costs
BAU: Business as Usual	Business as Usual: No service between Cambridge and Guelph	\$ 0M	\$ 0M
OPTION 1A	Single track, 1 train per hour, average trip speed of 75km/hr	\$ 470M	\$ 370M
OPTION 1B	Single track, 1.5 trains per hour, average trip speed of 78km/hr	\$ 460M	\$ 400M
OPTION 2A	Single track with siding, frequency of 2 trains per hour, average trip speed of 69km/hr	\$ 550M	\$ 530M
OPTION 2B	Single track with siding, frequency of 2 trains per hour, average trip speed of 71km/hr	\$ 560M	\$ 540M

Initial Business Case Highlights

Deliverability and Operations Case

- Architectural and Track Design Brief completed to support future post IBC work
- Project is deliverable and can be a model for other incremental regional rail projects in Ontario

CAMBRIDGE STOP



- Concept Design Developed for Pinebush ION Station & future integration with ION LRT alignment

Travel along the Fergus Subdivision



- Analysis of Existing At-Grade Crossings Completed
- Preliminary Track Layout completed with achievable speeds, geometry, and signalling upgrade requirements
- Rail Simulation run to establish reasonable end-to-end travel time of approximately 15min.
- Rolling Stock options further evaluated for more detailed cost and deliverability (EBMU appears preferable)

GUELPH STOP



- Concept Design developed for feasibility of integration with Guelph GO Station South Platform

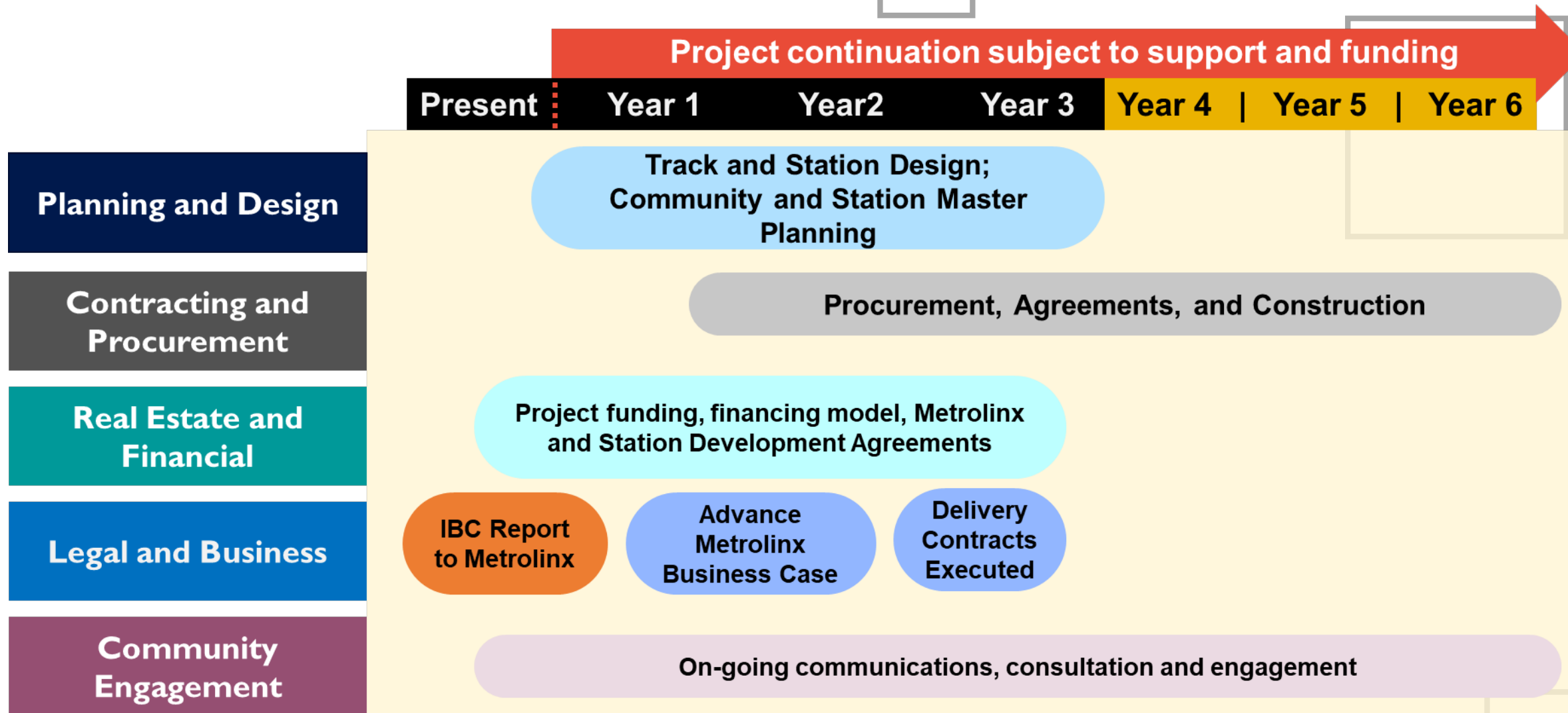
Initial Business Case Highlights

Financial Case

* Very conservative estimate. Greater ridership expected for Option 2A & 2B

	Capital Costs (NPV)	Operating & Maintenance Costs (NPV)	Revenue (NPV)
BAU: Business as Usual		-	\$ 40M
OPTION 1A	\$440M	\$100M	\$ 110M
OPTION 1B	\$460M	\$100M	\$ 120M
OPTION 2A	\$540M	\$150M	\$ 140M *
OPTION 2B	\$550M	\$150M	\$ 150M *

Project Roadmap





Region of Waterloo



Q&A



Region of Waterloo



Next Steps

NEXT STEPS

For the Community

Take the Survey!

- Visit www.engagewr.ca/cambridge-to-union-passenger-rail

View the Final Report

- The Initial Business Case Report will be posted on the project website at www.regionofwaterloo.ca/en/exploring-the-region/intercity-transit.aspx

For the Region

- Seek endorsement and support from impacting municipalities as needed (City of Cambridge, City of Guelph, Guelph/Eramosa Township, and Wellington County)
- Presentation of the Final Report and recommended roadmap for next steps to Regional Council
- Continue discussions with Provincial authorities on connecting Cambridge to GO Service

Stay in Touch!

Oriana Aguas

Project Manager
Transportation Services Department,
[Region of Waterloo](#)

Email: oaguas@regionofwaterloo.ca

Telephone: 226-753-5403



Region of Waterloo



Thank You!

Appendix D: Online Survey Questions

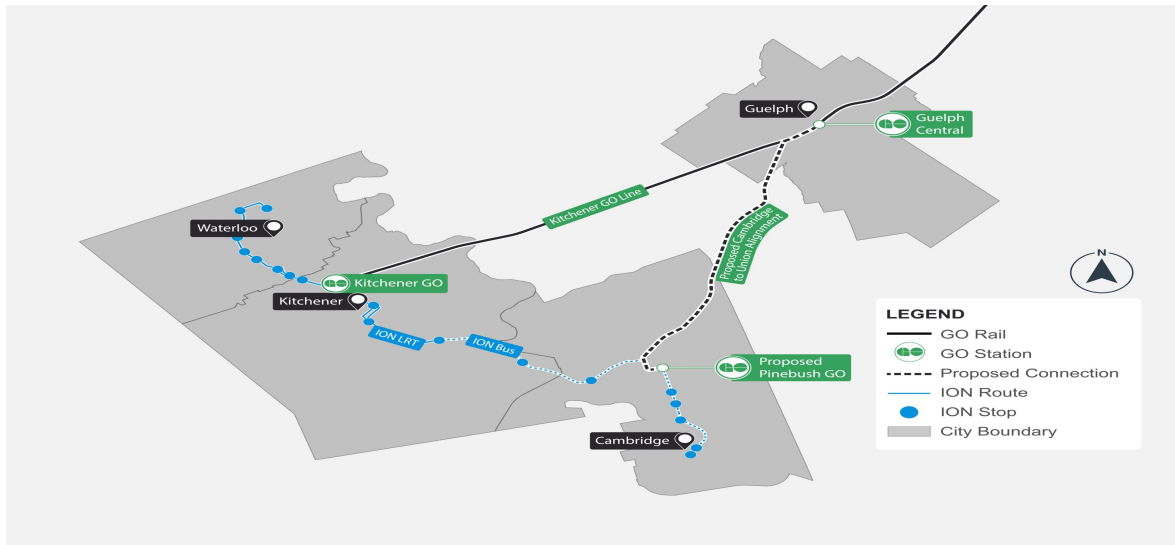


Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

EngageWR

Survey: Connecting Cambridge to GO Rail in Guelph

This survey is designed to collect your feedback and understand community perspectives on the proposed service to connect Cambridge to GO Rail service in Guelph via a passenger rail connection, as shown on the map below.



Estimated time to complete: 5-10 minutes

Survey will be open until Friday April 5th, 2024

Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

EngageWR

How often do you travel between Cambridge and Guelph?

(Choose all that apply) (Required)

- Daily
- A few times per week
- Evenings/Weekends
- Rarely
- Not applicable

How often do you travel between Cambridge and downtown Toronto (near Union Station)? Please select all that apply.

(Choose all that apply) (Required)

- Daily
- A few times per week
- Evenings/Weekends
- Rarely
- Not applicable

Which of the following stations is closest to a regular destination for you along the Kitchener GO Line?

(Choose all that apply) (Required)

- Acton (Acton Station)
- Georgetown (Georgetown Station)
- Northwest Brampton (Mt Pleasant Station)
- Downtown Brampton (Brampton Station)
- Southwest Brampton (Bramalea Station)
- Northwest Mississauga (Malton Station)
- Etobicoke (Etobicoke North Station)
- West Toronto or Pearson International Airport (Weston Station with access to UP Express)
- Southwest Toronto with access to the Bloor subway line (Bloor Station)
- None of the above

Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

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Answer this question only if you have not chosen None of the above for Which of the following stations is closest to a regular destination for you along the Kitchener GO Line?

How often do you travel between Cambridge and the station/destination you selected in your answer to Question 3 above? Please select all that apply.

(Choose all that apply)

- Daily
- A few times per week
- Evenings/Weekends
- Rarely
- Not applicable

For most of your trips that you indicated in Question 2 and Question 3 above, do you have the option to use a personal vehicle? Please select all that apply.

(Choose all that apply) (Required)

Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

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- Yes, as a driver
- Yes, as a passenger
- No

Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

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If you would be connecting to the proposed service in Cambridge or Guelph, what would be your main mode of transportation to arrive at the Station? Please select all that apply.

(Choose all that apply) (Required)

- Personal vehicle – Driver
- Personal vehicle – Passenger
- Grand River Transit / Guelph Transit
- Carpool
- Bike
- Taxi or Rideshare (e.g. Uber)
- Walk / Use Mobility Device
- Other (please specify)

What would be your main reasons for using the service (key destinations)? Please select all that apply.

(Choose all that apply) (Required)

- Travel to work
- Travel to school
- Travel for medical appointments
- For social activities (visiting family and friends, tourism, etc.)
- Other (please specify)

How frequently would you potentially use the service?

(Choose all that apply) (Required)

- Daily
- A few times per week
- Evenings/Weekends
- Rarely
- Never

How would you rate your interest in using the proposed service between Cambridge and Guelph (with access to the Kitchener GO Line to Union Station)?

(Choose any one option) (Required)

- Very interested
- Somewhat interested
- Don't know yet
- Not interested



Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

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What do you think is most important to the success of the proposed service at the Pinebush ION Station location (Hespeler Road and Pinebush Road), as visualized in the image above?

(Required)

Questions	Not Important	Somewhat Important	Not Sure	Important	Very important
Access for cyclists and pedestrians					
Access for bus transit users					
Pick up/Drop off access					
Parking					
Range of uses/amenities around the station					
Transit rider facilities (shelters, waiting areas, washrooms, etc.)					
Urban design elements (seating, landscaping, art, signage)					

What do you like about the proposed service between Cambridge and Guelph and connecting to the GO Rail Kitchener Line?

What questions/concerns do you have about the proposed service between Cambridge and Guelph and connecting to the GO Rail Kitchener Line?

About You

The following questions help understand who is participating in the survey. Your responses are optional and will be kept confidential, with only general trends shared as part of reporting on engagement.

What is your age?

(Choose any one option)

- Under 19
- 19-24
- 25-34

Cambridge to Union Passenger Rail Connection Initial Business Case and Concept Design

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- 35-49
- 50-64
- 65-74
- Over 75
- Prefer not to answer

What are the first three digits of your postal code?

Do you identify as a person with a disability?

(Choose any one option)

- Yes
- No
- Prefer not to answer

How would you best describe yourself?

(Choose all that apply)

- High School Student
- University/College Student
- Employed (Commute to work)
- Employed (Work from home)
- Unemployed
- Retired
- Full-time parent / caretaker
- Other (please specify)