Corporation of the City of Cambridge  
Council Meeting  
Addendum

Date: Tuesday, May 14, 2024, 6:30 p.m.  
Location: Council Chambers

To increase delegate accessibility, this meeting will be held as a hybrid meeting with both in-person and virtual attendance options. Register to appear as a delegation by visiting: https://forms.cambridge.ca/Delegation-Request-Form. Members of the public can choose to delegate in-person or by telephone. Alternative formats and communication supports are available upon request.

Members of the public wishing to speak at Council may complete the Delegation Request Form no later than 12:00 p.m. on the day of the meeting for Council Meetings occurring at 6:30 p.m.

All written delegation submissions will form part of the public record.

4. Presentations
   *4.3 Region of Waterloo Presentation re: Cambridge to Union Passenger Rail Connection  
   *4.4 Shannon Noonan re: 24-045-CD Neighbourhood Area Speed Limit Implementation

*6. Closed Session
   Note: The May 14, 2024 Closed Session has been cancelled.

12. Notices of Motion
   *12.2 Notice of Motion re: Establishing safe and inclusive areas for the delivery of health services to better meet the needs of Cambridge's most vulnerable residents
   Note: This notice of motion will be presented during the Council Meeting on May 14th, 2024, and will be discussed on May 28th, 2024.
Cambridge to Union Passenger Rail Connection

Initial Business Case and Concept Design

Presentation to City of Cambridge Council
May 14, 2024
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 and Context
  • Initial Business Case Overview
  • Next Steps
• Q&A
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

**2015**
Cambridge on the GO
Brochure

**2018 - 2021**
Cambridge to Union
GO Rail Feasibility Study (Phase 1 and 2)

**2023**
Cambridge Passenger Rail
Initial Business Case and Concept Design
Why this project?

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

Strategic Alignment: Region of Waterloo Strategic Plan 2023-2027

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
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 Station
  - Integration at Guelph Central Station
- Stakeholder Roundtable – Staff from Region of Waterloo, City of Cambridge, City of Guelph, Wellington County, and Guelph/Eramosa Township

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

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

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

Risks and issues related to project delivery, service plans, operations and maintenance requirements
Overview of the Service
Overview of the Service
Understanding the Initial Business Case

Objectives and Key Elements
**Initial Business Case Highlights**

**Strategic Case**

<table>
<thead>
<tr>
<th>Strategic Pillars</th>
<th>Benefits</th>
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</table>
| Complete the Network in Southwest Ontario | • 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 | • Improve access to transit  
• Improve quality of life and public health |
| Support Labour Mobility and Economic Productivity | • Connect commuters to jobs  
• Catalyze urban land and economic development  
• Support local innovation and prosperity |
| Support a Sustainable Region | • Minimize GHG emissions  
• Support the UN’s Sustainable Development Goals  
• Protect and maintain natural heritage and rural lands |
| Support Regional Housing Demand Goals | • Support the planned intensification of key corridors and to enable development of transit-oriented communities |
Initial Business Case Highlights

Deliverability and Operations Case

CAMBRIDGE STOP

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

Travel along the Fergus Subdivision

- Consistent service - hourly or better. Service every 30-60 minutes
- 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

- 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
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

Image sources: Eric Sehr; Hatch; http://hackneycyclist.blogspot.com; Hatch; Hatch; Hatch.
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 (under 17 min trip time)
Net benefits are positive, and benefit-cost-ratios are greater than 1.

<table>
<thead>
<tr>
<th>Economic Case</th>
<th>Net Economic Benefits</th>
<th>Total Economic Costs</th>
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<tbody>
<tr>
<td>BAU: Business as Usual</td>
<td>$0M</td>
<td>$0M</td>
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<tr>
<td>OPTION 1A</td>
<td>$470M</td>
<td>$370M</td>
</tr>
<tr>
<td>OPTION 1B</td>
<td>$460M</td>
<td>$400M</td>
</tr>
<tr>
<td>OPTION 2A</td>
<td>$550M</td>
<td>$530M</td>
</tr>
<tr>
<td>OPTION 2B</td>
<td>$560M</td>
<td>$540M</td>
</tr>
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</table>
## Initial Business Case Highlights

### Financial Case

<table>
<thead>
<tr>
<th>Option</th>
<th>Capital Costs (NPV)</th>
<th>Operating &amp; Maintenance Costs (NPV)</th>
<th>Revenue (NPV)</th>
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<tbody>
<tr>
<td><strong>BAU: Business as Usual</strong></td>
<td>-</td>
<td>-</td>
<td>$40M</td>
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<tr>
<td><strong>OPTION 1A</strong></td>
<td>$440M</td>
<td>$100M</td>
<td>$110M</td>
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<tr>
<td><strong>OPTION 1B</strong></td>
<td>$460M</td>
<td>$100M</td>
<td>$120M</td>
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<tr>
<td><strong>OPTION 2A</strong></td>
<td>$540M</td>
<td>$150M</td>
<td>$140M *</td>
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<tr>
<td><strong>OPTION 2B</strong></td>
<td>$550M</td>
<td>$150M</td>
<td>$150M *</td>
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</table>

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

Project continuation subject to support and funding

<table>
<thead>
<tr>
<th>Present</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and Design</td>
<td>Track and Station Design; Community and Station Master Planning</td>
<td>Procurement, Agreements, and Construction</td>
<td></td>
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<tr>
<td>Contracting and Procurement</td>
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<tr>
<td>Real Estate and Financial</td>
<td>Project funding, financing model, Metrolinx and Station Development Agreements</td>
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<tr>
<td>Legal and Business</td>
<td>IBC Report to Metrolinx</td>
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<tr>
<td>Community Engagement</td>
<td>Advance Metrolinx Business Case</td>
<td>Delivery Contracts Executed</td>
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On-going communications, consultation and engagement
Engagement Approach

Region and Municipal Staff

- Project Roundtables and Discussions: City of Cambridge, City of Guelph, Wellington County, Township of Guelph Eramosa, and Region staff
- Coordination on community engagement

Public Engagement

- Cambridge In-Person Session: March 18th, Cambridge City Hall
- Virtual Public Consultation Centre: March 19th, over Zoom
- Guelph In-Person Session: March 21st, Guelph City Hall
- Online Survey: March 18th to April 7th
Next Steps

Upcoming and Future

• Communications with Metrolinx
• Ongoing coordination with Municipal partners
• Final Report to Regional Council (early Fall)

Stay in Touch!

Oriana Aguas
Project Manager
Transportation Services Department,
Region of Waterloo

Email: oaguas@regionofwaterloo.ca
Telephone: 226-753-5403
Thank You!
Overview

1. Background
2. Strategic Plan Alignment
3. Implementation Plan
4. Communications and Education
5. Recommendations
Background

• Changes to Highway Traffic Act (HTA) – (2017)
• 2 Year Pilot Program (2021-2022)
• Council Endorsement 2023:
  • City-wide implementation of 40km/h Neighbourhoods
  • 30km/h School Zones
• Implementation Plan (May 2024)
<table>
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<tr>
<th>Phase</th>
<th>Area of Implementation</th>
<th>Installation Date (Estimated)</th>
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<tbody>
<tr>
<td>1</td>
<td>Areas with the most School Zones</td>
<td>Spring-Summer 2024</td>
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<tr>
<td>2</td>
<td>Primary Speed Management Areas</td>
<td>Summer-Fall 2024</td>
</tr>
<tr>
<td>3</td>
<td>Secondary Speed Management Areas</td>
<td>Spring/Summer 2025</td>
</tr>
<tr>
<td>4</td>
<td>Remaining Neighbourhood Areas</td>
<td>Fall 2025</td>
</tr>
</tbody>
</table>
Phasing Map

- Original Pilot (Red)
- Phase 1 (Green)
- Phase 2 (Orange)
- Phase 3 (Pink)
- Phase 4 (Purple)
Communications and Education

Reducing Your Speed, Makes a Difference

- 15% likelihood of pedestrian/cyclist survival at 50 km/hr
- 70% likelihood of pedestrian/cyclist survival at 40 km/hr
- 90% likelihood of pedestrian/cyclist survival at 30 km/hr

Source: Ontario Coroner’s Report
Recommendations

• That Council approve the implementation plan for the Neighbourhood Area 40km/h speed limits across the City along with reducing School Zone speed limits to 30km/h as outlined in Report 24-045-CD

• That the By-law to amend Traffic and Parking By-law 22-044, included as Appendix A to Report 24-045-CD, be passed.
Thank You!

Questions?

Shannon Noonan, C.E.T.
Manager of Transportation
(519) 623-1340 ext. 4607
noonans@cambridge.ca
<table>
<thead>
<tr>
<th>Item</th>
<th>Notice of Motion re: Establishing safe and inclusive areas for the delivery of health services to better meet the needs of Cambridge’s most vulnerable residents</th>
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<tbody>
<tr>
<td>Mover</td>
<td>Councillor Hamilton</td>
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<tr>
<td>Seconder</td>
<td>Councillor _______________</td>
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**Recommendation**

**WHEREAS** in Waterloo region, the number of people experiencing chronic homelessness has increased by 129 percent since January 2020, and this number is anticipated to triple by 2028;

**WHEREAS** drug and opioid related calls and deaths are at crisis levels across Canada, with calls to police and emergency health services related to opioid and drug-related overdoses is steadily rising in Waterloo Region, with 377 calls reported in Cambridge in 2023, and 93 calls made so far in 2024;

**WHEREAS** accessing healthcare treatment and harm reduction services has been demonstrated to save lives, foster social connections, and rebuild bonds of trust and hope that can lead persons experiencing homelessness, and/or drug addiction, and/or medical and mental health challenges, to seek treatment and other life-saving supports such as mental health or crisis intervention;

**WHEREAS** the city of Cambridge has expressed support for the Region of Waterloo’s Plan to End Chronic Homelessness which includes the need to establish greater system collaboration and integration—within and with other sectors including healthcare, justice, rural, income support and other social determinants of health serving systems;

**WHEREAS** it has been determined that an important piece of addressing chronic homelessness is advocating for trauma informed support, including harm-reduction solutions that respond to the intersections between the drug and housing crises;

**THEREFORE BE IT RESOLVED THAT** the City of Cambridge Council request that the Region of Waterloo direct Regional staff to find viable solutions for mobile providers of health services, including the use of Regional parking lots or vacant lands, to deliver health and essential services to Cambridge residents in need of health interventions (including, but not limited to, residents experiencing homelessness, addictions, sexually transmitted infections (STIs), or other needs, that due to a series of complexities would not otherwise have access to traditional health services or expert advice);

**AND THAT** following Regional staff’s identification of any potential locations or options for viable solutions for mobile providers of healthcare, that City of Cambridge
staff be directed to collaborate with, consult, and assist the Region with facilitating the development of community driven system leadership.

AND FURTHER THAT the City Clerk be directed to send this correspondence to Regional Council.