

Re-elect  
**DOUG CRAIG**  
as your Mayor of Cambridge  

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*Strong Leadership, Strong City*

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## **Transportation.....The Road Forward**

Cambridge has seen significant population growth which has led to increased congestion across our city. Our trips to the GTA area or into Toronto has become unpredictable because of traffic accidents and sheer volume on the 401.

Cambridge, put quite simply, needs a new plan to deal with traffic congestion in the city and major traffic delays travelling into the Toronto area. I am proposing two initiatives, both of which will complement each other and reduce our trip delays, improving quality of life for all residents.

These initiatives are necessary if we are to create a strong Cambridge and continue to grow and prosper.

### **Initiative 1: GO Train Service**

Together with the Region of Waterloo, Dillon Consulting, Cambridge MPP Kathryn McGarry, and Cambridge City Council, I will be requesting that the province in early spring of 2015 approve GO Train Service to Cambridge. The results of the study that we have done and the facts collected are irrefutable. Cambridge qualifies for GO Train Service to Milton and Union Station.

A recent report for the Region outlines four possible GO solutions. They include a mixture of train types, combinations and schedules. I agree with the report's suggestions of two new stations. One situated at Samuleson and Water for pedestrian access and another located near Townline Road where there is potential for a station with a parking capacity of between 400-500 cars. Both would serve the citizens of Cambridge in different capacities. All scenarios are possible and the overall costs are lower than other plans that Metrolinx is considering in various parts of the province.

**(Please look to the last page of this document for a map of the stations)**

## **Initiative 2: A By-Pass for Cambridge**

The debate over the LRT in Kitchener and Waterloo has been acrimonious and divisive and it has been all consuming on the Regional agenda. The result of this has been a long period where important issues and other priorities such as the increase in traffic issues in Cambridge have been largely ignored.

In this new term, it is time to put some important Cambridge-centric issues back on the Regional table. There is a plan for a by-pass around our city. That plan needs to be accelerated in order to get trucks out of our core areas, traffic out of our neighbourhoods and congestion lessened on our main roadways.

During the past number of years the Region has been working through a series of public meetings to pursue the long promised South boundary Road connection that will be Phase One of a by-pass around Cambridge. However, in order to have a true by-pass, there are two more phases that need to be accelerated in order to have a true detour for our community.

Phase One: The EA (Environmental Assessment) has been completed and the Region has authorized construction that will begin just south of Meyers Rd, paralleling it over to a connection with an extended Franklin Blvd. by 2016.

Phase Two and Three: These phases won't be completed until after 2022, which is far too long of a projected timeline. Our community needs these projects fast-tracked and completed as soon as possible. Without them we will continue to see unnecessary congestion and dangerous road conditions in our city. I will be pushing hard in the new term for this project in order to relieve traffic concerns.

**(Please look to the last page of this document for a map of the bypass)**

## **Building Our Future Through Better Transportation**

I have worked hard against transportation changes that would have harmed our city. I am proud to have advocated for the two roundabouts in front of St. Benedict's School to be removed in favour of an alternative solution. The Region has forced the installation of roundabouts on Franklin Blvd. but I am pleased to say they listened to public and councillor opinion in removing the most dangerous ones nearest the school.

Of course there is still opposition to the plan, however, any suggestion to take them out has severe financial and traffic consequences. Any attempt to reverse this decision will likely be

opposed by the majority of Regional Councillors. Any reversal would result in a further 6-8 year delay in fixing the deteriorating road condition of Franklin Blvd. In addition, the expropriation for property to accommodate the roundabouts and all the underground service changes that have taken place will cost millions of dollars to undo.

Our city needs GO Transit, a completed traffic by-pass as soon as possible, and more cooperation from the Regional Government for projects like the Franklin roundabouts. These are the projects that the people of Cambridge have told me are the priority, and I will be advocating loudly for their completion. I ask for your support in the coming election so that I can bring these projects forward.

Summary of Ridership, Revenue and Costs for GO Train Expansion to Cambridge (2021 Horizon)

Scenario	Annual Ridership		Annual Revenue		Annual Operating Cost	Capital Cost
	Low	High	Low	High		
2009 Feasibility Study 4 peak GO Trains	225,600	415,100	\$1.9M	\$3.6M	\$3.8M	\$110M
Scenario 1 2 peak GO Trains	142,800	285,600	\$1.2M	\$2.5M	\$2M	\$32M to \$85M
Scenario 2 4 DMU trains	134,800	293,100	\$1.2M	\$2.5M		\$20M to 73M
Scenario 3 2 DMU, 2 GO Trains	150,100	301,600	\$1.3M	\$2.6M		\$35M to 89M

