



May 27, 2011

For Immediate Release

## **Cambridge Chamber of Commerce Responds to the Region's Preferred LRT Plan**

**On May 24<sup>th</sup> the Cambridge Chamber of Commerce, Board of Directors** met to finalize its position with respect to regional transit. Over the preceding two years the Board of Directors has studied the reports and weighed the options presented during the course of the Region's investigative process. The Board has conducted surveys of its members, had presentations by Regional Staff and had input from business leaders across the communities. The results of those discussions, investigations are presented in the following recommendations to Regional Council as follows; **(full recommendation attached)**

### **Preferred Option:**

1. That Regional Council adopt aBRT along the Central Transit Corridor from Conestogo Mall to the Ainslie Street Terminal connecting all the users in the Region with a consistent system, along with full implementation of the Regional Transit Master Plan within the original time frame

### **The Cambridge Chamber Board of Directors Recommends The Following Alternate Options:**

2. That Regional Council defer further action with respect to the LRT proposal until such time as staff has investigated and report on **all** current and emerging transit technologies and on the feasibility of creating public/private partnerships that would make our transit system affordable for the tax payers with the foremost criteria being the ability of any system being installed and operated throughout the participating municipalities on a fair and equitable basis.

And that any recommended transit proposal contain a process whereby a broader public opinion is gathered throughout the Region

**OR**

3. That Regional Council “area rate” the LRT proposal to the benefitting municipalities of Kitchener and Waterloo.

The Cambridge Chamber of Commerce respectfully requests the Regional Council endorse our preferred recommendation. It enhances dramatically, our public transportation system, it is fair and equitable among participating communities. This proposal also keeps the option open for any type of hybrid transportation system to be implemented when the time is right and the taxpayers can afford it.

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