Public Consultation Centre #3

Transportation Master Plan Update

Information Package

<table>
<thead>
<tr>
<th>Date</th>
<th>Place</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, March 6, 2018</td>
<td>Knox Church 50 Erb Street West, Waterloo</td>
<td>5–8 pm Presentations at 5:30 and 7:00 pm</td>
</tr>
<tr>
<td>Wednesday, March 7, 2018</td>
<td>Cambridge City Hall 50 Dickson Street, Cambridge</td>
<td>5–8 pm Presentations at 5:30 and 7:00 pm</td>
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<tr>
<td>Thursday, March 8, 2018</td>
<td>Region of Waterloo Administrative HQ 150 Frederick Street East, Kitchener</td>
<td>5–8 pm Presentations at 5:30 and 7:00 pm</td>
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Welcome.

Please sign in and fill out the comment sheet at the end of this information package.
1. **What is Moving Forward?**

Moving Forward is the Region of Waterloo’s transportation master plan. This project is an update to our current Regional Transportation Master Plan (RTMP) that was approved in 2010. The plan identifies policies and projects to meet the Region’s transportation needs over the next 25 years. These include where and how to invest in Regional road improvements, traffic controls, public transit service, cycling and walking facilities, and managing travel demand. Moving Forward also considers other related transportation needs related to Provincial highways within Waterloo Region, travel to and from Waterloo Region (by automobile, bus, passenger rail and air service), and emerging transportation trends.

2. **What do we need from you today?**

This public consultation centre provides an overall background on the entire project, what we have heard during our previous consultation, summarizes our findings, and explains our recommendations for transportation for the next 25 years. We want your comments about whether the overall plan, and specific aspects of it, will achieve our vision for transportation.

3. **Why is Moving Forward important to you?**

Moving Forward affects everyone. It deals with the movement of people and goods in and around Waterloo Region. The need for mobility affects every resident, business and visitor in Waterloo Region. Mobility must be safe, convenient and affordable for all, while serving our travel needs and managing impacts on our neighbourhoods and natural areas. It must provide for the types of travel choices expected by residents of Waterloo Region, be it walking, cycling, public transit or driving.

4. **What is regional transportation like today?**

*Internal travel within Waterloo Region is typical of smaller urban areas*

Travel in Waterloo Region is currently typical of smaller urban areas, with regular peaks in the morning and afternoon. Shifting travel times to avoid congestion during the peaks has not become a major factor in Waterloo Region over the past 20 years as in larger cities such as in the Greater Toronto Area. This means Waterloo Region generally has adequate road capacity to support existing travel patterns, and car users have little need to shift to other travel modes or times.
Commuters are still highly auto-dependent
Driving a car remains by far the dominant mode for commuting to work, representing 84 percent of work trips. About 6 percent of work trips are made by passengers in private cars, with public transit at 4 percent, and active travel (cycling and walking) at 6 percent. Growth in the number of commuters by public transit and cycling has outpaced growth in the number by private car, but this growth appears to have largely displaced the number of commuters as car passengers. High car reliance is likely a result of the dispersed employment centres across Waterloo Region and to Guelph and the Greater Toronto Area, historic land use patterns and the Region as a whole being generally more spread out than larger cities like Toronto.
Transit ridership growth was strong, but peaked in 2013
As shown on the following chart, transit ridership grew significantly in Waterloo Region from 2006 to 2013, reflecting the Region’s strong investment in transit service hours since establishing Grand River Transit (GRT) and taking over municipal transit services in 2000. The subsequent decline in transit ridership is being seen across North America, and is the result of several non-local factors such as comparatively low fossil fuel prices, the emergence of new private transportation services (e.g. Uber, etc.), an increase in active transportation, and changes in teleworking-from-home habits. In Waterloo Region, other factors contributing to the transit ridership decline include transit detours due to construction and local school boards shifting many high school trips to school buses.
Residents continue to drive, even for short trips less than two kilometres

For trips under two kilometers in Waterloo Region, 71 percent are made by car and 21 percent by walking. This can be attributed in small part to public perceptions about walking in Waterloo Region, but other factors such as the distance between destinations, availability and cost of parking, and a lack of variety of nearby destinations likely play a larger role in the use of cars for short trips that are generally walkable for most people.

Walking, cycling and public transit use for these short trips has generally been increasing slowly over the past 20 years. To continue these trends, continuous effort is needed to support transportation choices. This means reducing the distances between destinations to make cycling and walking more practical, and ensuring that they are integrated with the transit system to allow for seamless multi-model travel.
Inter-regional travel is growing rapidly

Waterloo Region residents make approximately 1.1 million trips per day, of which 95 percent remain within Waterloo Region and 5 percent (about 60,000 trips) are made to destinations outside of Waterloo Region.

The City of Guelph accounts for about one-quarter of all inter-regional travel, and this may grow with completion of the new Highway 7 now under construction. Also, trips to Toronto are fewer than trips to Peel Region or Guelph. The implications for Moving Forward may be the need to support different forms of inter-regional transit than are currently offered.
New private transportation services have emerged
Different ways of getting around have entered the Regional market that did not exist at the time of the last master plan. For example, Uber is providing trips in private cars similar to taxi service, while Community Access Bikeshare has started operating a system of shared bicycles. Both of these kinds of services have become significant providers of transportation in other municipalities, and they may become more significant here.

5. How might we get around in the future?
The transportation field has recently experienced dramatic changes, and there is every sign that this change will likely continue. There is still considerable uncertainty in how these changes will “play out”, but the following general factors are having a big influence.

- **Demographic changes**: The overall population is getting older and the needs for mobility are changing. As the ability to drive deteriorates with age, society needs to ensure that people who get around primarily by car today are not isolated as they age. Additionally, the current generation of young people entering the workforce appear to have a greater acceptance of walking, cycling and public transit, and are delaying getting driver’s licenses or purchasing cars.

- **Energy**: The predominance of car use has been enabled by fossil fuels being widely available. The continued availability of fossil fuels at affordable prices, and the deployment of new vehicle technologies such as electric cars, will have a significant effect on whether private vehicular transportation continues to be prevalent.

- **New technologies**: The development of new technologies, such as automated vehicles, will play a big role in determining how motorized trips are made in the future. Alternatively, progress in other areas may affect the need for trips to be made at all. For example, teleworking may reduce the need to travel to centralized offices, while automated manufacturing may displace large numbers of factory jobs.
6. **Social change:** The rise of the sharing economy, facilitated through information technology, has created new ways of offering and delivering services. For example, Community CarShare provides an alternative way for local residents to reserve a car over the Internet for trips, without needing to own one themselves. Other examples include flexible work times, or mixed-use developments that combine living, working and recreation in one place, reducing the need to travel.

- **Mobility pricing:** Jurisdictions around the world have implemented a variety of methods to more directly price mobility, such as toll highways, charges to enter downtown areas, and distance-based pricing of private vehicle insurance. Mobility pricing could significantly reduce traffic congestion and generate revenues, but may also affect equity and therefore would need to be carefully considered.

Combinations of these factors hold the potential to radically change how people and goods get around. For example, Connected-Automated-Shared-Electric (CASE) vehicles would combine many of the above factors to create a “robo-taxi” that could provide the flexibility of a car, mitigate the environmental impacts of fossil fuels, and reduce or eliminate the need to own one. However, such a vehicle could be highly disruptive to established transportation businesses, such as conventional taxis or couriers.

6. **What is important to residents of Waterloo Region?**

It is important that residents of Waterloo Region help to guide how these large-scale changes play out. Throughout this project, the Region has consulted with the general public and stakeholders in a variety of ways, including:

- A Region-wide survey of public opinions about transportation
- A Region-wide survey of behaviours, barriers and attitudes
- Various online surveys
- Panels of the public and stakeholders for detailed discussions and project guidance
- Public consultation centres

While individual opinions are unique and variable, some common themes have stood out:

**The importance of healthy choices**

Residents were strongly in favour of a transportation system that offered choices about how to get around and enabled a healthy lifestyle. This included a strong desire for young people, including children, to be able to safely travel to school and other activities by themselves. Walking, cycling and public transit would also help to mitigate the contributions of the transportation sector to greenhouse gas emissions, which were estimated to be 49% of total emissions in 2015.
**Strong interest in choices other than cars**
Initial surveys indicated that the public has a great deal of interest in public transit, cycling and walking. However, there was widespread belief that while these alternatives had great potential for others, many individuals felt that these were not realistic choices for their own lives. This suggests that residents are experiencing “barriers”, such as a lack of time, travel distance, etc.

**Importance of transportation to the economy**
It was clearly expressed that transportation plays a critical role in a sustainable economy. This includes both how people get to work and shopping, and also how the goods that support our economy are moved from place to place.

**The need for better network integration**
Residents have pointed out the need for better integration across the transportation network. This includes how different ways of getting around interact at transition points: for example, how easy it is to walk, bike or drive to public transit. Additionally, there are gaps in the networks, such as bike lanes that end at intersections, delays at trail crossings of Regional roads, or areas that cannot be accessed by public transit.

7. **What is our vision for transportation?**
   “Waterloo Region will be a prosperous, sustainable and healthy community, with viable transportation choices for people of all ages and abilities, and for the goods supporting our economy.”

The above vision statement for Waterloo Region’s transportation system over the next 25 years has been endorsed by the Project Steering Committee made up of Regional Council, staff and key agency representatives. Input to the vision was also provided by the study’s General Public Panel, which is a cross-section of Waterloo Region residents, and the Stakeholder Panel of agency representatives and community groups. It also aligns with other strategic planning visions developed by the Region.

To achieve the vision, the following goals for Waterloo Region’s transportation system are being continued from the 2010 Regional Transportation Master Plan (RTMP).

**Optimize the Transportation System**
Make the most of what exists. Maximize the use of existing transportation services and facilities.
Promote Transportation Choice
Offer competitive choices to move people and goods in an integrated, seamless transportation system.

Foster a Strong Economy
Provide a transportation system that supports the retention of existing businesses and attracts sustainable economic activity.

Support Sustainable Development
Provide and maintain a transportation system that supports sustainable growth in both urban and rural areas and reduces transportation contributions to climate change and air pollution.

8. What possible scenarios have we developed and studied?
The Moving Forward project developed a list of Waterloo Region transportation infrastructure and policy needs to 2041. This work is based on meeting future needs within the framework of the Region’s Moving Forward Vision and Goals. The following describes the three possible future transportation scenarios that are being studied:

Scenario 1: Continue with the 2010 Regional Transportation Master Plan
Description
The Region’s 2010 Regional Transportation Master Plan includes a plan of improvement priorities to 2031, including significant investment in public transit service, improvements to cycling and walking, and Regional road expansions. Scenario 1 extends that plan to the new 2041 horizon, and establishes a baseline for testing the two other alternatives. It includes projects with approved funding in the Region’s 10-year Transportation Capital Program and projects with a high likelihood of being funded or implemented by 2031.

Potential Projects
Examples of planned projects include:

- The River Road extension in south Kitchener
- The Active Transportation Master Plan
- ION Stage 2 to Cambridge

Scenario 2: More Investment in Transit and Active Transportation
Description
This scenario examines adding extensive new transit, walking and cycling investments over and above Scenario 1 to provide residents with more competitive alternative forms of transportation to reduce their dependency on the automobile. This scenario identifies projects that would provide significant benefit beyond those from Scenario 1.
Potential Projects
Examples of projects under this scenario may include:

- Additional rapid transit over and above Scenario 1
- All-day high-frequency transit network and more frequent off-peak transit service
- Better transit access to low-density areas
- More separated bike lanes

Scenario 3: New Mobility
Scenario 3 would further reduce the emphasis on “conventional” transportation (i.e. roads, transit and active transportation) and emphasize new mobility options achieved through technological and social change. For example, this scenario includes car sharing, high occupancy vehicles, on-demand public transit and automated vehicles. It tests a “what if” plan and identifies corresponding risks and opportunities such as an increase or decrease in vehicle use. Scenario 3 attempts to determine how new mobility trends such as driverless cars, alternative fuels, protected automated vehicle or shuttle corridors, increased road capacity using intelligent infrastructure, and lower car ownership, can help meet the Region’s goals.

9. What have we heard about these scenarios?
At the last public consultation centre and in discussion with the General Public Panel and Stakeholder Panel, the Project Steering Committee has heard certain themes expressed about the different scenarios.

- **Need for new roads**: In Cambridge and the Townships, residents were interested in new roads and improvements to existing roads. These included interest in bypasses of Cambridge and Elmira, better access to Highway 401, and addressing traffic flow along rural roads.

- **Fill the gaps**: Residents of Kitchener and Waterloo have a strong desire to close gaps in the walking and cycling network, and improve support for public transit. This was particularly important in the context of Scenario 2, as more investment in public transit and active transportation will not achieve its full potential unless it is better integrated.

- **Risks of new mobility**: The General Public Panel has expressed concerns that the New Mobility scenario may enable more driving, which could lead to real risks for active transportation and public transit. In addition, it was felt that transportation needs to contribute to a “sense of community”, but that these new technologies may
instead increase feelings of isolation, if residents can spend even more time in their vehicles.

**10. What have we found?**

Through the evaluation of the different scenarios, the Project Steering Committee has noted findings in a variety of areas, divided as follows:

- Public transit
- Goods movement
- Roads
- Active transportation
- Transportation demand management
- New mobility
- Behaviours, attitudes and barriers

**Public transit**

The Region has invested in public transit, and ridership growth has generally kept pace with the targets that were established in the 2010 Transportation Master Plan. Growth in ridership should continue in areas supportive of transit. An all-day frequent transit network can help build ridership by focusing on areas that would benefit the most from more frequent transit or longer service hours. There are also certain Regional roads where traffic congestion has been increasing, which public transit could bypass through priority treatments such as transit signal priority and queue-jump lanes.

Transportation technologies are changing, and the paradigm of either owning a private car or using public transit is starting to shift as new providers, such as Uber and Community CarShare, have become more prevalent. Public transit needs to consider this shift and integrate its operations.
Goods movement
While goods movement by rail and air are important contributors to the Regional economy, most goods are moved by truck, including almost all goods moved from their initial point of origin and/or to their final destination. Data from the Ministry of Transportation for Ontario on truck trips suggests that the Regional road network is a critical distributor of goods, carrying about $1.2 billion of goods per week to, from or within Waterloo Region.

The broad range of goods that are moved suggests a resilient industrial base. Connections to/from the highway network are important, and the Region needs to ensure that goods movement works safely and efficiently with other users of Regional roads.

Roads
The Region has acted on the recommendations of the 2010 Transportation Master Plan and, in partnership with the area municipalities and the Ministry of Transportation, has constructed a significant number of road widenings or new roads. While there are congestion “hotspots”, they tend to be localized in nature, and some of them will be relieved by current Provincial or Regional road expansions. Given available capacity, there appears to be opportunities to defer some previously recommended road expansions.

Active transportation
The Region adopted the Active Transportation Master Plan in 2014 but did not fund implementation for all aspects of the plan. Consequently, while active transportation facilities have been constructed as part of Regional road projects, other elements of the plan have not been implemented. This includes a standalone budget for infill projects, better winter maintenance, signage and wayfinding and performance monitoring.
Transportation demand management
Transportation demand management (TDM) aims to reduce the need for trips, or change the route, mode or time of travel. For example, teleworking would remove the need to travel to the office for work, while flexible start times would help to avoid travel during rush hour or facilitate shifting from car to public transit. The Region has made fair progress implementing the TDM recommendations of the 2010 Transportation Master Plan, with 11 of 16 strategies either completed or in progress. These initiatives generally show very good cost-effectiveness relative to other strategies.

New mobility
There are major uncertainties with respect to what technologies end up being adopted, the impacts of those technologies, and the timeframes over which these technologies will evolve. Technologies such as automated vehicles carry significant risks, such as increased traffic and energy use moving empty vehicles, reduced revenues for cities, and inefficient use of public transit. On the other hand, there are also significant opportunities that could be realized, in the form of more efficient use of land, safer roads and enhanced mobility.

Without proactive planning, the risks identified above are more likely to occur: traffic increases as unlicensed users switch to automated vehicles, and it becomes more difficult for public transit to compete with the door-to-door service offered by these vehicles.
**Behaviours, attitudes and barriers**

The strong interest in public transit, walking and cycling, but general belief they would not be practical, suggests that “barriers” are hindering more widespread adoption. A Region-wide survey asked about behaviour and barriers for public transit, cycling and walking, and respondents were classified into four broad groups:

- **Fearless and Strong**: Already consider travelling by public transit, cycling and walking.
- **Enthused and Confident**: Would probably consider it.
- **Interested but Concerned**: Might consider it if barriers to adoption were addressed.
- **No Way No How**: Would not consider even if their barriers to adoption were addressed.
The results suggest there is considerable opportunity for improvement, if barriers can be mitigated. For the Interested but Concerned group for each of the above, the top three barriers were:

**Cycling**
1. It would take too long to get between destinations
2. Safety concerns
3. I have items that will not fit on a bicycle

**Walking**
1. It would take too long to get between destinations
2. I have items that are too heavy
3. Physically exhausting

**Public Transit**
1. It would take too long to get between destinations
2. Does not meet my schedule needs
3. Requires too many connections to get to my destination

### 11. What do we recommend?

The 2010 Transportation Master Plan recommended that the Region adopt a “Transit oriented plan with strategic road improvements”, and based on the above findings, the Project Steering Committee is recommending that this general direction be continued, subject to some refinements in the following areas:
• **Addressing barriers**: Moving Forward needs to explicitly address the barriers identified by the public in their adoption of public transit, cycling and walking.

• **Public transit**: The Region should continue its focus on service expansions, addition of express service, and planning for rapid transit.

• **Active transportation**: The 2014 Active Transportation Master Plan needs to be fully implemented, and facilities that provide more separation should be considered.

• **Roads**: Most road expansion projects from the 2010 Transportation Master Plan should continue as planned, but a number could potentially be deferred.

• **Supporting strategies**: These strategies will enhance delivery of the overall plan.

**Addressing barriers**
The significant potential of the Interested but Concerned group to adopt public transit, cycling or walking means that the identified barriers require serious attention. These barriers can be mitigated, as follows:

**It would take too long to get between destinations:**
This barrier was cited for all three of walking, cycling and public transit, and generally relates to the following factors:

• **Distance between destinations**: Particularly relevant for walking, this can be addressed in the long term by more compact land use that offers a greater variety of interesting destinations close to where people live and work.

• **Directness of the route**: Related to, but distinct from, distance between destinations is the directness of the route. The Region and the area municipalities can reduce the effective distance between destinations by making walking, cycling and public transit routes more direct.

• **The speed of that mode**: Measures such as transit priority can reduce delays for transit vehicles, making them more competitive with cars.

**Safety concerns**
This barrier was cited primarily for cycling, and safety concerns are consistently observed in other Canadian cities with respect to cycling. This can be mitigated through improved designs, including bike lanes and multi-use trails that are physically separated from traffic to enhance user comfort. Better driver and cyclist education may be another way to improve this concern.
Does not meet my schedule needs
This barrier was cited for public transit, and reflects trips that need to be made outside of the operating hours of public transit. Investment in an all-day frequent transit network can help to address this barrier by expanding the hours of service.

Requires too many connections to get to my destination
This barrier was also cited for public transit, and is related to the issue about taking too long to get between destinations. Addressing the directness of transit routes, or exploring “first/last mile” connections from transit stops, can help to address this barrier by reducing the number of connections.

Public Transit Recommendations
The recently approved GRT Business Plan builds on the 2010 Transportation Master Plan and recommends enhancing the transit network by expanding the hours of transit service and adding more express routes over the next seven years. The Region has also been examining the ION Stage 2 extension to Cambridge. The Project Steering Committee recommends that this work continue.

Through the analysis of the enhanced investment in public transit explored through Scenario 2, the Project Steering Committee notes that increased frequency will lead to more ridership. Therefore, future business plans should consider the development of a comprehensive transit network with 10-minute frequencies by 2041.

Consistent with achieving more compact land use, the Region should also explore and identify additional future rapid transit corridors. A number of corridors were evaluated, and based on projected future ridership the two most promising routes were:

- Highland Road—Charles Street—Victoria Street
- Erb Street—University Avenue

Active Transportation Recommendations
Consistent with Scenario 1, the Project Steering Committee recommends fully funding and completing the 2014 Active Transportation Master Plan, including all recommended infill facilities. Through the analysis of enhanced investment in active transportation explored through Scenario 2, the following lane reduction projects to implement separated cycling facilities are being recommended for consideration:

- Erb Street East and Bridgeport Road East, from Highway 85 to Caroline Street
- Frederick Street/Benton Street, from Lancaster Street to Courtland Avenue
- Victoria Street, from Park Street to the Grand River

It is also recommended to examine recommendations from the 2014 Active Transportation Master Plan and enhance the facility type to improve separation, where possible.
The list of road expansion projects for the 2018–2031, 2031–2041, and beyond 2041 periods, is provided in Appendix 1. The list includes the locations and estimated cost of these projects.
Supporting Strategies Recommendations
Related to the above recommendations, the Project Steering Committee developed a list of supporting strategies. These strategies and their descriptions are provided in Appendix 2.

12. How much will the recommended scenario cost?
Preliminary estimates of capital and operating costs for roads, transit, and active transportation facilities indicate that the recommendations for Moving Forward will cost about the same as the recommendations from the 2010 Regional Transportation Master Plan. These costs are provided on the display boards and are expressed in 2018 dollars.

Roads Expansion Capital Cost
These costs are typically covered by Regional development charges, meaning they do not directly affect the property tax levy. These estimates include a variety of construction-related expenses and allowances for property acquisition. Roads expansion projects in the “beyond 2041” timeframe are outside the scope of Moving Forward and are included here for information only.
**Roads Operating Cost**
Roads operating costs include snow clearance, routine maintenance of the road surface, and other activities. These costs are typically covered by the property tax levy.

**Transit Capital Costs**
Transit capital costs include fleet expansion (i.e. new buses), current and new fleet replacement, and garage expansion. The current construction of the transit garage on Northfield Drive is not included in these costs, as it is serving current needs. Capital costs for ION are reported separately to Regional Council and have not been included in the financial analysis for Moving Forward.

**Transit Operating Costs**
The costs to operate public transit are calculated net of fare revenue, but do not include other non-fare revenues, such as advertising. The net transit operating costs shown here are typically covered by a combination of grants from senior levels of government (Provincial, etc.) and the property tax levy.

**Active Transportation Facilities**
Recent changes to Provincial legislation have enabled municipalities to fund active transportation facilities through development charges. The costs shown here would go towards completion of the Active Transportation Master Plan.

**13. Where do we go from here?**
The comments received from members of the public in this final Public Consultation Centre will be incorporated into the final Moving Forward Transportation Master Plan. The Project Team aims to bring this plan to Regional Council for approval by Spring 2018.
# Appendix 1

## Regional Road Expansion Program

### Road Expansions 2018–2031

**Previously Planned**

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<td>South Boundary Road</td>
<td>Water Street to Dundas Street</td>
<td>Cambridge/ North Dumfries</td>
<td>31,090</td>
<td>No</td>
</tr>
</tbody>
</table>

**New Projects**

<table>
<thead>
<tr>
<th>Road</th>
<th>Section</th>
<th>Municipality</th>
<th>Cost ($000s)</th>
<th>Defer?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria Street</td>
<td>Park Street to Lawrence Avenue</td>
<td>Kitchener</td>
<td>5,200</td>
<td></td>
</tr>
<tr>
<td>Ottawa Street</td>
<td>West of Charles Street to Mill Street</td>
<td>Kitchener</td>
<td>4,100</td>
<td></td>
</tr>
<tr>
<td>Arthur Street</td>
<td>Sawmill Road to Listowel Road</td>
<td>Woolwich</td>
<td>11,500</td>
<td></td>
</tr>
<tr>
<td>Elmira bypass</td>
<td>Listowel Road to Arthur Street</td>
<td>Woolwich</td>
<td>16,900</td>
<td></td>
</tr>
<tr>
<td>Blair Road</td>
<td>George Street to Fountain Street</td>
<td>Cambridge/ North Dumfries</td>
<td>12,200</td>
<td></td>
</tr>
<tr>
<td>Maple Grove Road (realignment to Hespeler Road and new partial interchange)</td>
<td>Old Maple Grove Road to Hespeler Road</td>
<td>Cambridge</td>
<td>13,600</td>
<td></td>
</tr>
</tbody>
</table>
## Road Expansions Previously Planned Beyond 2031

<table>
<thead>
<tr>
<th>Road</th>
<th>Section</th>
<th>Municipality</th>
<th>Cost ($000s)</th>
<th>Defer?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria Street</td>
<td>Ira Needles Boulevard to Fischer-Hallman Road</td>
<td>Kitchener</td>
<td>9,000</td>
<td>Yes</td>
</tr>
<tr>
<td>Ottawa Street (extension across Grand River)</td>
<td>Old Chicopee Drive to Fountain Street</td>
<td>Kitchener/ Woolwich</td>
<td>59,100</td>
<td>Yes</td>
</tr>
<tr>
<td>Fountain Street</td>
<td>Kossuth Road to Victoria Street</td>
<td>Woolwich</td>
<td>24,500</td>
<td>No</td>
</tr>
<tr>
<td>Shantz Station Road</td>
<td>New Highway 7 to Kossuth Road</td>
<td>Woolwich</td>
<td>24,000</td>
<td>No</td>
</tr>
<tr>
<td>Fairway Road</td>
<td>King Street to Wilson Avenue</td>
<td>Kitchener</td>
<td>3,900</td>
<td>No</td>
</tr>
<tr>
<td>Kossuth Road</td>
<td>Fountain Street to Hespeler Road</td>
<td>Woolwich</td>
<td>31,600</td>
<td>No</td>
</tr>
<tr>
<td>Hespeler Road</td>
<td>Maple Grove Road to Kossuth Road</td>
<td>Cambridge</td>
<td>19,300</td>
<td>No</td>
</tr>
<tr>
<td>Townline Road</td>
<td>Jamieson Parkway to Blackbridge Road</td>
<td>Cambridge</td>
<td>13,000</td>
<td>No</td>
</tr>
<tr>
<td>Trussler Road</td>
<td>Bleams Road to Highway 401</td>
<td>Kitchener/ North Dumfries</td>
<td>49,400</td>
<td>Yes</td>
</tr>
<tr>
<td>Hespeler Road</td>
<td>Old Hespeler Road to Queen Street</td>
<td>Cambridge</td>
<td>3,300</td>
<td>No</td>
</tr>
<tr>
<td>East Boundary Road</td>
<td>Dundas Street to Townline Road</td>
<td>Cambridge</td>
<td>74,000</td>
<td>No</td>
</tr>
<tr>
<td>Cambridge South Link</td>
<td>Water Street to Spragues Road</td>
<td>Cambridge</td>
<td>60,300</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Appendix 2
Supporting Strategies

Strategy 1: Build a Transportation Network that Supports all Modes of Travel
1. Complete projects in progress (ION, Active Transportation Master Plan) to provide a foundation for growth in public transit, cycling and walking trips.

2. Slow pace of some road widening. Projects should continue to be driven by development and congestion.

3. Review Regional Corridor Design Guidelines to support urban intensification, enhance safety, encourage reduced traffic speeds, and accommodate all modes.

4. Support reduced or eliminated parking rate minimums in area municipal zoning bylaws.

5. Undertake a goods movement strategy.

6. Proactively manage transportation demand by funding transportation demand management through capital projects and development charges, to facilitate reducing the need for travel or the shifting of trips to different times, routes or modes.

Strategy 2: Promote a Healthy Community
1. Establish a dedicated budget to fill gaps in the active transportation network.

2. Update the Active Transportation Master Plan and identify opportunities to upgrade facilities (separated bike lanes or multi-use trails), cross major barriers such as highways and rivers, and enhance network connections.

3. Enhance walk and bike access to transit, and integrate active transportation with city facilities and destinations.

4. Through the TDM plan, emphasize safe, active travel for children and youth travelling to and from school and other locations.

5. Define and measure the health benefits for people travelling in and around Waterloo Region.

6. Continue to engage with other sectors to emphasize safety in design and monitoring, such as working with police to determine opportunities/needs for enforcement including automated speed enforcement (ASE) in school zones.
Strategy 3: Develop a Frequent Transit Network
1. Extend ION to Cambridge (ION Stage 2).
2. Implement a frequent transit network that provides high quality 10-minute or better service all day by 2041.
3. Identify additional corridors for future rapid transit.
4. Continue to encourage land use intensification along the ION line.
5. Include transit priority measures in capital budgets to maintain or improve time-competitiveness with cars.
6. Investigate smaller scale, more flexible transit to provide service to underserved areas.

Strategy 4: Enhance Inter-regional Connections
1. Support and promote GO Rail and GO Bus improvements to enhance connections with the GTHA and other destinations (Guelph, London, Brantford).
2. Work with the Ministry of Transportation and support managed lanes on Provincial highways, such as dedicated high-occupancy vehicle lanes, high-occupancy toll lanes, or truck lanes.
3. Support goods movement with a balanced plan that maintains service levels and accessibility while maximizing safety and accommodating all modes in Regional corridors.

Strategy 5: Position the Region for New Mobility
1. Integrate mobility services with public transit, such as through a shared payment platform that would enable users to buy mobility on a variety of different modes.
2. In areas of the Region with limited or no public transit, consider subsidized ride-hailing through transportation network companies such as Uber, Lyft, or conventional taxis.
3. Regulate the supply of ride-hailing providers, such as through a registration program.
4. Examine on-demand and dynamically routed public transit service that would enable transit services to modify their routes based on demand.
5. Investigate road user charging and other policies, such as parking cost, to help manage demand, reduce traffic congestion and provide an additional source of revenue.
6. Plan for a driverless ride-hailing pilot program.
Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please visit engageregionofwaterloo.ca, or take this sheet home and mail, fax or e-mail your comments by March 23, 2018 to:

Geoffrey Keyworth
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Tel: 519-575-4089  Fax: 519-575-4453
E-mail: gkeyworth@regionofwaterloo.ca

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the Municipal Freedom of Information and Protection of Privacy Act, personal information such as name, address, telephone number, and property location included in a submission becomes part of the public record. Questions regarding the collection of this information should be referred to Geoffrey Keyworth at gkeyworth@regionofwaterloo.ca.

The Overall Plan
Do you think the overall plan will help to achieve the vision for transportation and its goals?
Public Transit
Do you have any comments about how the plan addresses public transit?

Active Transportation
Do you have any comments about how the plan addresses active transportation?

 Roads
Do you have any comments about how the plan addresses Regional roads?

New Mobility
Will the proposed strategies position the Region to realize the opportunities and minimize the risks of upcoming technological and social changes in transportation?

What should Regional Council consider about Moving Forward?

Name:
Street Address:
City:
Postal Code:
E-mail:

Thank you for your time and input into Moving Forward.