REGIONAL MUNICIPALITY OF WATERLOO
CONSOLIDATED
COUNCIL AGENDA

Wednesday, June 26, 2013
Closed Session 5:30 p.m.
WATERLOO COUNTY ROOM
Regular Meeting 7:00 p.m.
REGIONAL COUNCIL CHAMBER
150 Frederick Street, Kitchener, ON

*Denotes Item(s) Not Part of Original Agenda

1. **MOMENT OF SILENCE**

2. **ROLL CALL**

3. **MOTION TO GO INTO CLOSED SESSION**

   THAT a closed meeting of Council be held on Wednesday, June 26, 2013 at 5:30 p.m. in the Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

   a) proposed or pending acquisition of land in the City of Kitchener
   b) proposed or pending acquisition of land in the City of Kitchener
   c) receiving of advice that is subject to solicitor-client privilege related to an agreement
   d) receiving of legal advice that is subject to solicitor-client privilege and proposed or pending acquisition of land in the City of Kitchener
   e) labour relations
   * f) personal matters about identifiable individuals related to an appointment
   * g) receiving of legal advice that is subject to solicitor-client privilege relating to a procurement issue

4. **MOTION TO RECONVENE IN OPEN SESSION**

5. **DECLARATION OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT**

6. **PRESENTATIONS**

   a) Ontario Heritage Trust Awards:
      i) Lieutenant Governor’s Ontario Heritage Award for Lifetime Achievement – Pat Wagner
      ii) Lieutenant Governor’s Award – Resurrection Catholic Secondary School: Jim Stickland, Principal; Chris Aldworth, Teacher; Kellee Snider & Laura Stern, Students
      iii) Ontario Heritage Trust Certificate of Lifetime Achievement Award – Peter Gray
      iv) Ontario Heritage Trust Certificate of Achievement Award – Kelly Smith
b) 2013 Ontario Senior of the Year Award – Ariel Walker

c) Mike Murray Re: Employee Awards for Values Excellence Recipients

7. PETITIONS

8. DELEGATIONS

a) Mike Morrice, Executive Director, Sustainable Waterloo Region, Re: Sustainable Waterloo Region Update

* b) Kristy Savoie on behalf of Tervita Corporation, Re: F-13-062, P2013-09 Kitchener Wastewater Treatment Plant Lagoon Decommissioning, City of Kitchener

9. MINUTES OF PREVIOUS MEETINGS

b) Council – June 5, 2013
c) Planning & Works – June 18, 2013
d) Closed Committee – June 18, 2013
e) Administration & Finance – June 18, 2013
f) Community Services – June 18, 2013
g) Closed Audit – June 18, 2013

10. COMMUNICATIONS

11. MOTION TO GO INTO COMMITTEE OF THE WHOLE TO CONSIDER REPORTS

12. REPORTS

Finance Reports

a) F-13-062, P2013-09 Kitchener Wastewater Treatment Plant Lagoon Decommissioning, City of Kitchener

b) F-13-063, T2013-003 Anaerobic Digestion Upgrade Preston Wastewater Treatment Plant (WWTP), City of Cambridge


d) F-13-065, T2013-015 Regional Road 86 (Church Street) Reconstruction, Herbert Street to Barnswallow Drive, Elmira, Ontario

e) F-13-066, T2013-016 Nafziger Road Watermain, Township of Wilmot

f) F-13-067, T2013-119 AHQ Generator Installation

g) F-13-068, T2013-132 Demolition and Hazardous Materials Abatement for the Waterloo County Courthouse, Kitchener, ON

h) F-13-069, Proposal 6324-RW-13 Supply of Office & Classroom Supplies (Co-Operative)
i) F-13-070, P2013-18 Supply & Installation of Baler, Wire Tie System, and In-Feed Conveyor at the Material Recycling Centre

j) F-13-071, P2013-27 EMS Vehicles

Committee Reports

a) Planning & Works - attached & marked PS-130618
   Closed Planning & Works - attached & marked CPS13061

b) Administration & Finance - attached & marked FS-130618

c) Community Services - attached & marked SS-130618

Chief Administrative Officer
Regional Chair
Regional Clerk

13. OTHER MATTERS UNDER COMMITTEE OF THE WHOLE

a) Memo: Franklin Boulevard Improvements – Roundabout Design at Franklin Boulevard and Saginaw Parkway, City of Cambridge – Supplementary Information to Report E-13-032
   - E-13-032, Franklin Boulevard Improvements – Roundabout Design at Franklin Boulevard and Saginaw Parkway, City of Cambridge

b) Memo: Follow-Up Request by Planning and Works Committee Regarding Report P-13-070, Regional Transit Supportive Strategy for the City of Cambridge – Proposed 2013 Implementation Plan
   - P-13-070, Regional Transit Supportive Strategy for the City of Cambridge – Proposed 2013 Implementation Plan

14. MOTION FOR COMMITTEE OF THE WHOLE TO RISE AND COUNCIL RESUME

15. MOTION TO ADOPT PROCEEDINGS OF COMMITTEE OF THE WHOLE

16. MOTIONS

17. NOTICE OF MOTION

a) TAKE NOTICE THAT I, Councillor Doug Craig, intend to introduce the following motion at the Council Meeting on June 26, 2013:

   THAT Council direct staff to present the 2014 Operating Budget to Council for approval as a program based budget with details of line item expenses and revenues for each program;

   AND THAT staff present in 2014, a ten year Capital Budget for Council approval with details of each capital project over the ten year period.
18. **UNFINISHED BUSINESS**

19. **OTHER BUSINESS**

20. **QUESTIONS**

21. **ENACTMENT OF BY-LAWS – FIRST, SECOND & THIRD READINGS**

   a) A By-law to Amend By-law 06-072, as amended, Being the Region’s Traffic and Parking By-Law (Queen Street, Wilmot Township)

   b) A By-law to Amend By-law 04-093, as amended, Being the Region’s Purchasing By-Law

   c) A By-law to Limit Tax Decreases for Properties in the Commercial, Industrial and Multi-Residential Classes in the 2013 Taxation Year

   d) A By-law to Amend By-law Number 58-87, as amended, Being a By-law to Designate and Regulate Controlled-Access Roads (Seabrook Drive/Fischer-Hallman Road (Regional Road 58), City of Kitchener)

   e) A By-law to Confirm the Actions of Council – June 26, 2013

22. **ADJOURN**
TO: Regional Chair Ken Seiling and Members of Regional Council
DATE: June 26, 2013
FILE CODE: F18-40
SUBJECT: P2013-09 KITCHENER WASTEWATER TREATMENT PLANT LAGOON DECOMMISSIONING, CITY OF KITCHENER

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the proposal of Lystek International Inc., for the Kitchener Wastewater Treatment Plant (WWTP) Lagoon Decommissioning, City of Kitchener, at a total price of $12,216,769.00 including all applicable taxes.

SUMMARY:

Nil

REPORT:

Proposals were called for the Kitchener Wastewater Treatment Plant (WWTP) Lagoon Decommissioning, City of Kitchener and were advertised in the Record, the Daily Commercial News, on the Ontario Public Buyers website and on the Region’s website. Proposals were opened in the presence of N. Corbett, J. Ing and L. Buitenhuis.

The following proposals were received:

Tervita Corporation Burlington, ON $11,819,715.25
Lystek International Inc. Cambridge, ON $12,216,769.00
AIM Waste Management Stoney Creek, ON $14,422,855.57

The Kitchener WWTP upgrades include a number of recently completed, ongoing and future construction contracts. The Manitou Drive Biosolids Dewatering Facility (Manitou Drive Facility) and Plant 1 aeration upgrades were completed in 2012. Upgrades to the Kitchener WWTP Plant 2 were substantially completed in June 2013. Biosolids are currently pumped to the Manitou Drive Facility and the biosolids storage lagoons are no longer required. Decommissioning of the lagoons is required to commence in 2013 in order to provide the required space and maintain the overall schedule for the remaining Kitchener WWTP upgrades.

The work of this contract includes the construction of an access road and equipment area, on-site mechanical dewatering of biosolids from Lagoon 1 and Lagoon 2, off-site disposal of biosolids, decommissioning of the lagoon booster pump station, regrading and backfilling of Lagoon 2, and the construction of a stormwater pond within a portion of Lagoon 2. The contract includes a variety of odour monitoring and control strategies to mitigate potential impacts to the public.

Approvals for this project have been received from the Ministry of Environment, Grand River Conservation Authority and City of Kitchener.
The three (3) proposals include mechanical dewatering of the biosolids and landfill disposal, with all proponents having included some Ontario landfills as the final receiving facilities. Lystek International Inc. (Lystek) had the highest overall score (technical and financial combined) and provided a very comprehensive proposal that provides the best value for the Region for the following reasons:

a) Lystek’s proposal includes several options for final receiving facilities, including their Organic Materials Recovery Centre in Dundalk, Ontario, several landfills, and agricultural land application. Regulatory approvals for agricultural land application will require 2 to 3 months after contract award to process. Since Lystek’s proposal price was based on landfill disposal, it includes a credit to the Region for the volume of biosolids permitted by the regulatory approvals for agricultural land application. If, for example, half of the estimated biosolids can be sent directly to agricultural land, the Region would receive a credit of $850,000. The proposal from Tervita only offered landfill disposal. The proposal from AIM offered landfill disposal with the “potential” of land application, however they did not offer a credit if the biosolids were land applied.

b) Lystek’s approach provides flexibility to utilize a variety of processing and disposal methods to address variable biosolids characteristics and seasonal climatic conditions. This approach mitigates risk and provides confidence that Lystek will meet the required schedule and overall project objectives. Lystek also provided comprehensive plans for dust and odour control, trucking, and scheduling of work to mitigate potential impacts to the public.

The project is scheduled to commence with the access road and equipment area construction in July 2013. Biosolids removal will commence in September 2013 and completion is expected by the end of June 2014.

CORPORATE STRATEGIC PLAN:

Award of this contract meets the Corporate Strategic Plan objective to develop, optimize and maintain infrastructure to meet current and projected needs under Strategic Focus Area 2, Growth Management and Prosperity.

FINANCIAL IMPLICATIONS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>P2013-09 Engineering – Consultant</td>
<td>560,165</td>
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<tr>
<td>Engineering – Regional</td>
<td>160,000</td>
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<tr>
<td>Geotechnical Inspections &amp; Laboratory Testing</td>
<td>56,500</td>
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<td><strong>Sub-total</strong></td>
<td><strong>$12,993,434</strong></td>
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<tr>
<td>Less: Municipal Rebate of 86.46% of paid HST (11.24%)</td>
<td>(1,276,529)</td>
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<td><strong>Total</strong></td>
<td><strong>$11,716,905</strong></td>
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The Region of Waterloo’s approved 2013 Ten Year Wastewater Capital Program includes a budget of $30,981,000 in 2013 for the Kitchener WWTP upgrades (project #08797) to be funded from Development Charge and Wastewater Reserve Funds. Of this amount, $17,700,000 was budgeted for the Kitchener WWTP lagoon decommissioning work.

The estimated lagoon decommissioning cost is $5,983,095 or 34% below the amount allocated. The budget estimate for the lagoon decommissioning work was conservatively based on a more expensive methodology that has been used for similar projects in other municipalities. Through the
competitive proposal process, proponents proposed a less costly methodology resulting in significant cost savings to the Region.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: June 26, 2013

FILE CODE: F18-30

SUBJECT: T2013-003 ANAEROBIC DIGESTION UPGRADE PRESTON WASTEWATER TREATMENT PLANT (WWTP), CITY OF CAMBRIDGE

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Finnbilt General Contracting Limited for the construction of the Anaerobic Digestion Upgrade Preston Wastewater Treatment Plant (WWTP), City of Cambridge in the amount of $4,332,512.66 including all applicable taxes.

SUMMARY:

Nil

REPORT:

Tenders were called for the construction of the Anaerobic Digestion Upgrade Preston Wastewater Treatment Plant (WWTP), City of Cambridge and were advertised in the Record, the Daily Commercial News, on the OPBA website and on the Region’s website. There had been a prequalification completed for this project (PQ2012-03) and only bids from the pre-qualification list were accepted. Tenders were opened in the presence of A. Dooling, M. Darmalingum and J. Medd.

The following tenders were received:

Finnbilt General Contracting Ltd. Stratford, ON $4,332,512.66
K & L Construction (Ontario) Ltd. London, ON $4,675,601.00
Sutherland-Schultz Ltd. Cambridge, ON $4,702,631.73
Gowing Contractors Ltd. St. George, ON $4,733,055.85
North America Construction (1993) Ltd. Morriston, ON $5,000,250.00

The Preston WWTP requires upgrades to the digesters to meet current safety codes and to improve the efficiency and reliability of the anaerobic digestion process. The work under this contract includes the construction of anaerobic digestion upgrades, including new hydraulic mixing systems in both the primary and secondary digesters, and a new heating system with dual fired natural gas/digester gas boilers. The hydraulic mixing systems have been pre-selected and will be incorporated into the construction contract by means of a novation agreement.

Approvals

The City of Cambridge building permit and the MOE’s Environmental Compliance Approval (ECA) for sewage have been received. The ECA for Air and Noise is still being processed by the MOE, and is expected prior to start-up of the new equipment in 2014.
Construction Schedule

Subject to Council approval, construction is expected to commence in July 2013 with completion expected in July 2014.

CORPORATE STRATEGIC PLAN:

Award of this contract meets the Corporate Strategic Plan objective to “develop, optimize and maintain infrastructure to meet current and projected needs” under Strategic Focus Area 2 Growth Management and Prosperity.

FINANCIAL IMPLICATIONS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
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<tr>
<td>T2013-003 Engineering Consultant</td>
<td>$4,332,513</td>
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<tr>
<td>T2013-003 Engineering Regional</td>
<td>452,000</td>
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<td></td>
<td>60,000</td>
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<td>Sub-total</td>
<td>$4,844,513</td>
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<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(475,910)</td>
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<td>Total</td>
<td>$4,368,603</td>
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The Region of Waterloo’s approved 2013 Ten-Year Wastewater Capital Program includes a total budget of $5,075,000 for the Preston WWTP Biosolids Upgrades (project #08255) from 2013 to 2014, to be funded from Development Charge and Wastewater Reserve Funds. The net total estimated project cost is $706,397 or 14% below the amount allotted for the total project budget due to very competitive bidding.

The final date of acceptance for this proposal is July 27, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Lotowater Technical Services Inc. for the Reconstruction of Municipal Supply Wells, 2013 in the amount of $375,238.54 including all applicable taxes.

SUMMARY: Nil

REPORT:

Tenders were called for the Reconstruction of Municipal Supply Wells, 2013, and were advertised in the Record, on the OPBA website and on the Region’s website. Tenders were opened in the presence of K. Belan, R. Wootton and J. Markovic.

The tender package was obtained by eight contractors including five well contractors and three construction associations. Due to the work being quite specialized two bids were received.

The following tenders were received:

- Lotowater Technical Services Inc. Paris, ON $375,238.54
- Gerritts Drilling & Engineering Limited Grand Valley, ON $389,871.56

Work to be completed under this contract includes the reconstruction and testing of existing municipal supply wells at the Region of Waterloo G6, P9, and G15 well sites.

This construction contract includes:

- Reconstruction of wells G6, P9 and G15 through installation and grouting of new well casings;
- Construction of a multi-level monitoring well at the G15 well site;
- Rehabilitation of wells G6 and G15;
- Completion of pumping tests in each of the three reconstructed production wells.

Subject to Council approval, it is anticipated that the contractor will commence construction in July 2013 and completion is expected by December 2013.

CORPORATE STRATEGIC PLAN:

This project will contribute to Focus Area 2 Growth Management and Prosperity, specifically strategic objective 2.2 to develop, optimize and maintain infrastructure to meet current and projected needs.
FINANCIAL IMPLICATIONS:

T2013-124 Reconstruction of Municipal Supply Wells, 2013   $375,239
Engineering – Consultant                      116,067
Engineering – Regional                        5,000
Advertising and Printing                       1,000

Sub-total                                                  $497,306

Less: Municipal Rebate of 86.46% of HST (11.24%)       (48,968)

Total                                                   $448,338

The Region of Waterloo’s approved 2013 Ten Year Water Capital Program includes a total budget of $2,100,000 in 2013 for the Well Optimization and Upgrades (project #04135), to be funded from Development Charge and Water Reserve Funds. Of this amount, $475,000 has been allotted for the reconstruction of municipal supply wells. Based on the tender result, the net total estimated project cost is $26,662 or 5.6% less than the project budget. To date, approximately $1,410,000 has been spent or committed, leaving a balance of $690,000 to cover this work and additional projects in 2013 including aquifer testing and consultant selection.

The final date of acceptance for this tender is June 29, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: June 26, 2013

FILE CODE: F18-30

SUBJECT: T2013-015 REGIONAL ROAD 86 (CHURCH STREET) RECONSTRUCTION, HERBERT STREET TO BARNSWALLOW DRIVE, ELMIRA, ONTARIO

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Network Sewer and Watermain Ltd. for Regional Road 86 (Church Street) Reconstruction, Herbert Street to Barnswallow Drive, Elmira, Ontario in the amount of $2,259,192.92 including all applicable taxes;

AND THAT the Regional Municipality of Waterloo approve an increase in project cost of $415,037.83 gross and $0.00 net to facilitate the work undertaken on behalf of the Township of Woolwich;

AND FURTHER THAT the Regional Municipality of Waterloo approve and increase in project costs of $489,540.91 gross and $0.00 net to facilitate the work undertaken on behalf of the developers for Country Club Estates subdivision (Lunor Group Inc. et al);

AND FURTHER THAT the Regional Municipality of Waterloo approve an increase in project costs of $90,541.46 gross and $0.00 net to facilitate the work undertaken on behalf of Bell Canada and Rogers Cable.

SUMMARY: Nil

REPORT: Tenders were called for Regional Road 86 (Church Street) Reconstruction, Herbert Street to Barnswallow Drive, Elmira, Ontario and were advertised in the Record, in the Daily Commercial News, on the OPBA website and on the Region’s website. Tenders were opened in the presence of E. Saunderson, S. Fedy and J. Markovic.

The following tenders were received:

Network Sewer and Watermain Ltd. Cambridge, ON $2,259,192.92
Site Works Construction Ltd. Cambridge, ON $2,340,031.46
Amico Infrastructure (Oxford) Inc. Woodstock, ON $2,401,875.91
Bel-Air Excavating & Grading Ltd. Cambridge, ON $2,472,506.33
Elgin Construction St. Thomas, ON $2,502,176.61
E & E Seegmiller Kitchener, ON $2,512,044.58
Sierra Construction (Woodstock) Ltd. Woodstock, ON $2,584,757.03
Steed & Evans Ltd. Heidelberg, ON $2,619,340.00
Drexler Construction Limited Rockwood, ON $2,653,041.18
Coco Paving Inc. Petersburg, ON $2,890,963.95
The work of this contract includes improvements on Church Street, from Herbert Street to Barnswallow Drive in the Town of Elmira, Township of Woolwich, a total distance of 970 metres. The major component of the project is the widening and urbanization of Church Street, including new curb and gutter, sidewalk, cycling/buggy lanes, storm sewers, sanitary sewers/forcemain, partial replacement of watermain and service connections.

Part of the work of this contract is being undertaken on behalf of the Township of Woolwich, Bell Canada/Rogers Cable and adjacent developers for the Country Club Estates subdivision (Lunor Group Inc. et al). The scope of this work on behalf of others includes storm and sanitary sewers, watermain, utility conduit installation and municipal services to existing residential/commercial properties.

Construction Schedule

Construction is tentatively scheduled to start in early July and will be completed by the end of October. A full road closure will be required in July and August during the installation of sanitary sewer/forcemain, storm sewer and watermain. During this period, access will be maintained to local residential and commercial properties at all times except for short-term closures across individual driveways for deep excavations or concrete curing. Following these stages of the work, two-way traffic will be reinstated and will be maintained until the project is complete in October.

Due to the extent of underground work planned, surface asphalt will be placed in the following construction season under the 2014 Urban Resurfacing Contract.

Approvals

Staff are currently awaiting Ministry of Environment approval for the replacement of the storm sewer, sanitary sewer and watermain; however it is anticipated that all approvals will be in place when construction is scheduled to commence.

CORPORATE STRATEGIC PLAN:

Award of this contract is in accordance with the Region’s public tendering practices and meets Focus Area 5, Service Excellence of the Region’s Corporate Strategic Plan and specifically strategic objective 5.3 which is to ensure all Regional programs and services are efficient, effective and accountable to the public.

In addition, implementation of this contract achieves Focus Area 2, Growth Management and Prosperity of the Corporate Strategic Plan and specifically strategic objective 2.2 which is to optimize the use of existing infrastructure and ensure it is adequately maintained.

FINANCIAL IMPLICATIONS:

Contract T2013-015 costs will be shared as follows:

<table>
<thead>
<tr>
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<th>Amount</th>
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<tbody>
<tr>
<td>Region of Waterloo Transportation Division</td>
<td>$1,370,575</td>
</tr>
<tr>
<td>Country Club Estates Subdivision (Lunor Group Inc. et al)</td>
<td>414,041</td>
</tr>
<tr>
<td>Township of Woolwich</td>
<td>394,250</td>
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<tr>
<td>Bell Canada/Rogers Cable</td>
<td>80,327</td>
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<td><strong>Total</strong></td>
<td><strong>$2,259,193</strong></td>
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Region of Waterloo Transportation Division Costs

T2013-015 $1,370,575
Engineering – Regional & Consultant 175,000
Utility Relocations and New Street Lighting 79,100
Geotechnical Consulting 45,000
Utility Exposures 15,000
Traffic Detours, Signing and Line Painting 15,000
Advertising and Printing 1,500
Sub-total $1,701,175
Less: Municipal Rebate of 86.46% of HST (11.24%) (150,163)
Total $1,551,012

The Region of Waterloo’s approved 2013 Ten Year Transportation Capital Program includes a budget of $1,740,000 allocated for Church Street Improvements (Project #7186) and $45,000 for Infill Sidewalk Facilities (Project #5906) to be funded from the Roads Rehabilitation and Development Charges Reserve Funds.

Based on the low tender result, the actual cost of Regional work is $1,551,012 which is $233,988 (or approximately 13%) under the project budgets. The variance is attributable to the high level of contractor interest in this project and the competitive pricing in the bids received. In addition, the surface layer of asphalt of Church Street was originally included in the budget for this project at an estimated cost of $200,000. However, during the detailed design phase of the project, it was decided to delete the surface asphalt from this 2013 contract to allow for potential trench settlements from underground sewer and watermain work.

Country Club Estates Subdivision Costs

T2013-015 $414,041
Engineering – Regional & Consultant 55,000
Geotechnical Consulting 7,500
Utility Exposures 7,500
Traffic Detours, Signing and Line Painting 5,000
Advertising and Printing 500
Total $489,541

The developers for Country Club Estates subdivision (Lunor Group Inc. et al) have signed a servicing agreement and provided a Letter of Credit in the sum of $491,155 including HST to cover their costs on this project.

Township of Woolwich Costs

T2013-015 $394,250
Engineering – Regional & Consultant 50,000
Geotechnical Consulting 5,000
Traffic Detours, Signing and Line Painting 5,000
Advertising and Printing 500
Sub-total $454,750
Less: Municipal Rebate of 86.46% of HST (11.24%) (39,712)
Total $415,038
The Township of Woolwich has indicated that they have sufficient funds budgeted for this work and has asked that the work proceed on their behalf.

Bell Canada and Rogers Cable Costs

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<tr>
<td>T2013-015</td>
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<tr>
<td>Engineering – Regional &amp; Consultant</td>
<td>$10,214</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$90,541</strong></td>
</tr>
</tbody>
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Bell Canada and Rogers Cable have requested that the work proceed on their behalf at their expense. The Region will require financial security for this work prior to its installation. The work could be deleted from the contract at no cost to the Region if security is not received in advance.

**OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:** Nil

**ATTACHMENTS:** Nil

**PREPARED BY:** Charles Whitlock, Director, Procurement & Supply Services

**APPROVED BY:** Craig Dyer, Chief Financial Officer
REGION OF WATERLOO
FINANCE DEPARTMENT
Procurement & Supply Services Division

TO: Regional Chair Ken Seiling and Members of Regional Council
DATE: June 26, 2013
FILE CODE: F18-30
SUBJECT: T2013-016 NAFZIGER ROAD WATERMAIN, TOWNSHIP OF WILMOT

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Network Sewer & Watermain Ltd. for T2012-016 Nafziger Road Watermain, Township of Wilmot in the amount of $727,410.75 including all applicable taxes.

SUMMARY:
Nil

REPORT:

Tenders were called for Nafziger Road Watermain, Township of Wilmot and were advertised in the Record, the Daily Commercial News, on the OPBA website and on the Region’s website. Tenders were opened in the presence of I. Young, J. Borovicka and J. McCarty.

The following tenders were received:

Network Sewer and Watermain Ltd. Cambridge, ON $ 727,410.75
Elgin Construction 2153592 Ontario Ltd. St. Thomas, ON $ 810,800.17
Omega Contractors Inc. London, ON $ 814,864.27
Site Works Construction Ltd. Cambridge, ON $ 827,600.70
Bel-Air Excavating & Grading Ltd. Hamilton, ON $ 847,094.33
Amico Infrastructure Inc. Woodstock, ON $ 907,796.80
Euro Ex-Construction Woodstock, ON $1,256,497.85
Sousa Concrete Branchton, ON $1,323,788.22

The work of this contract includes the construction of 1300m of 300mm diameter watermain along Nafziger Road, including trenchless creek and railway track crossings, and connections to existing watermains. Construction of a pressure-reducing valve and chamber on the Waterloo Street / Snyder’s Road watermain at the intersection of Nafziger Road is also included in this contract.

In accordance with the Baden – New Hamburg Water Supply Master Plan (1996) and the Baden and New Hamburg Water and Wastewater Master Plan Update (2011), the purpose of the watermain on Nafziger Road is to reinforce the existing trunk system between Baden and New Hamburg by providing security of supply and redundancy between the two distinct villages within the Baden - New Hamburg water distribution system. The pressure-reducing valve will allow the operation of the Baden and New Hamburg distribution systems as two separate pressure zones.
The contractor is required to maintain two-way traffic on Nafziger Road at all times. Flagging will be permitted where two lanes cannot be maintained. All excavations will be backfilled at the end of each working day, and the road returned to normal service. A full closure of Snyder’s Road at Nafziger Road will take place for two (2) consecutive working days to enable road crossing and connection of the watermain.

The necessary approvals for this project have been received from the Grand River Conservation Authority. Staff are currently awaiting approval from the Ministry of the Environment. It is anticipated that all approvals will be in place when construction is scheduled to commence.

Subject to Council approval, construction is scheduled to commence on July 8, 2013 with completion expected by mid-October, 2013.

CORPORATE STRATEGIC PLAN:

Award of this contract meets the Corporate Strategic Plan Objective to “Develop, optimize and maintain infrastructure to meet current and projected needs” under Strategic Focus Area 2 to “Manage growth to foster thriving and productive urban and rural communities”.

FINANCIAL IMPLICATIONS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
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<tbody>
<tr>
<td>T2013-016 Detailed Design of Trenchless Crossings</td>
<td>$727,411</td>
</tr>
<tr>
<td>and Site Inspection</td>
<td></td>
</tr>
<tr>
<td>Engineering – Regional</td>
<td>73,594</td>
</tr>
<tr>
<td>Detailed Design and Site Inspection</td>
<td>35,000</td>
</tr>
<tr>
<td>Geotechnical Inspection and Material Testing</td>
<td>20,702</td>
</tr>
<tr>
<td>Advertisement and Printing</td>
<td>15,000</td>
</tr>
<tr>
<td></td>
<td>1,000</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$872,707</td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(83,326)</td>
</tr>
<tr>
<td>Total</td>
<td>$789,381</td>
</tr>
</tbody>
</table>

The Region of Waterloo’s approved 2013 Ten Year Water Capital Program includes a total budget of $1,341,000 in 2013 for a number of watermain extensions in the Baden-New Hamburg water distribution system (project #04086) to be funded from the Development Charge Reserve Fund. Of this amount, $850,000 has been allotted for the work of the Nafziger Road watermain project. Based on the low tender result for Contract T2013-016, the net total estimated project cost for the Nafziger Road watermain is $60,619 or 7% less than the total project budget. Remaining funds will be available for future watermain extensions in the Baden – New Hamburg water distribution system in accordance with the Baden – New Hamburg Water and Wastewater Master Plan Update.

The final date of acceptance for this tender is August 2, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: June 26, 2013 FILE CODE: F18-30

SUBJECT: T2013-119 AHQ GENERATOR INSTALLATION

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Culliton Inc. for the AHQ Generator Installation at a total price of $1,443,010.00 including all applicable taxes.

SUMMARY: Nil

REPORT:

Tenders were called for the AHQ Generator Installation and were opened in the presence of L. Simon, A. Gingerich, and T. Lumgair.

The following tenders were received:

- Culliton Inc., Stratford, ON: $1,443,010.00
- Process Group Inc., Cambridge, ON: $1,495,013.73
- Sutherland Schultz Limited, Cambridge, ON: $1,504,908.01
- Selectra Inc., Stratford, ON: $1,800,090.00

The work of this tender consists of installation of a gas-fired 1050 kWe (kilowatt electric) standby generator and required accessories. The generator will provide full standby power for the AHQ (Administration Headquarters) building at 150 Frederick Street during power outages. A second matching generator, planned for 2017, will provide standby power for the balance of the AHQ campus, including the Courthouse and WRPS Central Division Site.

The generator and accessories were procured separately from the installation due to the lengthy lead time for this equipment, and to enable coordination with the construction of the generator room. The generator room is being constructed as part of the Kitchener Public Library parking garage project. The generator supply contract, which was awarded to Gas Drive Global LP (Report F-12-060, dated August 29, 2012), will be novated to the general contractor for installation under this contract.

CORPORATE STRATEGIC PLAN:

Providing AHQ with full back-up power supports Focus Area 2 Growth Management and Prosperity of the Corporate Strategic Plan to continue to prioritize and implement capital projects required to meet community needs and ensure sustainability.

The project also supports Focus Area 1 Environmental Sustainability to protect and enhance the environment, as the proposed generator will meet emissions based on USEPA Tier 4 Standards and will be eligible for participation in Ontario Power Authority demand reduction programs.
FINANCIAL IMPLICATIONS:

T2013-119 $1,443,010
Less: Municipal Rebate of 86.46% of HST (11.24%) (162,194)
Total $1,280,816

The approved 2013 Regional Accommodation Ten Year Capital Program includes $8,707,000 in 2013 for Courthouse Renovations/KPL Parking Garage (project 90114), to be funded by the issuance of debentures. An amount of $2,500,000 has been allocated for the procurement and installation of the standby generator and related mechanical and electrical equipment and infrastructure (including connections to all locations on the AHQ campus as well as equipment to cool the generator and handle emissions) for both this generator and the second generator. To date, $896,316 has been committed with the remaining $1,603,684 to be used for this tender as well as engineering, consulting and other associated work related to this project.

The final date of acceptance for this tender is July 28, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement and Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: June 26, 2013

FILE CODE: F18-30

SUBJECT: T2013-132 DEMOLITION AND HAZARDOUS MATERIALS ABATEMENT FOR THE WATERLOO COUNTY COURTHOUSE, KITCHENER, ON

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the tender of Priestly Demolition Inc. for the Demolition and Hazardous Materials Abatement for the Waterloo County Courthouse, Kitchener, ON in the amount of $1,212,043.65 including all applicable taxes.

SUMMARY: Nil

REPORT:

Tenders were called for the Demolition and Hazardous Materials Abatement for the Waterloo County Courthouse, Kitchener and were advertised in the Record, on the Ontario Public Buyers Association website and on the Region’s website. There had been a prequalification completed for this project (PQ2013-01) and only bids from the pre-qualification list were accepted. Tenders were opened in the presence of J. Leeson, A. Gingerich and J. McCarty.

The following tenders were received:

<table>
<thead>
<tr>
<th>Company</th>
<th>Location</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Priestly Demolition Inc.</td>
<td>Kettleby, ON</td>
<td>$1,212,043.65</td>
</tr>
<tr>
<td>Tri-Phase Environmental Inc.</td>
<td>Mississauga, ON</td>
<td>$1,216,558.00</td>
</tr>
<tr>
<td>AIM Environmental</td>
<td>Stoney Creek, ON</td>
<td>$1,344,700.00</td>
</tr>
<tr>
<td>JMX Contracting Inc.</td>
<td>Gormley, ON</td>
<td>$1,519,850.00</td>
</tr>
</tbody>
</table>

The Waterloo County Courthouse located at 20 Weber Street East in Kitchener was originally constructed in 1963 and has been used as a Courthouse and County Administration building. Until recently, the space functioned as a Courthouse and Justice facility, with approximately 60,000 square feet over 5 floors. In 2014, the building will be renovated to incorporate offices, meeting rooms, archive storage and services for Region staff, who are currently occupying leased space. It is anticipated that staff will occupy the newly renovated facility in the spring of 2015.

The Courthouse facility was constructed in the 1960’s when it was common practice to use materials containing asbestos and other hazardous compounds. Because of this, an asbestos management plan was developed for the facility on a yearly basis ensuring safe practices during its occupancy. As part of the demolition planning process, a construction management plan was also developed, which identified the necessary remedial procedures required during demolition. The demolition refers to the walls, floors, ceiling spaces and electrical/plumbing work that need to be removed in order to access and remove these hazardous materials. The windows and roofing are to remain for this tender, but will be demolished during the main renovation when a general contractor is hired.
The demolition and abatement portion of the work was separated from the main renovation construction tender in order to remove much of the risk from the General Contractor. It is expected that this will lead to cost savings for the main renovation tender.

Subject to Council approval, demolition is expected to begin July 2013 with a completion date of September 2013.

CORPORATE STRATEGIC PLAN:

The renovation of the County Courthouse will support Focus Area 2, Growth Management and Prosperity and the strategic objective to develop, optimize and maintain infrastructure to meet current and projected needs.

The project also supports Focus Area 1, Environmental Sustainability and the strategic objective to integrate environmental considerations into the Region’s decision making.

FINANCIAL IMPLICATIONS:

\[
\begin{align*}
\text{T2013-132} & \quad \text{\$1,212,044} \\
\text{Less: Municipal Rebate of 86.46\% of HST (11.24\%)} & \quad (-120,561) \\
\text{Total} & \quad \text{\$1,091,483}
\end{align*}
\]

The approved 2013 Regional Accommodation Ten Year Capital Program includes $8,707,000 in 2013 for Courthouse Renovations/KPL Parking Garage (project 90114), to be funded by the issuance of debentures. An amount of $1,168,000 has been allocated for the demolition and abatement portion of the Courthouse Renovation project. To-date, $72,661 has been committed for associated consulting fees and permits. The remaining $1,095,339 is available for this tender.

The final date of acceptance for this tender is August 25, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: June 26, 2013    FILE CODE: F18-40

SUBJECT: PROPOSAL 6324-RW-13 SUPPLY OF OFFICE & CLASSROOM SUPPLIES (CO-OPERATIVE)

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the proposal of Staples Advantage Canada for Proposal 6324-RW-13 Supply of Office & Classroom Supplies (Co-operative) for a contract period of three (3) years commencing June 1, 2013 with two (2) one (1) year renewal options at an estimated three (3) year cost of $1,165,000.00 including all applicable taxes.

SUMMARY: Nil

REPORT:

Proposals were called for the Supply of Office & Classroom Supplies by the Waterloo Region District School Board (WRDSB) on behalf of the Co-Operative Purchasing Group of Waterloo Region (CPGWR). In total, 19 agencies are participating in this proposal. The list of participants is attached as Appendix A.

The proposal was advertised on Biddingo, the Ontario Public Buyers Association website and the Region’s website on March 8, 2013. Documents were downloaded by 42 vendors. Vendors were provided a pre-selected list of 335 items on which to provide pricing. Of the 335 items on this list, 95% are frequently purchased by the Region of Waterloo. Other items purchased that are not part of the 335 items listed will be discounted by the supplier.

Proposals were received from six (6) vendors and were scored based upon technical evaluation and price by a group representing different agencies of the CPGWR. Evaluation criteria included company profile, personnel/resources, ordering process, website/online ordering, reporting abilities, account management, environmental initiatives, technology/innovation, contingency plans and pricing. In order to proceed to the pricing stage of the evaluation, vendors were required to score 75% or higher on the technical evaluation. Two (2) of the six (6) proposals received scored higher than the required minimum.

Pricing proposals from the following vendors were opened and estimated costs for the Region are:

Staples Advantage Canada Mississauga, ON $1,165,000.00
Lyreco Canada Markham, ON $1,409,650.00

Pricing took into account both the individual items listed in the pre-selected list of goods as well as an overall discount to all other items sold. Pricing is firm until December 1, 2014 after which an increase may be requested by the vendor as long as it does not exceed the Consumer Price Index (CPI).
CORPORATE STRATEGIC PLAN:

This purchase supports Focus Area 5 of the Corporate Strategic Plan, Service Excellence, and the strategic objective to ensure Regional programs and services are efficient and effective and demonstrate accountability to the public.

FINANCIAL IMPLICATIONS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposal 6324-RW-13 (3 year price)</td>
<td>$1,165,000</td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(115,881)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,049,119</strong></td>
</tr>
</tbody>
</table>

The average annual cost for office supplies per this proposal is $349,706. The office supplies operating budget for all program areas (excluding Police) is $731,019 for 2013, which also includes paper, toner and other miscellaneous supplies. This budget is sufficient to cover the January to May 2013 costs under the existing contract and the June to December 2013 costs under the new contract. No budget increase is required in 2014 for the supplies covered by this proposal, as this new contract will realize a 2.5% savings over the previous contract.

The final date of acceptance of this proposal is August 30, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil

ATTACHMENTS:

Appendix A - List of Participating Agencies

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
Appendix A

RFP# 6424-RW-13 Office and Educational Supplies

PARTICIPATING AGENCIES

Cambridge Public Library, Cambridge
City of Cambridge, Cambridge
City of Kitchener, Kitchener
City of Waterloo, Waterloo
Conestoga College, Kitchener
County of Brant, Burford
Grand River Conservation Authority, Cambridge
Kitchener Public Library, Kitchener
Region of Waterloo, Kitchener
Student Transportation Services of Waterloo Region, Kitchener
Township of Wilmot, Baden
Upper Grand District School Board, Guelph
Waterloo Catholic District School Board, Kitchener
Waterloo North Hydro Inc., Waterloo
Waterloo Public Library, Waterloo
Waterloo Region District School Board, Kitchener
Waterloo Regional Police Service, Cambridge
Waterloo Wellington Community Care Access Centre, Waterloo
Wellington Catholic District School Board, Wellington
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: June 26, 2013

FILE CODE: F18-40

SUBJECT: P2013-18 SUPPLY & INSTALLATION OF BALER, WIRE TIE SYSTEM, AND IN-FEED CONVEYOR AT THE MATERIAL RECYCLING CENTRE

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the proposal of Carr Industrial Inc. for the Supply and Installation of Baler, Wire-Tie System, and In-feed Conveyor at the Material Recycling Centre (MRC), Waterloo Waste Management Facility, at a total price of $1,077,752.01 including all applicable taxes.

SUMMARY:

Nil

REPORT:

Proposals were called for Supply and Installation of Baler, Wire-Tie System, and In-feed Conveyor at the MRC and were advertised in the Record, on the Ontario Public Buyers Association website, and on the Region’s website. The proposals were required to be submitted in two separate envelopes. Envelope 1 was the technical submission and Envelope 2 was the price submission.

One proposal was received, as detailed below. Envelope 1 (technical submission) of the proposal was opened in the presence of N. Ritchie, J. Cardoso, and J. Markovic. The proposal was evaluated using pre-determined technical criteria, including compliance with technical specifications, performance guarantees and demonstrated experience with similar installations. The proposal from Carr Industrial Inc. met the Region’s technical requirements and subsequently, Envelope 2 (price submission) was opened, with the price submission as follows:

Carr Industrial Inc. Brantford, ON $1,077,752.01

The work of this contract is for the Supply and Installation of Baler, Wire-Tie System, and In-feed Conveyor at the MRC, located at the Waterloo Waste Management Facility, 925 Erb St. W., Waterloo, ON. Recyclables collected by the Region’s Waste Management Division are processed at the MRC. The baler system is used to bale the materials to facilitate marketing and transportation to end markets.

The scope of this proposal is to replace the baler, wire-tie system, and in-feed conveyor system that were originally installed in 1999 at the MRC. The existing baler has been in operation for 14 years and has reached the end of its serviceable life. Balers operating in environments similar to the Region’s MRC typically have a service life of approximately 10 years on average. The baler, wire tie system, and in-feed conveyor equipment are integral to the overall operation of the MRC.
The two ram baler specified in this proposal is specialized equipment. There are two equipment manufacturers in North America that meet the proposal specifications including Harris™, supplied by Carr Industrial Inc. and American Baler™ supplied by Machinex. The Region's staff and consultant advised both Carr Industrial and Machinex of the upcoming Request for Proposal (RFP). Machinex opted not to submit a bid for this proposal, citing insufficient resources to prepare a bid submission.

The Region’s staff and consultant are satisfied that the baler, wire-tie system, and the in-feed conveyor system proposed by Carr Industrial meets all of the technical evaluation criteria and that the proposed equipment is of high quality. The price is considered fair and reasonable and selection of the aforementioned equipment provides good value. The new equipment will allow for processing material at a faster speed with less downtime resulting in utility cost savings in the range of $8,500 per year.

Carr Industrial Inc. has demonstrated their ability to successfully complete a number of similar installations in Ontario. Carr Industrial Inc. has been providing preventative and necessary maintenance services at the Region’s MRC for over 20 years and has provided satisfactory service.

Subject to Council approval, the equipment order will be placed in the summer of 2013 with equipment replacement and construction activities to be undertaken through the fall of 2013 with commissioning in early 2014.

CORPORATE STRATEGIC PLAN:

Award of this contract meets the Corporate Strategic Plan objectives to “reduce the amount of waste going to landfill” under Strategic Focus Area 1, Environmental Sustainability and to “develop, optimize and maintain infrastructure to meet current and projected needs” under Strategic Focus Area 2, Growth Management and Prosperity.

FINANCIAL IMPLICATIONS:

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>P2013-18</td>
<td>$1,111,652</td>
</tr>
<tr>
<td>Less: Supplier’s purchase of existing baler, wire-tie system &amp; in-feed</td>
<td>(33,900)</td>
</tr>
<tr>
<td>conveyor</td>
<td>Sub-total</td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of paid HST (11.24%)</td>
<td>(107,201)</td>
</tr>
<tr>
<td>Less: HST Exemption for Waste Diversion (1.76%)</td>
<td>(16,788)</td>
</tr>
<tr>
<td>Total</td>
<td>$ 953,763</td>
</tr>
</tbody>
</table>

The approved 2013 Waste Management Capital Budget includes a total budget of $1,726,000 for capital projects at the MRC (project 01084), of which, $990,000 was allocated for the baler, wire-tie and in-feed conveyor replacement project.

The $953,763 price for the Supply and Installation of Baler, Wire-Tie System, and In-feed Conveyor at the MRC is approximately 4% below the allocated amount of $990,000. The remaining budget will be used for other planned capital building and equipment programs at the MRC such as replacement of a heating ventilation air condition (HVAC) system, asphalt repairs, replacement of overhead doors, and upgrades to the optical sorter system.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE: Nil
ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
TO: Regional Chair Ken Seiling and Members of Regional Council

DATE: June 26, 2013

FILE CODE: F18-40

SUBJECT: P2013-27 EMS VEHICLES

RECOMMENDATION:

THAT the Regional Municipality of Waterloo accept the proposal of Demers Ambulance Manufacturer Inc. for the supply of six (6) GM 3500 EMS Vehicles in the amount of $855,730.92 including all applicable taxes;

AND THAT the Regional Municipality of Waterloo accept the quotation of Crestline Ambulances for the purchase of one (1) GM 3500 EMS Vehicle demonstrator model in the amount of $146,093.18 including all applicable taxes.

SUMMARY: Nil

REPORT:

Proposals were called for the supply of six (6) EMS Vehicles and were advertised in the Record, on the OPBA website and on the Region’s website. Proposals were opened in the presence of T. Lumgair, O. Patterson and D. DeGouveia.

The following proposals were received:

| Demers Ambulance Manufacturer Inc. | Beloeil, QC | $855,730.92 |
| Crestline Coach Ltd. | Saskatoon, SK | $877,650.66 |

The limited number of respondents is due to the industry’s lack of familiarity with the Ontario ambulance certification specifications. These two bidders are familiar with the requirements and are certified with the Ontario Ministry of Health. While the RFP was posted for any potential bidder to see only these two have past experience in Ontario. It is noted that the lead time for new EMS vehicles is in excess of six months.

Bids were evaluated on the following criteria: compliance to specification, service and parts support, conformity to Regional fleet, environmental sustainability and price. The bid submission from Demers Ambulance Manufacturer Inc. received the highest overall score and has the lowest overall price. Therefore, staff is recommending the purchase of six (6) ambulances from Demers Ambulance Manufacturer Inc.

Staff is also recommending the purchase of a seventh vehicle from Crestline Coach Ltd. for delivery in July 2013. The 2013 Budget approved the budget issue paper EMS Master Plan Optimized Staffing Requirement to add a 12 hour ambulance as of July 1, 2013. The required vehicle has been part of the Region’s capital forecast for 2013 since 2009. This purchase is separate from the six (6) units noted above due to the ability to deliver the vehicle earlier to coincide with the approved service expansion.
This ambulance is a GM 3500 demonstrator model with approximately 600 kilometers, full warranty and is outfitted with electric adjustable seats and an air ride system that allows the unit to “kneel” to facilitate easier loading. Staff feels that the purchase price of this demo unit is fair and reasonable.

CORPORATE STRATEGIC PLAN:

Through ongoing replacement of the fleet and enhancement based on the EMS Master Plan, this report supports in general strategic objective 4.3 to enhance local health service delivery by optimizing emergency medical services (EMS) delivery and collaborating with health care partners to support system change.

FINANCIAL IMPLICATIONS:

<table>
<thead>
<tr>
<th>Vendor</th>
<th>Unit Price</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demers Ambulance Manufacturer Inc.</td>
<td>$126,214</td>
<td>$757,284</td>
</tr>
<tr>
<td>HST 13%</td>
<td>$16,408</td>
<td>$98,447</td>
</tr>
<tr>
<td>Total</td>
<td>$142,622</td>
<td>$855,731</td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(14,186)</td>
<td>(85,119)</td>
</tr>
<tr>
<td>Total, Net of HST Rebate</td>
<td>$128,436</td>
<td>$770,612</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vendor</th>
<th>Unit Price</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crestline Ambulances</td>
<td>$129,286</td>
<td>$129,286</td>
</tr>
<tr>
<td>HST 13%</td>
<td>$16,807</td>
<td>$16,807</td>
</tr>
<tr>
<td>Total</td>
<td>$146,093</td>
<td>$146,093</td>
</tr>
<tr>
<td>Less: Municipal Rebate of 86.46% of HST (11.24%)</td>
<td>(14,531)</td>
<td>(14,531)</td>
</tr>
<tr>
<td>Total, Net of HST Rebate</td>
<td>$131,562</td>
<td>$131,562</td>
</tr>
<tr>
<td>Grand Total, Net of HST Rebate</td>
<td>$902,174</td>
<td>$902,174</td>
</tr>
</tbody>
</table>

The approved 2013 budget for EMS vehicle procurement includes $810,900 to replace six (6) Ambulances from the EMS Vehicle Replacement Reserves. Additionally, one (1) new ambulance was included in the approved 2013 budget of $163,200, to be funded by a combination of Regional Development Charges and debentures. A total of $974,100 is included in the 2013 budget.

The cost of the six (6) new ambulances is $855,731 or $770,612 net of the HST rebate. The cost of the six (6) ambulances, along with the cost for additional minor equipment and installations will be accommodated within the budget of $810,900. The cost of the additional one (1) ambulance is $146,093 or $131,562 net of HST rebate. The budget of $163,200 is sufficient to accommodate the purchase of the vehicle and additional minor equipment.

The final date of acceptance for this proposal is September 4, 2013.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

EMS, Fleet Services and Finance (Procurement) participated in the proposal evaluation and preparation of this report.

ATTACHMENTS: Nil

PREPARED BY: Charles Whitlock, Director, Procurement & Supply Services

APPROVED BY: Craig Dyer, Chief Financial Officer
The Planning and Works Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo extend, for an additional one year term, the existing agreements to permit the Southern Ontario Locomotive Restoration Society to operate a tourist train and locomotive restoration operation on the Waterloo Spur Railway owned by the Regional Municipality of Waterloo as described in Report CR-RS-13-060/E-13-084 dated June 18th, 2013 with such agreements to be to the satisfaction of the Regional Solicitor.

2. THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:

   a) Remove from Schedule 11, Through Highways, Queen Street (Regional Road 12) from the South Side of Highway 7/8 to the South Side of Bridge Street (Regional Road 12);

   b) Add to Schedule 11, Through Highways, Queen Street (Regional Road 12) from the South Side of Highway 7/8 to the North Side of Bleams Road (Regional Road 4);

   c) Add to Schedule 11, Through Highways, Queen Street (Regional Road 12) from the South Side of Bleams Road (Regional Road 4) to the South Side of Bridge Street (Regional Road 12); and

   d) Add to Schedule 12, Intersection Stop Signs, Bleams Road (Regional Road 4) at Queen Street (Regional Road 12), in the Northbound, Southbound, Eastbound, and Westbound directions;

   in the Township of Wilmot, as outlined in report E-13-060, dated June 18, 2013.

3. THAT the Regional Municipality of Waterloo remove the remaining development cap in the Bridgeport area of the Cities of Kitchener and Waterloo, as described in Report No. P-13-062, dated June 18, 2013.

4. THAT the Regional Municipality of Waterloo endorse Report No. P-13-066, dated June 18, 2013, regarding traffic calming measures on streets with Grand River Transit Routes;

   AND THAT this report be forwarded to the City of Kitchener for consideration in its current review of traffic calming measures and to all other Area Municipalities.


6. THAT the Regional Municipality of Waterloo Controlled Access By-law #58-87 be amended to include a temporary emergency access on the west side of Regional Road #58 (Fischer-Hallman Road) approximately 120 metres north of the Seabrook Drive/Fischer-Hallman Road roundabout, in the City of Kitchener as explained in Report No. P-13-064, dated June 18, 2013.
7. THAT the Regional Municipality of Waterloo approve the revised 2013 Transportation Base, System Expansion, and Airport Capital Budgets as per Report E-13-080 dated June 18, 2013.

8. THAT the Regional Municipality of Waterloo submit the comments contained in Report P-13-068/E-13-087, dated June 18, 2013, to the Ontario Ministry of Transportation and the Ontario Coroner’s Office as the Region’s formal response to the Ontario Coroner’s Reports on Pedestrian Deaths and Cycling Deaths.

9. THAT the Regional Municipality of Waterloo receive the King & Victoria Multi-Modal Transit Hub – Municipal Class Environmental Assessment Study as described in Report No. P-13-063, dated June 18, 2013;

AND THAT the Commissioner of Planning, Housing and Community Services be authorized to issue the Notice of Study Completion, and to post the King & Victoria Multi-modal Transit Hub – Municipal Class Environmental Assessment: Project File Report for public review and comment for a 30-day period in accordance with the Municipal Class Environmental Assessment Process.

June 18, 2013
THE REGIONAL MUNICIPALITY OF WATERLOO
PLANNING AND WORKS COMMITTEE

Summary of Closed Recommendations to Council

The Planning and Works Committee recommends as follows:

1. THAT The Regional Municipality of Waterloo accept the offer of LVM Inc. wherein LVM Inc. pays the Region the sum of $145,000 in relation to their consulting services for the Dundas Street Reconstruction Project and that the Region execute all necessary documents to reflect such.

June 18, 2013
THE REGIONAL MUNICIPALITY OF WATERLOO
ADMINISTRATION AND FINANCE COMMITTEE

Summary of Recommendations to Council

The Administration and Finance Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo approve the 2013 grants to Community Organizations as recommended by the Grants Committee and outlined in Report CC-13-001 and the attached Appendix 1, dated June 18, 2013.

2. THAT The Regional Municipality of Waterloo amend the Purchasing By-law, effective July 2, 2013, pursuant to Report F-13-058, dated June 18, 2013.

3. THAT the Regional Municipality of Waterloo approve the construction of an Emergency Medical Services Waiting Station at the Philipsburg roads yard property at an overall cost of $1,364,000 to be financed by the issuance of debentures for a term not to exceed twenty years, as outlined in report CR-FM-13-006/PH-13-023, dated June 18, 2013;

   AND THAT the 2013 Capital Budget and 2014/2015 Capital Forecast for Emergency Medical Services be amended by transferring $222,000 from Project 82025 (Central Fleet Centre) to Project 82010 (Baden EMS Station), advancing $654,000 from 2015 to 2014 for Project 82010 (Baden EMS Station) and increasing Project 82010 (Baden EMS Station) by $ 150,000 gross and net as detailed in report CR-FM-13-006/PH-13-023, dated June 18, 2013.

4. THAT the Regional Municipality of Waterloo enter into an agreement with the Corporation of the City of Waterloo, in the form attached to Report CR-RS-13-056/CR-FM-13-010, dated June 18, 2013 to extend an existing option to purchase a share of a parking structure owned by the City of Waterloo, and used by Regional employees.


   AND THAT staff be directed to submit an additional Periodic Financial Report to the Administration and Finance Committee on August 13, 2013 based on operating results to June 30, 2013.

6. THAT the Regional Municipality of Waterloo take the following action with respect to the 2014 Budget:

   1. Establish a 2014 Budget tax rate increase guideline for direct Regional Services in the range of 1.9%;

   2. Request the Waterloo Region Police Services Board to prepare its 2014 Operating Budget based on a tax rate increase guideline in the range of 0.9%;

   3. Approve the 2014 Budget timetable as set out in Schedule “B” to Report F-13-060, dated June 18, 2013;
4. Forward a copy of Report F-13-060, dated June 18, 2013 to the Waterloo Region Police Services Board.

7. THAT the Regional Municipality of Waterloo approve the installation of solar photovoltaic panels under the Net Metering Program at the new GRT Strasburg Road Bus Maintenance Facility and at the new Waterloo Regional Police Service North Division, as outlined in report CR-FM-13-008, dated June 18, 2013;

AND THAT the net revenues from the solar photovoltaic renewable energy initiative be invested in further initiatives to reduce energy costs, as outlined in report CR-FM-13-008;

8. AND FURTHER THAT the Regional Chair be requested to send a letter to the Ontario Power Authority, copy MPP John Milloy and Minister of Energy Bob Chiarelli, in regard to the Region’s concerns with the FIT application process, as outlined in report CR-FM-13-008.

June 18, 2013
THE REGIONAL MUNICIPALITY OF WATERLOO
COMMUNITY SERVICES COMMITTEE

Summary of Recommendations to Council

The Community Services Committee recommends as follows:

1. THAT the Regional Municipality of Waterloo approve a net increase in the staffing compliment of 0.7 full time equivalent positions in Children’s Services to support access for special needs resourcing services, effective July 1, 2013 with a $0 net Regional Levy impact as outlined in report SS-13-020, dated June 18, 2013.

2. THAT the Regional Municipality of Waterloo approve in principle the expansion of Sunnyside’s Convalescent Care Program from 10 beds up to a maximum of 25 beds, through the conversion of up to 15 long-term care beds at Sunnyside Home, pending the approval of the Waterloo-Wellington Local Health Integration Network and the Ministry of Health and Long-Term Care as outlined in report SS-13-021, dated June 18, 2013.

3. THAT the Regional Municipality of Waterloo approve the following with regard to the Region of Waterloo’s Affordable Housing Strategy, as described in Report P-13-072, dated June 18, 2013:

   Endorse Report No. P-13-072, Affordable Housing Strategy – Project Updates and Expression of Interest 2013-03: Recommended Priority Projects, dated June 18, 2013, including the list of recommended Priority Projects attached as Appendix A;

   Authorize the Commissioner of Planning, Housing and Community Services to execute and deliver all documentation required by the Province of Ontario and the Region of Waterloo for the purpose of funding affordable housing projects as described in Report No. P-13-072;

   Authorize the Regional Chair and Regional Clerk to execute such agreements and documentation in a form satisfactory to the Regional Solicitor, as may be required to process the advance of funding to approved projects as described in Report No. P-13-072;

   Authorize staff to finalize individual grant requests and conditions with each of the Priority Project proponents; and

   Request that the Ministry of Municipal Affairs and Housing redirect any unspent Investment in Affordable Housing for Ontario Program funding in other Service Manager areas to the Region of Waterloo.

4. THAT the Regional Municipality of Waterloo, as the Board of Health, endorse the recommendations of the report “No Time To Wait: The Healthy Kids Strategy”, as outlined in Appendix 1 attached to Report PH-13-028, dated June 18, 2013;

   AND THAT a copy of Report PH-13-028 and the resolution be sent to the Ontario Minister of Health and Long Term Care, the Association of Local Public Health Agencies and the Ontario Public Health Association for information.

June 18, 2013
MEMORANDUM

To: Chair Ken Seiling and Members of Regional Council
From: William Gilbert, Senior Project Manager, Design and Construction

Subject: Franklin Boulevard Improvements - Roundabout Design at Franklin Boulevard and Saginaw Parkway, City of Cambridge - Supplementary Information to Report E-13-032

File No: 5549

Summary:

This memo provides responses to questions raised at the June 18, 2013 Planning and Works Committee Meeting concerning the proposed roundabout at Saginaw and Franklin Boulevard in Cambridge. A summary of each of these issues is provided in the memo. Staff responses to questions raised and next steps are provided below:

- Staff will work with Cities of Cambridge, Waterloo and Kitchener Fire Departments to do field trials of raised pedestrian crosswalks and report back to Council with the best practice design.

- Staff do not recommend adding rumble strips prior to the roundabout and continue to recommend the proposed roundabout design.

- Staff have confirmed that a 3 lane entry is required at the roundabout to provide capacity for current traffic conditions.

- Staff have reviewed the approvals history for Franklin Boulevard and have confirmed that Council did approve the roundabout at Franklin and Saginaw and subsequently directed staff to consult with stakeholders and report back with the design details for the roundabout for Council consideration.

Next steps:

Staff have reviewed options on how Council could proceed and provide the following options:

1. Council could approve the recommendations in Report E-13-032. Staff would proceed with design of Franklin Boulevard and would complete the field testing of the raised pedestrian crossings and report back to Council on the best design for the crossings. The design of Franklin Boulevard including for the raised crosswalks would be completed, the project tendered and a tender report would be presented to Council for approval.
2. Council could defer the recommendation in Report E-13-032 pending completion of the field testing of the raised pedestrian crossings and then reconsider the recommendation at that time.

3. If Council wanted to reconsider a signalized intersection at Franklin/Saginaw this would first require passing a motion to reconsider the previous passed motions. Once this was done Council would have a number of options:

   a) Council could direct staff to review the option of providing traffic signals at Franklin/Saginaw only. This would require public consultation and eventually the issuance and approval of an amendment to the approved Environmental Study Report.

   b) Council could direct staff to reconsider options for some or all of Franklin Boulevard corridor (e.g. from Saginaw Parkway north, or Saginaw Parkway south, or the entire corridor). This would require public consultation and would result in a new Environmental Study Report (ESR) or an amendment to the existing ESR.

Both a) and b) would require additional consulting assistance and public consultation and would delay construction completion of the project by up to 4 years, depending on the delay of property acquisition for Year 2 construction. Land acquisition would have to stop pending approval of a new or amended ESR.

1. Background

This Memo serves to supplement the information contained in Report E-13-032 presented to Regional Planning and Works Committee on June 18, 2013. Please refer to Report E-13-032 for additional information.

At the June 18, 2013 meeting, delegations were received from Kitchener Fire Chief Tim Beckett and St. Benedict Catholic High School Principal Dan Witt. Chief Beckett’s concerns with the roundabout were that the proposed raised crosswalks would create abrupt bumps on their response routes resulting in delays to fire response times and added “wear and tear” on their fire trucks. Mr. Witt’s concerns were that not enough measures were being proposed for pedestrian/student crossing safety at the roundabout and he believes that providing rumble strips on Franklin Boulevard in advance of the roundabout crosswalks would better advise motorists of the upcoming pedestrian crosswalk and warn them to slow down in approaching the crosswalk. At the June 18, 2013 meeting Committee members also questioned the need for a 3 lane entry upon opening of the roundabout in seeking to simplify pedestrian crossings at the roundabout. At the Committee meeting, there was some difference in opinion among different Committee members whether the previous direction to staff from the May 8, 2012 Committee meeting (to review options for design enhancements to assist pedestrian/student crossing at the Franklin/Saginaw roundabout) pertained solely for a roundabout at this intersection or whether the direction was also to consider the option of reverting to a conventional traffic signal at this location. In light of these issues, Regional Planning and Works Committee referred a decision on the Saginaw roundabout design to Regional Council on Wednesday June 26, 2013 to confirm Council’s previous direction on a roundabout at this intersection and to allow staff to provide supplementary information for Council’s consideration of the design enhancements for the Saginaw roundabout. Staff has reviewed the issues and additional supplemental information is provided in Section 2.0 below.

2. Issues Raised at the June 18, 2013 Planning and Works Committee Meeting

2.1 Delegation from Mr. Tim Beckett, Fire Chief, Kitchener Fire Department, with respect to
impacts of raised crosswalks on Region roads, as currently proposed at the Homer Watson Boulevard/Block Line Road and Franklin Boulevard/Saginaw Parkway roundabouts.

At the June 18, 2013 Planning and Works Committee meeting, Tim Beckett, Fire Chief for the City of Kitchener, appeared before Committee. He stated concerns about the potential impacts of the proposed raised crosswalks at the Homer Watson Boulevard/Block Line Road roundabout, and other Regional roads such as at the Franklin Boulevard/Saginaw Parkway roundabout. Mr. Beckett expressed concerns that the approach grade and height of a raised crosswalk on a fire response route such as Homer Watson Boulevard at Block Line Road, and Franklin Boulevard at Saginaw Parkway, would result in unacceptable delays to fire response times and added “wear and tear” on emergency vehicles such as their fire trucks. Mr. Beckett requested that Region staff work with City and Fire Department staff from the City of Kitchener, City of Cambridge and City of Waterloo to construct and test designs for the raised crosswalk prior to Council approval of the raised crosswalks.

Region Staff Response:

In response to Chief Beckett’s request to construct and test the approach grade and height design for raised crosswalks, Region staff plan to construct and test various percent grades (i.e. 5% to 8%) on the approach to the raised crosswalk along with alternative heights (i.e. 75 mm to 100 mm) of the platform. Region staff has been in contact with staff from the City of Kitchener who has in the past undertaken field tests for alternative speed hump designs with City of Kitchener Fire Department staff. Region staff will incorporate the findings from the City of Kitchener’s speed hump tests in coordinating construction and testing of the raised crosswalk designs. Development of testing details in consultation with staff from the City of Kitchener, City of Cambridge and City of Waterloo and respective local Fire Departments will be completed over the remainder of 2013 with field testing to be completed in 2014. A subsequent report back to Regional Council with recommendations on a best practice design will be presented in advance of constructing any raised crosswalks at a roundabout location on a Regional road.

Although the specific details for the design of raised crosswalks in the Region is yet to be finalized Region staff are confident that raised crosswalks will assist pedestrian crossing at the Franklin Boulevard/Saginaw Parkway and Homer Watson Boulevard/Block Line Road roundabouts with minimal impact on emergency response times and “wear and tear” on emergency vehicles. Experiences with raised crosswalks elsewhere around the world, such as the design from Malmo, Sweden being considered by Region staff, include increased driver yield rates and reduced driver speeds approaching the pedestrian crossings at roundabouts. Region staff is confident that the concerns of Chief Beckett can be satisfactorily resolved through the proposed raised crosswalk testing program and therefore staff are confirming its recommendation for raised crosswalks at the Franklin Boulevard/Saginaw Parkway and Homer Watson Boulevard/Block Line Road roundabouts. After completion of the field testing and Council approval of a best practice design, raised crosswalks would then be constructed at the Homer Watson Boulevard/Block Line Road roundabout in late 2014 and at the Franklin Boulevard/Saginaw Parkway roundabout in 2016.

2.2 Delegation from Mr. Dan Witt, Principal, St. Benedict Catholic High School, with respect to pedestrian safety at the Franklin Boulevard/Saginaw Parkway roundabout.
At the June 18, 2013 Planning and Works Committee meeting, Mr. Witt, Principal of the St. Benedict Catholic High School, appeared before Committee. He stated concern for the safety of students crossing at the Franklin Boulevard/Saginaw Parkway roundabout and the need for additional warning measures to alert motorists approaching the roundabout crosswalks. Mr. Witt requested consideration for rumble strips on Franklin Boulevard to advise motorists of the crosswalk ahead and warn motorists to slow down in approaching the crosswalks.

Region Staff Response:

The Region’s practice is to only use rumble strips on an approach to a stop sign controlled intersection on a rural roadway where there is a history of motorists traveling at high speed through the intersection without stopping. If rumble strips are used on Franklin Boulevard, staff believe it will dilute the effectiveness of rumble strips elsewhere as drivers receive mixed messages with respect to upcoming stop intersections. Rumble strips are also seen as a nuisance to motorists and maintenance operators and create increase levels of traffic noise to neighbouring properties.

Rumble strips on Franklin Boulevard are not necessary for speed control as the entry deflection design of the roundabout through its geometry will result in lower vehicle speeds approaching the roundabout crosswalk. Rumble strips are also not necessary for advising drivers approaching the roundabout crosswalks as pavement marking and signing will be in place to provide drivers sufficient advance warning of the raised crosswalks. Region staff believe the additional measures associated with rural stop control and rumble strips is not necessary and unwarranted on Franklin Boulevard.

2.3 Committee Member question with respect to the need for 3 lane entries and exits upon opening of the roundabout at Saginaw Parkway

At the June 18, 2013 Planning and Works Committee meeting, Committee members questioned the 3-lane entry design of the roundabout and asked whether the roundabout could be initially operated as a 2-lane roundabout. Committee members referred to the previous decision at the Homer Watson Boulevard/Block Line Road roundabout where Council approved the post construction modification of the circulatory roadway from a 3-lane to 2-lane configuration.

Region Staff Response:

During the planning for the Franklin Boulevard project, staff had previously conducted a traffic analysis to determine whether the 3-lane entry at the Saginaw Parkway roundabout could be initially reduced to 2-lanes to simplify operations within the first few years. The analysis concluded that constructing the roundabout with a 2-lane entry would result in significant traffic queuing and delays on opening day. During peak hours of traffic a 2-lane entry at the Saginaw Parkway roundabout would back-up traffic on Franklin Boulevard from Saginaw Parkway into the roundabout at Can-Amera Parkway, creating significant traffic congestion along this section of Franklin Boulevard. It is also expected that after the improvements are completed on Franklin Boulevard, the improved corridor will draw additional traffic from downtown Galt and Hespeler Road which will add to the traffic congestion. Based on a review of the previous traffic analysis, staff have concluded that a 2-lane entry at the Saginaw parkway roundabout will simply not work during peak periods on opening day.

2.4 Previous Council Direction on Franklin Boulevard Roundabouts

On January 26, 2010 Planning and Works Committee considered the following recommendation:
THAT the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for Franklin Boulevard Improvements from Myers Road to Pinebush Road in the City of Cambridge:

a) Approve the widening and reconstruction of Franklin Boulevard as described as the Recommended Design Alternative (Alternative 4 – Hybrid Roundabout Corridor) in Report E-10-009, dated January 26, 2010;

b) Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in the local newspapers and mailings to adjacent property owners, tenants, and agencies, and place the Environmental Study Report on the public record for a period of 30 days.

The report and recommendation were reviewed by Planning and Works Committee and in response to questions raised at the meeting consideration of the report was deferred to March 9, 2010 pending staff responses to questions raised. (Please see Appendix A, excerpts from Minutes of Planning and Works Committee, January 26, 2010.)

On March 9, 2010 a memo providing responses to the concerns raised at the January 26, 2010 meeting was presented to Planning and Works Committee and staff tabled the same recommendation noted above. The minutes of the meeting indicate that Planning and Works Committee passed the recommendation and on March 24, 2010 the recommendation was also passed by Regional Council. (Please see Appendix B, excerpts from Minutes of March 9, 2010 Planning and Works Committee and March 24, 2010 Council meetings.)

The Notice of Completion and Environmental Study Report for the Franklin Boulevard Improvements was filed in October of 2010 and after review of several referral requests from members of the public the Ministry of the Environment approved the project in July of 2011.

On May 3, 2011 Region Staff presented report E-11-047 to Planning and Works Committee for information purposes to provide an update on the schedule and construction phasing for the road improvements on Franklin Boulevard. Subsequent to presentation of the construction phasing plan, City of Cambridge Council requested consideration for alternative construction phasing and additional public consultation for roundabouts on Franklin Boulevard.

On May 8, 2012 staff presented report E-12-027 addressing construction timing for Franklin Boulevard. At the meeting questions were raised concerning the number of roundabouts in the first phase of construction and when a public consultation centre related to construction of Franklin Boulevard was to be held. At the meeting the following recommendation was passed by Planning and Works Committee:

THAT the Regional Municipality of Waterloo, in order to minimize delays in construction and the impacts on the community, traffic and the cost of construction, take no action with respect to the City of Cambridge’s request to alter the construction phasing as originally planned per Report E-11-047 and as presented to Regional Planning and Works Committee on May 3, 2011 for the Franklin Boulevard Improvements from Pinebush Road to Myers Road.

At the May 8, 2012 meeting staff also committed to reporting back with the design of the Saginaw roundabout and following a Public Consultation Centre after the first phase of construction was complete. (Please see Appendix C, excerpts from Minutes of Planning and Works Committee, May 8, 2012.)

At the May 16, 2012 Regional Council meeting the recommendation from the May 8, 2012 Committee meeting was approved. The minutes from the Council meeting are attached as Appendix D.
As committed by staff at the May 8, 2012 Committee meeting, a workshop on roundabouts was held for Region Councilors on October 30, 2012 and after further discussion with stakeholders regarding the design of the Franklin and Saginaw roundabout, staff presented the proposed design plan to Committee on June 18, 2013.


PREPARED BY:  William Gilbert, Senior Project Manager, Design and Construction

cc:  Mike Murray
    Chief Administrative Officer

Attachments

Appendix A – Planning and Works Committee Meeting Minutes, January 26, 2010
Appendix B – Planning and Works Committee Meeting Minutes, March 9, 2010 and Regional Council Minutes, March 24, 2010
Appendix C – Planning and Works Committee Meeting Minutes, May 8, 2012
Appendix D – Regional Council Minutes, May 16, 2012
(All Appendices are excerpts referring to Franklin Boulevard Improvements only)
Appendix A

REGIONAL MUNICIPALITY OF WATERLOO
PLANNING AND WORKS COMMITTEE
MINUTES

Tuesday, January 26, 2010
9:10 a.m.
Region Council Chamber
150 Frederick Street, Kitchener, Ontario

Present were: Chair J. Wideman, J. Brewer, K. Denouden, D. Craig, T. Galloway, J. Haalboom, B. Halloran, R. Kollerbohm, C. Millar, J. Mitchell, W. Roth, K. Seiling, B. Strauss, S. Strickland, and C. Zehr

Members absent: J. Smola

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.

PRESENTATIONS

a) E-10-008 2010 Roundabout Educational Campaign Launch

Received for Information.

Chair J. Wideman thanked outside agencies and regional staff who helped with the roundabout commercial.

Bob Henderson, Manager, Transportation Engineering, made a presentation to Committee with respect to the importance of the continuation of public education on roundabouts. He introduced the new slogan “look and plan ahead” and the debut of the television commercial. He thanked many individuals and staff that worked on producing the commercial. A copy of his presentation is attached to the original minutes.

Paul Tucker and Stefan Nespoli performed the Roundabout Dance song.

DELEGATIONS

f) E-10-009 Franklin Boulevard Improvements, Myers Road to Pinebush Road, City of Cambridge, Class Environmental Assessment - Recommended Design Alternative

Bill Gilbert, Senior Project Manager, provided a presentation. Focused on some of the public issues and considerations that have come up through this study, the detailed information on the study needs, and the alternatives and evaluations regarding the recommended design alternative and the main issues raised by the public. A copy of his presentation is attached to the original minutes.
Memo to Report: E-13-032

P&W - 2 - 10/01/25

i) Rudy Kuret, Cambridge, appeared before Committee stating he is the owner of Wisper's of Cambridge Inc., a business that is located on the South East corner of Dundas Street (Highway #8) and Franklin Boulevard. He indicated that if the proposal for Franklin Boulevard improvements is passed his business will be torn down. He expressed concern with relocating his business elsewhere because of the high exposure and visibility he receives from his current location. A copy of his handout is attached to the original minutes.

ii) Richard Porter, Cambridge, addressed Committee citing pedestrian safety concerns. He further provided comments to the difficulty trucks have using roundabouts.

iii) Victor Ambrosio, Cambridge, did not appear before Committee.

iv) Barb Hinchcliffe from Franklin Boulevard expressed concern regarding dead-end streets in the area of Liberty Drive and Athlone Road which only access onto Franklin Boulevard. The delegation raised questions regarding the installation of a break in the median or a light that stays green unless a vehicle approaches it.

v) Kathleen Cook appeared before committee opposing the installations of roundabouts on Franklin Boulevard. She commented that bigger cities in Canada have been removing the roundabouts and feels the Region of Waterloo will be taking a step backwards. She also expressed concerns with larger trucks maneuvering through the roundabouts and the safety of pedestrians. K. Cook asked staff to provide her with clarification on the statistics on reduced accidents where they come from and what year.

vi) Mike Gorski, a business owner at 1045 and 1055 Elgin Street on the corner of Franklin Boulevard expressed his opposition to the development of new roundabouts because it will encroach on his property. He also raised concerns with safety of pedestrians particularly at that corner because of the high volume of children.

vii) Harvey McLean from 111 Hilborn Avenue raised concerns that Franklin Boulevard eastside of Hilborn does not have sidewalks. Staff indicated that the proposal of Franklin Boulevard improvements has multi use trails on both sides of Franklin Boulevard.

Committee members discussed that potential land acquisition issues should be occurring in camera. Committee also commented on the importance of supplying a handout to the public at open houses regarding how the process works with respect to land acquisitions and expropriations.

Concerns were also expressed about pedestrian safety and providing larger more visible signs at roundabouts.

Discussion also occurred about the estimated capital costs being 15% to 20% greater than that for a signalized corridor. Staff highlighted that the costs for the roundabout option, with construction, property and physical costs, are slightly higher than a signalized intersection improvement.

Doc #742525
Committee members indicated that further information was required on land acquisitions and cost benefit analysis, therefore recommended to defer this report until the March 9, 2010 Planning and Works meeting.

A request was made for staff to prepare a handout outlining how the process works with respect to land acquisitions and expropriations and attach it as an appendix to the March 9, 2010 report.

MOVED by D. Craig
SECONDED by S. Strickland

THAT Committee members defer Report E-10-009 Franklin Boulevard Improvements, Myers Road to Pinebush Road, City of Cambridge, Class Environmental Assessment - Recommended Design Alternative to the March 9, 2010 Planning and Works Committee meeting.

CARRIED ED

c) E-10-010/CR-FM-10-001 GRT Strasburg Road Facility Expansion (EOI 2009-005)
Consultant Selection

MOVED by B. Strauss
SECONDED by B. Halloran

THAT the Regional Municipality of Waterloo approve entering into an Agreement with Morrison Hershfield Limited to provide standard architectural and engineering services for the design and construction administration of the GRT Strasburg Road Facility Expansion as per the terms of the Expression of Inter est document EOI #2009-005, for a lump sum fee of $2,5 85,000 plus applicable taxes and disbursements as explained in E-10-010/CR-FM-10-001, dated January 26, 2010.

CARRIED ED

d) E-10-014/P-10-004 2010 Planning and Works Project Team Membership

J. Wideman reviewed the various projects and study teams noted in the report and requested representation from Regional Councillors. As per discussion the following Regional Councillors have been added to the following projects:

- Cycling Master Plan; add J. Mitchell and C. Millar
- George Street Reconstruction, St. Andrews Street to Parkhill Road; add C. Millar
- Erbsville Road Widening, Erb Street to Wideman Road; add B. Strauss
- Integrated Urban System Groundwater Study; add J. Haalboom
- Strange Street System Class EA Update; add J. Wideman
- Woolwich Water/Wastewater Master Plan; add B. Strauss

MOVED by K. Denouden
SECONDED by B. Halloran

THAT the Regional Municipality of Waterloo appoint Regional Councillors to the various projects and study teams as noted in Appendix A to Report E-10-014/P-10-004, dated January 26, 2010;

Doc #742525
Appendix B

REGIONAL MUNICIPALITY OF WATERLOO
PLANNING AND WORKS COMMITTEE
MINUTES

Tuesday, March 9, 2010
9:45 a.m.
Region Council Chamber
150 Frederick Street, Kitchener, Ontario

Present were: Chair J. Wideman, D. Craig, K. Denouden, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, J. Mitchell, W. Roth, K. Seiling, J. Smola, B. Strauss, and *C. Zehr

Members absent: J. Brewer, C. Millar, and S. Strickland

MOTION TO GO INTO CLOSED SESSION

MOVED by B. Strauss
SECONDED by B. Halloran

THAT a closed meeting of the Planning and Works Committee be held on Tuesday, March 9, 2010 at 8:30 a.m. in the Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) proposed or pending acquisition of land in the City of Cambridge
b) labour relations related to contract negotiations
c) litigation or potential litigation related to a matter before an administrative tribunal
d) litigation or potential litigation related to a matter before an administrative tribunal
e) receiving of advice that is subject to solicitor-client privilege related to a legal proceeding
f) receiving of advice that is subject to solicitor-client privilege related to an agreement
g) labour relations related to an identifiable individual
h) receiving of advice that is subject to solicitor-client privilege

CARRIED

MOTION TO RECONVENE IN OPEN SESSION

MOVED by J. Haalboom
SECONDED by J. Smola

THAT the meeting reconvenes into Open Session.

CARRIED

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.
DELEGATIONS

a) Report E-10-009 and Memo: Franklin Boulevard Improvements, Myers Road to Pinebush Road, City of Cambridge Class Environmental Assessment Study – Recommended Design Alternative Supplementary Information to Report E-10-009

   i) Rudy Kuret, Cambridge, appeared before Committee stating he is the owner of Wispers of Cambridge Inc. a business that is located on the South East corner of Dundas Street (Highway #8) and Franklin Boulevard. He indicated his opposition to a roundabout at this intersection because it forces him to relocate his business and feels roundabouts are not senior friendly. A copy of his handout is attached to the original minutes.

   ii) Murdeen Kuret, Cambridge appeared before Committee citing her support for her husband and his business. She stated her concerns with relocating the business elsewhere because of the high exposure and visibility it has at this intersection and potentially the loss of clientele while rebuilding. She also highlighted the difficulty with snow removal. A copy of her handout is attached to the original minutes.

   Committee members encouraged the delegation to visit Gord Kaster at his business located at the roundabout on Lancaster and Bridge Street in Kitchener to hear about his positive experience working with the Region of Waterloo.

   iii) Kathleen Cook, Cambridge appeared before Committee highlighting her many years of experience driving roundabouts. She commented that bigger cities in Canada have been removing their roundabouts and feels the Region of Waterloo will be taking a step backwards. She also expressed concerns with larger trucks maneuvering though the roundabouts she suggested that Franklin Blvd. should become a 6 lane road. A copy of her handout is attached to the original minutes.

   Committee members directed staff to hold a public consultation centre after the construction of the first phase of the roundabouts to obtain feedback on how the roundabouts are working in that phase.

   MOVED by K. Denouden
   SECONDED by K. Seiling

   THAT the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for Franklin Boulevard Improvements from Myers Road to Pinebush Road in the City of Cambridge:

   a) Approve the widening and reconstruction of Franklin Boulevard as described as the Recommended Design Alternative (Alternative 4 – Hybrid Roundabout Corridor) in Report E-10-009, dated January 26, 2010;

   b) Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in the local newspapers and mailings to adjacent property owners, tenants, and agencies, and place the Environmental Study Report on the public record for a period of 30 days.

   CARRIED

   b) E-10-025, Sign By-Law Respecting Signs on Regional Roads

769145
REGIONAL COUNCIL MINUTES
Wednesday, March 24, 2010

The following are the minutes of the Regular Council meeting held at 7:06 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present:

Members Absent: K. Denouden, B. Strauss and C. Zehr

CLOSED SESSION

MOVED by J. Mitchell
SECONDED by W. Roth

THAT a closed meeting of Council be held on Wednesday, March 24, 2010 at 6:45 p.m. in the Waterloo County Room, in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) Potential litigation related to a contract

CARRIED

MOVED by J. Brewer
SECONDED by B. Halloran

THAT Council reconvene in Open Session.

CARRIED

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.

PRESENTATIONS

Lucille Bish, Director Community Services introduced each of the award recipients and provided background information.

a) Lieutenant Governor’s Ontario Heritage Award for Lifetime Achievement was presented to Ruth Tomlinson for her 61 years of volunteer service with spinning and weaving in the community. She has demonstrated her craft as a volunteer at Doon Heritage Crossroads and Joseph Schneider Haus for many years.

b) Heritage Community Recognition Certificate from the Ontario Heritage Trust for natural heritage was presented to Ruth Hicks in appreciation for her exceptional work in the Heritage Garden Program at Doon Heritage Crossroads.
Waterloo and Kitchener Wastewater Treatment Plant, City of Kitchener in the amount of $3,355,632.36 plus GST/HST as applicable.

CARRIED

f) F-10-022, P2010-08 Supply of Biosolids Cake Handling Equipment for the Waterloo Wastewater Treatment Plant, City of Waterloo

MOVED by J. Wideman
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo accept the proposal of KWS Manufacturing Co., Ltd. for Supply of Biosolids Cake Handling Equipment for the Waterloo Wastewater Treatment Plant (WWTP), City of Waterloo in the amount of $3,657,144.75 including all applicable taxes.

CARRIED

g) F-10-023, 2010 FCM Debenture

Received for information.

h) F-10-024, Regional Council and Council Appointee Remuneration and Expenses for the Year Ended December 31, 2009

Received for information.

COMMITTEE REPORTS

Planning and Works

The Summary of Recommendations of the Planning and Works Committee was presented by Jim Wideman, Chair of the Committee. Item #2 was dealt with under Delegations. J. Brewer requested Item #1 be taken separately. She noted there has been no reference to contact with the Cambridge Fire Chief and expressed concern about fire trucks in the industrial area. She would like assurance that the roundabouts are built to accommodate the large trucks using Franklin Blvd. T. Schmidt confirmed the roundabouts are being designed to accommodate trucks and the St. Jacobs and Bridgeport roundabouts were cited as examples. D. Craig advised the Cambridge Fire Chief has spoken to Regional staff and is satisfied. He requested staff to come back in the future with a report on a combination of lights and roundabouts and if they would be applicable in this location.

MOVED by J. Wideman
SECONDED by R. Keiterborn

THAT the Summary of Recommendations of the Planning and Works Committee, dated March 9, 2010, Item 1, be adopted as follows:

1. THAT the Regional Municipality of Waterloo take the following actions with respect to the Class Environmental Assessment for Franklin Boulevard Improvements from Myers Road to Pinebush Road in the City of Cambridge:
a) Approve the widening and reconstruction of Franklin Boulevard as described as the Recommended Design Alternative (Alternative 4 – Hybrid Roundabout Corridor) in Report E-10-009, dated January 26, 2010;

b) Direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in the local newspapers and mailings to adjacent property owners, tenants, and agencies, and place the Environmental Study Report on the public record for a period of 30 days.

CARRIED
(J. Brewer opposed)

MOVED by J. Wideman
SECONDED by R. Kelterborn

THAT the Summary of Recommendations of the Planning and Works Committee, dated March 9, 2010, Items 3 to 10, be adopted as follows:

3. THAT the Region of Waterloo make an exemption to the engine brake sign criteria and install “Please Avoid Use of Engine Brakes” sign on Roseville (Regional Road 46) for the westbound motorists approaching Fischer-Hallman Road (Regional Road 59), Township of North Dumfries. [E-10-026]

4. That the Regional Municipality of Waterloo enter into an Engineering Agreement with MTE Consultants to provide engineering services for detailed design and services during construction of the Kitchener Wells K1A and K2A Support Utilities in the City of Kitchener at an upset fee limit of $185,430.00 plus applicable taxes. [E-10-029]

5. THAT the Regional Municipality of Waterloo takes the following action regarding Grand River Transit’s 2010 bus purchase:

a) accept the proposal from NovaBus, a Division of Prevost Car Inc., for the delivery of nine (9) diesel transit buses and three (3) diesel-electric hybrid buses in 2010 at a price of $6,349,954.77, including all applicable taxes;

b) to maximize the benefits of hybrid buses, endorse the use of diesel-electric hybrid bus technology for use on bus routes with low operating speeds and highest bus stop density typical of Route 7 - Mainline.

c) endorse the continued use of clean diesel engine technology, through the use of emission reducing Continuously Regenerating Technology (CRT) for other conventional bus services GRT operates.

d) authorize the issuance of debentures in an amount not to exceed $5,500,000 for a term not to exceed 10 years for this purchase. [E-10-030]

6. THAT the Regional Municipality of Waterloo take the following actions with respect to the provision of fire service at the Region of Waterloo International airport, as described in Report E-10-019, dated March 9, 2010:

a) Approve the transition from contract fire service to in-house fire service in 2010;

b) Approve the hiring of 3 additional full-time staff (1 supervisor and 2 maintenance staff);
Present were: Chair J. Wideman, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, R. Kelterborn, G. Lorentz, J. Mitchell, K. Seiling, S. Strickland, C. Zehr

Members absent: B. Halloran, C. Millar

MOTION TO GO INTO CLOSED SESSION

MOVED by G. Lorentz
SECONDED by L. Armstrong

THAT a closed meeting of the Planning and Works Committee be held on Tuesday, May 8, 2012 at 8:45 a.m. in the Waterloo County Room, in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) proposed or pending acquisition of land in the City of Kitchener
b) proposed or pending disposition of land in the City of Cambridge
c) receiving of advice subject to solicitor-client privilege related to a legal agreement
d) personal matters about identifiable individuals – committee appointments
e) receiving of advice subject to solicitor-client privilege related to a legal matter

CARRIED

MOTION TO RECONVENE IN OPEN SESSION

MOVED by T. Cowan
SECONDED by J. Brewer

THAT the meeting reconvene into Open Session.

CARRIED

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

K. Seiling declared a pecuniary interest with respect to report E-12-057, Municipal Utility Relocation – Cost Sharing for Rapid Transit, due to two of his adult children who own residential properties within the proposed corridor.

D. Craig declared a pecuniary interest with respect to report E-12-057, Municipal Utility Relocation – Cost Sharing for Rapid Transit, due to his son owning property within the area of a proposed station on the rapid transit system.
INTER-DEPARTMENTAL REPORT

d) E-12-047/P-12-043, 2012 Water And Wastewater Monitoring Report

MOVED by T. Galloway
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo accept the 2012 Water and Wastewater Monitoring Report summarized in Report E-12-047/P-12-043, dated May 8, 2012, as the account of water supply and wastewater treatment capacity as of December 31, 2011.

CARRIED

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

e) E-12-027, Franklin Boulevard Improvements, Pinebush Road to Myers Road, City of Cambridge — Construction Phasing

William Gilbert, Senior Project Manager, delivered a power point presentation on the matter. A copy of the presentation is appended to the original minutes. He explained the review that staff undertook in regard to concerns raised by the City of Cambridge surrounding the construction timeline, public review period, and Roundabout awareness for Cambridge residents. W. Gilbert advised that staff continue to work with Grand River Accessibility Advisory Committee, Canadian National Institute for the Blind, and the Waterloo Catholic District School Board in relation to St. Benedict Catholic Secondary School, due to its proximity to the proposed roundabout at the intersection of Franklin Boulevard and Saginaw Parkway.

W. Gilbert explained the reasons for staff’s recommendation of making no change to the construction timeline, including: minimizing construction delays; the significant impacts from prolonged construction would have on the community, traffic and the cost of construction; delaying safety improvements at existing problem intersections; for pedestrian safety during a delayed construction period; and the critical construction path for the expropriation process.

Staff responded to questions from members relating to traffic detours on arterial roads, lane reductions on Franklin Boulevard during the construction period, pedestrian rights at Roundabouts, safety measures for the proposed Roundabout at St. Benedict School, details about the Homer Watson and Block Line Roundabout counter-measures, Ontario legislation regarding pedestrian signage, and details about the Roundabout education and awareness program.

Members expressed their support or their concerns about the construction phasing and Cambridge’s request. Some of the concerns were for traffic flow due to a reduction to one lane during construction; taking more time to explore and review the counter-measures at Homer Watson and Block Line Roundabout; and exploring whether the Roundabout located near St. Benedict School should include vehicle signals.

Through Committee discussion it became apparent that there was an inconsistent understanding of what decision was made on the project in 2010 by this Committee. Specifically about how many Roundabouts would be installed before the public consultation
period and review and report back to Committee to consider moving forward with the remainder of the project. Some members recalled that the first Phase was to include three Roundabouts at the north and three near the center of the project area, while others understood that only the three at the north would be constructed before the public consultation period.

Chair Wideman directed the Clerk’s Office to collect and distribute the Minutes relevant to the previous decision.

There was a suggestion that the matter be deferred to the next Council meeting to allow time to review the previous decision on the matter and the following motion was moved in that regard.

MOVED by D. Craig
SECONDED by R. Deutschmann

THAT report E-12-027 dated May 8, 2012 titled Franklin Boulevard Improvements, Pinebush Road to Myers Road, City of Cambridge – Construction Phasing, be deferred to the next meeting of Council to allow time to review the previous decision on the matter.

LOST

Committee moved on to other items on the Agenda and returned to this item later in the meeting when the Minutes were available.

\textit{g)} Belmont Avenue Raw Watermain, Gage Avenue to Glasgow Street, City of Kitchener, Pre-construction Information Package – Public Information Centre

A replacement map was circulated at the meeting.

Received for information.

**RAPID TRANSIT**

h) E-12-057, Municipal Utility Relocation – Cost Sharing for Rapid Transit

Details of the cost sharing between the municipalities were requested and staff advised that they will be in a position to provide those details in the report planned for this fall.

Received for information.

**TRANSIT**

i) E-12-043, GRT Customer Issue Report

It was noted that the report would be posted on the GRT website for the public’s information. Members recognized the low number of complaints and noted that 70,000 new hours of transit service were added during that time which had potential to increase complaints, but they actually stayed consistent per ridership capita. Staff was thanked for their efforts and for implementing ridership feedback through social media.

Received for information.
n) E-12-052, Strange Street Water Supply System Class Environmental Assessment Update: Notice of Completion

MOVED by G. Lorentz
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo receive the report entitled “Strange Street Water Supply System Class Environmental Assessment Update” prepared by Stantec, dated March 2012, according to Report E-12-052 dated May 8, 2012;

AND THAT Transportation and Environmental Services staff issue the Notice of Completion of Environmental Study Report, and file the Environmental Study Report for public review in accordance with Municipal Class Environmental Assessment requirements.

CARRIED

INFORMATION/CORRESPONDENCE

a) Memo Re: Universal Transit Pass (U-Pass) Program Update

Received for information.

Committee returned to discussing the following report.

REPORTS – Continued

e) E-12-027, Franklin Boulevard Improvements, Pinebush Road to Myers Road, City of Cambridge – Construction Phasing

Chair Wideman advised that the Minutes of the Planning and Works Committee provide that the public consultation centre would take place after the first Phase of construction.

Committee debated the matter further and asked further questions of clarification to staff.

Staff confirmed that the details of the Roundabout designs would be considered later and changes could be made through the detailed design process. As mentioned earlier, staff continue to work with Grand River Accessibility Advisory Committee, Canadian National Institute for the Blind, and the Waterloo Catholic District School Board in relation to St. Benedict Catholic Secondary School, due to its proximity to the proposed roundabout at the intersection of Franklin Boulevard and Saginaw Parkway.

Staff confirmed the next steps as follows:

- Move forward with detailed design process with a report back to Committee is anticipated by the end of 2012
- Construction of Phase 1 is anticipated to take place 2013-2014
- A Public Consultation Centre (PCC) on the function of Phase 1 works is anticipated to take place in the winter of 2014-2015.
- Staff to report back to Committee on the results of the PCC.
In response to the significant amount of questions and comments from members surrounding the detailed design of Roundabouts, staff offered to arrange a workshop on Roundabouts for Committee members.

A request was made for staff to review options for signalized vehicle lights and signalized pedestrian crosswalks in Roundabouts in the detailed design report later this year.

A recorded vote was requested on the motion.

MOVED by G. Lorentz
SECONDED by K. Seiling

THAT the Regional Municipality of Waterloo, in order to minimize delays in construction and the impacts on the community, traffic and the cost of construction, take no action with respect to the City of Cambridge’s request to alter the construction phasing as originally planned per Report E-11-047 and as presented to Regional Planning and Works Committee on May 3, 2011 for the Franklin Boulevard Improvements from Pinebush Road to Myers Road.

CARRIED
Nays: J. Brewer, T. Cowan, D. Craig, R. Deutschmann

OTHER BUSINESS

a) Council Enquiries and Requests for Information Tracking List

G. Lorentz inquired in light of the construction project taking place on Courtland Avenue now, whether there was any planning for upgrading servicing to the Schneider’s site. C. Zehr advised that there was a City of Kitchener task force created which will be looking at that in the future and indicated that it is premature at this time. The operation will not be finished until 2014.

Received for information.

NEXT MEETING – May 29, 2012

ADJOURN

MOVED by J. Haalboom
SECONDED by L. Armstrong

THAT the meeting adjourn at 11:23 a.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, J. Reid

1171598
Appendix D

REGIONAL COUNCIL MINUTES
Wednesday, May 16, 2012

The following are the minutes of the Regular Council meeting held at 7:07 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present: Chair K. Selling, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, J. Wideman, and C. Zehr.

Members Absent: B. Halloran and S. Strickland

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

K. Selling declared a pecuniary interest with respect to Item # 2 of the Administration and Finance Committee Summary of Recommendations as he has obtained legal advice due to two of his adult children who own residential properties within the proposed Rapid Transit corridor.

D. Craig declared a pecuniary interest with respect to Item # 2 of the Administration and Finance Committee Summary of Recommendations as he has obtained legal advice due to his son owning property within the area of a proposed station on the rapid transit system.

R. Deutschmann declared a pecuniary interest with respect to Item # 2 of the Administration and Finance Committee Summary of Recommendations as he has obtained legal advice since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

PRESENTATIONS

a) Matt Torigian, Chief of Police, appeared before Council to provide an update on Neighbourhood Policing. He provided a powerpoint presentation, a copy of which is appended to the original minutes. M. Torigian stated this is part of the Police Service commitment to provide updates with the initiatives that have been undertaken. He provided an overview of the zone realignment, completed to equalize the call distribution and the need to be proactive, predictive, precise in terms of service delivery to the communities within the Region. The call for service demand and average response times were highlighted as well as the impact of mental health on hospital wait times and police resources.

Councillors had questions with respect to the definition of citizen generated calls and the targets for proactive time. M. Torigian responded that officers can also generate calls and there is new call software that will allow for more in-depth analysis. No targets for proactive time are set but they anticipate seeing figures in the 20 – 23% range.

A member of Council inquired if the data and new realignment are working and the number of officers that leave the force per year. M. Torigian responded that the data is working and is providing information about where officers need to be deployed and where the problems are occurring. He further noted about 18 – 20 officers are lost each year due to attrition. The “Drive Safe” brochure that was circulated was highlighted and the distribution of it was also discussed.
Some of the Township Mayors expressed concern with the increase in rural response time, noting this needs to be addressed. The issue of responding to by-law enforcement calls was also identified and if the cities and townships need to do a better job at addressing these issues. Brent Thomlison, Deputy Chief, responded that by-law complaints are handled by the municipality but some are backed up by the Police, mainly in response to noise and parking.

The issue of wait times at the hospitals was reviewed and it was noted there are ongoing discussions in relation to this matter.

A request was made in relation to the 2013 budget that councillors have sufficient time to review the Police Services proposal in order to determine what is in the best interest of the community.

The increase in violent crimes was noted and M. Torigian advised the contributing factors are the gang culture, drugs and weapons and they are continually working in those areas.

There was further discussion related to the definition of administrative time, which includes writing reports, attending court, refueling vehicles, breaks and lunch.

A suggestion was made to provide an educational program through the Police Association, with outreach to community and youth specifically. B. Thomlison advised the Ontario Association of Chiefs of Police has a Youth Working Committee working on partnering with Police agencies. He can provide the details if requested.

DELEGATIONS

a) Mark Kreller & Vic Degulis, Kitchener-Waterloo Oktoberfest, appeared before Council to provide a Community Update on the Success of their 2011 Year and the Vision Moving Forward. V. Degulis shared a powerpoint presentation, a copy of which is appended to the original minutes. He highlighted their history, restructuring, successes and future for the event, including new initiatives. He reviewed the annual economic impact the Festival has on the community and noted it should be identified in the Region’s Strategic Plan. He stated the branding needs to be visible year round and they encouraged active participation in their evolving vision.

b) Mary Ann Wasilka, appeared before Council with respect to Modal Transportation Shift, noting she attended the May 8th Committee meeting with respect to the proposed Grand River Transit fare increases. At that time she had requested consideration of a new fare category and will discuss this further with staff as part of the 2013 budget process. She requested Council consider collecting data regarding modal shifts and how many people specifically use automobiles versus different forms of active transportation. She further questioned which of the programs promoting active transportation in the Region are meeting their goals and objectives.

c) Nicholas Ermete, Cambridge City Councillor appeared before Council with respect to Item #9 of the Planning and Works Summary regarding E-12-027, Franklin Boulevard Improvements, Pinebush Road to Myers Road, City of Cambridge – Construction Phasing. He stated the roundabout issue has been contentious in his ward and he is here representing the constituents. He requested consideration be given to the motion from the City of Cambridge in regards to this matter and reject the staff recommendation before
Council Minutes

Council this evening. He stated this proposal needs time for further consideration as there are a number of unanswered questions. He stated there is confusion over how many roundabouts are being constructed in the first phase and people do not believe their concerns are getting the attention they deserve. He stated the Region needs to do a better job of education and specifically address the concerns about the roundabout near Monsignor Doyle High School. These changes are happening faster than people thought and they need time to adjust to the changes.

J. Wideman brought forward Item # 9 from the Summary of Recommendations of the Planning and Works Committee. J. Wideman commented that six roundabouts were constructed on Ira Needles Blvd. successfully. He stated the proposed Franklin Blvd. construction will reduce the road to one lane and it needs to get done in a timely manner rather than spreading it over three or four years.

A question was raised on the specific location of the roundabouts with a combined two or three lane size, similar to the one constructed at Homer Watson and Block Line. Thomas Schmidt, Commissioner of Transportation and Environmental Services advised he did not have the specific details at this time but they will likely be at the north end. A member of Council expressed concern that approval is being given to the same model that has now been changed once it was constructed. Mike Murray, Chief Administrative Officer noted that the design still needs to be finalized and there is more work to be done before the detailed design is approved. He stated what has been learned will be incorporated into the continued planning and design of these roundabouts.

Members of Council stated the issue of timing is being debated and it is important to get the work completed and not inconvenience the residents for longer than necessary. Some members expressed concern with breaking a commitment to the community and not considering the request of Cambridge Council who know the issues in their community.

D. Craig requested a recorded vote.

MOVED by J. Wideman
SECONDED by G. Lorentz

THAT the Summary of Recommendations of the Planning and Works Committee, dated May 8, 2012, Item 9 be adopted as follows:

1. THAT the Regional Municipality of Waterloo, in order to minimize delays in construction and the impacts on the community, traffic and the cost of construction, take no action with respect to the City of Cambridge's request to alter the construction phasing as originally planned per Report E-11-047 and as presented to Regional Planning and Works Committee on May 3, 2011 for the Franklin Boulevard Improvements from Pinebush Road to Myers Road. [E-12-027]

CARRIED

Yeas: T. Galloway, J. Haalboom, R. Kelterborn, G. Lorentz, J. Mitchell, K. Seiling, J. Wideman, C. Zehr

Nays: L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, C. Millar
TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: June 18, 2013

FILE CODE: T04-20, 5549

SUBJECT: FRANKLIN BOULEVARD IMPROVEMENTS – ROUNDBOUND DESIGN AT FRANKLIN BOULEVARD AND SAGINAW PARKWAY, CITY OF CAMBRIDGE

RECOMMENDATION:

THAT the Regional Municipality of Waterloo approve the design of the Franklin Boulevard and Saginaw Parkway roundabout as outlined in Report E-13-032, dated June 18, 2013.

SUMMARY:

Planned improvements on Franklin Boulevard from Myers Road to Pinebush Road in the City of Cambridge include eleven modern roundabouts of which five, on the northerly section, will have 3 lane entries/exits (i.e. at Pinebush Road, Sheldon Drive, Bishop Street, Can-Amera Parkway and Saginaw Parkway). During 2011 and 2012, Regional Council and staff received questions and concerns regarding the safety of pedestrians crossing at the proposed Saginaw Parkway roundabout from St. Benedict’s Catholic High School staff, parents, Cambridge Library staff and Cambridge Council. Please refer to Appendix A for a key plan of the proposed Franklin Boulevard/Saginaw Parkway roundabout. Committee members requested staff to review options for enhancements to assist pedestrian/student crossing at the Saginaw roundabout and report back with further detailed design of the roundabout.

Staff conducted a traffic analysis to determine whether the 3-lane entries and exits to the northerly five roundabouts could be reduced to two lanes in the interim to simplify operations within the first few years. Staff’s conclusion from this analysis is that the 3-lane entries/exits are necessary to accommodate existing heavy traffic and therefore staff do not recommend an initial reduction to two lanes at any location.

Staff also conducted a review of the current design of the Saginaw Parkway roundabout to address concerns regarding student crossing safety. This included a review of measures implemented at the Homer Watson Boulevard/Block Line Road roundabout and a comprehensive exploration of additional design enhancements that could assist students crossing at the Saginaw Parkway roundabout. As part of developing and assessing the design enhancements, staff also consulted with staff from the Waterloo Catholic District School Board, St. Benedict’s Catholic High School and Parent Teacher Council, Cambridge Fire Services, Region Emergency Services, Canadian National Institute for the Blind (CNIB), Grand River Accessibility Advisory Committee (GRAAC) and Cambridge Councilor Nicholas Ermeta.

Based on the comprehensive technical review of the design and consultation with all concerned parties, staff are recommending the following design enhancements for assisting students and visually impaired pedestrians crossing at the Franklin Boulevard and Saginaw Parkway roundabout:
• Raised Crosswalks on all entries and exits of the roundabout;
• Large splitter islands on the approaches and exits of the roundabout;
• A yield condition channelized right turn lane from Saginaw Parkway to Franklin Boulevard, relocated north of the pedestrian crossing on Franklin Boulevard on the north side of Saginaw Parkway; and
• Roundabout Accessible Traffic Control Signals (traffic control signals for visually impaired pedestrians crossing at the roundabout) on Franklin Boulevard approximately 135 metres north of Saginaw Parkway.

In addition to the recommended design enhancements, Region staff are also recommending to:
• Continue to work with the City of Cambridge in providing crossing guards during peak student crossing times before and after school, and during lunch hours, until the Ontario Traffic Manual Book 15 Type 2 PXO sign is legislated by the province;
• Continue to work with the City of Cambridge in reviewing the possibility for constructing a pedestrian refuge island or pedestrian crossing control on Saginaw Parkway to accommodate crossings by students and visually impaired pedestrians easterly of Franklin Boulevard;
• Explore the possibility for constructing a walkway across school lands in connecting the St. Benedict’s school entrance to the Franklin Boulevard and Saginaw Parkway roundabout; and
• Continue to work with the Waterloo Catholic District School Board, St. Benedict’s Catholic High School staff, Parents Council, students and the local area community in providing education on pedestrian crossing at roundabouts.

The Region’s 2013 10 Year Transportation Capital Program currently identifies Year 1 construction phasing of the Franklin Boulevard Improvements to start in 2014, pending necessary property acquisitions, approvals and utility relocations. Despite Region staff making best efforts on an aggressive schedule to complete work for the 2014 start of construction, the start of the Year 1 construction phase will now be in the 2015 construction season. The main reasons for this delayed construction start are the extra consultation with the School Board, CNIB and GRAAC for the proposed roundabout at the Saginaw Parkway intersection together with the complexity and scope of utility relocation and the numerous partial takings needed for this project. Construction of the Franklin Boulevard and Saginaw Parkway roundabout is included in Year 2 phasing of the Franklin Boulevard Improvements for which construction will consequently start in 2016.

REPORT:

1.0 Background

The Franklin Boulevard Improvements Class Environmental Assessment (EA) was approved by Regional Council on March 24, 2010. The approved roadway improvements include approximately 8.0 km of road along Franklin Boulevard from Myers Road to Pinebush Road and an additional 3.5 km of related side street improvements in the City of Cambridge, with the construction of eleven modern roundabouts. Five of the roundabouts on Franklin Boulevard will have 3 lane entries/exports, at Pinebush Road, Sheldon Drive, Bishop Street, Can-Amera Parkway and Saginaw Parkway.

Regional Planning and Works Committee at its meeting of May 8, 2012 approved the recommendation for a phasing schedule for constructing the Franklin Boulevard Improvements (Report E-12-027). At this same meeting Committee members raised questions and concerns regarding pedestrians crossing at roundabouts and requested staff to review options for traffic
signals and signalized pedestrian crosswalks, as well as the placement of crosswalks. Committee members also requested staff to review options for enhancements to assist pedestrian/student crossing at the Franklin/Saginaw roundabout and report back with further detailed design of the roundabout. Please refer to Appendix A for a key plan of the Franklin Boulevard and Saginaw Parkway intersection. Further to the May 8, 2012 Committee meeting, correspondence was received from the City of Cambridge by City Council motion of May 28, 2012 requesting that Region Council reconsider the proposed roundabout at the Franklin Boulevard and Saginaw Parkway/Elgin Street intersection.

At its meeting of June 19, 2012 Regional Planning and Works Committee received a delegation from representatives of the St. Benedict's Catholic High School, Parents Council and parents of students from schools in the area of Franklin Boulevard and Saginaw Parkway. The delegation expressed concerns for pedestrian safety at the proposed Franklin Boulevard/Saginaw Parkway roundabout due to the volume of vehicular and pedestrian traffic, and traffic speeds at roundabouts versus traffic signals. The delegation expressed their view that a traffic signal would be safer than a roundabout at this location.

In addition to the St. Benedict’s Catholic High School’s concerns, the Cambridge Public Library Board by letter of July 17, 2012 advised that it should be recognized that a branch of the Cambridge Public Library is located at the St. Benedict's School at Franklin Boulevard and Saginaw Parkway. They also advised that many of the people who participate in the library programs are children under the age of 15 and regularly access the Franklin Boulevard and Saginaw Parkway intersection for their pedestrian trips to and from the library.

In response to all the concerns raised Region staff committed to undertake the following:

- Conduct a Roundabout Information Session with Regional Council members;
- Address concerns regarding pedestrian safety at roundabouts, including a review of crossing options and locations;
- Consider design elements to assist pedestrian crossings at the Franklin Boulevard and Saginaw Parkway roundabout; and
- Present a report to the Planning and Works Committee summarizing the findings of these actions.

2.0 Regional Council Information Session on Roundabouts

On October 30, 2012, Region staff held a Regional Council Information Session on roundabouts. The information session was well attended by Council members. Members of the public and the media were also welcome to this event. At the information session, Region staff made presentations and answered questions about various key roundabout topics including history, design characteristics, safety performance and crossing control options for pedestrians (including traffic signals). The information session included a group “brainstorming” exercise in which groups considered a typical roundabout application in discussing and identifying a best practice for pedestrian crossing control where large numbers of pedestrians are present. At the information session Region staff presented historical pedestrian safety performance information for the existing signalized intersection at Franklin Boulevard and Saginaw Parkway in comparison to the expected safety performance of a roundabout at this location. Information on the performance of the existing signalized intersection included the results of a speed survey and collision review in comparison to the roundabout at Homer Watson Boulevard and Block Line Road, as well as a review of research on the location of crosswalks at roundabouts and options for pedestrian crossing controls.
2.1 Traffic Speed Review

In review of the Franklin Boulevard and Saginaw Parkway intersection, Region staff undertook a traffic speed survey at the existing Franklin Boulevard/Saginaw Parkway signalized intersection and compared it to traffic speeds at a roundabout in a similar location, being Homer Watson Boulevard and Block Line Road. Staff found average entry speeds at the signals and roundabout to be similar at approximately 30 km/hr, whereas average exit speeds at the signals were approximately 60 km/hr in comparison to 40 km/hr at the roundabout. Staff also found peak traffic speeds at the roundabout to be slower than at the traffic signals.

Studies on vehicle speeds and pedestrian collisions have shown that the probability of pedestrian fatality increases significantly with increased vehicle speeds. With a roundabout at Franklin Boulevard and Saginaw Parkway, the expected lower peak vehicle speeds at the crosswalks on Franklin Boulevard exiting the roundabout are expected to provide lower overall risks for a pedestrian fatality compared to overall risks at a traffic signal. Please refer to Figure 1 below, Pedestrian Fatality Risk and Impact Speed.

![Pedestrian Fatality Risk and Impact Speed](image-url)

Figure 1: Pedestrian Fatality Risk and Impact Speed
2.2 Pedestrian Safety Performance (Roundabouts vs Traffic Signals)

Experience at roundabouts around the world and in the Waterloo Region has shown that roundabouts generally perform better for pedestrian safety over signalized intersections by creating an environment where: there are slower vehicle speeds; pedestrians need only watch for one direction of traffic at a time; the crossing distances are shorter; driver attention is not distracted by traffic signals; there are fewer conflict points; and drivers and pedestrians are more likely to be aware of each other. Over the period of 2007 to 2011 across the Region there have been 177 pedestrian collisions at the 246 signalized intersections in comparison to 4 at the 15 roundabouts. This represents a lower expectation of pedestrian collisions at roundabouts on average by 63% compared to traffic signals.

Region staff conducted a review of the pedestrian collision history at the existing signalized Franklin Boulevard and Saginaw Parkway intersection and found that between August 2011 and October 2012 there have been three pedestrian collisions at this location. In comparison, there has been one pedestrian collision at the Homer Watson Boulevard and Block Line Road roundabout over the same period of time. The Region’s 5 year history ranking for pedestrian collisions at signalized intersections currently ranks the Franklin Boulevard at Saginaw Parkway intersection as the fourth worst in the Region for most unexpected pedestrian collisions (7 collisions where 2 would have been expected).

Data sources on traffic signals and pedestrian collisions also indicate that as pedestrian volumes increase and traffic volumes remain steady, pedestrian collision rates decrease (“safety in numbers” effect). Conversely, when traffic volumes increase and pedestrian volumes remain steady, pedestrian collision rates increase (“exposure and complexity” effect). Traffic projections for Franklin Boulevard indicate that implementing improvements to the existing signalized intersection of Franklin Boulevard and Saginaw Parkway (to allow it to remain signalized), would require the widening of Franklin Boulevard from 4 to 6 lanes (plus turning lanes), making it much more complex for pedestrians. In fact, this intersection would look and operate like Hespeler Road at Pinebush Road in the City of Cambridge. Region staff would expect pedestrian collisions to increase if the intersection of Franklin Boulevard and Saginaw Parkway were to be reconstructed as a signalized intersection.

2.3 Pedestrian Crosswalks and Crossing Controls at Roundabouts

In consideration of concerns received regarding pedestrian crossing at roundabouts, Region staff has also reviewed the location of the crosswalks at roundabouts. Staff conducted a review of current design guidance and research in North America as well as other parts of the world. Based on this literature review, which included a recent study by the New Zealand Transport Agency (May 2012), staff concluded pedestrian collisions are more likely to occur when the crosswalks are located more than two car-lengths away from the roundabout. The reason cited for this higher collision frequency is the higher vehicle speeds as drivers are further away from the roundabout. As a result, most design guidance for roundabouts recommend not locating crosswalks more than 20 metres from the roundabout. In keeping the crosswalks close to the roundabout, vehicle speeds are controlled by the geometry of the roundabout. The speed control is created by the curvature of the road as it approaches the entry of the roundabout. This “deflection” forces drivers to slow down from their mid-block speeds. A good example of this is at the Homer Watson Boulevard and Block Line Road roundabout where on average drivers are entering the roundabout at speeds of approximately 30 km/hr despite the initial posted speeds of 70 km/hr and now 50 km/hr on Homer Watson Boulevard. With these lower speeds, the risk of a serious injury or fatality is significantly lower than at a traffic signal. (Please see Figure 1 above.)
In addition to the location of pedestrian crosswalks at roundabouts, Region staff has also reviewed various types of pedestrian crossing controls at roundabouts including: No Control; Yield to Pedestrian Signing; Flashing Beacon; Pedestrian Signal; and High-Intensity Activated Crosswalk (HAWK) Signal. In reviewing these pedestrian crossing controls, Region staff considered minimizing pedestrian crossing delays, providing clarity for pedestrian right-of-way and minimizing delays to motorists. Region staff believe that: a No Control pedestrian crossing does not give priority to pedestrians for right-of-way and will add delay to their crossing; pedestrian activated Flashing Beacons and HAWK Signals may create driver confusion for recognizing the priority of pedestrians at the roundabout; if the signals are not used/activated for all pedestrian crossings, creating further driver confusion on the priority of pedestrians crossing at other intersections in the Region where Pedestrian Signals are not present, and although Pedestrian Signals provide clarity in right-of-way, they create a delay for pedestrians and motorists, take the right-of-way away from the pedestrians and condition drivers to look at the signals rather than the pedestrian. In conclusion, Region staff believe that Yield to Pedestrian Signing best provides for clarity in pedestrian right-of-way for crossing at roundabouts and minimizes pedestrian crossing and motorist delay.

3.0 Design Review and Enhancements for Assisting Students Crossing the Roundabout

In further advancing the detailed design of the Franklin Boulevard and Saginaw Parkway roundabout, Region staff has identified a number of enhancements for assisting students crossing at this proposed roundabout. Please refer to Appendix B for a plan of the Draft Design - Franklin Boulevard at Saginaw Parkway Roundabout. The enhancements for assisting students crossing at this roundabout include: measures identified from the Homer Watson Boulevard and Block Line Road roundabout including provision of crossing guards; and design enhancements such as raised crosswalks, large splitter islands, and a yield condition channelized right turn lane from Saginaw Parkway to Franklin Boulevard, relocated north of the pedestrian crossing on the north side of Franklin Boulevard.

3.1 Measures Identified from Homer Watson Boulevard and Block Line Road Roundabout

As a result of crossing concerns received from the Waterloo Catholic District School Board and St. Mary's High School staff, students and parents immediately after opening of the Homer Watson Boulevard and Block Line Road roundabout, Regional Council directed a number of measures to help address the concerns (Report E-12-006). These measures included: consideration for reducing the number of entry lanes from 3 lanes to 2 lanes on an interim basis, until projected traffic requires the third lane; and the provision of crossing guards during peak times of student crossing before and after school until the Ontario Traffic Manual Book 15 Type 2 PXO sign is legislated by the province. Legislation by the Province for the Ontario Traffic Manual Book 15 Type 2 PXO sign (as shown in Figure 2 below) will provide enforcement and is expected to be approved by the Province by the end of 2014. Once approved by the Province, staff will implement the Ontario Traffic Manual Book 15 Type 2 PXO sign at all Regional roundabouts in lieu of the current Yield to Pedestrian signs.

The improvements on Franklin Boulevard include roundabouts with 3 lane entries/exits at Pinebush Road, Sheldon Drive, Bishop Street, Can-Amera Parkway and Saginaw Parkway. Staff has reviewed the traffic analysis for the Franklin Boulevard Improvements and concluded that the 3 lane entries/exits at the Franklin Boulevard roundabouts are necessary to accommodate existing traffic. Therefore, Region staff do not recommend reducing the number of entry/exit lanes on an interim basis as the reduced entry/exit widths would result in excessive traffic queuing and delays to motorists soon after construction.
Figure 2: Draft Type 2 PXO Sign Concept
Region staff believe the crossing guards at the Homer Watson Boulevard and Block Line Road roundabout are working well; however, there are also many student crossings without problems before and after school when crossing guards are not present. Pedestrian traffic counts at Homer Watson Boulevard and Block Line Road indicate that over the peak 8 hour period there are approximately 1,000 crossings at Homer Watson Boulevard with the majority of the crossings on the north side. In comparison, at Franklin Boulevard and Saginaw Parkway over the peak 8 hour period there are approximately 600 crossings which are split between the north side and south side of Franklin Boulevard. Please refer to Figure 3 below, Main Street Crossing Activity at Franklin Boulevard/Saginaw Parkway and Homer Watson/Block Line Road Intersections. The pedestrian crossing data indicates that the pedestrian crossing activity at Franklin Boulevard/Saginaw Parkway is not as busy as that at Homer Watson Boulevard/Block Line Road and that the peak crossing time at Franklin Boulevard/Saginaw Parkway occurs over the lunch time and does not coincide with vehicle traffic peaks in the morning and late afternoon. Because the proposed roundabout at Franklin Boulevard and Saginaw Parkway is a 3 lane roundabout at a location with high volumes of student crossings, Region staff are recommending to work with the City of Cambridge to provide crossing guards at the Franklin Boulevard and Saginaw Parkway roundabout should legislation by the Province for the Ontario Traffic Manual Book 15 Type 2 PXO sign be delayed beyond opening of the roundabout. It is proposed that crossing guards be provided upon opening of the roundabout during peak times of student crossing until the Ontario Traffic Manual Book 15 Type 2 PXO sign is legislated by the province.

**Figure 3: Main Street Crossing Activity at Franklin Boulevard/Saginaw Parkway and Homer Watson/Block Line Road Intersections**
3.2 Design Review

Region staff has reviewed the design for the Franklin Boulevard and Saginaw Parkway roundabout and found opportunities for a number of design enhancements in assisting pedestrians and students crossing the roundabout. Please refer to Appendix B – Draft Design – Franklin Boulevard at Saginaw Parkway Roundabout. The proposed design enhancements include: raised crosswalks; large splitter islands at the entry and exits of the roundabout to provide additional refuge space for groups of students in crossing traffic lanes; a yield design of the channelized right turn lane from westbound Saginaw Parkway to northbound Franklin Boulevard that would reduce vehicle speeds where the students would cross the turn lane; and the relocation of the channelized right turn lane to a location north of the north side pedestrian crossing of Franklin Boulevard that would eliminate the need for students to watch for right turning traffic at the same time as through traffic from the roundabout.

3.3 Raised Crosswalks

Region staff reviewed studies on pedestrian crossing initiatives at roundabouts and has identified raised crosswalks as an additional pedestrian crossing treatment for the Franklin Boulevard and Saginaw Parkway roundabout. Raised crosswalks are a raised platform (similar to a speed hump) at a pedestrian crossing to reduce vehicle speeds as vehicles approach the pedestrian crosswalk. Although similar to a “speed hump” in that it is a vertical bump on the road (up to 100 mm high), raised crosswalks are generally much longer (3 m or more) than a “speed hump” and are more like a raised platform rather than a “bump”. Raised crosswalks include a steeper ramp on the approach and a much smoother ramp on the leaving end. Please see Appendix C for a typical cross-section detail of a raised crosswalk.

Raised crosswalks have been used in other countries successfully and have proven to improve driver yield rates and reduce traffic speeds at roundabouts. Generally, arterial roads are not good locations for traffic calming devices such as raised crosswalks or “speed humps”, primarily because of the risk of a motorist or motorcyclist striking the “bump” at a high speed and losing control. For this reason, staff would generally not recommend this type of speed control device at a mid-block location or signalized intersection on a busy arterial road where vehicles can be travelling at high speeds. At the Franklin Boulevard and Saginaw Parkway roundabout however, the risk of a loss-of-control collision is significantly lower because drivers are already slowing down considerably because of the geometry of the roundabout. An example of this is at Homer Watson Boulevard and Block Line Road roundabout where 85% of the drivers are entering at speeds lower than 40 km/hr, and with average speeds of 28 to 30 km/hr.

Other reasons why vertical traffic calming devices are typically not recommended on arterial roads include:

- They can increase emergency response times if implemented at many locations along a route;
- They can cause premature “wear and tear” on large vehicles including buses and fire trucks;
- They can increase noise from acceleration/deceleration;
- They can cause some discomfort to transit patrons; and
- They can be an annoyance to motorists.

Raised crosswalks have been successfully implemented at roundabouts in Colorado and Utah in the United States as well as several locations in New Zealand and in Europe. To address concerns regarding “wear and tear” on buses and fire trucks and discomfort to bus patrons, staff are considering a design for the crosswalk that has been successfully implemented in Malmo,
Sweden in recent years. The raised crosswalk design used in Malmo incorporates a large platform (9 m long) that minimizes the discomfort to bus patrons and reduces the “wear and tear” on large vehicles such as buses and fire trucks.

Region staff has met with City of Cambridge Fire Services and Region Emergency Services staff in considering raised crosswalks at the Franklin Boulevard and Saginaw Parkway roundabout. Staff from the City of Cambridge Fire Services and Region Emergency Services are supportive of the design improvements; however they remain concerned regarding potential delay in response times associated with raised crosswalks, especially with the cumulative delay when applied in multiple locations along response routes. Region staff will continue to work with City of Cambridge Fire Services and Region Emergency Services staff in minimizing impacts for response time delays through establishment of policies and practices on their application and development of design details. During development of design details for raised crosswalks Region staff will review similar applications throughout the Region and local municipalities and will undertake “mock trials/testing” with Region and City Operations, Emergency Services and Fire Department staff as necessary in establishing a standard for best practices.

Studies on raised crosswalks indicate that they will result in average speed reductions of at least 6 km/hr at the crosswalks. It is expected that with raised crosswalks at the Franklin Boulevard/Saginaw Parkway roundabout, average entry speeds on Franklin Boulevard would be 24 km/hr (reduced from previously expected average speeds of 30 km/hr) and exit speeds on Franklin Boulevard would be 34 km/hr (reduced from previously expected average speeds of 40 km/hr). Although good driver yield rates and speed reductions are already occurring at Regional roundabouts, staff are recommending installation of raised crosswalks on all entries and exits at the Franklin Boulevard and Saginaw Parkway roundabout because raised crosswalks are expected to assist students crossing at this roundabout where the traffic volumes and pedestrian volumes are high. Region staff is also reviewing the Homer Watson Boulevard and Block Line Road roundabout and will present a report to Planning and Works Committee on a possible retrofit for raised crosswalks in advance of the construction of the Roundabout at Franklin Boulevard and Saginaw Parkway.

4.0 Accessibility at Intersections

Over the past year members of a multi-agency working group consisting of Regional and local municipal staff met with members of the Grand River Accessibility Advisory Committee (GRAAAC) and Canadian National Institute for the Blind (CNIB) in developing recommendations to enhance accessibility at all intersections, including roundabouts, for members of the community with visual impairments. As a result of this working group, Regional Planning and Works Committee at its meeting on January 29, 2013, and subsequently Regional Council, approved a practice of enhancing accessibility at intersections and roundabouts in the Region of Waterloo (Report E-13-014). The approved practice includes for the consideration of accessibility measures at intersections such as: audible pedestrian signals, tactile advisory surface indicators, tactile guide strips, yellow curbs at pedestrian refuge islands, smart channels, Roundabout Accessible Traffic Control Signals and ladder crosswalks. These accessibility measures will be considered in the detailed design of the Franklin Boulevard and Saginaw Parkway roundabout as well as at all other intersections and roundabouts as part of the Franklin Boulevard Improvements project.

Region staff met with a representative of the Canadian National Institute for the Blind (CNIB) on February 27, 2013 in reviewing the need for Roundabout Accessible Traffic Control Signals at the Franklin Boulevard and Saginaw Parkway roundabout. At this meeting CNIB staff advised that currently there are four known visually impaired users of the Franklin Boulevard/Saginaw
Parkway intersection. Audible signals do not exist nor have they been requested at this intersection as the current visually impaired pedestrians have successfully been able to learn to cross the intersection without audible signals due to their ability to discern regular surges in traffic (stopping and starting). CNIB staff did however advise that the ability of a visually impaired pedestrian is independently assessed and some users may be incapable of using a signalized intersection without audible signals.

In accordance with the recently approved practice for enhancing accessibility at roundabouts in the Region of Waterloo, Region staff have reviewed the Franklin Boulevard and Saginaw Parkway roundabout with respect to existing visually impaired users, travel patterns and the operational impacts associated with the possibility and location for Roundabout Accessible Traffic Control Signals. Staff’s review identified a need to consider Roundabout Accessible Traffic Signals for crossing Franklin Boulevard north of Saginaw Parkway as well as crossing Saginaw Parkway on the east side of Franklin Boulevard. Visually impaired students and other visually impaired members of the local neighbourhood frequently cross at the Franklin Boulevard and Saginaw Parkway intersection to access the commercial plazas on the west side of Franklin Boulevard and south side of Saginaw Parkway for shopping and restaurants. Please see Appendix A, Key Plan of the Franklin Boulevard at Saginaw Parkway roundabout for the locations of shopping and restaurant plazas.

Region staff undertook a review of the potential traffic operation impacts of a Roundabout Accessible Traffic Control Signal on Franklin Boulevard. Staff’s review determined that a Roundabout Accessible Traffic Control Signal with a staggered crossing could be located approximately 135 metres north of Saginaw Parkway; however, it is expected that some traffic would queue at the crosswalk and back up into the Saginaw Parkway and Can-Amer Parkway roundabouts during peak traffic times. Although there would be some adverse operational impacts resulting from the implementation of a Roundabout Accessible Traffic Control Signal on Franklin Boulevard between Saginaw Parkway and Can-Amera Parkway, Region staff believe the risks of impacts to traffic operation on Franklin Boulevard from traffic queuing and delays are minor in that there are few visually impaired users of the accessible traffic signal and the potential use by students crossing in the area is highest during the lunch hours which is outside the peak traffic times on Franklin Boulevard. Installation of traffic control signals north of the Saginaw intersection for assisting visually impaired pedestrians in crossing Franklin Boulevard near the Saginaw roundabout is expected to be less of an impact on traffic operations and pedestrian crossing safety than locating the traffic signal crossing directly at the roundabout. A traffic signal crossing located at the roundabout would create greater levels of traffic queuing and delays to motorists and pedestrians. A traffic signal located too close to the roundabout could also potentially confuse motorists about the need to yield on entry to the roundabout. In addition, Region staff strongly believes that a roundabout at Franklin Boulevard and Saginaw Parkway is still a better solution than traffic signals in accommodating traffic needs and providing an improved environment for pedestrian crossing safety. Region staff is therefore recommending that a Roundabout Accessible Traffic Control Signal be implemented on Franklin Boulevard north of Saginaw Parkway as shown on the key plan in Appendix A.

Although the Roundabout Accessible Traffic Control crossing is being recommended to assist the visually impaired in crossing at the Franklin/Saginaw roundabout it is available for use by all pedestrians. Region staff are recommending to maintain the pedestrian crossings at the roundabout in addition to the Roundabout Accessible Traffic Control Signal crossing as this will ensure consistency at all roundabouts throughout the Region in reinforcing motorist’s expectations for a pedestrian crossing when approaching a roundabout. It is expected by staff that a majority of the public will cross at the roundabout as a more direct route of travel and that implementing raised crosswalks will attract even more pedestrian crossing at the roundabout.
however there may always be some students crossing Franklin Boulevard away from the intersection.

Region staff has also reviewed the potential for a Roundabout Accessible Traffic Control Signal across Saginaw Parkway on the east side of Franklin Boulevard. Region staff do not recommend a signalized crossing at this location due to the number of driveway accesses in the area and the inability to find a suitable location for a signalized crossing in proximity to the Franklin Boulevard roundabout.

Region staff met with the Transportation Sub-Committee of the Grand River Accessible Advisory Committee (GRAAC) on May 3, 2013 to review the proposed roundabout design at Franklin Boulevard and Saginaw Parkway and staff's recommendations for enhancing accessibility. GRAAC members indicated their support of the recommended design enhancements for accessibility including the Roundabout Accessible Traffic Control Signals on Franklin Boulevard north of Saginaw Parkway. GRAAC members also commented on the need to consider similar initiatives for all modes of accessibility (visually impaired, mobility challenged, hearing impaired and the aging population) at existing and future roundabouts across the Region; specifically as traffic volumes increases at the intersections. Region staff will continue to work with GRAAC in reviewing the need and opportunity for enhancing accessibility on other Regional roadways as part of proposed improvements in the Transportation Capital Program.

5.0 Education and Awareness

Similar to efforts for the Homer Watson and Block Line Road roundabout, Region staff will continue working closely with the Waterloo Catholic District School Board and St. Benedict's Catholic High School staff and students in developing a roundabout education and awareness plan to assist students and other pedestrians in understanding how to cross the roundabout at Franklin Boulevard and Saginaw Parkway. Region staff is also prepared to be on site to provide information and guidance to students on crossing the roundabout upon opening of the Franklin Boulevard and Saginaw Parkway roundabout at the start of the 2016 school year.

In addition, Region staff is planning to continue with its roundabout public education efforts in 2013 and in the next several years. Every year, a working group consisting of staff from the Region, the three Cities and Regional Police Services work to develop the upcoming roundabout education campaign for the next year and takes into account roundabout collision history, observed roundabout operations and public concerns raised about roundabouts when developing the goals of each year's campaign. The Region's roundabout education campaign for 2013 will be focusing on further distributing the Region's "How The Heck Do You Drive In A Roundabout" DVD in educating the public on how to properly drive through roundabouts and in looking for pedestrians crossing at roundabouts.

As a result of the Homer Watson Boulevard/Block Line Road roundabout safety review, Region staff are also looking into further initiatives when constructing roundabouts for advising and educating motorists on roundabouts including:

- Explore alternative methods during construction of the roundabouts to condition drivers not to expect free-flow conditions and to expect a yield condition upon the opening of the roundabout;
- When roundabouts are under construction, explore new ways to better direct motorists' attention to roundabout education and awareness;
- Anticipate those legs of the roundabouts that might involve drivers unfamiliar with roundabouts and adjust public education initiatives accordingly;
• Develop a comprehensive roundabout education and awareness campaign timed for implementation just in advance of opening the roundabouts within the project limits; and
• Enhance immature landscaping within the central island to increase the visible presence of new roundabouts.

As part of the education efforts for the proposed Franklin Boulevard roundabouts Region staff are planning “lunch and learn” sessions in late 2013 and throughout 2014 with local businesses along Franklin Boulevard in advance of construction of the roundabouts as part of an “outreach” campaign in meeting and presenting roundabout education material to their employees.

6.0 Consultation with Waterloo Catholic District School Board (WCDSB) and St. Benedict’s Catholic High School

Region staff met with representatives of the Waterloo District Catholic School Board (WCDSB), St. Benedict’s Catholic High School and Parent Council representatives on February 4, 2013, February 13, 2013 and April 19, 2013 to review the proposed design of the roundabout at Franklin Boulevard and Saginaw Parkway as included in this report. St. Benedict’s school staff indicated their assessment that student crossings are heaviest during the lunch hours where a significant volume of students cross Franklin Boulevard north of the Saginaw Parkway intersection as well as on Saginaw Parkway at the existing school driveway entrance east of the Franklin Boulevard intersection. St. Benedict’s school staff believe these student crossing patterns are a more direct route for students during lunch hours from the front entrance of the school in accessing the Tim Hortons and other restaurants in the commercial plaza on the south side of Saginaw Parkway and west side of Franklin Boulevard. Please refer to Appendix A – Key Plan – Franklin Boulevard at Saginaw Parkway Roundabout for the location of the lunch hour student crossings.

Staff from the WCDSB and St. Benedict’s Catholic High School are supportive of the design improvements including the raised crosswalks and Roundabout Accessible Traffic Control Signals; however they requested consideration for additional traffic calming measures on Franklin Boulevard as well as provision of a student crossing facility on Saginaw Parkway at the school driveway entrance. School staff suggested traffic calming measures in advance of the roundabout, north and south of Saginaw Parkway, such as: additional mid-block speed bumps in slowing down drivers as they approach the roundabout crosswalks; and flashing warning lights, student crossing signs and pavement rumble strips in advising drivers of upcoming crosswalks at the roundabouts. St. Benedict’s Catholic High School staff also requested consideration for constructing a walkway across school lands in providing a more direct connection for students from the front entrance of the school to the Franklin Boulevard and Saginaw Parkway roundabout.

Region staff have reviewed the requests of the St. Benedicts Catholic High School and Parent Council representatives and do not recommend the additional traffic calming measures. Mid-block speed bumps, flashing lights or pavement rumble strips on Franklin Boulevard could lead to a potential increase in collisions at this location. Mid-block speed bumps are abrupt vertical deflections on the surface of the road across the traveled traffic lanes and are typically used to slow down through-traffic on local roads in residential neighborhoods experiencing high driver speeds with low traffic volumes. Mid-block speed bumps on arterial roads with high traffic volumes such as Franklin Boulevard would likely result in additional collisions at mid-block locations from drivers not expecting the speed bump and losing control in hitting the speed bump at higher speeds, or by being hit from behind in slowing down for the speed bump. Along with the number of road signs already required for the roundabout and raised crosswalks, additional flashing warning lights and student crossing signs for advising drivers of upcoming
crosswalks at the roundabout would result in an overabundance of lights and signs, likely creating “sign pollution” where drivers are “hard pressed” to read and understand all the signs prior to passing them, and thus eliminating the effectiveness of the required signs. Rumble strips are a series of grooves in the road surface across the traveled traffic lanes and are typically used on rural roadways in advising drivers approaching stop controlled intersections. Implementing rumble strips on Franklin Boulevard could lead to confusion for drivers with respect to expectations for slowing down versus stopping, not only on Franklin Boulevard but on other roads where rumble strips have been appropriately used.

As per the request of St. Benedict’s Catholic High School staff, Region staff will review opportunities for constructing a walkway across school lands through completion of the detailed design for the Franklin Boulevard and Saginaw Parkway roundabout and will meet with City of Cambridge staff in reviewing the possibility for constructing a pedestrian refuge island on Saginaw Parkway at the St. Benedict’s school entrance. In addition, Region staff will also include the peak student crossing during the lunch hours when working with the City of Cambridge to provide crossing guards at the Franklin/Saginaw roundabout as needed should legislation by the Province for the Ontario Traffic Manual Book 15 Type 2 PXO sign be delayed.

The Waterloo Catholic District School Board and St. Benedict’s Catholic High School staff has indicated their appreciation of the efforts of Region staff in understanding and addressing their concerns. The Waterloo Catholic District School Board and St. Benedict’s Catholic High School staff have been notified of Region staff’s recommendations for design enhancements at Franklin Boulevard and Saginaw Parkway roundabout as included in this report and that this report has been placed on the Region’s June 18, 2013 Planning and Works Committee meeting agenda for consideration.

7.0 Summary of Recommended Design Enhancements, Education and Other Efforts for Assisting Pedestrian and Student Crossing at the Franklin Boulevard and Saginaw Parkway Roundabout

Region staff believe that a roundabout at Franklin Boulevard and Saginaw Parkway will provide a safer pedestrian crossing environment as compared to traffic signals and that the roundabout design enhancements proposed will further assist pedestrian and student crossing at the roundabout. In consideration of the technical review and the consultation with staff from the Waterloo Catholic District School Board, St. Benedict’s Catholic High School, CNIB and GRAAC, Region staff are recommending the following design enhancements for assisting pedestrian/students crossing at the Franklin Boulevard and Saginaw Parkway roundabout:

- Raised Crosswalks on all entries and exits of the roundabout;
- Large splitter islands on the approaches and exits of the roundabout;
- A yield condition channelized right turn lane from Saginaw Parkway to Franklin Boulevard, relocated north of the pedestrian crossing on Franklin Boulevard on the north side of Saginaw Parkway; and
- Roundabout Accessible Traffic Control Signals on Franklin Boulevard approximately 135 metres north of Saginaw Parkway to assist visually impaired pedestrians crossing at the roundabout.

In addition to the design enhancements, Region staff are also recommending to:

- Continue to work with the City of Cambridge in providing crossing guards during peak student crossing times before and after school, and during lunch hours, until the Ontario Traffic Manual Book 15 Type 2 PXO sign is legislated by the province;
- Continue to work with the City of Cambridge in reviewing the possibility for constructing a pedestrian refuge island or pedestrian crossing control on Saginaw Parkway to
accommodate student and visually impaired pedestrians crossing easterly of Franklin Boulevard;

- Explore the possibility for constructing a walkway across school lands in connecting the St. Benedict’s school entrance to the Franklin Boulevard and Saginaw Parkway roundabout; and
- Continue to work with the Waterloo Catholic District School Board, St. Benedict’s Catholic High School staff, Parents Council, students and the local area community in providing education on pedestrians crossing at roundabouts.

8.0 Project Schedule

The 2013 Transportation Capital Forecast includes the improvements on Franklin Boulevard in 2014 and 2015 pending necessary property acquisitions, approvals and utility relocations. Construction of the Franklin Boulevard and Saginaw Parkway roundabout is included as part of Year 2 phasing of the Franklin Boulevard Improvements. Property requirements for the Franklin Boulevard project are extremely high requiring more than 300 parcels for road widening and easements in the Year 1 phase alone. Many of these property requirements are dependent on utility relocations within the corridor. The Region’s Legal Services Division has been working diligently with many of the property owners affected by the Year 1 works; however, the property acquisition work started later than planned due to delays in finalizing the road and hydro relocation designs. In addition, the numerous meetings and enhanced consultation with the School Board, CNIB and GRAAC have caused delays to the project schedule. As a result, the construction of Year 1 works will now start in 2015 rather than in 2014 as currently scheduled in the 2013 Ten Year Transportation Capital Program. Region staff are still planning to construct the entire project in two years with completion now expected in 2016.

CORPORATE STRATEGIC PLAN:

This project is consistent with the development of Focus Area 2 – Growth Management and Prosperity by optimizing infrastructure to meet current and projected needs.

The improvements on Franklin Boulevard when complete will support Focus Area 3 – Sustainable Transportation by optimizing existing road capacity to safely manage traffic.

FINANCIAL IMPLICATIONS:

The 2013 10 Year Transportation Capital Program includes $51,680,000.00 over the years 2013 to 2017 for the design, property acquisition, utility relocations and construction of this project to be funded from the Region Development Charges Reserve Fund.

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

NIL

ATTACHMENTS

Appendix A – Key Plan – Franklin Boulevard at Saginaw Parkway, City of Cambridge
Appendix B – Draft Design – Franklin Boulevard at Saginaw Parkway Roundabout (February 2013)
Appendix C – Raised Crosswalk - Typical Cross-Section

PREPARED BY:  William Gilbert, Senior Project Manager, Transportation Expansion

APPROVED BY:  Thomas Schmidt, Commissioner, Transportation and Environmental Services
APPENDIX “A”

Key Plan - Franklin Boulevard at Saginaw Parkway, City of Cambridge
APPENDIX “C”

Raised Crosswalk - Typical Cross Section
MEMORANDUM

To: Chair Ken Seiling and Members of Regional Council
From: Rob Horne, Commissioner of Planning, Housing and Community Services
Subject: FOLLOW-UP REQUEST BY PLANNING AND WORKS COMMITTEE REGARDING REPORT P-13-070, REGIONAL TRANSIT SUPPORTIVE STRATEGY FOR THE CITY OF CAMBRIDGE – PROPOSED 2013 IMPLEMENTATION

File No. D10-70

This memo is a follow-up to the request made by the Planning and Works Committee for additional information relating to the above-noted report.

Over the course of April and May of this year, Regional and City of Cambridge staff met on several occasions to develop a proposed list of 2013 initiatives to help build transit ridership in the City of Cambridge. The list was agreed to by City and Regional staffs, with the exception of additional work to attempt to extend GO Train service to Cambridge. Regional staff conveyed to the City of Cambridge on several occasions that the staff report outlining the proposed 2013 Regional Transit Supportive Strategy for the City of Cambridge would be considered by Regional Council in June 2013.

While there is broad agreement between City and Regional staffs that multi-modal connections are important for building transit ridership, Regional staff’s view of Cambridge staff’s initial GO Train service study proposal was that it largely duplicated much of the “Cambridge to Greater Toronto Area GO Transit Rail Passenger Feasibility Study”. This Study, which was endorsed by Regional Council in October 2009, was completed for the Region by Hatch Mott MacDonald and Dillon and was overseen by a project team that included representatives from the Region, City of Cambridge and GO Transit.

The 2009 Study evaluated a start up service of four morning peak period trains and four afternoon peak period trains with potential stations at Water Street, integrated with GRT bus service, Dobbie Drive and Clyde Road for park and ride, Puslinch at Highway 6 and Campbellville near Guelph Line. To deliver this service, capital costs of $110 M were estimated for:

- Upgrading existing track, adding new track;
- Extension of the existing centralized traffic control system, upgrading of grade crossing; signals, new crossing gates where second track is added;
- Bridge reconstruction and culvert extensions to accommodate second track;
- Improvement to at grade rail/road crossings to accommodate second track; and
- Four stations and layover facility.
On June 18, 2013, the Planning and Works Committee deferred Report P-13-070 to allow further discussion between Regional and City staff regarding the use of Transit Supportive Strategy funding to further study the potential of extending GO Train service to Cambridge. Regional staff had previously met with City staff and Councillor Craig to review the work completed on the feasibility of extending service to Cambridge.

Per Committee’s direction, on June 19, 2013, Regional and City staff discussed City staff’s interest in evaluating more modest approaches to extending GO Train service to the City of Cambridge. City staff (at the June 19, 2013 meeting) suggested a new option of providing a shorter train that would operate between Cambridge and Milton and confirmed their interest in evaluating the feasibility of extending the existing Toronto to Milton GO Train service to include one morning and one afternoon train from Milton to Cambridge.

City Staff’s proposed additional work can be seen as an extension to the 2009 feasibility study which cost $105,000. However, Regional staff cautions that Metrolinx has recently indicated that it’s current focus is to continue to negotiate with CP Rail for improved track capacity between Milton and Union Station (including the potential for a third track). Metrolinx also indicated that peak period trains between Milton and Union Station are operating at capacity and cannot absorb additional ridership, so a new study would have to address this situation as well.

Regional staff continues to recommend the initiatives listed in the staff report (P-13-070). Should Council choose to undertake additional GO Train analysis suggested by City staff, the 2013 budget commitment for Regional Transit Supportive Strategy for the City of Cambridge can accommodate this work, including the update of some of the costs and feasibility analysis from the 2009 Study. Regional staff would collaborate with City staff and Metrolinx, and prepare a terms of reference for the Study (including an upset cost limit of approximately $50,000) and select a consultant.
REGION OF WATERLOO
PLANNING, HOUSING AND COMMUNITY SERVICES
Community Planning

TO: Chair Jim Wideman and Members of the Planning and Works Committee

DATE: June 18, 2013

FILE CODE: D10-70

SUBJECT: REGIONAL TRANSIT SUPPORTIVE STRATEGY FOR THE CITY OF CAMBRIDGE – PROPOSED 2013 IMPLEMENTATION PLAN

RECOMMENDATION:

THAT The Regional Municipality of Waterloo approve the 2013 Implementation Plan, as described in Report No. P-13-070, dated June 18, 2013, regarding the Transit Supportive Strategy to enhance transit ridership in the City of Cambridge.

SUMMARY:

As part of its multi-phased plan to implement rapid transit in Waterloo Region, Regional Council approved the allocation of $1,000,000 annually for a 10-year period to implement transit-supportive strategies to enhance transit ridership and encourage transit-supportive development in the Central Transit Corridor in Cambridge (see Report E-11-072). The Transit Supportive Strategy is a series of initiatives that are identified and undertaken by either the Region or the City of Cambridge during the ten-year term of the Strategy. Regional and City staffs prepare a proposed implementation plan to be considered by Regional Council, including budgetary estimates for each of the proposed initiatives.

The proposed 2013 Implementation Plan includes initiatives carried over from the 2012 Implementation Plan, such as improvements to the Ainslie Street Terminal, the installation of 30 transit shelters (10 shelters per year for three years), and the funding of a Transportation Demand Management (TDM) professional to help implement the strategy in the City of Cambridge. In addition to continuing these initiatives, three additional actions have been identified for planning and funding in 2013. These actions include:

- Installing sidewalks in the Lovell Industrial Park to connect transit stops to major employers;
- Establishing expanded Grand River Transit service connecting the Hespeler area of Cambridge to the Sports World and Cambridge Centre aBRT stations, and beginning to serve the “East Side” lands;
- Providing an additional 15 percent discount on transit passes for Conestoga College students to build Grand River Transit ridership.

This strategy has been collaboratively developed by staff of the City of Cambridge and the Region of Waterloo. Future initiatives have been discussed that include specific policy measures to increase transit-oriented development within key intensification areas, such as the Hespeler Road corridor. Regional and City staff will continue to develop the Strategy and recommend specific initiatives annually.

REPORT:
On June 15, 2011 Regional Council approved Light Rail Transit (LRT) as the preferred technology for the Region of Waterloo’s Rapid Transit system connecting Waterloo, Kitchener and Cambridge (see Report No. E-11-072). The Region’s ultimate goal is to implement a full LRT system along the Central Transit Corridor, but a staged implementation was endorsed by Regional Council to reflect differences in transit ridership, development potential, and capital and operating costs along the route and their impact on the tax base. The first stage is the implementation of LRT north of Fairview Park Mall in Kitchener and adapted Bus Rapid Transit (aBRT) south of Fairview Park Mall to the Ainslie Street Terminal in downtown Cambridge (Galt). The second stage is the completion of the LRT system from Fairview Park Mall to the Ainslie Street Terminal.

As part of its multi-phased plan to implement rapid transit in Waterloo Region, Regional Council approved the allocation of $1,000,000 annually for a 10-year period to implement transit-supportive strategies to enhance transit ridership and encourage transit-supportive development in the Central Transit Corridor in Cambridge (see Report E-11-072). In response to this direction, City of Cambridge and Region of Waterloo staff collectively developed the 2012 Implementation Plan that was presented to the Planning and Works committee on February 28, 2012, and subsequently approved by Regional Council (see Report P-12-023/E-12-028).

2013 Implementation Plan – Carryover Initiatives

On February 28, 2012, the 2012 Implementation Plan was presented to the Planning and Works Committee for consideration and subsequently approved by Regional Council (see Report P-12-023/E-12-028). The report initiated five actions for Year 1 of the Transit Supportive Strategy. The progress of each initiative is summarized below.

**City of Cambridge Core Areas Parking Master Plan**

The Core Areas Parking Master Plan (Master Plan) was identified as a short-term transit supportive initiative in 2012 and Regional Council approved $760,000 to provide the major capital installations associated with the Master Plan.

In March 2009, City of Cambridge Council approved the Master Plan (see Cambridge Report TPW-17/09). A key objective of the Master Plan was to assess existing and future parking needs and to develop a forward-looking and sustainable parking framework. The Master Plan was developed through extensive consultation with various stakeholders and technical agencies. Further, the process involved close collaboration between the City of Cambridge and the Region of Waterloo, which resulted in a Master Plan that addressed several joint interests.

On September 24, 2012, City of Cambridge Council directed staff to proceed with the Master Plan’s Communication Plan as approved in March 2009. Throughout the Communication Plan process, the public expressed overwhelming opposition to the implementation of the Master Plan. Residents were concerned by the time lapse between the approval and implementation of the Master Plan and the persistent economic challenges faced by the City during that time. Local businesses and residents suggested several changes to the approved plan, especially related to on-street parking and transit service.

On November 12, 2012, the City of Cambridge cancelled the implementation of the Master Plan and directed staff to work with the Region of Waterloo to identify other appropriate initiatives for Transit Supportive Strategy funding.

**Funding to expand the TravelWise Transportation Management Association and associated Transportation Demand Management (TDM) services to the L.G. Lovell Industrial Park**

Identifying the reasons why people do (or do not) ride transit in a particular area is an important first step in designing a successful Transportation Demand Management (TDM) program. To start the
conversation at the Lovell Industrial Park, the Region conducted an in-depth survey at a sample group of businesses to specifically ask employees why they do or do not ride transit. A total of 441 responses were received from an estimated employee sample of 3,730; a 12 percent response rate. The margin of error for this survey is +/-4 percent. The key findings of the survey as they relate to the Transit Supportive Strategy are listed below.

- Respondents specifically requested more sidewalks in the Lovell Industrial Park.
- Six percent of respondents take transit to work, while 80 percent drive alone and 10 percent carpool.
- Current transit riders are satisfied with GRT service.
- Several managers are receptive to providing TDM programming at their worksite as stated by survey respondents.
- The programs that are most likely to increase sustainable transportation rates include, but are not limited to: reduced cost transit passes; personalized transit information; and assistance finding a carpool partner. These programs are provided by the Region at participating TravelWise employers in other areas.

While the development of the program is ongoing, some examples of proposed transit-supportive initiatives directly tied to the survey include:

- The expansion of the TravelWise TMA (TravelWise@Work) to the Lovell Industrial Park to provide reduced-fare corporate transit passes, personalized transit information, and assistance finding a carpool partner; and
- Pedestrian improvements such as sidewalks and bus shelters to make transit a more comfortable and attractive option.

Focus groups are planned with employees from the Lovell Industrial Park to explore potential future initiatives that could be used to address barriers to transit use. The focus groups will be held with users of sustainable transportation as well as employees who currently drive alone to work. Results of the TDM initiatives will be monitored and analysed for their applicability to other areas within the Region, especially along the Central Transit Corridor.

Funding for Strategic Pedestrian and Transit Infrastructure Investments in the City of Cambridge

i. The Ainslie Street Terminal Pedestrian Environment

Constructed in the 1990s, the Ainslie Street Terminal is one of GRT’s busiest stations in Cambridge with approximately 4,000 passenger boardings per day. There are many existing challenges at the terminal including its large paved surface. Also, most of the waiting areas do not have transit shelters. Given its importance to Grand River Transit, as well as to the future rapid transit system, this project is intended to identify and design improvements to better integrate it with downtown Cambridge. Improvements could include on-site wayfinding signage, more transit shelters, benches, landscaping, public art and bicycle parking, as well as better pedestrian and cyclist connections to the surrounding street network.

The Terms of Reference seeks a qualified consulting team to help identify strategic improvements for the Ainslie Street Terminal with the ultimate goal of increasing transit ridership and creating a more comfortable place for people. A key objective of this study is to identify changes that will improve the integration of transit in downtown Cambridge and connections between GRT and aBRT, and ultimately LRT.

ii. Transit Shelters for the City of Cambridge
Grand River Transit has seen substantial increases in service levels and ridership since it assumed the operations of the regional transit system in 2000; however, in some locations there are still too few riders to warrant transit shelters. As part of the Transit Supportive Strategy, Council approved the installation of 30 additional shelters along various routes in Cambridge to respond to resident requests and to support ridership in the Central Transit Corridor. It was recommended that the implementation these shelters be phased in over a three year period, with 10 shelters constructed per year at a cost of $130,000 in 2012, $133,000 in 2013 and $136,000 in year 2014.

In spring 2012, the decision was made to delay installation of the Transit Supportive Strategy bus shelter pads until 2013 because the price quotes received for the new pads were considerably higher than quotes received in previous years. By waiting to include both the 2012 and 2013 pads in Design and Construction’s 2013 contract tender, GRT will be able to secure a much better price than was available in 2012.

Twenty shelters are scheduled for installation in 2013, including 6 shelters in the Lovell Industrial Park and the Cambridge Business Park.

**Funding for a Transportation Demand Management Coordinator/Station Area Planner in the City of Cambridge**

The proposed funding will pay for a dedicated staff person at the City of Cambridge to help implement the Transit Supportive Strategy. The 2012 Implementation Plan included the pro-rated cost of hiring a TDM professional to work with City and Regional staff to further develop, implement, monitor and report on the Transit Supportive Strategy, and to support station area planning at the City of Cambridge. The preliminary 2013 budget assumed that the costs of the new TDM planner position would be supplemented by revenues generated by the Core Areas Parking Master Plan, which is no longer being pursued by the City of Cambridge. Therefore, staff recommends reallocating funds from year 1 to pay for a 3-year TDM coordinator contract for the City. The total three year cost of this position is $270,000 including wages and benefits.

**Proposed 2013 Implementation Plan**

In Report P-12-023/E-12-028, Regional Council authorized unspent funds from the Transit Supportive Strategy to be carried over in a capital fund for future initiatives identified and recommended by the City of Cambridge and the Region of Waterloo. A two-step evaluation process was developed in 2012 to assist with the consideration of potential initiatives. This evaluation process continues to guide the selection of appropriate initiatives for the Strategy. To increase transit ridership in target market segments, the Transit Supportive Strategy also allows for transit related improvements to be funded for up to three years when no other, more appropriate, budget source exists. The proposed 2013 Implementation Plan recommends the continuation of the 2012 initiatives and identifies three additional transit and active transportation related projects that require planning and/or funding starting in 2013. These projects include the following.

**Sidewalk Installation**

The road corridors in the Lovell Industrial Park are designed to accommodate large volumes of truck traffic. Sidewalks have not been a high priority because of the expense of serving large employment blocks, which are typically low generators of pedestrian activity. However, when asked in a recent survey, employees at every major employer in the Lovell Industrial Park consistently rated sidewalks as the highest priority infrastructure for the area. Survey respondents also identified sidewalks as being important for transit ridership and for improving their sense of safety in the industrial park.

Using GRT ridership data, as well as information gathered through the survey, approximately 950 metres of high priority sidewalks were identified in 7 locations within the Lovell Industrial Park. These
sidewalk sections would connect existing transit stops to major employers or to adjacent sidewalk segments. As part of the Transit Supportive Strategy, staff recommend installing these sidewalks on both City and Regional roads at an estimated total cost of $260,000. The cost of the sidewalk installation includes 8 transit pads, which are not included in the shelter implementation plan approved in 2012.

Transit Service Improvements

To generate additional ridership in the Central Transit Corridor and to improve connections to aBRT stations, staff recommends a new route (Route 112) from Cambridge Centre to Sportsworld Drive, via the Hespeler core and Maple Grove Road (Attachment 4: Proposed Transit Service Improvements for 2014). Route 112 would replace the section of Route 53 north of Bishop Street and serve the Cambridge Business Park, Lovell Industrial Park, the new Boxwood Industrial Park, nearby lands that are planned for new employment opportunities (the East Side lands), as well as several residential, institutional and commercial districts in Cambridge. The route would also continue west of Sportsworld Drive to connect to the Conestoga College campus. Direct connections would also be made from Hespeler to the new aBRT stations at Sportsworld Drive and Cambridge Centre. Route 53 would continue to operate from Cambridge Centre to Ainslie Street Terminal via Franklin Boulevard, allowing direct connections to aBRT at both locations.

The proposed Route 112 is similar to the Mid-Region iXpress proposed for 2017 in the GRT Business Plan. The accelerated service along Maple Grove Road, if funded by the Transit Supportive Strategy, will help build ridership for the planned iXpress service by supporting sustainable commuting patterns as the area grows, rather than trying to influence them after they are established in 2017. Additional advantages to Route 112 include:

- Direct access to Cambridge Centre from the Franklin Street corridor;
- Direct access to the Eastern Industrial Park from Cambridge Centre aBRT station;
- Direct trip to St. Benedict High School for students in Hespeler;
- Reduced travel times for Hespeler residents connecting to Kitchener;
- A by-product of the new route is a faster transit option to Conestoga College for the 250 students currently living there;
- Additional transit service to the South Cambridge Shopping Centre; and
- Proactive provision of GRT service for the forthcoming East Side employment lands.

Optimizing Route 53 and adding Route 112 will cost approximately $484,400 annually for three years, starting in 2014. The Route 112 expansion requires three new buses to provide 30-minute headways during the peak commuter travel periods. The cost of this service will be absorbed in 2017 by the Regional Transportation Master Plan Reserve Fund when the Mid-Region iXpress is introduced.

Conestoga College Transit Pass Discount

In concurrence with the City of Cambridge, Regional staff recommends offering Conestoga College students a further 15 percent discount on their transit passes. As of July 1, 2013, the cost of a four month College Pass will be $240 compared to $288 for four adult monthly passes (the closest comparable rate). The proposed discount would reduce the price of the College Pass to $204 for four months. The estimated cost to the Transit Supportive Strategy for the 2013-2014 school year is $152,000 and staff recommends funding this initiative for three years. A contingency of approximately $25,000 is included to help GRT respond to increased demand with additional service on routes 61, 111 and 112, if warranted.
Memorandum of Understanding (MOU)

The foundation of the Transit Supportive Strategy and the text of the MOU were finalized with the City of Cambridge in 2012. However, changes to the MOU may be required to reflect the deferral of the Core Areas Parking Master Plan and to incorporate additional initiatives in 2013.

Potential Future Initiatives (Not recommended as part of this report)

Addressing the challenges of lower-density and non-transit-supportive land uses has been identified as an important objective of the Transit Supportive Strategy. To build ridership potential and to realize opportunities for intensification and redevelopment along Hespeler Road, these potential future initiatives include specific policy measures to increase transit-oriented development. Regional and City staff continue to develop the strategy and will recommend specific initiatives annually for implementation as appropriate.

Examples of potential initiatives include:

- Improvements to the Cambridge Centre Transit Terminal;
- Groff Mill Creek Watershed Study to support the reurbanization of Hespeler Road;
- Exploring the possibility of a shared parking structure or Park and Ride facility in Galt, near the Ainslie Street Terminal;
- Utilizing the tools/programs provided for in the Region’s Reurbanization Community Improvement Plan;
- Station Area Plans; and
- Transit-Oriented Development policy development, financial incentives, and/or Guidelines.

The two-step evaluation process that was developed for the 2012 Implementation Plan and guided the 2013 Implementation Plan will also be used to select initiatives in future years of the Transit Supportive Strategy. For more information on the evaluation process, please see Attachment 3.

Next Steps

If approved, Region and City staff will move to implement the action items identified in this report and summarized in Attachment 2, the Proposed 2013 Transit Supportive Strategy for Cambridge Implementation Plan Summary.

As identified in Report P-12-023/E-12-028, staff will continue to work with the City of Cambridge to identify and recommend transit-supportive initiatives for consideration by Regional Council. Staff will also continue to include progress reports highlighting key evaluation metrics so that the incremental improvements related to this strategy can be measured.

Area Municipal Consultation/Coordination

This strategy has been collaboratively developed by staff of the City of Cambridge and the Region of Waterloo. Given the various interests involved and the multi-disciplinary nature of the exercise, several different departments at both the City and Region have been involved as required. Representation from the City of Cambridge has included senior staff from Planning Services as well as from Transportation and Public Works.

CORPORATE STRATEGIC PLAN:

The Cambridge Transit Supportive Strategy is consistent with Focus Area 2: Growth Management and Prosperity: Manage growth to foster thriving and productive urban and rural communities. It is also consistent with Focus Area 3: Sustainable Transportation: Develop
greater, more sustainable and safe transportation choices.

FINANCIAL IMPLICATIONS:

The Cambridge Transit Supportive Strategy was identified as part of the Preferred Rapid Transit System Implementation Option and Staging Plan approved June 15, 2011, including an allocation of $1,000,000 annually, for an initial 10-year period, subject to budget approval (see Report E-11-072).

OTHER DEPARTMENT CONSULTATIONS/CONCURRENCE:

Staff from Planning, Housing and Community Services, Transportation and Environmental Services, Corporate Resources (Legal) and Finance, Grand River Transit and the Rapid Transit Project Team continue to be involved with the development, implementation and monitoring of the Cambridge Transit Supportive Strategy.

ATTACHMENTS:

Attachment 1 – 2012 Transit Supportive Strategy for Cambridge Implementation Plan Summary  
Attachment 2 – Proposed 2013 Transit Supportive Strategy for Cambridge Implementation Plan Summary  
Attachment 3 – Transit Supportive Strategy Screening Process  
Attachment 4 – Proposed Transit Service Improvements for 2014  

PREPARED BY: John Hill, Principal Planner, Strategic Policy Development  

APPROVED BY: Rob Horne, Commissioner, Planning, Housing and Community Services
Approved 2012 Transit Supportive Strategy for Cambridge
Attachment 1
Implementation Plan Summary

The following tables provide a summary of how the $1,000,000 annual budget for the Cambridge Transit Supportive Strategy was approved to be allocated in 2012.

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Focus</th>
<th>Estimated Budget *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge Core Area Parking Master Plan</td>
<td>One Time Expenditures (i.e. Off-street pay-and-display equipment and bicycle parking)</td>
<td>$760,000</td>
</tr>
<tr>
<td>TravelWise Program</td>
<td>Employer/Employee Surveys L.G Lovell Industrial Park</td>
<td>$5,000</td>
</tr>
<tr>
<td>Pedestrian and Transit Infrastructure Investments</td>
<td>Ainslie Street Terminal Improvements - Study</td>
<td>$35,000</td>
</tr>
<tr>
<td></td>
<td>Transit Shelters (10)</td>
<td>$130,000</td>
</tr>
<tr>
<td>TDM Coordinator/Station Area Planner</td>
<td>Strategy Implementation – Parking Master Plan and TDM</td>
<td>$70,000*</td>
</tr>
<tr>
<td>Other Associated Costs (to be agreed upon by the Region of Waterloo and the City of Cambridge)</td>
<td>To Be Determined</td>
<td>Dependant on savings</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>

*Specific allocations may vary slightly in order to provide for the implementation of complementary programs, cost efficiencies or other variables that may be identified in collaboration with Area Municipal and Regional staff.

**Funding for initial length of 12-month commitment – assuming contract begins April 1, 2012. The allocation between 2012 and 2013 will depend on the commencement date of the contract. Any additional funds available in 2012 due to a later contract commencement will be reallocated to the Pedestrian and Transit Infrastructure Improvements.
Proposed 2013 Transit Supportive Strategy for Cambridge  
Attachment 2  
Implementation Plan Summary

The following table provides a summary of how the $1,000,000 annual budget for the Cambridge Transit Supportive Strategy is recommended to be allocated in 2013 and 2014 by Regional and City of Cambridge staff.

<table>
<thead>
<tr>
<th>Year</th>
<th>CTSS Annual Budget</th>
<th>Initiative</th>
<th>Focus</th>
<th>Project Budget</th>
<th>CTSS Budget Carryover</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>$1,000,000</td>
<td>Cambridge Core Area Parking Master Plan</td>
<td>One Time Expenditures (i.e. Off-street pay-and-display equipment and bicycle parking)</td>
<td>$760,000 (cancelled)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TravelWise Program</td>
<td>Lovell Industrial Park TDM Survey</td>
<td>$28,000 (scope increased)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pedestrian and Transit Infrastructure Investments</td>
<td>Ainslie Street Terminal Improvements - Study</td>
<td>$35,000 (carry forward)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Transit Shelters</td>
<td>$130,000 (carry forward)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>TDM Coordinator/ Station Area Planner</td>
<td>CTSS Strategy Implementation</td>
<td>$70,000 (carry forward)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Other Associated Costs</td>
<td>TBD</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Actual</td>
<td>$28,000</td>
<td>$972,000</td>
</tr>
</tbody>
</table>

Proposed 2013  $1,972,000

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Focus</th>
<th>Project Budget</th>
<th>CTSS Budget Carryover</th>
</tr>
</thead>
<tbody>
<tr>
<td>TravelWise Program</td>
<td>Conestoga College Transit Pass subsidy</td>
<td>$152,000</td>
<td></td>
</tr>
<tr>
<td>Pedestrian and Transit Infrastructure Investments</td>
<td>Ainslie Street Terminal Improvements - Study (carry over)</td>
<td>$50,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sidewalk installation L.G. Lovell Industrial Area based on survey results</td>
<td>$260,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transit Shelters (carry over and previously approved)</td>
<td>$263,000</td>
<td></td>
</tr>
<tr>
<td>TDM Coordinator/ Station Area Planner</td>
<td>CTSS Strategy Implementation (first 6 months of 3-year contract)</td>
<td>$45,000</td>
<td></td>
</tr>
<tr>
<td>Sub-Total</td>
<td></td>
<td>$770,000</td>
<td>$1,202,000</td>
</tr>
<tr>
<td>Proposed 2014</td>
<td>$2,202,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>-----------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TravelWise Program</strong></td>
<td><strong>Conestoga College Transit Pass subsidy</strong> $163,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrian and Transit Infrastructure Investments</strong></td>
<td><strong>Transit Shelters</strong> $36,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Transit Route enhancements</strong> $484,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Ainslie Street Terminal Improvements</strong> $227,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Planning Studies</strong></td>
<td><strong>Groff Mill Creek Plan</strong> $70,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TDM Coordinator/Station Area Planner</strong></td>
<td><strong>CTSS Strategy Implementation</strong> $90,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td><strong>$1,170,000</strong> $1,032,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Transit Supportive Strategy Screening Process (2012)  Attachment 3

Strategic Themes

1. **Research/ Marketing Initiatives** - Examples of this include detailed surveys/research with employers, workers and students to increase data on current transit usage and demand. Further, this information could lead to targeted education and TDM individualized marketing campaigns to help overcome barriers to transit usage.

2. **Physical Infrastructure Improvements** - Examples include improvements to pedestrian amenities that could be made relatively quickly and have a tangible benefit in the short term. It could also include funding to help the City implement various transit supportive initiatives such as the Core Areas Parking Master Plan.

3. **Transit Related Improvements** - Free transit passes, subsidies or other improvements, modifications or acceleration of transit service provision *may be* considered as part of this strategy in order to accelerate ridership increases in target market segments.

4. **Studies** - Studies related to transportation, land use, infrastructure requirements as well as environmental conditions will all be required in order to realize the reurbanization potential along the rapid transit corridor.

A list of potential initiatives that fit the strategic themes of the Transit Supportive Strategy is identified by Regional and City staff for further discussion and evaluation.

### 2 Step Evaluation Process

#### Step 1: Pass/Fail Screening

The screening criteria listed will be applied to each of the potential action items. Any action item that fails on one or more of these criteria will be screened out from further consideration as part of this strategy. The yes/no response in the last column, indicates the response that will receive a “Pass”.

<table>
<thead>
<tr>
<th>Screening Criteria</th>
<th>Pass/Fail Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strategic Alignment</strong></td>
<td>Is this action item consistent with the goal of the Cambridge Transit Supportive Strategy to expedite the development of LRT in the City of Cambridge by enhancing transit ridership and/or encouraging transit supportive development, specifically within the Central Transit Corridor?</td>
<td>Yes = Pass</td>
</tr>
<tr>
<td><strong>Budgetary Considerations</strong></td>
<td>Can this action item be funded <em>in the short-term</em> <em>(1 to 2 years)</em> through another, more appropriate, budgetary source?</td>
<td>No = Pass</td>
</tr>
<tr>
<td><strong>Rapid Transit Infrastructure</strong></td>
<td>Is this action item part of the infrastructure improvements required as part of the rapid transit project (ie. design, utility/ infrastructure relocations, or construction of the physical RT corridor/stations)?</td>
<td>No = Pass</td>
</tr>
</tbody>
</table>
Step 2: Ranking of Potential Action Items

The purpose of the following criteria is to provide a basis to rank different action items proposed. The purpose of this evaluation is not to eliminate action items, but rather to determine the relative rankings of each option (and priority). Action Items will be ranked “High, Medium and Low”. The factor and criteria proposed are as follows:

<table>
<thead>
<tr>
<th>Criteria Group</th>
<th>Criteria</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>Ridership Potential</td>
<td>Has the potential to support improved ridership along the rapid transit corridor and feeder routes in Cambridge.</td>
</tr>
<tr>
<td></td>
<td>Connectivity</td>
<td>Improves the connectivity of the rapid transit corridor with the overall transportation system (including active forms of transportation).</td>
</tr>
<tr>
<td>Land Use</td>
<td>Supports Reurbanization</td>
<td>Supports reurbanization adjacent to the rapid transit corridor and/or within in the broader station areas (including residential and institutional uses).</td>
</tr>
<tr>
<td></td>
<td>Supports Employment</td>
<td>Has the potential to generate employment along the rapid transit corridor and/or within in the broader station areas.</td>
</tr>
<tr>
<td>Implementation</td>
<td>Feasible</td>
<td>Can be feasibly implemented within the context of existing City/Regional work plans and available staff resources (if additional support is required).</td>
</tr>
<tr>
<td></td>
<td>Reproducible</td>
<td>Has the potential to serve as a pilot (with lessons learned) for future application elsewhere along the RT corridor.</td>
</tr>
</tbody>
</table>
Attachment 4 - Proposed Transit Service Improvements for 2014