The following are the minutes of the Regular Council meeting held at 7:15 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present: Chair K. Seiling, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, S. Strickland, J. Wideman, and C. Zehr.

CLOSED SESSION

MOVED by L. Armstrong
SECONDED by T. Galloway

That a closed meeting of Regional Council be held on Wednesday, March 27, 2013 at 6:00 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) receiving of advice that is subject to solicitor-client privilege related to interpretation of legislation
b) labour relations and personal matters about identifiable individuals

CARRIED

MOVED by J. Wideman
SECONDED by J. Brewer

THAT Council reconvene in Open Session.

CARRIED

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

K. Seiling declared a pecuniary interest with respect to Item 5 c) of the Planning and Works Committee agenda of March 19, 2013, Item #10 of the Planning and Works Summary of Recommendations and the first closed Council item, all related to light rail transit, due to two of his adult children who own residential properties within the proposed light rail transit corridor.

D. Craig declared a pecuniary interest with respect to Item 5 c) of the Planning and Works Committee agenda of March 19, 2013, Item #10 of the Planning and Works Summary of Recommendations and the first closed Council item, all related to light rail transit, 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 5 c) of the Planning and Works Committee agenda of March 19, 2013, Item #10 of the Planning and Works Summary of Recommendations and the first closed Council item, all related to light rail transit, due to an indirect pecuniary interest since he and his spouse are shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.
DELEGATIONS

a) E-13-038, Sawmill Road and Northfield Drive Improvements in the Village of Conestogo – Township of Woolwich

i) Keith Gummow appeared before Council with respect to the Sawmill Road improvements, stating he supports Option 2, including the cycling lanes. He stated this is a good compromise to a difficult situation and the road width and speeding can be dealt with through enforcement. He stated there are concerns with the loss of parking and trees but noted it is important to encourage cycling groups to come to this area. He requested Council to consider constructing the sidewalk from Harriet Street to the Grand River sooner than is currently scheduled as this is a dangerous situation.

ii) Matthew Hilbert appeared before Council with respect to the Sawmill Road improvements. A copy of his presentation is appended to the original minutes. He stated he is a Professional Engineer and has reviewed all of the material. He had three requests for actions to improve safety and six requests for modifications to the proposal which were outlined in his presentation. In response to a question, M. Hilbert questioned if there are legal implications with the varying lane widths. He also suggested bicycle lanes should be separated by physical barriers and the overall safety in Conestogo needs to be improved. A question was raised by Council regarding the character of the heritage village and M. Hilbert responded he did not have specific proposals related to the historic character but that the scenic area needs to be considered as part of the design.

iii) Sarah Fretz appeared before Council with respect to the Sawmill Road improvements. A copy of her presentation is appended to the original minutes. She stated it is important to improve the well being of the community and the lack of awareness by motorists needs to be addressed. She also read a statement from Natalie Edery, Conestogo Public School Council Safety Chair, which is also appended to the original minutes. She supported Design Alternative No. 1.

iv) Jane Martin appeared before Council with respect to the Sawmill Road improvements. She expressed concern with the design and stated the community favours Option 1. It is important to keep children safe and reflect the voice of the community.

Councillors had questions regarding installing a 40 kmh zone in front of the school. Thomas Schmidt, Commissioner Transportation and Environmental Services advised the use of 40 kmh zones is not done on Regional Roads, based on policy. Staff do not recommend changing the policy. He noted concerns have been expressed with speeding but the studies show an average speed of 52 kmh in this area.

Councillors stated this is a good compromise. With respect to the request to advance the sidewalk construction, T. Schmidt advised staff can look at that and provide an additional report specific to that matter. Council directed that this be done. A question was raised when the Regional Transportation Alternative Master Plan will be coming forward and it is important to have good policies in place.

S. Strickland proposed a friendly amendment to include a 40 kmh school safety zone at the appropriate location in front of the Conestogo Public School. Some members were concerned that this will set a precedent and that the use of a 40 kmh zone does not work as expected.

1375196
MOVED by J. Wideman  
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo approve the Recommended Design Alternative for Sawmill Road (Regional Road No. 17) and Northfield Drive (Regional Road No. 22) within the Village of Conestogo in the Township of Woolwich as outlined in Report E-13-038;

AND FURTHER THAT a 40 kmh school safety zone be included at the appropriate location for the Conestogo Public School.

CARRIED


Nays: J. Haalboom, C. Millar

MINUTES OF PREVIOUS MEETINGS

J. Haalboom requested an amendment to page 1 of the March 19, 2013 Community Services Committee minutes to reflect the first motion was seconded by B. Halloran, not B. Haalboom.

S. Strickland requested an amendment on the same item to amend the approved amount to $59,000, not $50,000.

A revised page 10 for the March 6, 2013 Council minutes was also included for approval.

MOVED by R. Kelterborn  
SECONDED by S. Strickland

THAT the following Minutes be approved as amended:

a) Closed Council – March 6, 2013  
b) Council – March 6, 2013  
c) Planning & Works – March 19, 2013  
d) Closed Committee – March 19, 2013  
e) Administration & Finance – March 19, 2013  
f) Community Services – March 19, 2013

CARRIED

COMMUNICATIONS

a) Correspondence from Ian Rutledge, Zelinka Priamo Ltd., on behalf of the Liquor Control Board of Ontario regarding Victoria Street Class EA Study was received for information. A copy is appended to the original minutes.

MOVED by J. Brewer  
SECONDED by T. Cowan
THAT Council go into Committee of the Whole to consider reports.

CARRIED

FINANCE REPORTS

J. Wideman noted the number of projects that have come in under budget with these approvals.

a) F-13-024, 024, T2013-006 Eagle Street Resurfacing, Hespeler Road to Concession Road/Speedsville Road, City of Cambridge

MOVED by J. Wideman
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo accept the tender of E & E Seegmiller Limited for Eagle Street Resurfacing, Hespeler Road to Concession Road/Speedsville Road, City of Cambridge, in the amount of $1,478,022.20 including all applicable taxes.

CARRIED

b) F-13-025, T2013-008 New Dundee Road Trunk Watermain from Reichert Drive to Executive Place, City of Kitchener

MOVED by J. Wideman
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo accept the tender of Terracon Underground Ltd. for the New Dundee Road Trunk Watermain from Reichert Drive to Executive Place, City of Kitchener in the amount of $827,962.39 including all applicable taxes.

CARRIED

c) F-13-026, T2013-004 Roundabout Construction – Hespeler Road (Regional Road 24) at Queen Street/Beaverdale Road, City of Cambridge

MOVED by J. Wideman
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo accept the tender of E & E Seegmiller Limited for the Roundabout Construction on Hespeler Road (Regional Road 24) at Queen Street/Beaverdale Road, City of Cambridge in the amount of $2,908,666.78 including all applicable taxes.

AND THAT the Regional Municipality of Waterloo approve an increase in project costs of $108,910 (gross) including all applicable taxes and $0.00 (net) to facilitate the portion of work undertaken on behalf of the City of Cambridge.

CARRIED

d) F-13-027, T2013-002 Westmount Road Reconstruction – Greenbrook Drive to Victoria Street, City of Kitchener

1375196
MOVED by J. Wideman
SECONDED by G. Lorentz

THAT the Regional Municipality of Waterloo accept the tender of E & E Seegmiller Limited for Westmount Road Reconstruction – Greenbrook Drive to Victoria Street, City of Kitchener in the amount of $4,388,101.32 including all applicable taxes.

AND THAT the Regional Municipality of Waterloo approve an increase in project costs of $468,756.65 gross and $0.00 net to facilitate the work undertaken on behalf of the City of Kitchener.

CARRIED


J. Brewer requested that the form be reviewed as she attended the Police Board Conference on behalf of the Police Services Board, not as a Regional Councillor.

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. Items # 1 and 10 were taken separately.

MOVED by J. Wideman
SECONDED by T. Cowan

THAT the Summary of Recommendations of the Planning and Works Committee, dated March 19, 2013, Item 1, be adopted as follows:

1. THAT the Regional Municipality of Waterloo take the following actions with respect to the Victoria Street (Edna Street to Bruce Street) Class Environmental Assessment Study:

   a) Approve the Recommended Design Concept for Victoria Street from Edna Street to Bruce Street as outlined in Report E-13-042.

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

   c) Direct staff to report back to Council once the Ministry of Transportation’s schedule for the reconstruction of the Victoria Street Bridge is known and prior to commencing the procurement process for construction of the Recommended Design Concept.

   CARRIED
   (J. Haalboom opposed)
THAT the Summary of Recommendations of the Planning and Works Committee, dated March 19, 2013, 1 report from closed session, Item 10, be adopted as follows:

10.  

1) THAT the Regional Municipality of Waterloo approve, enter into a Settlement Agreement for, and execute all documentation related to the expropriation of lands for the Rapid Transit Project – Stage 1, such lands described as Part Lot 53, Registered Plan 376, being Part 3 on WR-726570, PIN 22318-0377, City of Kitchener, Regional Municipality of Waterloo being part of the lands municipally known as 624 King Street West, Kitchener, from 1836862 Ontario Inc. for the sum of $165,000.00 as compensation for the value of the taking of land, compensation for injurious affection and any and all other damages, plus associated legal and appraisal costs, with all documentation to the satisfaction of the Regional Solicitor;  

2) THAT the Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation related to, the acquisition of land for the Rapid Transit Project – Stage 1 described as Part Lot 7, Subdivision of Lot 15, German Company Tract, Kitchener, Part PIN 22424-0155 being Part 1 Plan 58R-17699, City of Kitchener, Regional Municipality of Waterloo, being part of the lands municipally known as 825 King Street West, City of Kitchener, from St. Mark’s Lutheran Church, Kitchener, for the sum of $175,000.00 as compensation for the value of the taking of land, compensation for injurious affection and any and all other damages, plus associated legal and appraisal costs, with all documentation to the satisfaction of the Regional Solicitor; and  

3) THAT the Regional Municipality of Waterloo approve, enter into an Agreement for, and execute all documentation pursuant to Section 30 of the *Expropriations Act* for the acquisition of lands for the Rapid Transit Project - Stage 1, described as Part Lot C, Registered Plan 9, Part PIN 22424-0330, being Part 5 on Reference Plan 58R-17699, City of Kitchener, Regional Municipality of Waterloo, being part of the lands municipally known as 765 King Street West, Kitchener, from 2280246 Ontario Inc. for the sum of $9,430.00, plus associated costs, with all documentation to the satisfaction of the Regional Solicitor.

CARRIED

THAT the Summary of Recommendations of the Planning and Works Committee, dated March 19, 2013, Items 2 to 8, and 1 report from closed session, Item 9, be adopted as follows:

2. THAT the Regional Municipality approve the recommendations to enhance pedestrian safety at the intersection of King Street (Regional Road 15) and University Avenue (Regional Road 57) in the City of Waterloo as outlined in Report E-13-027, dated March 19, 2013.

3. THAT the Regional Municipality of Waterloo provide on-going financial support to the Waterloo Wellington Children’s Groundwater Festival in the amount of $30,000 each year for a 5-year term as outlined in Report E-13-039 dated March 19, 2013.

1375196

5. THAT the Regional Municipality of Waterloo pass a by-law to add to the Regional Road System to form part of Regional Road 97 (Cedar Street, Cambridge) the lands described as:

   Part of Road Allowance between Concession 10 and 11, North Dumfries; Part Lot 12 Concession 11, North Dumfries; Part Subdivision of Lot 3, Concession 10, WGR; North Dumfries being Part 1 on 67R-3028 (aka Regional Road 97) (aka Cedar St); Cambridge (all of PIN 03800-0002 (LT).

   AND THAT the Regional Solicitor be directed to register notice of such by-law on title to the lands that are subject of the by-law. [CR-RS-13-027]

6. THAT the Regional Municipality of Waterloo enter into a Consulting Services Agreement with Arcadis Canada Inc. of Waterloo, Ontario to provide value engineering services related to the detailed design of construction contracts 2 to 4 of the Kitchener Wastewater Treatment Plant (WWTP) Phase 3 Upgrades at an upset fee limit of $295,453.00 plus applicable taxes, as per Report E-13-033, dated March 19, 2013.

7. THAT The Regional Municipality of Waterloo endorse the Business Case Report supporting the procurement of the Region’s centralized biosolids heat drying facility as a Public-Private Partnership (P3) model;

   AND THAT The Regional Municipality of Waterloo authorize Region staff to submit the completed Business Case to P3 Canada for funding consideration under the P3 Canada Fund;

   AND THAT Region staff report back to Regional Council with an update of P3 Canada approval process and next steps, prior to proceeding with next phase of the procurement process, all as described in Report No. E-13-037.

8. THAT the Regional Municipality of Waterloo express its support for the Niagara to Greater Toronto Area (GTA) Corridor Transportation Development Strategy (TDS) developed by the Ministry of Transportation (MTO), as described in Report P-13-027, dated March 19, 2013;

   THAT the Region of Waterloo encourage MTO to implement the Group 1 (Optimize Existing Networks) and Group 2 (New/Improved Non-Road Infrastructure) elements of the TDS as soon as possible;

   THAT the Region of Waterloo continue to work with MTO and partner municipalities on strategic transportation planning for this area, to support the future strategic study of long-term highway improvements in the West Area;

   AND THAT the Region of Waterloo continue to participate in the Municipal Caucus to advocate for strategic transportation investments that will support the Regional economy and promote economic development.
9. **THAT The Regional Municipality of Waterloo, pursuant to section 40 of the Purchasing By-law, not open and consider bids from Regional Sewer and Watermain Ltd., or otherwise acquire any goods or services from it, for so long as the action of Regional Sewer and Watermain Ltd. v. The Regional Municipality of Waterloo is outstanding.**

   **CARRIED**

**Administration and Finance**

The Summary of Recommendation of the Administration and Finance Committee was presented by Tom Galloway, Chair of the Committee.

**MOVED by T. Galloway**

**SECONDED by S. Strickland**

**THAT the Summary of Recommendations of the Administration and Finance Committee dated March 19, 2013, Item 1, and 1 report from closed session, Item 2, be adopted as follows:**

1. **THAT the Regional Municipality of Waterloo establish the following tax ratios for the 2013 property tax year:**
   - Residential 1.0000
   - New Multi-residential 1.0000
   - Multi-residential 1.9500
   - Commercial 1.9500
   - Industrial 1.9500
   - Pipeline 1.1613
   - Farmland 0.2500
   - Managed Forest 0.2500

   **AND THAT the Regional Municipality of Waterloo set the tax rate reductions for the commercial and industrial property subclasses at 30% effective for the 2013 taxation year;**

   **AND THAT the necessary by-laws to implement the approved 2013 tax ratios, 2013 subclass tax rate reductions and 2013 regional tax rates be prepared;**

   **AND FURTHER THAT the Area Municipalities be notified accordingly. [F-13-023]**

2. **THAT the Regional Municipality of Waterloo approve a Memorandum of Settlement with the Canadian Union of Public Employees, on behalf of members of Local 1656 for the period January 1, 2013 to December 31, 2016.**

   **CARRIED**

**Community Services**

The Summary of Recommendations of the Community Services Committee was presented by Sean Strickland, Chair of the Committee. He noted the amendment to the first motion to change the amount to $59,000.

**MOVED by S. Strickland**

**SECONDED by J. Mitchell**
THAT the Summary of Recommendations of the Community Services Committee dated March 19, 2013, Items 1 to 4, and 1 report from closed session, Item 5, be adopted as follows:

1. THAT the Regional Municipality of Waterloo approve the one-time allocation to Opportunities Waterloo Region in the amount of $59,000;

   AND THAT the funding be drawn from the Region’s Contingency Fund.

2. THAT The Regional Municipality of Waterloo accept the proposal of G.D.G. Environnement for Region of Waterloo Public Health West Nile Virus Surveillance/Monitoring & Larviciding/Abatement Services, for a three year term at a total cost of $499,957.20 including all applicable taxes, with the option to renew for two additional one year periods. [PH-13-013/F-13-016]

3. THAT the Regional Municipality of Waterloo approve a one-time allocation to the Waterloo Region Crime Prevention Council inREACH program of up to $426,770 from the Hospital Reserve Fund, to be reduced by any amount still being considered by the Federal government. [CPC-13-003]

4. THAT the Regional Municipality of Waterloo approve the following with regard to the Investment in Affordable Housing for Ontario – Program Delivery and Fiscal Plan (PDFP) and program delivery, as described in Report P-13-028, dated March 19, 2013:

   a) Endorse the recommended revised Program Delivery and Fiscal Plan as summarized in Table 2 of Report P-13-028 and the proposed implementation revisions of the PDFP; and

   b) Forward a copy of report P-13-028 to Federal and Provincial Ministers responsible for housing, local Members of Parliament and local Members of Provincial Parliament to advise them of the need for a new long term affordable housing agreement, as the CMHC-Ontario Agreement for Investment in Affordable Housing 2011-2014 is set to expire in 2014.

5. THAT The Regional Municipality of Waterloo direct staff to seek participant status in the Environmental Review Tribunal case of Hess et al v. Ministry of the Environment to advocate the Region’s position that the officers and directors of Northstar Aerospace (Canada) Inc., and its related corporations, continue the remediation works in regard to the Trichloroethylene (TCE) contamination in the Bishop Street Community of Cambridge.

   CARRIED

OTHER MATTERS UNDER COMMITTEE OF THE WHOLE

MOVED by G. Lorentz
SECONDED by L. Armstrong

THAT Committee of the Whole rise and Council resume.

CARRIED
MOVED by R. Deutschmann
SECONDED by L. Armstrong

THAT Council adopt the proceeding of the Committee of the Whole.

CARRIED

OTHER BUSINESS

G. Lorentz requested a report on how the $1 million funding for Cambridge with respect to the LRT is being utilized. Rob Horne, Commissioner Planning, Housing and Community Services advised they have worked out the administration of the funding and a revised list will be brought forward to Regional Council and Cambridge Council mid year.

ENACTMENT OF BY-LAWS – (FIRST, SECOND & THIRD READINGS)

MOVED by C. Zehr
SECONDED by B. Halloran

a) THAT a By-law to Establish Tax Ratios for Regional Purposes and Area Municipal Purposes for the Year 2013 be read a first, second and third time, finally passed and numbered 13-007 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

b) THAT a By-law to Establish Tax Reductions for Prescribed Property Subclasses for Regional Purposes and Area Municipal Purposes and to Repeal By-law 99-025 be read a first, second and third time, finally passed and numbered 13-008 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

c) THAT a By-law to Establish and Levy Rates of Taxation for Regional Purposes for the Year 2013 be read a first, second and third time, finally passed and numbered 13-009 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

d) THAT a By-law to Amend By-law 13-001, as amended, being a By-law to Establish Fees and Charges for the Regional Municipality of Waterloo (Region of Waterloo International Airport Advertising Rates) be read a first, second and third time, finally passed and numbered 13-010 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

e) THAT a By-law to dedicate certain lands as part of the highway known as Cedar Street (Regional Road No. 97) in the City of Cambridge, Region of Waterloo be read a first, second and third time, finally passed and numbered 13-011 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

f) THAT a By-law to Confirm the Actions of Council of March 27, 2013 be read a first, second and third time, finally passed and numbered 13-012 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

CARRIED

ADJOURN

MOVED by J. Brewer

1375196
SECONDED by C. Millar

THAT the meeting adjourn at 8:35 p.m.

CARRIED

REGIONAL CHAIR, K. Seiling

REGIONAL CLERK, K. Fletcher
Comments and Recommendations on the Proposed Modifications to Sawmill Rd and Northfield Dr. in Conestogo

Matthew Hilbert, B.E.Sc., M.E.Sc., P.Eng.

March 27, 2013

- 3 Requests for Immediate Action to Improve Safety
- 6 Requests for Modification to the Proposal and its Process
Primary issues with modifying Conestogo’s major roadways

Multiple competing interests on Sawmill Rd & Northfield Dr.

- Residents/Community
- Flow-Thru Traffic
- Truck Route
- Pedestrians
- Horse Drawn Buggies
- Cyclists
- Student Safety

Narrow roadways and small setbacks to homes + Conflicting Regional Policies & Guidelines that are selectively applied = CONFLICT

The key design challenge with the Rural Village – Main Street will be balancing vehicular and truck traffic while identifying and preserving the character and heritage of the village or hamlet. Although the road design should appropriately accommodate traffic, designing the street to be consistent with the local character should be a priority.

Context Sensitive Regional Transportation Corridor Design Guidelines: Prepared for the Region of Waterloo, 2010 (revised 2013), Page 60
Sawmill Rd and Northfield Dr. are the primary travel routes for essentially all travel within Conestogo
The Regional has defined Conestogo as having a “Very Scenic” Rural Village Main Street and identified a number of Conservation Recommendations

Right of Way

The corridor may follow an historic road alignment and/or the community may be located in proximity to a particular landform. Traffic speed should be slow. People may use the main street as a gathering place. People may park on the street to shop and to visit homes in the area. The street may be used for parades, festivals, etc. There is often mature vegetation. Sidewalks and curbs, when present, are in character with a rural village.

Community Vitality

People are part of the landscape and provide visual interest. Support the vitality of the village or hamlet by limiting the vehicular traffic speed, designing the corridor at a pedestrian scale and encouraging interesting and comfortable places for people to be along the corridor (sidewalks, patios/cafe seating, space for window shopping, parkettes, benches, shaded areas, etc.)

Conserving cultural heritage includes encouraging cultural traditions and ways of life. Ensure the corridor is designed to allow for community events that may be held within the right of way (festivals, parades, open-air markets, street sales, etc.)

Region of Waterloo Scenic Roads and Special Charter Streets: Resource Document, Pg 22
The proposed modifications to Sawmill Rd and Northfield Dr. do contain a number of positive elements that will serve to improve overall safety

1) Installing Raised Curb Elements at all speed transition points on Sawmill Rd. and Northfield Dr.
   ✓ Help to slow traffic at, or in advance of, speed transition points (design modification is advised).

2) Installing a Pedestrian Refuge Island in front of Conestogo Public School.
   ✓ Help to safeguard students and alert motorists to School Zone.

3) Elimination of the paved boulevard directly in front of Conestogo Public School
   ✓ Improve sight lines and student safety.

4) The installation of sidewalks on Sawmill Rd between Harriet St. and Golf Course Rd.
   ✓ Provide a vital link for pedestrian travel for residents of Conestogo that are east of the Grand River. Conestogo Public School students (K to Gd. 8) are key component of this group.
Proposed bike lane widths in the modifications to Sawmill Rd and Northfield Dr. are a disconnected mix of varying lane widths that will lead to increased conflict on Sawmill.
The issues associated with the proposed design will only increase the risks facing cyclists and pedestrians in Conestogo

It is unclear which cycling community the proposed bike lanes are intended to serve. Individual cyclists riding in the proposed design will be exposed to a higher level of risk when compared to the “as is” situation while recreational cyclists travelling in groups will likely have no change or a slight increase when compared to current exposures.

The recommended design has inconsistent bike lane widths that will only lead to increased conflict between cyclists and vehicles compared to the current situation.

The placement of bike lanes between traffic lanes and street parking on Sawmill Rd without an adjustment in the bike lane width will increase the risks to cyclists.

Striped bike lanes lead to closer passing distances when car and truck drivers overtake cyclists. *(Harris et al, 2013)*

Average vehicle speeds increases when roadways are widened and striped lanes are used to segregate bicycle traffic. *(Pein, 2008, Fitzpatrick, 2001)*

Wider roads don’t lead to safer roads. *(Potts et al, 2007, Noland, 2002)*

American Association of State Highway and Transportation Officials recommends a minimum lane width of 1.5 m for bike lanes next to street side parking. Toronto has adopted 1.8 m as a target lane width between traffic and street parking.
The Region should consider a number of **immediate actions** to improve student and pedestrian safety and the overall community environment in Conestogo

1) Take immediate steps to improve student safety at Conestogo Public School by reducing posted speed around the school to 40 km/h. This is essential given average daily traffic volumes (approx. 10,000 vehicles per day) and the percentage of heavy truck traffic. A reduction in posted speed limits must be coupled with future traffic calming measures.

2) Take immediate steps to improve pedestrian safety by reducing posted speeds between Harriet St. and Golf Course Rd to 40 km/h and place temporary barriers to protect pedestrians. Begin the process of designing and installing sidewalks. The current separation between pedestrians and the roadway does not meet The Region’s minimum standards.

3) Include a Pedestrian Refuge Island in front of Conestogo Public School in all design options and explore opportunities to accelerate its installation ahead of any future road modifications by making it a stand alone project with the installation of sidewalks recommended above.
In moving forward with the modifications The Region should consider actions to improve the overall community environment while creating a safer cycling environment

1) Determine the primary group or groups that bike lanes through Conestogo are going to serve. Create a design that satisfies the majority of the needs if not all needs. Ensure that it serves the needs of the most vulnerable cycling population in Conestogo – Students and Children.

2) Re-examine the proposed reduction in parking on Sawmill Rd. The proposed levels and location will not be able to adequately support all events at Conestogo Public School and may be insufficient for local business and the Fire Station.

3) Include raised curb elements for traffic calming at all speed transition points in and out of Conestogo on Sawmill Rd. and Northfield Dr. in all future design options. Future designs should be modified to separate bike lanes to the outside (to the right) of raised curbs. Additional elements may be needed on Sawmill Rd east of the Conestogo Bridge and West of Northfield Dr. Ensure that the element on the east side of Conestogo is located at the speed transition point (it is to be relocated 80 meters east of it current position).
In moving forward with the modifications The Region should consider actions to improve the overall community environment while creating a safer cycling environment

4) Create a new proposal for the modifications to Sawmill Rd and Northfield Dr. and include representation from local residents and interest groups in the development of future design proposals.

5) Explore narrowing lane widths on Sawmill Rd to reduce traffic speed. Narrowing lane widths significantly reduces vehicle speeds and will make more space available for all constituents vying for the limited space on Sawmill Rd while reducing overall project costs. The action may also help in diverting truck traffic to other more suitable routes.

6) Consider reducing the speed limit on all sections of roadway currently zoned at 50 km/h to 40 km/h. A reduction in speed would result in a minimal increase in travel time across Conestogo on Sawmill Rd (38 sec.) for vehicles travelling at the posted limits while offering a significant increase in safety by reducing the speed difference between motor vehicles and slower traffic (bikes and buggies). The action may also help in diverting truck traffic to other more suitable routes.
Final Thoughts - a quote from the OECD Working Group on Cycling Safety

Road traffic is inherently unsafe. **Traffic infrastructure is seldom designed with safety as a starting point** and though efforts are made to accommodate the wide range of behaviours displayed by road users, errors and unpredictable or impaired actions often lead to crashes. The kinetic forces involved resulting from the differences in mass and velocity of crash opponents largely dictates the severity of the outcomes. **Crash outcomes are especially severe for vulnerable road users such as pedestrians and cyclists who lack by far the same level of protection mandated for, and offered to, car and other vehicle occupants.**

Appendix 1: North Shoulder of Sawmill Rd between Conestogo Bridge and Harriet St.
References

The Region of Waterloo: Context Sensitive Regional Transportation Corridor Design Guideline, Mark 2013 (Revised)


Harris, a., et al, Comparing the effects of infrastructure on bicycle injury at intersections and non-intersections using a case-crossover design, February 2013.


Hallett, I., et al, Evaluation of On-Street Bicycle Facilities Added to Existing Roadways, August 2006 (Revised)


References

Pein, W., AASHTO and Door Zone Bike Lanes, 2004.

City of Toronto, Bike Lane Design Guidelines, 2004.


Pein, W., Do Bike Lane Stripes Calm Motor Traffic?, January 2008.


Potts, I., et al, Relationship of Lane Width to Safety for Urban and Suburban Arterials, 2007

My name is Sarah Fretz. I would like to take this opportunity as a resident of Sawmill Rd to lend my support to road design measures that improve our wellbeing as a community. Conestogo is a community, dissected and defined by Sawmill Rd. We have a growing JK-grade 8 school on Sawmill Rd. For the past 10 years I have had a front row seat to the road, as a parent walking her children to community park, nursery school, school, bakery, café or restaurant. I also cycle to work. I have witnessed near accidents and bumper collisions. I have pulled a buggy into my driveway, after the horse spooked by traffic, broke it’s mount against the telephone pole in front of my house. My heart has been in my chest as I’ve watched children crossing the road. My view is that most of the accidents, other than one early morning high speed rollover, were caused, not by a lack of respect for the safety of the community they are passing through, but by inattentiveness or a lack of awareness that they were passing through a community. A lack of awareness of the potential for change of speed of the flow of traffic due to community activity. It is lack of awareness, coupled with ability to drive faster, added to the size and momentum of many of the trucks passing through town that is a worrisome mix.

A widened road will increase the speed drivers feel comfortable at. I am supportive of passive measures in road design that force a calming of traffic, and awareness to the potential for traffic to slow down suddenly due to community activity.

I wish I could say I was excited about the proposed cycling lane, as in general I am supportive of seeing people cycle to get places, and facilities that make this more possible or more pleasant. Regardless of the design chosen #1,#2 or #3, cyclists will have to cycle defensively through town, no different than now, simply because of the level of activity on the road, inherent in the town, and the lack of continuity of the lane.

Finally, I would like to present and read a statement prepared by and expressing the views of Conestogo Public School, School Council Safety Chair Natalie Edery:

Reducing vehicle speeds within the Village and in the vicinity of Conestogo PS needs to be one of the goals achieved by the proposed road improvements. Much of Conestogo's pedestrian traffic is composed of children and families walking and cycling to school, Conestogo Park, or enjoying their community surroundings. Widening Sawmill Road on either side by 1 metre to accommodate partial cycling lanes will provide more space for occasional cyclists, however the downside of increased traffic speed right through the Village corridor will negatively impact road safety for the school, our community and cyclists as well.

The Ontario Active and Safe Routes to School program at Conestogo PS encourages local students and families to walk and cycle. Feedback from Conestogo PS families from a Transportation Survey conducted in Winter
2011 shows that more families would choose to be pedestrians if they had a higher level of confidence in road safety and reduced vehicle speeds within the Village.

The pedestrian refuge is a positive traffic calming feature of the proposed improvements and ideally will reduce traffic speeds in the immediate vicinity of the school. However, as Sawmill Road's Regional Road designation does not allow our community the opportunity to establish a School Zone and accompanying reduction in posted speed limits of 40 km/hr, road calming is our only option to reduce vehicle speeds. Selecting the Design Alternative No. 2 will most likely increase vehicle speeds within the Village and impact Conestogo PS students and families by decreasing pedestrian use and participation in Active and Safe Routes to School.

Some support within the school community exists for removing the asphalt/parking area in front of the school adjoining Sawmill Road as identified in Design Alternative No. 2.

With the additional impact of increased gravel truck traffic in future road use on Sawmill Road, Council needs to take action to protect our future quality of life and safe use of our roadways for Conestogo PS families. Rehabilitating Sawmill Road by approval of Design Alternative No. 1 would be the most beneficial choice for our community.

Natalie Edery
Conestogo PS
School Council Safety Chair
VIA EMAIL AND REGULAR MAIL

March 27, 2013

Region of Waterloo
150 Frederick St., 6th Floor
Kitchener, ON
N2G 4J3

Attention: Mr. Frank Kosa, Senior Project Manager, Design and Construction

Dear Mr. Kosa:

RE: Victoria Street (Edna Street to Bruce Street) Class EA Study
617 Victoria Street North
Liquor Control Board of Ontario (LCBO)
Kitchener, ON

Our File: LCB/KIT/12-01

We are the planning consultants acting on behalf of the Liquor Control Board of Ontario (LCBO), which operate the LCBO retail store on lands known municipally as 617 Victoria Street North, in the City of Kitchener (the subject lands). To date, we have submitted two Letters to Regional Staff expressing concern over the potential impacts of the proposed (temporary) raised centre median on the subject lands.

We have reviewed the Committee Recommendations (Report PS-130319), which are being presented to Council at tonight’s meeting and note the following:

- It is our understanding that once the Victoria Street Bridge reconstruction commences, the proposed raised centre median will no longer be required. Therefore, we are of the opinion that it would be premature for Council to approve the recommended design concept (i.e. temporary raised centre median as noted in Recommendation (a)), until the ‘drop-dead date’ or until the Ministry of Transportation’s schedule for the reconstruction of the Victoria Street Bridge is known, as this could negate the need for the temporary raised centre median;

- It is our understanding that regardless of the approved design concept (i.e. temporary concrete raised centre median or centre two-way left turn lane), the Class Environmental Assessment could be completed, as both scenarios would require an equal road widening; and

- As such, we fully support the Committee Recommendations (b) and (c), as outlined in Report PS-130319, however, we respectfully submit that Recommendation (a) not be endorsed by Council until more information is received relating to timing for future traffic improvement initiatives.
Finally, as previously noted, we are still of the opinion that a two way left turn lane be implemented instead of, or without an interim need for, the (temporary) raised centre median, as this interim measure could affect the long-term viability of local businesses. It is our understanding that many of the local business owners within the study area share our concerns.

We thank you for the opportunity to provide the above comments on behalf of LCBO. Should you have any questions or require further information, please give us a call.

Yours very truly,

ZELINKA PRIAMO LTD.

Ian Rutledge, M.PL
Planner

cc: Bruno Pezzot, Liquor Control Board of Ontario (Via email)  
    Robert French, Liquor Control Board of Ontario (Via email)  
    Nick Nanos, Liquor Control Board of Ontario (Via email)  
    Harry Froussios, Zelinka Priamo Ltd. (Via email)