Regional Council Minutes

Wednesday, September 17, 2014

The following are the minutes of the Regular Council meeting held at 7:05 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present: Chair K. Seiling, L. Armstrong, J. Brewer, D. Craig*, R. Deutschmann, T. Galloway, J. Haalboom, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, S. Strickland, J. Wideman, and C. Zehr.

Members Absent: T. Cowan, B. Halloran

Closed Session

Moved by D. Craig
Seconded by L. Armstrong

That a closed meeting of Council be held on September 17, 2014 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) proposed or pending litigation related to an agreement

Carried

Moved by L. Armstrong
Seconded by G. Lorentz

That Council reconvene in Open Session.

Carried

Declarations of Pecuniary Interest Under The “Municipal Conflict Of Interest Act”

a) J. Haalboom disclosed an indirect pecuniary interest with respect to Item #1 on the August 12, 2014 Planning and Works Summary of Recommendations (E-14-092, Manitou Drive Improvements, Homer Watson Boulevard to Bleams Road, City of Kitchener – Approval of Project) as her husband has a client with property on Manitou Drive.
R. Deutschmann disclosed a pecuniary interest with respect to Finance Report F-14-117, Sole Source Purchase of Variable Message Signs for Adapted Bus Rapid Transit (aBRT) Project 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.

Presentations

Award for Planning Excellence for the Region of Waterloo Central Transit Corridor Community Building Strategy

Rob Horne, Commissioner Planning, Housing and Community Services advised Regional Council received a national award for the Community Building Strategy. This additional award was also now being presented. Mark Seasons presented the Award for Planning Excellence for the Region of Waterloo Central Transit Corridor Community Building Strategy in the category of City and Regional Planning to Chair Seiling and Jim Wideman on behalf of the Canadian Institute of Planners.

Chair Seiling stated this project had great community involvement.

Delegations

a) Dan Kellar, Waterloo Region Against Line 9 appeared before Council regarding the Line 9 Pipeline Project. He provided background information on the Haldimand Tract and an overview of the Enbridge Line 9 activities over the last year. He expressed concern with the lack of consultation with Six Nations on behalf of Enbridge. He urged the Region of Waterloo to protect the Grand River watershed by passing a resolution.

b) Out of the Cold Program

i) Catherine Stewart Savage, coordinator of the First United Out of the Cold program, appeared before Council regarding the Out of the Cold Program. A copy of her presentation is appended to the original minutes. She highlighted the need to provide housing and remove the homelessness problem. She urged Council to provide for the most vulnerable people with the most complex issues.

ii) Sharon Feeney appeared before Council regarding the Out of the Cold Program. A copy of her presentation is appended to the original minutes. She expressed support for the transition meeting that has been arranged, along with the affordable housing strategy. She stated it is imperative to work with the existing programs and keep the people safe.
Chair Seiling clarified that staff has worked closely with the existing shelters and provided clarification on capital versus operating funds.

iii) Birgit Lingenberg appeared before Council regarding the Out of the Cold Program. A copy of her presentation is appended to the original minutes. She stated the poor and homeless people need help and expressed concern with the closing of Out of the Cold sites. She submitted a petition requesting Council to build subsidized housing and raise the rates for ODSP and OW.

iv) Chris Varga appeared before Council regarding the Out of the Cold Program and stated there is a serious problem of connecting people with services. There is a lack of access to services for homeless people and public transit is key to this access. She urged Council to issue bus passes so people can access the services they require.

v) Oscar Cole-Arnal appeared before Council regarding the Out of the Cold Program on behalf of the Alliance Against Poverty. He stated it is wrong that this is not a democratic decision.

Chair Seiling advised there will be a further report brought to the upcoming Community Services Committee meeting on this matter.

*D. Craig left the meeting at 7:40 p.m.

c) Item #1 on the August 12, 2014 Planning and Works Summary of Recommendations (E-14-092, Manitou Drive Improvements, Homer Watson Boulevard to Bleams Road, City of Kitchener – Approval of Project)

i. Brian Kroetsch, Deborah Kroetsch, Colin Kroetsch and Brienna Schiedel, Quality Car Sales appeared before Council with respect to the recommendation regarding Manitou Drive. A copy of the presentation is appended to the original minutes. D. Kroetsch stated they would like to move forward collectively on this project with a conciliatory effort. There is a need for the multi-use trail and they submitted a diagram showing the proposal, a copy of which is appended to the original minutes. She stated they also prefer a left turn lane at Wabanaki Drive or an advance green as a minimum. She requested Council to re-examine their previous decision for this project.

The delegation was asked why they prefer Option 2 over Option 1 and they advised there is less land required and Option 2 has the centre turn lane. Staff advised that the same amount of land will be required for either option.
ii. Mike Boos, Kitchener Cycling Advisory Committee appeared before Council with respect to the recommendation regarding Manitou Drive. He stated he has experience with biking on Manitou Drive and hopes the City of Kitchener and the Region can cooperate to build a protected bike network. A copy of his presentation is appended to the original minutes.

iii. Michael Druker, TriTAG, appeared before Council with respect to the recommendation regarding Manitou Drive. He stated they are in support of the Manitou Drive project and stated sidewalks are needed on both sides. Their goal is to help people choose to walk, cycle or take transit.

iv. Jeff Owen, Director of Operations, Newo Holdings appeared before Council with respect to the recommendation regarding Manitou Drive. He stated they own property at 262 and 277 Manitou Drive and have surveyed the businesses on their properties and the vast majority of the employees drive to work. He stated sidewalks are costly as they have to be maintained year round. He proposed the installation of a multi-use trail that the Region will be responsible for clearing snow on. G. Lorentz clarified that for any trail the property owners are responsible for clearing them.

v. Dillon Meyer appeared before Council with respect to the recommendation regarding Manitou Drive. He stated he lives in the Doon Village/Pioneer Park area of Kitchener and works on Manitou Drive. He showed photos of separated or segregated lanes and the right of way. He stated bike lanes in roundabouts are deadly. He further added there needs to be adequate discussion about a centre turning lane at Wabanaki Drive.

vi. Andrew Budhram appeared before Council with respect to the recommendation regarding Manitou Drive. He advised he works in this area and applauds the efforts being made. He supports the installation of a multi-use trail over the sidewalk.

vii. Ken Chappell appeared before Council with respect to the recommendation regarding Manitou Drive. He noted he operates a business on Manitou Drive and stated this is idealistic versus realistic. This is not a high pedestrian area as it is largely commercial/industrial use. The Region needs to build a road that is applicable to the needs. He supported a multi-use trail on one side only.

viii. Marie Rutledge appeared before Council with respect to the recommendation regarding Manitou Drive. She stated she has driven this round for seven years and there have been numerous accidents. She
stated people do not want a segregated trail and cyclists are being alienated.

ix. Annette Hie appeared before Council with respect to the recommendation regarding Manitou Drive. She advised she is a resident of Pioneer Park and this proposal is wrong and for safety reasons it has to be changed. In response to a question she stated she supports a multi-use trail on one side only.

x. Lee and Lynne Jackson cancelled their delegation but provided an email submission which is appended to the original minutes. They did not support bike lanes but preferred a multi-use trail.

xi. Verne Sawyer appeared before Council with respect to the recommendation regarding Manitou Drive. He stated he owns a business and lives in the area. He was supportive of the plans for access for cyclists and is in favour of the multi-use trail.

xii. Brian Thomas appeared before Council with respect to the recommendation regarding Manitou Drive. He advised he lives in the Doon area and bike safety is paramount. He stated this proposal is not workable and a multi-use trail is required. There was discussion about safety in bike lanes and multi-use trails.

xiii. Terry Doherty appeared before Council with respect to the recommendation regarding Manitou Drive. He stated he lives in Toronto but a multi-use lane is needed for biking and walking in this area. He stated bike lanes in an industrial area are not a good idea.

xiv. Stephen Hill appeared before Council with respect to the recommendation regarding Manitou Drive. He stated something needs to be in place as this area is not safe for cyclists. He suggested consideration for an extra wide outside lane for this area.

xv. Kelly Walesa did not appear when called.

xvi. Duncan Class appeared before Council with respect to the recommendation regarding Manitou Drive. He advised he lives in the Doon area and is a past member of the Kitchener Cycling Advisory Committee. He supported the installation of bike lanes and sidewalks on both sides of Manitou Drive. A copy of this presentation is appended to the original minutes.
J. Wideman brought forward Item #1 from the August 12, 2014 Planning and Works Committee Summary of Recommendations.

J. Mitchell advised the Active Transportation Advisory Committee reconfirmed their approval of cycling lanes and sidewalks on Manitou Drive.

C. Zehr stated this recommendation will allow for the connection of neighbourhoods and puts a process in place to make them safe. He appreciates the request for a left turn lane at Wabanaki Drive but it is not viable, however advanced lights may be warranted. It was noted the recommendation does not include a left turn lane.

R. Deutschmann questioned if there is an opportunity to widen the segregated bike lane. Thomas Schmidt, Commissioner, Transportation and Environmental Services advised this is always possible but noted the proposal is 1.7 m plus 0.7 m rollover curb which exceeds the normal width and meets the standards.

R. Deutschmann proposed an amendment to the motion to add Option 2, left turn lane. There was no seconder for the motion.

L. Armstrong inquired what the law says about the interaction of vehicles, pedestrians and cyclists when approaching a driveway on a multi-use trail. T. Schmidt responded with bike lanes they are treated as a lane of traffic on the road. Bob Henderson, Manager, Transportation Engineering advised motorists must yield to pedestrians on multi-use trails at driveway crossings.

T. Galloway suggested consideration be given for a dedicated left turn lane or a double left turn lane from Wabanaki Drive. He understands that a left turn lane is not viable from Manitou but supported an advance green as a minimum.

Moved by J. Wideman

Seconded by G. Lorentz

That the Summary of Recommendations of the Planning and Works Committee, dated August 12, 2014, Item 1, be adopted as follows:

1. That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on Manitou Drive (Regional Road 69) from Homer Watson Boulevard to Bleams Road in the City of Kitchener:
   1. approve the Recommended Design Alternative for Manitou Drive (Regional Road 69) as outlined in Report E-14-092; and
   2. amend Traffic and Parking By-law 06-072, as amended, upon completion of construction to accommodate the proposed improvements as follows:

1707745
i) Add to Schedule 24, Reserved Cycling Lanes Anytime, on both sides of Manitou Drive (Regional Road 69) from Homer Watson Boulevard to Bleams Road.

Moved by R. Deutschmann

No Seconder

That the recommendation be amended to add Option #2, left turn lane at the intersection of Manitou Drive and Wabanaki Drive, Kitchener.

    Amendment failed due to lack of seconder

Original Motion Carried

Minutes Of Previous Meetings

Moved by C. Zehr

Seconded by R. Kelterborn

That the following Minutes be approved:

a) Closed Council – August 20, 2014

b) Council – August 20, 2014

c) Closed Committee – September 9, 2014

d) Community Services – September 9, 2014

e) Administration & Finance – September 9, 2014

f) Planning & Works – September 9, 2014

g) Special Council – September 9, 2014

h) Special Closed Council – September 9, 2014

    Carried

Moved by S. Strickland

1707745
Seconded by J. Mitchell

That Council go into Committee of the Whole to consider reports.

Carried

Finance Reports

a) F14-115, P2013-07 Transit Shelters

Moved by J. Wideman

Seconded by J. Brewer

That the Regional Municipality of Waterloo approve an increase to the current contract with Enseicom Ltd for P2013-07 Transit Shelters in the amount of $175,405.00 including all applicable taxes for a total contract price of $713,606.00 including all applicable taxes.

Carried

b) F-14-116, T2014-158, Motorized Valve Chamber MV3 Upgrades, Fischer-Hallman Road, Waterloo, Ontario

Moved by J. Wideman

Seconded by J. Brewer

That the Regional Municipality of Waterloo accept the tender of Selectra Inc. for the T2014-158 Motorized Valve Chamber MV3 Upgrades, Fischer-Hallman Road, Waterloo, Ontario in the amount of $168,031.61, including all applicable taxes.

Carried

c) F-14-117, Sole Source Purchase of Variable Message Signs for Adapted Bus Rapid Transit (aBRT) Project

Moved by J. Wideman

Seconded by J. Brewer

That the Regional Municipality of Waterloo approve the sole source purchase of Variable Message Signs for the Adapted Bus Rapid Transit (aBRT) project including remote technical support and project management from INIT Innovations in Transportation, Inc., in the amount of $183,343.84 including all applicable taxes.

Carried

1707745
Committee Reports

Community Services

The Summary of Recommendations of the Community Services Committee was presented by Sean Strickland, Chair of the Committee.

Moved by S. Strickland

Seconded by J. Mitchell

That the Summary of Recommendations of the Community Services Committee dated September 9, 2014, Items 1 and 2, and 1 report from closed session, Item 3, be adopted as follows:

1. That the Regional Municipality continue their agreement with RBB Innovations for the delivery of OneList Waterloo Region at an annual cost of $68,505.

And further that the Regional Municipality enter into an additional agreement with RBB Innovations for the development of a child care manager module for the directly operated Children’s Centres and Home Child Care Program at the discretion of the Commissioner, Social Services not to exceed a total cost of $18,600 as outlined in report SS-14-046, dated September 9, 2014.

2. That the Regional Municipality of Waterloo endorse the approach to distribution of operating funding to licensed Early Learning and Care programs as outlined in report SS-14-045, dated September 9, 2014.

3. That the Regional Municipality of Waterloo endorse the nominees for the 2014 Ontario Heritage Trust Recognition Awards.

Carried

Planning and Works

The Summary of Recommendations of the Planning and Works Committee was presented by Jim Wideman, Chair of the Committee.

Moved by J. Wideman

Seconded by C. Millar

That the Summary of Recommendations of the Planning and Works Committee, dated September 9, 2014, Items 1 to 5, and 1 report from closed session, Item 6, be adopted as follows:

1707745

2. That the Regional Municipality of Waterloo:

   i. Authorize Regional staff to commence the surplus declaration of lands process with respect to lands described as Part of Lot 17 (B. Moogk), South of King Street, Plan 364 designated as Part 1 Plan 58R-18253 being Part of PIN 22502-0083, in the City of Kitchener forming part of lands municipally known as 25 Cedar Street, Kitchener and more particularly depicted in Appendix “A” hereto (the “Cedar Surplus Lands”) in accordance with the Region’s Property Disposition By-Law 95-034 (the “Property Disposition By-Law) and to report back to Council for final consideration of the matter upon completion thereof;

   ii. Declare lands described as Part of Subdivision of Lot 3, Concession 12, East of the Grand River, being Part 1, 67R-1687 except Parts 4, 5 and 6 on 58R-9757, subject to WS725400, being Part of PIN 03793-0228, in the City of Cambridge forming part of lands municipally known as 176 Hespeler Road, Cambridge, and more particularly depicted in Appendix “B” hereto (the “Hespeler Surplus Lands”) as surplus to the needs of the Region subject to the satisfactory completion of all steps required under the Region’s Property Disposition By-Law, to the satisfaction of the Regional Solicitor;

   iii. Approve, enter into an Agreement for, and execute all documentation related to an Easement in favour of Cambridge and North Dumfries Hydro Inc. (“Cambridge Hydro”) with respect to the Hespeler Surplus Lands for nominal consideration and on such terms as reasonably required by Cambridge Hydro to accommodate certain civil works planned for Hespeler Road in relation to the implementation of Rapid Transit in the City of Cambridge, with all documentation to the satisfaction of the Regional Solicitor. [CR-RS-14-081]

3. That the Regional Municipality of Waterloo enter into a Consultant Services Agreement with WalterFedy of Kitchener, Ontario to provide consulting engineering services for preliminary design, detailed design, construction contract administration and construction inspection for the Dundas Street Improvements from Hespeler Road to Elgin Street in the City of Cambridge at an upset limit of $386,920.95 plus applicable taxes for the preliminary design and detailed design phases with construction contract administration and construction inspection to be paid on a time basis. [E-14-105]
4. That the Regional Municipality of Waterloo enter into a Consulting Services Agreement with R.E. Poisson Engineering Inc., to provide engineering services during the detailed design and services during construction for the Heidelberg Wastewater Treatment Plant Upgrades, Township of Woolwich at an upset fee limit of $417,120.00, plus all applicable taxes. [E-14-106]

5. That the Regional Municipality of Waterloo purchase a submersible pump from Xylem Water Solutions for the Hidden Valley Low Lift Pumping Station, City of Kitchener, for the amount of $156,887.85 excluding all applicable taxes. [E-14-108]

6. That the Regional Municipality of Waterloo appoint the following citizen to fill the vacancy on the Specialized Transit Services Advisory Committee (STSAC) commencing immediately upon Council approval for the term ending December 31, 2015:

   Ms. Susan Morgan    MobilityPLUS User.

   Carried

Other Matters Under Committee Of The Whole
a) Memorandum, Ontario Works Caseload: August 2014 was received for information.

   Moved by L. Armstrong
   Seconded by J. Wideman
   That Committee of the Whole rise and Council resume.
   Carried

   Moved by G. Lorentz
   Seconded by T. Galloway
   That Council adopt the proceeding of the Committee of the Whole.
   Carried

1707745
Notice of Motion

a) J. Mitchell introduced her notice of motion to amend the March 28, 2012 Council minutes.

Moved by J. Mitchell
Seconded by T. Galloway

That the March 28, 2012 Regional Council minutes be amended to replace the current wording on page 2 “A question was raised if the Jordans have ever used their venue for commercial purposes. K. Jordan responded that they have not and it has only been used for strictly private events.” with the following revised wording:

“A question was raised if venues have been used for commercial purposes. K. Jordan responded that there is no commercial part of it and is strictly private events.”

Carried

b) Rob Deutschmann introduced the following notice of motion to be discussed at the October 8, 2014 Regional Council meeting:

Whereas s.223.2(1) of the Municipal Act provides a municipality with the authority to establish a code of conduct for members of council and local boards of the municipality

And Whereas s.223.3(1) of the Municipal Act provides a municipality with the authority to appoint an independent Integrity Commissioner who reports to council and is responsible for performing in an independent manner the functions assigned by the municipality with respect to the application of the code of conduct and the application of any procedures, rules and policies of the municipality and local boards governing the ethical behaviour of members of council and local boards.

And Whereas a Code of Conduct will assist in establishing a minimum standard of behaviour of Council members, committee members, local board members and employees of the Regional Municipality of Waterloo in carrying out their functions;

And Whereas a Code of Conduct can assist members of Council, board members and employees:

1. Understand the standards of conduct that are expected of them and the law that applies in relation to these standards;
2. Fulfill their duty to act honestly and exercise reasonable care and diligence; and
3. Act in a way that enhances public confidence in government.

Be it Resolved that the Regional Municipality of Waterloo work to develop and adopt a Code of Conduct that would apply to members of Regional Council in the performance
of their duties and responsibilities as well as members of Region of Waterloo committees and local boards and the employees of the Region of Waterloo;

And Be it Further Resolved that the Regional Municipality of Waterloo appoint an Integrity Commissioner upon adoption of a Code of Conduct.

Other Business
J. Haalboom highlighted that Saturday, September 20, 2014 is Doors Open and that there are 41 sites this year.

Enactment of By-Laws – (First, Second & Third Readings)
Moved by L. Armstrong
Seconded by T. Galloway

a) That a By-law to Confirm the Actions of Council of September 17, 2014 be read a first, second and third time, finally passed and numbered 14-055 signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

Carried

Adjourn

Moved by J. Brewer
Seconded by C. Millar

That the meeting adjourn at 9:23 p.m.

Carried

Regional Chair, K. Seiling

Regional Clerk, K. Fletcher

1707745
Land Acknowledgement (0:30)

Good evening Councilfolk, I would like to begin today by acknowledging that we are on the Haldimand Tract, which is the Grand River Territory of the Haudenosaunee of the Six Nations. We say this to bring attention to our responsibilities as settlers on this land; responsibilities to the Onkwehon:we people, and to the treaties and agreements our governments have made with them.

We also seek to acknowledge the ongoing legacy of colonialism Canadian settlers have on Turtle Island, and specifically here on blocks 2 and 11 of the Haldimand tract where monies held in trust for the Haudenosaunee for land purchases were pilfered for several private corporation and government projects.

Last Year of The NoLine9 Campaign (2:00 min)

My name is Dan Kellar, I am a lifelong resident of the Haldimand tract and I am a member of the Waterloo Region Coalition Against Line 9, a grassroots network of community groups, passionate individuals, local businesses, and farmer unions.

It has been 1 year since the Coalition was last in front of council and it has been a busy year. After our visit, we were pleased that the regional council adopted a statement of concern around line 9, asking the National Energy Board to require that Enbridge undertake an environmental assessment of the pipeline, and having a 1 billion dollar emergency fund with equal insurance coverage for the project.

We were heartened that, as council’s engagement last year shows, you share concern for the Grand River Watershed and the implications for our region from questionable resource projects. Our particular concern regarding the Line 9 reversal has only grown over this past year as more evidence has come to light about the severity of its impacts and Enbridge and the federal government’s ongoing disrespect for their treaty obligations. Enbridge has been driving around southern Ontario with a briefcase full of cash trying to buy “consent”. While time is running out, there is still an opportunity to intervene in this dangerous project and protect the watershed.

In this year, the NEB hearings saw over 100 intervenors in Toronto and Montreal, with less than a handful supporting the project, the vast majority, from Chippewas of the Thames and Kahnawake to the Ontario Ministry of Energy, voicing strong concern.

In this past year, thousands have flooded the streets in many marches and actions against climate change and people have taken action to shut down the construction work on line 9 for over 20 days, in defense of their communities and the ecosystems around the line, including here along the Grand River. This year it was also revealed the Enbridge has been pouring tens of thousands of dollars into the budgets of police forces along the line 9 route.
In this year, CTV released an investigative report that showed line 9 had 35 major incidents in the past 38 years, while Enbridge had long claimed only a dozen spills, and that figure still only represents those spills large enough to make it into official records. We have also seen Enbridge trying to skirt around project requirements, with the NEB actually suspending their operations in the case of the Saskatchewan to Manitoba line 3 pipeline.

Over the past year, the health impacts of the tar sands—the cancers and other diseases their extraction causes—have been further documented by major university studies.

It has been a year and line 9 is no more suitable now to ship toxic tarsands dilbit or volatile fracked oil from the ‘Bakken’ shale fields in North Dakota than it was last year, nor have these extractive projects become less devastating to the land they plunder.

**Line 9 Pipeline Now (1:15)**

Despite these troubling developments, the NEB is beginning to issue permits for the line to operate. This process is far from complete, however, and this is a crucial moment in which to act to interrupt the rubber-stamping of a project that puts us all at risk.

There are active legal challenges to the NEB’s initial decision that have not yet been resolved. The challenge from Chippewas of the Thames raises a fundamental issue with the approval process, as they, like the other Indigenous communities along Line 9’s path, were not consulted, nor have they given consent to the project. In July, work on the Line 9 project adjacent to the Grand River in North Dumfries was stopped by members of the Haudenosaunee Mens Fire and Indigenous and settler allies, after Enbridge failed to properly consult with Six Nations whose territory Line 9 crosses.

By allowing Enbridge to simply walk away from their conditions when they are faced with the need to consult, the NEB is furthering a racist colonial legacy with this environmentally damaging industrial project.

In the NEB’s approval of the project, the conditions they mandated—which ignored the requests issued by this Council and other intervenors—included the completion of “integrity digs” and repair work. Now, Enbridge is being excused from even completing this most basic work, which speaks to the fact that neither they or the NEB are in fact concerned about safety or environmental protection.

**Our Requests To Council (1:15)**

When we last spoke to Council, there was hesitation regarding the role that Council could play, and a sense that there was no opportunity to intervene. While in many ways that is true, and decisions that directly impact us here are being made by the NEB and other such bodies, cities
and municipalities elsewhere in Ontario and Quebec are demonstrating ways in which steps can be taken at the local level.

Just last month, the City of Toronto moved to request that Enbridge not ship diluted bitumen through the city. In some cases, cities have implemented bans on such dangerous substances within their jurisdiction. The Mayor of Montreal spoke out last week about the Line 9 process, decrying the lax structures which are allowing permits to be issued without even minimal safety measures having been fulfilled. Eight municipalities have called for an Environmental Assessment to be conducted by the province, a basic step towards making decisions about projects such as this.

Today our request to the Waterloo Regional council is clear.

We urge the Waterloo Regional Council to protect the Grand River watershed by passing a resolution to ban the transport of dangerous toxic slurry of diluted bitumen (dilbit) from the tar sands.

We further ask that the regional government uphold its responsibility on the Haldimand tract by standing in the way of the colonisation wrought through the Line 9 project, by insisting that Enbridge and the NEB fulfill their obligation to consult with Indigenous nations, and to wait for the legal appeals to be heard, before taking any further steps.
also, backgrounder from toronto:

Most Recent Motion re:Line 9 from Toronto City.

1. City Council receive the report (August 12, 2014) from the City Manager and the City Solicitor, for information.

2. City Council request the City Manager to write to the Prime Minister of Canada, Stephen Harper, to request amendments to the Canadian Environmental Assessment Act to cover projects like 9B, and to consider the "upstream and downstream" issues that the National Energy Board would not consider as part of a full environmental assessment.

3. City Council request the City Manager to write to the Federal Minister of Natural Resources, to request a timeline by which the amendment to the National Energy Board Act will be implemented to require companies operating major pipelines to have a minimum financial capacity of $1 billion, as promised on May 14, 2014.

4. City Council request the City Manager to write to Enbridge to request that diluted bitumen not be transported through the City of Toronto.

Our Resolution
1. Dilbit Ban
2. Ask for NEB to Mandate Consultation
3. Reiterate call for EA and Insurance Funds.
Thank you for taking the time to hear me tonight.

I am speaking to you tonight as the coordinator of First United Out of the Cold and a citizen of Waterloo Region.

I have spoken to you before, so you know that I have a passion for the work I do with people who are experiencing homelessness. With the closures of three sites, and the ironic lack of space to host a group willing to run a night of Out of the Cold, we will be without one of the options for shelter that the citizens of Kitchener and Waterloo have had for three nights of the week.

While this is concerning to me, I have been around long enough to remember when we started, and only had four nights a week, and I know that the other agencies, the closing sites and regional staff are working very hard to find ways to deal with the issues that are coming due to these closures.

When we started, we were told we were not needed, that everyone was covered by the formal shelters, and that no one would want to be in a church on the floor. Most citizens were unaware of homelessness in our region, and people seemed fine with that. Out of the Cold changed all that. It became apparent early on that there were people not accessing the formal shelters. And, many people discovered that they could give back to their communities by helping with Out of the Cold.

The more people helped, the more aware they became of the complexity of issues that cause homelessness and the less judgemental they became. I do not want us to lose that awareness and empathy as a Region.

If we talk about Out of the Cold as being a band aid solution, the wound we are dealing with is homelessness. The Out of the Cold band aid is the stark, white adhesive tape that makes the wound visible. Moving the homeless who are now using Out of the Cold into shelters is changing the colour of the bandage to a flesh coloured one. What we really need is to heal the wound, provide housing.

This needs to be the primary aim. We now have Outreach workers actively trying to address the complex problem of homelessness, and yes, we need more of them, but we also need more places to put these people. We need to be focused on finding homes, whether people transition from streets, shelters, couch surfing or from any type of housing that is inadequate or unaffordable, they need to have a place to transition to, and as wonderful as the shelters are, they should not be the solution to homelessness.
According to the Homelessness and Housing Summary: 2008, 2012, and 2013, the people we serve have the longest time on the waiting list for affordable housing at 6+ years and they will need continuous support to maintain housing.

So, I am asking you, as a regional council, to live out the philosophy of Housing First by targeting this population for housing. Providing for the most vulnerable people with the most complex issues will have the biggest and most impact for all of us; the shelters, the outreach workers, and most importantly those who have been experiencing homelessness the longest.
First I want you all to know that I don’t represent an agency ... I have been a spokesperson for the individuals who live homeless in the downtown core. My fear has always been that and abrupt change in the system will be a dangerous one. I set out to open people’s eyes to this danger because once you have your eyes opened to homelessness they can never be closed again.

Over the last couple weeks, how many of us woke in and our minds wandered down town ... to how people weathered the storms we have been having. The cold for some has already reached their bones.

I rejoiced in the warmth of the sun today.

Sept 9th Mr. Zehr asked that council have a sincere way of listening .... Jane Mitchell called for action. It was stressed that there is need to find a way to deal with this complex social issue....

I want that too .....  

So ... what is the right service mix ??

I was ecstatic to hear that the region has organized an “OOTC Transition Support meeting”. Invited are the shelters, The Working Centre, Lutherwood, KDCHC........ and the OOTC locations that have closed. In this room last week it was admitted that existing OOTC s have not all been included in conversations ..... moving forward, I ask .... Why?
These are the people who will have continued contact on a regular basis over the winter season with individuals at risk. I am sure are aware that changes are needed ... so I ask why not consider....

- That what is left of the OOTC program could be a very strong link to the people at risk
- That expanding programming within the existing OOTC could actually be the very steps that the region is striving for.

And finally, I know the Affordable Housing Strategy is also being discussed in some length by the region ... I would like to read a paragraph in Planning, Housing and Community Services Report (P-14-092) (File D26-20). With regards to funding .....

*The $333,707 is the remaining balance to be committed by the end of the year. Should timing permit, staff recommend that the remaining funds be considered under the next call for EOIs or be reallocated to the Ontario Renovates or Affordable Home Ownership programs.*

I wont even begin to pretend I know the process with regards to a call for Expression of Interest or recommendation for funds to be reallocated

I do know that outreach is Key...... what agencies have been funded for outreach.... I don’t know......... BUT if at all possible, would this money not be best spent funding a community outreach program for the three nights without the OOTC service. Because THAT is the task force that I called for.... People physically out there Monday, Tuesday and Thursday nights to make sure everyone is safe and accounted for.
I would like to answer the question about a disconnect and why I went to the City of Kitchener instead of coming here with my concerns.

I went to the City as a direct result of their City Staff report when they were asked to find a location for the Tuesday night OOTC..... In that report they stated that the issue fell under the Regional jurisdiction. Attached was the Region’s report from Aug 12 ... it outlined the Shelter to housing initiative and stated that outreach would be expanded within existing budgets. I didn’t feel that (at that time) street to shelter was being observed ... It was my goal to paint a picture as to how complicated this GAP from street to shelter is and called on them to put pressure on so that a plan could be created for these individuals.

I pointed out to the city that in your report you said ..... “the lack of OOTC shelter MAY have the positive effect ....... People MAY be encouraged to go to the hostels, and trained professional MAY provide the appropriate support”........ I wasn’t so sure so I went out and interviewed many people who use the out of the cold program and it became apparent that it actually MAY NOT be the case for some.

So the avenue I took was to increase awareness about that possibility .... about that GAP .. not to disrespect the work you are doing here ... 

I believe in the “People first” approach and anything that can be done to keep people safe is all I wanted then .......and all I want now.
Out of the Cold
(OOTC)
Downtown Interviews

August, 2014
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Summary

General Purpose: To Determine the possible dangers in wake of the OOTC closures in the upcoming winter season.

Specific Purpose: To encourage City of Kitchener to help the OOTC agency find new locations.
To encourage City of Kitchener to address and implement solutions to the increasing GAP between street to shelter.

Consumers were asked to participate in an anonymous survey to collect data surrounding the possible ramifications due to Out Of The Cold (OOTC) closures. Data was used to evaluate how these closures will be affecting City of Kitchener citizens who experience homelessness. The interview results included answers around the consumer’s experiences, conceptions and knowledge of existing formal shelter options.

A total of 36 interviews took place. Of these individuals, 34 used the OOTC program for meal and overnight services.

The three evenings without OOTC service this year averaged 69 overnight guests according to last year’s stats.

Of the 34 participants who utilize the OOTC program, 26 rely on the overnight service; which amounts to 37.6 % of guests who took advantage of the overnight services on the closed sites last season.

The interviews consisted of yes and no questions allowing time for comments and suggestions.

Note: The complete questionnaire used in these interviews is included later in this document for reference. Comments and opinions from each individual can be obtained upon request.
Methodology

The information received in this report was developed by receiving input from people who experience homelessness in the City of Kitchener.

Interviews were taken at St. John’s Kitchen and in the Downtown core during the period of Aug 18, 2014 and Aug 23, 2014. Respondents were asked five specific questions in relation to their knowledge and views around the recent closures of OOTC.

One hundred percent of the individuals interviewed gave consent to have their answers included in this study.

Data analysis was completed using Excel.

Note: The results in this report are based on participants that make up only 37% of individuals who use OOTC services. It is quite possible that statistics would change one way or the other when represented by the entire population as a whole.
Demographics

Survey responses are broken down by demographic categories, as follows:

- Age
  - Under age 24
  - Age 25 to 39
  - Age 40 - 59
  - Age 60 and above

- Gender

Note: People interviewed for this study who said they use the OOTC overnight services (26) make up 37.6% of the numbers who slept at the closed sites last season (based on last year’s statistics).
The Survey

Out of the Cold .....Interview questions

Age
☐ Under 24 ☐ 40 – 59 ☐ I prefer not to respond
☐ 25 – 39 ☐ 60 or over

Your Gender
☐ Female ☐ Male

Are you a user of the Out of the Cold program?
☐ Yes ☐ No ☐ Meal only

The Region has said that they are confident people will be using the shelters if needed this winter. They are gearing up to be able to accommodate everyone in need, including possible accommodations in hotel rooms when required. On any given night if there is no out of the cold, will you go to a shelter to get in out of the cold?
☐ Yes ☐ No ☐ Maybe

If no, why?
____________________________________________________________________________________________
____________________________________________________________________________________________
____________________________________________________________________________________________

If no, where will you find shelter?
____________________________________________________________________________________________
____________________________________________________________________________________________
____________________________________________________________________________________________

Would you be willing to sign a register anonymously in order to assure your safety on cold nights?
☐ Yes ☐ No ☐ Other ____________________________

Comments:
____________________________________________________________________________________________
____________________________________________________________________________________________
____________________________________________________________________________________________
## Survey Results

**Number of Interviews / 36**

100% of those interviewed were aware of the OOTC closures and gave permission for their answers to be included in this study.

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<td>60 and older</td>
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<td>60 and older</td>
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<td>MALE</td>
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<td>Maybe (decline)</td>
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</table>

<table>
<thead>
<tr>
<th>Individuals who stated they would be willing to register as homeless</th>
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</tr>
</thead>
<tbody>
<tr>
<td>MALE</td>
<td>17</td>
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<tr>
<td>FEMALE</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
</tbody>
</table>
Participants who stated they will NOT use Formal Shelters this coming season

Note: One female participant declined comment.
80.7% is based on 21 of the 26 people interviewed who use overnight OOTC services.
Conclusion

The results of this study have identified a demographic that does not fall under any existing strategic plans for Kitchener residents.

Thirty-six (36) people in Kitchener’s downtown core were interviewed and asked questions in relation to the services of the Out Of The Cold (OOTC) program. Thirty-four (34) stated they will be using the program this coming winter season.

26 for overnight services  
8 for meal and fellowship

Last season’s OOTC statistic (for the three closing sites) show an average sixty-nine (69) overnight guests as follows:

<table>
<thead>
<tr>
<th>Day</th>
<th>Average Guests</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>1528 over 26 nights</td>
</tr>
<tr>
<td></td>
<td>144 over 13 nights (overflow) 70</td>
</tr>
<tr>
<td>Tuesday</td>
<td>1827 over 24 nights</td>
</tr>
<tr>
<td></td>
<td>76</td>
</tr>
<tr>
<td>Thursday</td>
<td>1528 over 25 nights</td>
</tr>
<tr>
<td></td>
<td>61</td>
</tr>
</tbody>
</table>

By using these figures this study has reached an estimated 37% of the population in question.

Out of the twenty-six (26) persons who use overnight OOTC services, twenty-one (21) stated they will not reach out to utilize formal shelters in the wake of closures. If this figure is any indication of the population as a whole; as many as 80% or fifty-five (55) people will be without shelter each night that there is no OOTC location available to them.

This study has proven there will be a gap in services available to this demographic this winter. In order to keep these people safe some serious attention and solutions are needed.

Note: An extended version of this study including comments made by participants is available on request.
OUT OF THE COLD AND POOR PEOPLE IN WATERLOO REGION

We, the poor and/or homeless people in Waterloo Region are asking the Waterloo Regional Councilors and all levels of government in Ontario to help all of the people living in poverty in Waterloo Region.

Please stop raising the cost of living (including food, shelter, clothing, transportation, and many more things that are needed to have a life). Many homeless and/or poor people are existing rather than living.

Anyone can become poor and/or homeless at anytime and they can lose everything, including their dignity. Being homeless is not even an existence – it is barely existing with the threat of being beat up and killed a very real thing. Homelessness also causes a very real threat of being robbed of the few items that many homeless people have to carry around with them wherever they go.

The middle class is disappearing and there are really only two classes now – the rich and the poor. It seems that the rich get richer and the poorer get poorer. The poorer that people get, the less they spend in our local economy, the more businesses that close, the more people lose their jobs and this circle is a huge circle that is growing quickly. At the rate that poverty is increasing there will soon be almost nobody to pay taxes to support the poor and the rich and what will happen then?

What will happen when all of the Out of the Cold sites close within the next year or two? Where will the poor and/or the homeless be without a warm bed and a meal each evening? Some people will couch surf and some will get housing through a shelter or subsidized housing. Some people will die alone in the cold on the streets of Waterloo Region. More poor people who are on very long waiting lists for subsidized housing will become homeless because they can’t afford to purchase much food on the low rates of ODSP and OW. How does this look in a country such as Canada? In a province such as Ontario?

We, the poor people of Waterloo Region who have signed this petition are asking for Waterloo Regional Councilors and all levels of government to please build much needed subsidized housing for all of the poor people in Waterloo Region and get rid of the waiting list. We are also asking for all levels of government to please raise the rates of OSDP and OW to help poor people have a life rather than an existence. PLEASE DO NOT WAIT UNTIL IT IS TOO LATE! Take a deep look at what is going on around you. More people become poor and/or homeless every day.

Follow me for a cold winter day or even for a week in the winter when you must walk everywhere without proper winter clothing and then wait in lineups of upwards to 350 people for a meal.

I am challenging all of the Regional councilors and all people who do not see what true poverty is all about.
Manitou Improvements
Providing a safe connection for cyclists and pedestrians
We are here as a whole

- We are representing **over 30 businesses** along Manitou Drive as well as a polled representation of **Pioneer Park residents** (99% of whom were in favor of the multi-use trail over segregated bike lanes and sidewalks. 100% claimed they would never cycle beside the traffic on Manitou Drive via segregated bike lanes.)
Forget the Segregated, Focus on Safe Separation

A Safer Option: Pedestrians and cyclists share a multi-use trail along Lake Shore Boulevard West.

http://journalism.ryerson.ca/uploadedImages/Websites/Skyline_Report/Articles/Healthy_City/Student_3/multiuse.jpg (Wendy Gillis)
Who will use the connection?

- pedestrians,
youth, cyclists,
scooters,
skateboards,
strollers, tricycles,
wheelchairs, etc…
“A cycling network made up of a variety of different types of cycling facilities suitable for different users (experienced, confident and casual cyclists) and fitting local context is necessary to achieve more trips by bicycle.”
“Multi-use trails (MUTs) offer a safe, comfortable and inviting facility for active residents. They encourage those less comfortable with vehicle traffic to use a bicycle and greatly increase recreational opportunities. The public feedback received to date is strongly in favour of increased separation between cars and cyclists. “

“This policy causes a conflict between recommending a cycling lane and recommending a multi-use trail. The Region would fully fund a bike lane but not fully fund an MUT. It would only contribute the cost of a sidewalk towards the MUT construction if there was no sidewalk in the area.”
Who will use the road?

- estimated 25,000 vehicles per day
- Tri-City Ready Mix, concrete dump trucks, The City of Kitchener's Dump trucks, Great Canadian Bus Tours Buses, The transport trucks from Freightliner Team Trucks, and all the trucks coming to and from Lear and other Heavy Industries companies, emergency vehicles (fire trucks), Iexpress buses, regular city buses, school buses, cars, suvs, etc.
Cyclist killed after colliding with concrete truck in London

By Jennifer Bieman, Dale Carruthers, The London Free Press
Friday, August 8, 2014 11:54:59 EDT AM

http://www.lfpress.com/2014/08/07/cement-truck-collides-with-cyclist-at-busy-london-intersection
Trucks and Bikes don’t Mix

All of these bikes are in the driver’s blind spot

- In an article titled “Pushing for safer roads for everyone, including cyclists” the above photo was published: http://www.treehugger.com/bikes/top-10-bike-stories-2013.html
Trucks and Bikes don’t Mix

- Share the Road CEO and founder Eleanor McMahon is quoted by the Toronto Star as saying: "Regardless of checking their mirrors, when making a right turn (truck drivers) can’t see you”
- This was after the second cyclist death in Toronto of 2013.
## Manitou Top Collision Road

<table>
<thead>
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<th>Rank</th>
<th>Street</th>
<th>Distance</th>
<th>Deaths</th>
<th>Injuries</th>
<th>Speeding</th>
<th>Violations</th>
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The Needs of Children and Youth are being neglected

According to a report conducted for the Centre for Sustainable Transportation and Funded by the Public Health Agency of Canada entitled: Child and Youth Friendly Land Use and Transport Planning Guidelines for Ontario by Richard Gilbert and Catherine O'Brien

- “In transport and land use planning, the needs of children and youth should receive as much priority as the needs of people of other ages”
- “The needs of children and youth are different from those of adults, these different needs deserve as much attention as the needs of adults...and point towards the implementation of softer, less threatening, less intrusive more inclusive and more collective transport systems”
- “aligning bicycle riders with pedestrians rather than with motor vehicles provides for greater safety and more clearly positions bicycle riding as a non-motorized transport. As a last resort, bicycle lanes should be provided on the pavement.”
Ontario Medical Association:

“"If we’re telling kids to go ride a bike instead of sitting in front of a TV or computer screen, we all have a responsibility to ensure our roads are safe for children to ride on" and "It’s time to make a strong commitment to cycling infrastructure. A safe cycling system benefits everyone, including drivers and transit riders."
The Reason for not considering multi use trail by staff? ...Too many driveways? As per the minutes from a March Transportation meeting Halloran “explained that due to conflicts with the number of driveways the road does not lend itself to a multiuse trail.”

If you refer to the excerpt from http://www.regionofwaterloo.ca/en/gettingAround/resources/ATMPFebruary2014forweb.pdf the recommendation is the exact same for amount of driveways for both options!
Some Examples of Multi Use Trails Crossing Driveways

No injuries were reported in a crash in Kitchener’s south end Thursday night. 

What caused the crash at Manitou and Wabanaki drives isn’t clear, but a minivan ended up on its side after colliding with a car.

[Link to article](http://kitchener.ctvnews.ca/crash-in-kitchener-leaves-van-flipped-on-side-51375#ixzz3Dc72UtDM)
Proposed Measurements:
The Numbers Don’t Add up:

- According to the regions diagram, the distance from the center line of Manitou Drive to the outside edge of the segregated bike-lanes will take 8.9 meters. The actual distance from the center lane to the 22 hydro poles is 7.6 meters. This is a shortfall of 1.3 meters. So this means all the hydro poles will have to be moved. Alternatively, a multi use trail installed behind hydro poles will prevent them from needing to be moved, and will also act as a barrier protecting cyclists and pedestrians from traffic. These are actual distances measured by delegation today, September 17, 2014.

- At the last meeting council was told only one or two hydro poles would need to be moved, when it appears 22 would have to be moved. This is reason enough to re-exam the previous decision at the last meeting along with all of the previously mentioned concerns.
Thank You For Your Time

- Please go with the multi use trails to satisfy the majority of users.
According to the regions diagram, the distance from the center line of Manitou Drive to the outside edge of the segregated bike-lanes will take 8.9 meters. The actual distance from the center lane to the 22 hydro poles is 7.6 meters. This is a shortfall of 1.3 meters. So this means all the hydro poles will have to be moved. Alternatively, a multi use trail installed behind hydro poles will prevent them from needing to be moved, and will also act as a barrier protecting cyclists and pedestrians from traffic. These are actual distances measured by delegation today, September 17, 2014.

At the last meeting council was told only one or two hydro poles would need to be moved, when it appears 22 would have to be moved. This is reason enough to re-exam the previous decision at the last meeting.

Please see diagram below:
Segregated Bike Lanes for Manitou Drive

Mike Boos
Kitchener Cycling Advisory Committee
"To support the Region of Waterloo’s preferred design of bike lanes separated from traffic by a 700mm roll curb along Manitou Drive."
75% want more direct cycling routes and connections
not a pilot project, but the direction our municipalities need to take
As cities across the country build better biking systems, it's becoming clear to more businesses and politicians that, when used right, these networks are part of the path to prosperity. In fact, in the context of the new American urban economy, protected bike lanes promote economic growth in several common ways.

**FOUR WAYS PROTECTED BIKE LANES BOOST ECONOMIC GROWTH**

**FUELING REDEVELOPMENT TO BOOST REAL ESTATE VALUE**

As city populations grow, motor vehicle congestion increases. New roads are rarely an option in mature cities. Protected bike lanes bring order and predictability to streets and provide transportation choices while helping to build neighborhoods where everyone enjoys spending time. By extending the geographic range of travel, bike lanes help neighborhoods redevelop without waiting years for new transit service to debut.

**HELPING COMPANIES SCORE TALENTED WORKERS**

Savvy workers, especially Millennials and members of Generation X, increasingly prefer downtown jobs and nearby homes. Because protected bike lanes make biking more comfortable and popular, they help companies locate downtown without breaking the bank on auto parking space, and allow workers to reach their desk the way they increasingly prefer: under their own power.

**MAKING WORKERS HEALTHIER AND MORE PRODUCTIVE**

From DC to Chicago to Portland, the story is the same: people go out of their way to use protected bike lanes. By creating clear delineation between auto and bike traffic, protected bike lanes get more people in the saddle — burning calories, clearing minds, and strengthening hearts and lungs. As companies scramble to lower health care costs, employees who benefit from the gentle exercise of pedaling to work help boost overall hourly productivity and cut bills.

**INCREASING RETAIL VISIBILITY AND SALES VOLUME**

In growing urban communities, protected bike lane networks encourage more people to ride bikes for everyday trips. And when people use bikes for errands, they're the ideal kind of retail customers: regulars. They stop by often and spend as much or more per month as people who arrive in cars. Plus, ten customers who arrive by bike fit in the parking space of one customer who arrives by car.
My apologies for not being able to attend tonights meeting.

Regarding the addition of bike lanes on Manitou Drive.

I would prefer not to have bike lanes. Right now bikes on Manitou Drive are very hazardous. With the addition of a bike lane on each side would invite more bike traffic to the already busy road. I use Manitou Drive on a daily basis. I have passed bikers numerous times, some of the bikers are not very careful when using the road. I have on more than on one occasion had a biker for no apparent reason swerve to the left and I've had to apply breaks to avoid a collision with them. Large trucks beside you when approaching a biker is also an added danger. You can just imagine a truck beside you when passing a biker and the biker all of a sudden swerves to his left and you have nowhere to go, your first reaction would be to avoid the biker and turn hard to the left and possible bang into the truck. The driver of the truck could also try to avoid the car and swerve into oncoming traffic.

Safety should be the most important issue here. I would like to see the bikers and joggers/walkers share a common asphalt path a few feet away from the road, possibly on one of the sides of Manitou Drive.

Thank you for listening to my concern on this matter.

Lee Jackson
EAST SIDE OF MANITOUL.
EAST SIDE OF MANITOU DR
NEAR WAGANAKI

"WELL USED + WORN"
WEST SIDE OF
MANITOU DR.
Corner of Manitou 
& Bleams Road

Similar problem at 
Sasaca & Manitou.
FEW CYCLISTS AND PEDESTRIANS USE MANITOU!
BLOCK LINE @ Country Hill Dr.

TWO SIDED
- Improved space between traffic - multi use
- Paved shoulders - safety
- Avoids crossing at Bleams + Sasaga by trail users

SUGGESTED SAFER MULTI-USE TRAIL

Let's keep our families safely away from the trucks!
Manitou Drive Presentation to
Region of Waterloo – September 17, 2014.

Good evening Chairman, Councillors, ladies and gentlemen,

I have lived in the Doon area over 25 years. I travel on Manitou Drive by car and bicycle. I am a past-member of the Kitchener Cycling Advisory Committee.

It’s amazing, that since January 1, 1968, when Kitchener annexed the Doon area, over 40 years ago, this topic, has been a non-issue.

- A non-issue for Kitchener – Manitou Drive is a Regional Road.
- A non-issue for Waterloo Region – Manitou Drive is in an industrial area.
And a non-issue for Manitou Drive businesses – I didn’t know why.

No-one has cared except the Doon area residents and taxpayers.

Tonight, there have been presentations, both for, and against, the sidewalks and bike lanes to connect the 20,000 Doon area residents to the rest of the city.

Some ideas have been . . . well . . . unusual. Most of the objections have come from the businesses along Manitou Drive.

I find it interesting that for 40 years these businesses did not care about pedestrian or
cyclist safety – until they learned sidewalks and bike lanes would be installed.

The business owners have said a number of things:

- **ITEM** – “They don’t want sidewalks.” Why?
  - The business owners don’t want to shovel sidewalks, like the rest of us.

- **ITEM** – “Sidewalks and Bike lanes are not safe.” . . . really.
  - If these facilities are not safe, why are there thousands of miles of them in communities world-wide?
  - These bike lanes are NOT for novice cyclists.
  - These bike lanes are for intermediate and advanced cyclists.
  - If you want to take your children on a bike ride to Fairview Mall, then you should use
the Wilson Avenue Trail and the newly repaved Schneider Creek Trail – a wonderful safe ride through a natural area.

ITEM – “There are not enough pedestrians and cyclists for sidewalks & bike lanes.”

- If there are so few pedestrians and cyclists, then why has there been a well-worn path in the grass along Manitou Drive for over 20 years?
- The evidence . . . is obvious.
- As well, if you drive around the city, you may not see a pedestrian or cyclist . . . for a couple blocks.
- However, sidewalks and bike lanes are still being installed.

It is amazing how safety is always the last thing to be considered.
○ It does not matter, what industry, or what business, or what government – safety always comes last – airlines, passenger ships, motor vehicles . . . and dare I say cycling.
○ We have seen, and-or heard, examples of that here tonight . . . any excuse to avoid spending money on safety.
○ That’s why the Doon area has waited over 40 years for these sidewalk and bike lane connections to the city.

I’m sure Council will do the right thing . . .

. . . install sidewalks and bike lanes . . . on both sides of Manitou Drive.

. . . Thank you.