Regional Municipality of Waterloo

Planning and Works Committee

Agenda

Tuesday, April 14, 2015
9:00 a.m.

Regional Council Chamber
150 Frederick Street, Kitchener, ON

1. Declarations of Pecuniary Interest under The Municipal Conflict of Interest Act

2. Delegations
   a) TES-TRP-15-03, Posted Speed Limit Reductions Near Schools
      i. Chris Martin-Root

   Consent Agenda Items
   Items on the Consent Agenda can be approved in one motion of Committee to save time. Prior to the motion being voted on, any member of Committee may request that one or more of the items be removed from the Consent Agenda and voted on separately.

3. Request to Remove Items from Consent Agenda

4. Motion to Approve Items or Receive for Information
   a) TES-DCS-15-08, 2015 Road Construction Activity in Waterloo Region (Information)
b) Kitchener Wastewater Treatment Plant - Contract 3 - Headworks and Secondary Treatment, and Contract 4 - Tertiary Treatment and Outfall – Pre-Construction Information Package in Advance of Public Information Centre (Information)

c) Highland Road Improvements, Fischer-Hallman Road to Ira Needles Boulevard, City of Kitchener - Information Package in Advance of Public Consultation Centre #1 (Information)

d) TES-TRS-15-10, Preferred 2015 Grand River Transit Service Improvement Plan – Public Information Centres (Information)

e) PDL-15-02, Supporting the Big Shift with Age-Friendly Development – Final Report of the Canadian Urban Institute (Information)


Regular Agenda Resumes

5. Reports – Transportation and Environmental Services

Design and Construction

a) TES-DCS-15-09, Ottawa Street Improvements, Highway 7 Eastbound Ramp to Lackner Boulevard, City of Kitchener – Approval of Project

Rapid Transit

b) TES-RTS-15-01, Railway Flagging Services for LRT Construction

Transportation

c) TES-TRP-15-04, Herrgott Road (Regional Road 10) Speed Limit, in the Township of Wellesley

d) TES-TRP-15-06, 2015 Roundabout Education (Staff Presentation)

Waste Management

e) TES-WMS-15-05, Preliminary Service Level Options for Consideration for a New Waste Collection Contract (Staff Presentation)
Reports – Planning, Development and Legislative Services


  191

g) **PDL-LEG-15-36**, Authorization to Expropriate Lands (1st Report) for Manitou Drive Improvements (Homer Watson Boulevard to Bleams Road), in the City of Kitchener

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6. Information/Correspondence

   a) Council Enquiries and Requests for Information Tracking List

   216

7. Other Business


9. Adjourn
<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Description</th>
<th>Location</th>
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<tbody>
<tr>
<td>May 5, 2015</td>
<td>9:00 a.m.</td>
<td>Planning and Works Committee</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
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<tr>
<td>May 26, 2015</td>
<td>9:00 a.m.</td>
<td>Planning and Works Committee</td>
<td>Council Chamber 2nd Floor, Regional Administration Building 150 Frederick Street Kitchener, Ontario</td>
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<tr>
<td><strong>Transportation and Environmental Services</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Wed., April 29, 2015</td>
<td>5:00 p.m. – 7:30 p.m.</td>
<td>Kitchener Wastewater Treatment Plant - Contracts 3, Headworks and Secondary Treatment, and Contract 4, Tertiary Treatment and Outfall Public Information Centre</td>
<td>Waterloo Region Museum Classroom A 10 Huron Road, Kitchener, Ontario</td>
</tr>
<tr>
<td>Wed., April 15, 2015</td>
<td>4:30 p.m. – 8:00 p.m.</td>
<td>Highland Road Improvements, Fischer-Hallman Road to Ira Needles Boulevard, City of Kitchener - Public Consultation Centre #1</td>
<td>Westheights Community Church 82 Westheights Drive Kitchener, Ontario</td>
</tr>
<tr>
<td>Wed., April 15, 2015</td>
<td>2:00 p.m.</td>
<td>Proposed 2015 Transit Service Improvement Plan – Public Information Centre</td>
<td>Regional Headquarters Building Main Lobby 150 Frederick Street Kitchener, Ontario</td>
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<tr>
<td>Thur., April 16, 2015</td>
<td>4:00 p.m. – 8:00 p.m.</td>
<td>Proposed 2015 Transit Service Improvement Plan – Public Information Centre</td>
<td>Real Canadian Superstore Community Room 875 Highland Road West Kitchener, Ontario</td>
</tr>
<tr>
<td>Wed., April 22, 2015</td>
<td>4:00 p.m. – 8:00 p.m.</td>
<td>Proposed 2015 Transit Service Improvement Plan – Public Information Centre</td>
<td>St. Anthony Daniel Parish Raphael &amp; Michael Rooms 29 Midland Drive Kitchener, Ontario</td>
</tr>
</tbody>
</table>
Region of Waterloo
Transportation and Environmental Services
Transportation

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: April 14, 2015          File Code: T01-20/GEN/TWP

Subject: Posted Speed Limit Reductions Near Schools

Recommendation:

That the Regional Municipality of Waterloo maintain existing speed limits in school zones on Regional roads as outlined in Report TES-TRP-15-03, dated April 14, 2014.

Summary:

On May 12, 2014, the Township of Wilmot passed a resolution requesting the Region of Waterloo consider lowering the posted speed limit to 40 km/h along Regional roads fronting all schools and libraries in the Township of Wilmot. Regional staff undertook a survey to assess speeds at 8 locations in the Township of Wilmot and has developed options to address those locations as well as all other school and library locations in the Region.

Staff undertook comprehensive speed and collision reviews at 8 locations in the Township of Wilmot and developed 3 options including permanently reducing speed limits by 10 km/h, reducing posted speed limits by 10 km/h during regular school times using School Zone Maximum Speed When Flashing signs and maintaining the existing posted speed limits.

Based on the speed survey staff has concluded that at all locations the average speed of motorists is at or near the posted speed. Based on the Region’s practice of setting posted speed limits at or near the average operating speed, this result confirms that the existing posted speed limits are appropriate at these locations. The speed study also revealed that on average drivers are already lowering their speed near schools to 8 km/h below the posted speed limits during times when children are arriving or leaving
school. The analysis of collisions at these locations over the last 5 years indicates no pedestrian or motor vehicle collision problems.

Based on the speed and collision reviews, and the Region’s past experience with lowering of posted speed limits below average operating speeds, staff believe it is not appropriate to permanently lower the posted speed limits by 10 km/h at school and library locations in the Region of Waterloo. In the absence of physical changes to the road environment itself, speed limit signs will not lower the speed of traffic. Additionally, staff believe that lowering speed limits by 10 km/h during regular school hours will result in only marginal benefits, as motorists are generally already lowering their speed by 8 km/h near schools during the times when children travel to and from school. Therefore, staff are recommending that the Region maintain existing speed limits in school zones on Regional roads. Staff will look for opportunities to implement proven pedestrian safety countermeasures when Regional roads at school zone locations come up for reconstruction or modifications as part of the Region’s Transportation Capital Program. These countermeasures may include consideration of pedestrian refuge island, narrower lanes and strategic landscaping.

Report:

1.0 Background

On May 12, 2014, the Township of Wilmot passed a resolution requesting that the Region of Waterloo consider the feasibility of lowering the posted speed limit to 40 km/h along Regional roads fronting elementary and secondary schools and libraries within the Township of Wilmot. A copy of the Township of Wilmot resolution is included in Appendix A. As part of Wilmot Council’s resolution, the reason for the request for the lower speed limit was due to concerns regarding the safety of children and the general public.

To address the safety concerns raised, staff undertook speed surveys and developed and assessed options for speed limits. This report (TES-TRP-15-03) serves to document staff’s actions and recommendations to address the request from the Township of Wilmot. As part of the review to address this issue, staff conducted traffic speed surveys in the Township of Wilmot elementary and secondary school zones and at a library to measure average traffic speeds. Staff has evaluated the findings and considered options for all school zone locations in the Region as presented in this report.

2.0 Review of Existing Speeds and Collisions Near Schools

2.1 Current Regional Practice for Setting Speed Limits

Current Regional practice is to set speed limits at or about the average travel speed of traffic because this is most likely to produce a uniformly moving traffic stream. Traffic
flowing at a uniform speed generally results in fewer collisions. With uniform speed, drivers are less impatient, pass less often, and are less likely to tailgate, which reduces both head-on and rear-end collisions. The posting of an appropriate speed limit also simplifies the work of enforcement officers because most of the traffic is moving at or near the posted speed. With an appropriate speed limit, blatant speeders are easily spotted, safe drivers are not penalized, and police officers are not asked to enforce and defend unrealistic and arbitrary speed limits.

2.2 Existing Operating Speeds in School Zones

Regional staff conducted traffic speed surveys in elementary and secondary school zones and a library in the Township of Wilmot to measure average traffic speeds over a 24 hour period. Speed surveys were conducted in April and June of 2014 at all locations noted in the Township of Wilmot resolution with the exception of the New Dundee Regional Library. At the time of the speed surveys in Spring 2014, the New Dundee Regional Library was located at 136 Main Street in New Dundee. As such, the New Dundee Regional Library was not reviewed as Main Street was not under the Region’s jurisdiction. The library recently moved to Queen Street, a Regional road, in October 2014 but was not reviewed. Please refer to Appendix B for a table that includes the locations assessed and average measured speeds. It can be concluded, based upon review of the speeds observed, that the average operating motorist speed is at or near the posted speed. And further, it can be concluded that the current speed limits appear to be set appropriately based on the Region’s current practice for setting speed limits.

Staff also analysed the measured speed data to determine how fast motorists were driving during periods of the day when children are arriving and leaving school. Appendix C includes graphs of speed profiles (average measured speeds over the time of day) at each of the 8 locations in the survey. The “dips” in the graphs show the reduction in average speeds during times when school children are arriving and leaving school. Based on a review of speeds at each school location, it can be concluded that motorists on average are already reducing their speed to approximately 8 km/h below the posted speed limit when school children are arriving and leaving school.

As illustrated in the speed profiles attached in Appendix C, permanent 40 km/h speed zones along the sections of Regional Roads that front schools may not be justified; rather the speed profiles suggest that a reduction to the posted speed during school hours may be more appropriate. The lower operating speeds during school hours are likely attributed to higher traffic and pedestrian volumes along school frontages during the time when students are arriving and leaving schools.

All school locations except Waterloo Oxford Secondary School reviewed within the Township of Wilmot were elementary school locations fronting a Regional road. All but one Regional Road has a current posted speed limit of 50 km/h. The remaining
elementary school (Sir Adam Beck Public School) is situated on a Regional road with a posted speed limit of 60 km/h. It is anticipated that other Regional roads posted at 50 km/h or 60 km/h with elementary school frontage likely have similar speed profiles.

### 2.3 Collision History in School Zones

Staff conducted a review of the 5-year collision history (2009-2013) including motorists and pedestrians along the Regional roads in the vicinity of schools and the Baden Regional Library within the Township of Wilmot. Tables detailing the collision data are located in Appendix D and E respectively. Staff has analysed the collision data and concluded that there are no unusual collision patterns involving pedestrians. In addition, of the 3 pedestrian collisions that did occur in these areas between 2009 and 2013, none could be attributed to high speed.

Staff also assessed pedestrian collisions in various speed limit zones (40 km/h to 80 km/h) over 287 kilometres of Regional road over the last 5 years to determine if there were any noticeable pedestrian collision patterns related to posted speed limits. Based on this assessment, it cannot be concluded that roadways with lower posted speed limits have fewer pedestrian collisions. It can however be concluded that roadways without median islands generally have pedestrian collisions rates 3 times more often than roadways with median islands. This reaffirms that medians and or pedestrian refuge islands provide a significant positive safety benefit for pedestrians and can be used as a strategic road safety countermeasure. Please refer to Appendix F for a graph that illustrates this data.

### 2.4 General Effectiveness of Lowering Posted Speed Limits

It is very difficult to control speed. Speed limit signs do not slow down traffic. Research has shown that most drivers travel at a speed they consider to be comfortable based on the physical driving environment, regardless of posted speed limits. Studies undertaken “before” and “after” revised speed limits have been posted along Regional roads show that there are no significant changes in average vehicle speeds following the posting of the signs. Research elsewhere indicates similar results, that changing the speed limit does not change the average speed. Appendix G provides a summary of the before/after speed surveys on Regional roads at the locations similar to roads that are currently under review. Of the 5 locations in the table, only 2 locations experienced a very small reduction in the average speed after posting of a lower speed limit, while the other 3 locations experienced an increase in speeds in the “after” condition.

Most locations in Wilmot Township being assessed are currently posted at 50 km/h. As such Regional staff expects that driver speeds following a full time speed reduction from 50 km/h to 40 km/h will likely result in little to no change.

The City of Kitchener has recently reduced the speed limit in 10 school zones
from 50 km/h to 40 km/h as part of a pilot study. Based on the data obtained from City of Kitchener staff, it was determined that most drivers only lowered their speed by 2 km/h following the speed limit revision. These results are similar to Region of Waterloo staff findings, that in general, driver speeds change very little following the posting of a speed limit reduction and in fact cause an increase in disparity between the posted speed limit and average driver speeds.

3.0 Options Considered

Staff has developed and assessed the following options to address the concerns raised and the Township of Wilmot’s request:

- Permanently Lower Posted Speed Limits Near Schools;
- Reduce Posted Speed Limits Near Schools During Regular School Times; and
- Maintain Existing Posted Speed Limits Near Schools.

4.0 Assessment of Options

4.1 Permanently Lower Posted Speed Limits Near Schools

It is not recommended to permanently reduce posted speed limits along Regional roads fronting schools at this time since existing speed limits have been assessed and deemed appropriate based on a review of existing traffic operating speeds. The collision history of locations under consideration indicate all locations are operating as expected and that there are no pedestrian collisions related to speed. Research and local experience indicates that the posting of artificially low speed limits has little to no effect on driver behaviour and may cause an increase in collisions due to increased tailgating and unsafe passing. In addition, a review of operating speeds at 8 locations in the Township of Wilmot clearly indicates that motorists are generally lowering their speed to near 40 km/h during the times when children are arriving or leaving school.

4.2 Reduce Speeds in Elementary School Zones by 10km/h using School Zone Maximum Speed When Flashing Signs

School Zone Maximum Speed When Flashing Signs can regulate lower speed limits during regular school times. During non-school times the existing posted speed limit would then take affect. This option adheres to current Regional practices for determining appropriate posted speed limits, and would meet both driver and school safety expectations. It is also anticipated that the motoring public will generally respect variable speed limits by time of day more than full time speed limit reductions as part-time reduced speed limits during school hours is both meaningful and logical.

This practice would be limited to public elementary schools only for the time being until such time that staff can collect and evaluate appropriate speed profile data for
secondary school and private school locations and to make an informed recommendation to Council. It would not include locations at libraries that front Regional roads because the speed profile observed for the library location assessed oscillated around the existing 50 km/h speed limit suggesting that drivers would not modify their behaviour in such zones.

The School Zone Maximum Speed When Flashing Sign includes variable elements (flashing amber beacons) which convey that the reduced speed limit applies only at certain times. Figure 1 below illustrates the required signage.

Figure 1 – School Zone Maximum Speed When Flashing Sign

There are seventeen elementary schools in the Region of Waterloo on Regional roads that would meet criteria for a reduced speed zone. The Highway Traffic Act establishes criteria by providing the municipality the ability to prescribe a lower rate of speed for a portion of highway that adjoins the entrance to or from a school for a maximum distance of 150 metres beyond the limits of the school lands during times when school is regularly held.

Of the seventeen elementary schools noted, sixteen have a posted speed limit of 50 km/h. Snyder’s Road fronting Sir Adam Beck Public School in the Township of Wilmot, has a posted speed limit of 60 km/h. The posted speed limit at this particular location would be recommended to be reduced to 50 km/h when flashing because the speed profile shown in Appendix C shows that motorists, on average, are travelling at 53 km/h when students are arriving and leaving school. It would not be recommended to reduce the speed limit by 20 km/h when flashing because it is not anticipated that motorists will reduce their speed to 40 km/h consistently leading to adverse operating conditions previously described above. Secondly, provincial guidelines also suggest the posting of Maximum Speed Ahead Signs are required when adjacent speed zones decrease by 20 km/h or more which would present a messaging discrepancy when the School Zone
It is estimated that the cost to reduce posted speed limits fronting seventeen elementary schools within the Region of Waterloo using 34 (17 x 2) School Zone Maximum Speed When Flashing signs would be approximately $255,000. These costs are primarily related to the cost to supply and install 34 signs and supplying power to the signs. The cost to maintain these 34 signs is estimated to be approximately $10,000 per year and an additional $17,000 every 5 years for re-lamping. If considered, the cost to supply and install another eighteen signs for secondary schools would be an additional $135,000 and the cost to maintain and re-lamp these locations would be $5,500 annually and $9,000 every 5 years for re-lamping respectively. If considered, the cost to supply and install another twelve signs for private elementary/secondary schools would be an additional $90,000 and the cost to maintain and re-lamp these locations would be $3500 annually and $6,000 every 5 years for re-lamping respectively. Therefore, if implemented the total overall cost of this option is estimated to be $480,000 for installation and $25,000 annually for maintenance.

Staff believe at this time that the expected benefits of installing these flashing signs is marginal given that motorists are generally lowering their speeds appropriately when children are arriving and leaving school.

4.3 Maintain Existing Posted Speed Limits Near Schools

As indicated by the speed data analyzed for this request, drivers in general are slowing down during regular school hours and in particular during school start and end times. There is no evidence of a motor vehicle or pedestrian collision problem in school zones at this time in the Region of Waterloo that rationalizes a comprehensive speed reduction program. The observations of average speed in the locations assessed indicates that speed limits are currently set appropriately.

5.0 Staff Recommendations

Based on the speed surveys and collision data analysed in school zone locations and a library in the Township of Wilmot and studies done by other municipalities including the City of Kitchener, staff is recommending that the existing posted speed limits be maintained in the locations under review. Staff considers this to be the best approach to this issue because the research and the Region’s past experience clearly shows that artificially lowering speed limits in the absence of any physical changes to the driving environment will have little to no effect on actual driver behaviour. While artificially lowering posted speed limits may create a perception of improved safety, the lack of change in driver behaviour will not result in any actual improvement in safety. In addition, staff would like to note that:

- Motorists are slowing down on average by approximately 8 km/h at the start and
end periods of the normal school day;

- A review of pedestrian collisions indicates that there is no evidence of a pedestrian collision concern involving elementary or secondary students in Wilmot Township;

- There appears to be no evidence to suggest that lower speed limits will reduce the frequency of pedestrian collisions; and

- A review of motor vehicle collisions suggests that there are no unusual collision histories in the locations assessed and in particular during school times in the Township of Wilmot.

Staff recognize there are huge challenges in trying to have a positive effect on driver behaviour as driver behaviour is mostly influenced by driver's initial training, past driving experiences and the physical road environment. Staff would also like to note that police enforcement of speed limits, while being 1 tool in a municipality’s toolbox to affect driver behaviour, cannot be solely relied upon to lower driving speeds for the long term as most studies conducted in this regard have concluded the effects of police “blitzes” have only a short-term effect on driver behaviour.

In recent years, numerous studies in North America and worldwide have investigated the means to induce motorists to reduce their speeds. All of these studies have reached the same conclusions; that only physical changes to the driving environment can make drivers reduce their speeds. These physical changes included:

- Narrower lanes;
- Narrower shoulders;
- Adding sidewalks;
- “Urbanizing” using raised curbs;
- Existence of driveways;
- Boulevard trees;
- Buildings close to the road;
- Obstructions in the road such as raised median islands and roundabouts; and
- The presence of pedestrians and cyclists.

In the development of Regional Corridor Design Guidelines (CDG), staff has incorporated many of the above positive features into the Region’s guidelines for designing roadways. Through the implementation of the Region’s Transportation Capital Program, as Regional roads near school zones come up for capital improvements, staff will look to incorporate as many of these features as warranted and feasible. In particular, the use of pedestrian refuge islands continues to prove to be an effective countermeasure to reduce pedestrian collisions as well as reduce driver speeds.
Corporate Strategic Plan:

This report addresses the Region’s goal to optimize existing road capacity to safely manage traffic throughout Waterloo Region (Strategic Objective 3.3).

Financial Implications:
Nil

Other Department Consultations/Concurrence:
Nil

Attachments
Appendix A – Copy of the Township of Wilmot Resolution
Appendix B – Summary of Speed Surveys
Appendix C – Average operating speeds of motorists along Regional roads fronting schools and libraries within the Township of Wilmot
Appendix D – Five-year Pedestrian Collision History
Appendix F – Pedestrian Collisions vs. Posted Speed Limit
Appendix G – Summary of Before and After Speed Surveys

Prepared By: Jyoti Nair, Engineering Technologist (Traffic)

Approved By: Thomas Schmidt, Commissioner of Transportation and Environmental Services
RECEIVED
MAY 29, 2014

CLERKS DIVISION

May 14, 2014

Kris Fletcher
Director, Council and Administrative Services/Regional Clerk
Regional Municipality of Waterloo
2nd Floor
150 Frederick Street
PO Box 9051, Station C
Kitchener, Ontario N2G 4J3

Dear Ms. Fletcher,

At its regular meeting on May 12, 2014, the Council of The Corporation of The Township of Wilmot adopted the following resolution:

BE IT RESOLVED:

WHEREAS the Regional Municipality of Waterloo is responsible for establishing speed limits on roads within its jurisdiction;

AND WHEREAS the following elementary, secondary schools and Regional Library branches are located on arterial regional roads;

- New Dundee Public School, Bridge Street, New Dundee
- Sir Adam Beck Public School, Snyder’s Road, Baden
- Waterloo Oxford District Secondary School, Snyder’s Road, Baden
- Holy Family Catholic School, Huron Street, New Hamburg
- Grandview Public School, Huron Street, New Hamburg
- Forest Glen Public School, Waterloo Street, New Hamburg
- St. Agatha Catholic School, Notre Dame Drive, St. Agatha
- New Dundee Regional Library, Queen Street, New Dundee
- Baden Regional Library, Snyder’s Rd., Baden

AND WHEREAS it has been observed that school zones and the roads within the vicinities of libraries across the Township of Wilmot are venues of escalating congestion and activity for students and the public, thereby creating safety concerns;

AND WHEREAS as a community, we all share responsibility to reduce the risk and enhance the safety of our children, youth, crossing guards and the general public;

THEREFORE BE IT RESOLVED that in light of the safety concerns, the Township of Wilmot requests that the Region of Waterloo consider the feasibility of lowering the existing speed
limit within the school zones and in the areas of the Regional Library Branches at the above locations from their existing speed limit to 40 km/hr.

CARRIED, AS AMENDED.

If you require anything further please contact my office.

Sincerely,

Dawn Mitteholtz
Deputy Clerk

CC: Olga Smith, Clerk, City of Waterloo
Christine Tarling, Clerk, City of Kitchener
Michael DiLullo, Clerk, City of Cambridge
Christine Broughton, Clerk, Township of Woolwich
Grace Kosch, Clerk, Township of Wellesley
Rodger Mordue, Clerk, Township of North Dumfries
## Summary of Speed Surveys

<table>
<thead>
<tr>
<th>Location</th>
<th>Speed Survey Date</th>
<th>Total Vehicles Observed</th>
<th>Posted Speed</th>
<th>Average Speed Observed</th>
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<tbody>
<tr>
<td>Bridge Street, New Dundee Public School</td>
<td>19-Jun-14</td>
<td>3380</td>
<td>50</td>
<td>53</td>
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<tr>
<td>Snyder's Road, Sir Adam Beck Public School</td>
<td>9-Apr-14</td>
<td>5194</td>
<td>60</td>
<td>62</td>
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<tr>
<td>Snyder's Road, Waterloo Oxford District Secondary School</td>
<td>9-Apr-14</td>
<td>5194</td>
<td>60</td>
<td>62</td>
</tr>
<tr>
<td>Huron Street, Holy Family Catholic School</td>
<td>19-Jun-14</td>
<td>3698</td>
<td>50</td>
<td>44</td>
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<tr>
<td>Huron Street, Grandview Public School</td>
<td>19-Jun-14</td>
<td>3182</td>
<td>50</td>
<td>52</td>
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<tr>
<td>Waterloo Street, Forest Glen Public School</td>
<td>19-Jun-14</td>
<td>7663</td>
<td>50</td>
<td>53</td>
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<td>Notre Dame Drive, St. Agatha Catholic School</td>
<td>19-Jun-14</td>
<td>1508</td>
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<td>Snyder's Road, Baden Regional Library</td>
<td>19-Jun-14</td>
<td>5533</td>
<td>50</td>
<td>50</td>
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Appendix C Report: TES-TRP-15-03

Average Operating Speed of Motorists fronting New Dundee Public School
1430 Bridge Street, New Dundee

Average speed = 52km/h
Posted speed = 50km/h

New Dundee Public School

School start time - 9:20 AM
School end time - 3:40 PM
Average Operating Speed of Motorists Fronting
Sir Adam Beck Public School, 1140 Snyder's Rd W, Baden &
Waterloo Oxford District Secondary School, 1206 Snyder's Rd W, Baden

Average speed = 61km/h
Posted speed = 60km/h

School start time - 8:20 AM / 8:10 AM
School end time - 2:40 PM / 2:24 PM
Average Operating Speed of Motorists Fronting
Holy Family Catholic Elementary School
313 Huron Street, New Hamburg

Posted speed = 50km/h

Average speed = 43km/h

35km/h

37km/h

School start time -
9:00 AM

School end time -
3:30 PM
Average Operating Speed of Motorists Fronting Grandview Public School
341 Huron Pl., New Hamburg

Average speed = 52 km/h

Posted speed = 50 km/h

51 km/h

44 km/h

School start time - 9.10 AM

School end time - 3.30 PM
Average Operating Speed of Motorists Fronting Forest Glen Public School
437 Waterloo St, New Hamburg

- Average speed = 53 km/h
- Posted speed = 50 km/h

School start time - 8:20 AM
School end time - 2:40 PM

46 km/h
44 km/h
Average Operating Speed of Motorists Fronting St. Agatha School
1869 Notre Dame Drive, St. Agatha

- St. Agatha School
- Average speed = 56km/h
- Posted speed = 50km/h

School start time - 8:50 AM
School end time - 3:20 PM
Average Operating Speed of Motorists Fronting Waterloo Regional Library
115 Snyder's Rd, Baden

Speed in Km/h

40 45 50 55 60

0700 0715 0730 0745 0800 0815 0830 0845 0900 0915 0930 1000 1015 1030 1100 1115 1130 1145 1200 1215 1230 1245 1300 1315 1330 1345 1400 1415 1430 1445 1500 1515 1530 1545 1600 1615 1630 1645

Waterloo Regional Library

Average speed = 51km/h
Posted speed = 50km/h
### Five-year Pedestrian Collision History

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<th>Location</th>
<th>2009 to 2013 Pedestrian Collisions</th>
<th>Age of Pedestrian</th>
<th>Comments</th>
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<td>1</td>
<td>38</td>
<td>A pedestrian walked in front of a stopped garbage truck and was struck by a motorist attempting to pass the garbage truck.</td>
</tr>
<tr>
<td>Snyder's Road, Sir Adam Beck Public School</td>
<td>1</td>
<td>16</td>
<td>A pedestrian slipped backwards striking a passing vehicle.</td>
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<td>Snyder's Road, Waterloo Oxford District Secondary School</td>
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</tr>
<tr>
<td>Huron Street, Holy Family Catholic School</td>
<td>0</td>
<td>-</td>
<td>No comment</td>
</tr>
<tr>
<td>Huron Street, Grandview Public School</td>
<td>1</td>
<td>51</td>
<td>A motorist turning left into a private driveway struck a pedestrian on the sidewalk</td>
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<td>Notre Dame Drive, St. Agatha Catholic School</td>
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<td>Snyder's Road, Baden Regional Library</td>
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## Motor Vehicle Collisions (2009 - 2013)

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<th>Location</th>
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<th>Difference</th>
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<td>534</td>
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<tr>
<td>Snyder's Road, Sir Adam Beck Public School</td>
<td>9</td>
<td>8</td>
<td>+1</td>
<td>1097</td>
</tr>
<tr>
<td>Snyder's Road, Waterloo Oxford District Secondary School</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Huron Street, Holy Family Catholic School</td>
<td>1</td>
<td>0</td>
<td>+1</td>
<td>549</td>
</tr>
<tr>
<td>Huron Street, Grandview Public School</td>
<td>0</td>
<td>1</td>
<td>-1</td>
<td>1374</td>
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<tr>
<td>Waterloo Street, Forest Glen Public School</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1515</td>
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<tr>
<td>Notre Dame Drive, St. Agatha Catholic School</td>
<td>1</td>
<td>4</td>
<td>-3</td>
<td>2361</td>
</tr>
<tr>
<td>Snyder's Road, Baden Regional Library</td>
<td>0</td>
<td>1</td>
<td>+1</td>
<td>1385</td>
</tr>
</tbody>
</table>
Pedestrian Collisions vs. Posted Speed Limit

- No Median
- With Median
- All Locations
### Summary of Before and After Speed Surveys

<table>
<thead>
<tr>
<th>Location</th>
<th>Speed Change</th>
<th>Before</th>
<th>After</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridge Street b/w Chesapeake north and Chesapeake south</td>
<td>60km/h to 50km/h</td>
<td>Posted</td>
<td>Average</td>
<td>Survey Date</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Speed</td>
<td>Speed</td>
<td>Date</td>
</tr>
<tr>
<td></td>
<td></td>
<td>60</td>
<td>62</td>
<td>June 6, 2003</td>
</tr>
<tr>
<td>Bridge Street b/w Eastbridge and Whitmore</td>
<td>60km/h to 50km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>60</td>
<td>59</td>
<td>June 2, 2003</td>
</tr>
<tr>
<td>Sawmill b/w Northfield and Flaxmill Rd</td>
<td>50km/h to 40km/h (school zone)</td>
<td>50</td>
<td>52</td>
<td>May 13, 2004</td>
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<tr>
<td>Wrigley Rd b/w Hilltop Dr &amp; Reidsville Rd (Urban)</td>
<td>50km/h to 80km/h</td>
<td>50</td>
<td>62</td>
<td>April 9, 2013</td>
</tr>
<tr>
<td>St Charles b/w Greenwood and Spitzig (50km/h zone)</td>
<td>extended 50km/h zone from 500m to 600m east of Sawmill</td>
<td>50</td>
<td>73</td>
<td>October 24, 2007</td>
</tr>
</tbody>
</table>
Region of Waterloo
Transportation and Environmental Services
Design and Construction

To:          Chair Tom Galloway and Members of the Planning and Works Committee
Date:       April 14, 2015         File Code:  C04-30, 5555
Subject:   2015 Road Construction Activity in Waterloo Region

Recommendation:
For Information Only

Summary:
NIL

Report:
Each year, staff produces a report for information purposes to provide details on the major road construction activity in the Region of Waterloo in the current year. The attached tables provide information on projects greater than one month in duration that will be undertaken in 2015 on Regional roads or on major Area Municipal streets. The tables also include the on-going construction work on the ION Rapid Transit system, as well as work on provincial highways within the Region of Waterloo that is being undertaken by the Ontario Ministry of Transportation (MTO).

Each year, Region staff consults with representatives of the Area Municipalities to plan and coordinate the collective road construction programs in the coming years. At these meetings staff:

- Confirm respective priorities and needs;
- Consider combining construction contracts to reduce costs and minimize public inconvenience;
• Coordinate the proposed work to optimize the number of key major roads that are open and available to traffic;

• Organize the sequence of construction and detours to manage public disruption; and

• Coordinate public notifications.

Region and Area Municipal staff acknowledge that any road construction on an existing road will involve lane restrictions or road closures/detours and a certain amount of disruption to traffic. In order to manage the disruption while efficiently completing the required work, a number of basic traffic management principles are applied in the design of each individual construction project. All designs take into account the following traffic management principles:

• Accommodation of emergency services;
• Ensuring the safety of construction staff;
• Maintaining two-way traffic where practical;
• Maintenance of safe passage through construction;
• Minimizing disruption (motorists, pedestrians, cyclists, transit);
• Maintaining accesses for residences and businesses;
• Minimizing lane restrictions;
• Providing for municipal garbage collection; and
• Minimizing overall construction duration.

As a result of the joint efforts of staff at the Region and the Cities and Townships, the collective construction programs are planned and coordinated with the objective of managing overall public disruption while delivering the transportation needs of the broader community.

A list of the major construction activity for 2015 is contained in Appendix A. The list identifies construction contracts that affect area highways, Regional roads or major Area Municipal streets and that are greater than one month in duration.

The Region’s website also provides a complete listing of all active 2015 Region construction projects for reference by the public. The website address is: http://www.regionofwaterloo.ca/en/gettingAround/CurrentConstructionProjects.asp. Included in the website listing are the limits and duration of each project as well as the traffic restrictions or detours in effect for each project.
Corporate Strategic Plan:

The Region’s coordination of construction programs with City and Township staff is in harmony with **Focus Area 5 – Service Excellence** of the Strategic Plan by contributing to Objective 5.6 to strengthen and enhance partnerships with area municipalities.

The completion of the 2015 capital roads program will support **Focus Area 2 – Growth Management and Prosperity** of the Strategic Plan and in particular Strategic Objective 2.2 by continuing to develop, optimize and maintain infrastructure to meet current and projected needs.

Financial Implications:

The Region’s 2015 costs on all of the projects listed in this report were approved as part of the 2015 Ten-year Transportation Capital Program.

Other Department Consultations/Concurrence:

NIL

Attachments:

Appendix A - 2015 Construction on Major Roads

Prepared By: **Gary MacDonald**, Head, Transportation Rehabilitation Program

Approved By: **Thomas Schmidt**, Commissioner, Transportation and Environmental Services
Appendix A-1

2015 Construction on Major Roads in The City Of Kitchener

Major Projects (more than one month in duration)

<table>
<thead>
<tr>
<th>Project</th>
<th>Managed by</th>
<th>Limits</th>
<th>Traffic Restrictions</th>
<th>Timing</th>
</tr>
</thead>
</table>
| Highway 7/8 Widening           | MTO        | 1.9 km West of Fischer-Hallman Road to Courtland Avenue | 2015 Traffic Restrictions:  
• Two separate weekend closures of Homer Watson Boulevard and Ottawa Street for bridge work  
• Full closure of Homer Watson Boulevard ramps to/from westbound Highway 7/8  
• Highway 7/8 nightly lane closures for paving | Spring 2011 to Fall 2016 |
| Highway 7/85 Bridge Work and Paving | MTO        | Lancaster Street to Krug Street     | • Nightly lane closures for paving  
• Wellington Street reduced to single lane each way for bridge work | Spring to Summer 2015 |
<p>| Highway 8 Bridge Repair        | MTO        | At Franklin Street                  | Franklin Street closed to vehicles, open to pedestrian and cyclists                                           | Spring to Summer 2015 |
| New Highway 7                  | MTO        | At Guelph Street                    | Full closure of Guelph Street for road lowering and bridge work                                               | Spring to Summer 2015 |</p>
<table>
<thead>
<tr>
<th>Project</th>
<th>Managed by</th>
<th>Limits</th>
<th>Traffic Restrictions</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber Street Widening</td>
<td>Region</td>
<td>College Street to Union Street</td>
<td>• Periodic lane closures&lt;br&gt;• Four overnight closures for surface asphalt paving</td>
<td>Spring 2015</td>
</tr>
<tr>
<td>Bloomingdale Road Rehabilitation</td>
<td>Region</td>
<td>Bridge Street to Kraft Drive</td>
<td>Westbound direction maintained, eastbound detoured via Bridge Street</td>
<td>Summer 2015</td>
</tr>
<tr>
<td>Manitou Drive Widening</td>
<td>Region</td>
<td>Fairway Road to Bleams Road</td>
<td>• Periodic lane closures until July&lt;br&gt;• Full closure at Schneider Creek bridge starting in July</td>
<td>Spring to Fall 2015</td>
</tr>
<tr>
<td>Highland Road Improvements</td>
<td>Region</td>
<td>Patricia Avenue to Westmount Road</td>
<td>• One lane to be maintained in each direction&lt;br&gt;• One weekend closure on Belmont Avenue</td>
<td>Spring to Fall 2015</td>
</tr>
<tr>
<td>ION Construction</td>
<td>Grandlinq</td>
<td>City of Waterloo Boundary to Fairview Mall</td>
<td>2015 road closures:&lt;br&gt;• Borden Street, Charles to Courtland – closed until Summer 2015&lt;br&gt;• Ottawa Street, Charles to Mill – Summer to Fall 2015&lt;br&gt;• King Street at CN tracks north of Victoria – Spring 2015 to Fall 2016</td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>Managed by</td>
<td>Limits</td>
<td>Traffic Restrictions</td>
<td>Timing</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------</td>
<td>-------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-------------------------</td>
</tr>
</tbody>
</table>
| Margaret Avenue Bridge        | City       | Victoria Street to Breithaupt Street | • King Street, CN tracks to Union – Spring to Fall 2015  
• Charles Street, Borden to Victoria – Spring to Fall 2015  
2015 lane closures:  
• King Street, Victoria to Francis – Summer or Fall  
• Duke Street, Frederick to Victoria – Summer or Fall  
• Francis Street, King to Duke – Summer or Fall  
• Victoria Street, King to Charles – Summer or Fall  
• Frederick Street, Duke to Charles – Summer or Fall | Summer to Fall 2015 |
| Stirling Avenue Reconstruction | City       | Mill Street to Russell Street  | Full closure                                                                        | Spring 2015             |

**Note:** Other reconstructions managed by City staff are occurring on local City streets at various locations and may include full closures.
Appendix A-2

2015 Construction on Major Roads in the City of Waterloo

Major projects (more than one month in duration)

<table>
<thead>
<tr>
<th>Project</th>
<th>Managed by</th>
<th>Limits</th>
<th>Traffic Restrictions</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 85 Bridge Rehabilitation and Paving</td>
<td>MTO</td>
<td>Bridgeport Road to King Street (Woolwich) Interchange</td>
<td>Nightly ramp closures for paving</td>
<td>Spring to Fall 2015</td>
</tr>
<tr>
<td>ION Construction</td>
<td>GrandlInq</td>
<td>Conestoga Mall to City of Kitchener Boundary</td>
<td>2015 road closures:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Caroline Street, Allen to Erb – closed until Summer 2015</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• King Street, Erb to Union – Summer 2015</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2015 lane closures:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• King Street, Northfield to Conestoga Mall – Spring to Fall 2015</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Northfield Drive, Highway 85 to King – Spring 2015 to Fall 2016</td>
<td></td>
</tr>
<tr>
<td>King Street Improvements</td>
<td>Region</td>
<td>Weber Street to north of Highway 85 (Conestoga Mall ION Station)</td>
<td>• Reduced to single lane each direction</td>
<td>Spring to Summer 2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Highway 85 nightly ramp closures for paving</td>
<td></td>
</tr>
<tr>
<td>Westmount Road Retaining Wall</td>
<td>Region</td>
<td>From University Avenue northerly 300 metres</td>
<td>Full closure of northbound Westmount Road</td>
<td>Summer 2015</td>
</tr>
</tbody>
</table>

**Note:** Other reconstructions managed by City staff are occurring on local City streets at various locations and may include full closures.
## Appendix A-3

### 2015 Construction on Major Roads in the City of Cambridge

#### Major projects (more than one month in duration)

<table>
<thead>
<tr>
<th>Project</th>
<th>Managed by</th>
<th>Limits</th>
<th>Traffic Restrictions</th>
<th>Timing</th>
</tr>
</thead>
</table>
| Highway 401 Bridge Work          | MTO        | Fountain Street bridge replacement    | • Fountain Street closed  
• Two Highway 401 full closures (weekend overnight) at Fountain Street, one for bridge demolition and one for girder placement | Spring to Fall 2015       |
| Highway 401 Widening             | MTO        | Highway 8 to Highway 24               | 2015 Traffic restrictions:  
• Periodic nighttime lane and ramp closures  
• Nighttime lane closures on Hespeler Road for bridge work | Summer 2015 to Summer 2019 |
<p>| Franklin Boulevard Improvements  | Region     | Main Street to Clyde Road             | One lane to be maintained in each direction                                         | Spring 2015 to Summer 2016|
| Contract One                     |            |                                       |                                                                                      |                           |
| Franklin Boulevard Improvements  | Region     | Highway 401 to north of Can-Amera Parkway | One lane to be maintained in each direction                                          | Summer 2015 to Summer 2016|
| Contract Two                     |            |                                       |                                                                                      |                           |</p>
<table>
<thead>
<tr>
<th>Project</th>
<th>Managed by</th>
<th>Limits</th>
<th>Traffic Restrictions</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bishop Street Reconstruction</td>
<td>Region</td>
<td>Conestoga Boulevard to Concession Road</td>
<td>One lane to be maintained in one direction</td>
<td>Summer to Fall 2015</td>
</tr>
<tr>
<td>Adapted Bus Rapid Transit</td>
<td>Region</td>
<td>Hespeler Road, Water Street and Ainslie Street (Eagle Street / Pinebus Road to Bus Terminal)</td>
<td>Periodic lane closures</td>
<td>Spring to Summer 2015</td>
</tr>
<tr>
<td>Blair Road Reconstruction</td>
<td>City</td>
<td>Grant Street to Parkhill Road</td>
<td>Full closure</td>
<td>Spring to Summer 2015</td>
</tr>
<tr>
<td>Lang’s Drive Reconstruction</td>
<td>City</td>
<td>Concession Road to Trico Drive</td>
<td>One lane eastbound to be maintained</td>
<td>Spring 2015</td>
</tr>
<tr>
<td>Sheldon Drive Reconstruction</td>
<td>City</td>
<td>Franklin Boulevard to Conestoga Boulevard</td>
<td>One lane eastbound to be maintained</td>
<td>Spring to Fall 2015</td>
</tr>
<tr>
<td>Wellington Street Reconstruction</td>
<td>City</td>
<td>Dickson Street to Main Street</td>
<td>Full closure</td>
<td>Summer to Fall 2015</td>
</tr>
</tbody>
</table>

**Note:** Other reconstructions managed by City staff are occurring on local City streets at various locations and may include full closures.
Appendix A-4

2015 Construction on Major Roads - Townships

Major projects (more than one month in duration)

<table>
<thead>
<tr>
<th>Project</th>
<th>Managed by</th>
<th>Limits</th>
<th>Traffic Restrictions</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spragues Road Reconstruction, Township of North Dumfries</td>
<td>Region</td>
<td>Brant / Waterloo Boundary to Wrigley Road</td>
<td>One lane northbound to be maintained</td>
<td>Spring to Summer 2015</td>
</tr>
</tbody>
</table>

**Note:** Other reconstructions managed by Township staff are occurring on local Township streets at various locations and may include full closures.
Regional Municipality of Waterloo

Kitchener Wastewater Treatment Plant
368 Mill Park Drive
City of Kitchener
Contract 3 – Headworks and Secondary Treatment
Contract 4 – Tertiary Treatment and Outfall

Pre-Construction Information Package

Public Information Centre
Wednesday April 29th, 2015
5:00 p.m. to 7:30 p.m.

at
Waterloo Region Museum
10 Huron Road, Classroom A
City of Kitchener

There is a comment sheet at the back of this package. If you wish, please fill it out and deposit it in the designated box provided at this Information Centre.
1. What is the purpose of this Public Information Centre (PIC)?

Phase 3 of the planned upgrades at the Kitchener Wastewater Treatment Plant (WWTP) located at 368 Mill Park Drive, Kitchener, which included 5 major Contracts, was originally presented to the public in 2011-2012 as part of a Class Environmental Assessment (EA) study. Since then the design and implementation of the improvements has advanced. The decommissioning of the storage lagoons, new energy centre with standby power, digestion facility upgrades (Contracts 1A, 1B and 2) are currently underway or complete. The remaining two contracts of Phase 3 will be starting construction this coming summer and fall at Kitchener WWTP and are as follows:

- **Contract 3:** the construction of a new headworks building, two new secondary treatment trains and new Plant 2 pumping station, the demolition of the existing headworks building and the existing Plant 2 pumping station, and general process upgrades to improve the effluent quality and optimize energy efficiency. Construction is scheduled to start in June 2015 and is scheduled to be completed in the fall of 2018.

- **Contract 4:** the construction of a new tertiary treatment facility to improve effluent quality, new outfall piping to improve dispersion of the effluent, and removal of the existing in-river outfall piping. Construction is scheduled to start in the fall of 2015 and is scheduled to be completed in the fall of 2017.

This pre-construction PIC is an opportunity for local residents and project stakeholders to:

- review the project background
- be informed about the upcoming capital works contracts
- discuss potential impacts of specific construction activities, construction schedules and limits of work
- understand our commitments to avoid and minimize impacts from construction
- learn how you can provide feedback and/or be kept informed of project progress
2. Who is overseeing the Kitchener WWTP Upgrades?

The Kitchener WWTP upgrades are overseen by a “Project Team” and a “Steering Committee” consisting of Region of Waterloo staff, Regional Councillors Geoff Lorentz and Wayne Wettlaufer, and City of Kitchener Councillors Yvonne Fernandes and John Gazzola. Consultation with the City of Kitchener, Grand River Conservation Authority (GRCA), Ministry of Natural Resources and Forestry (MNRF) and the Ministry of the Environment and Climate Change (MOECC) has been ongoing throughout the project. The engineering consulting firm AECOM Canada Ltd. has been retained by the Region to complete the detailed design and construction administration for the upcoming Kitchener WWTP Contract 3 and Contract 4 upgrades.

3. Why is the Kitchener WWTP being upgraded?

The existing Kitchener WWTP is composed of two treatment trains or “plants”; Plant 1 was constructed in the early 1960s and Plant 2 was constructed in the mid-1970s.

Upgrades to the Kitchener WWTP are part of the Region’s 2007 Wastewater Master Plan. Since 2009 the Region started a series of planned upgrades at the Kitchener WWTP to:

- Improve the quality of treated wastewater effluent being released into the Grand River, without increasing the existing capacity
- Improve plant reliability and energy efficiency
- Reduce odours with the closure of the lagoons and installing enhanced odour control systems at upgraded facilities

The Kitchener WWTP Upgrades are being carried out in three Phases:

**Phase 1** is complete and included the implementation of the new Manitou Drive Biosolids Dewatering Facility as recommended in the Biosolids Master Plan and the implementation of a dechlorination step in the existing disinfection process at the Kitchener WWTP.

**Phase 2** is complete and included refurbishing the Plant 2 secondary treatment processes using fine bubble aeration, construction of a UV Disinfection Facility (UVDF) and construction of a new Effluent Pumping Station (EPS). These upgrades provide UV disinfection (replacing chlorination), improve the quality of the treated wastewater, provide treatment of ammonia in the centrate returned to the WWTP from the Manitou Biosolids Dewatering Facility, improve WWTP
hydraulics, improve energy efficiency, and implement modern process control systems at the Kitchener WWTP.

**Phase 3** includes 5 major contracts which are currently in various stages of completion and generally consists of decommissioning of the biosolids lagoons, upgrading the preliminary treatment process, refurbishing of the primary treatment processes, adding an energy centre with standby power, constructing a new secondary treatment train, upgrading the digestion facility, constructing a tertiary filtration process, construction of a new outfall, sludge thickening facility, and decommissioning of the Plant 1 process train.

4. **What works are included in the upcoming plant upgrades at the Kitchener WWTP?**

The works included in the upgrades scheduled to start this summer and fall (Contract 3 and 4) are the following:

1. Demolition of existing headworks facility, construction of new headworks facility for screening and grit removal, including biofilter for odour control

2. Demolition of existing Plant 2 pumping station and construction of new Plant 2 pumping station

3. Construction of new Plant 3 and Plant 4 secondary treatment trains, including additional blowers in the existing Blower Building, to provide improved treatment

4. New tertiary filtration equipment for effluent polishing to meet new MOECC discharge criteria for phosphorus and suspended solids

5. New outfall pipe to Grand River to improve plant hydraulics and minimize impact to natural habitats and impact on river recreational use

6. Existing outfall pipe in the river to be removed

5. **Have the Kitchener WWTP Phase 3 upgrades been approved under the Class Environmental Assessment (EA) Process?**

Phase 3 of the planned upgrades, which included 5 major Contracts was originally presented to the public in 2011-2012 as part of a Class EA study. The Class EA study included two public information centres. The Class EA report documenting the environmental assessment and public consultation was submitted and approved in 2012 under Kitchener Wastewater Treatment Plant Upgrades, Municipal Class Environmental Assessment, Project File Report,
September 2012. Since then, the design and implementation of the improvements has advanced and the Region is getting ready to tender contracts and start construction on Contract 3 and Contract 4.

6. How much will Contracts 3 and 4 cost and how is it funded?

The estimated construction cost of the Contract 3 upgrades is approximately $125,000,000. The estimated construction cost of the Contract 4 upgrades is approximately $30,000,000. The proposed Kitchener WWTP capital works and associated operating costs are included in the Council approved 2015 Ten-Year Capital Program and funded from the Development Charge Reserve Fund and the Wastewater Reserve Fund.

7. What are the benefits of the Kitchener WWTP upgrades?

The current Contract 3 and 4 upgrades will improve effluent quality, Grand River water quality downstream of the Kitchener WWTP, and improve process efficiency and mechanical reliability by completing the following:

- Construction of new headworks with more efficient screening and grit removal equipment
- Construction of Plant 3 and Plant 4 process trains to replace the existing aging Plant 1 process train and improved effluent quality through nitrification
- Improved effluent quality through phosphorus and solids removal in Tertiary treatment
- Upgraded electrical systems which are more efficient and reliable
- Replacing the existing aging headworks building and Plant 2 pumping station
- Improved odour management through construction of odour control biofilter for new headworks building
- Improved effluent dispersion through construction of a new outfall pipe and diffuser, and
- Improvements to plant automation, monitoring and control

8. What on-site changes may be visible from the Grand River Trail?

For Contract 3 and the construction of the tertiary treatment building in Contract 4, all construction activity will be within the Kitchener WWTP property boundaries. The change in view of the WWTP from the Grand River Trail will be minimal.
The construction of the new outfall in Contract 4 will result in a change in view of the WWTP from the Grand River Trail, due to the required removal of the trees within the construction area. Tree removal is planned for late fall of 2015 and outfall construction will take place in late summer of 2016. The timing of the work is necessary to minimize the impact to the terrestrial and aquatic natural habitat and wildlife.

Following construction the disturbed area will be restored with new plantings. A landscape plan has been developed and is available for review at the PIC. The plan will ensure that the native species are planted in their preferred environments progressing from the wet river area to the drier land near the plant facilities. The existing invasive species within the construction area will be replaced with native species.

9. Will Grand River Trail access be impacted?

All construction will be within the Kitchener WWTP boundaries with the exception of the new outfall pipe. Construction of the new outfall pipe is planned to take place in the summer of 2016 and be complete by fall 2016. For safety, this will require closure of a portion of the south bank Grand River Trail in the vicinity of the WWTP for 3 months beginning in the summer of 2016. Trail closures will be communicated to the City including its Trails Committee, and the public by letter, public notice (newspaper) and strategically placed signage. Signs will be placed at trail entry points in advance of the closure to give trail users advanced warning and barriers will be placed across trail entry points.

10. How is the natural environment being considered?

An Environmental Impact Statement (EIS) has been developed by completing terrestrial and aquatic baseline studies, both reviewed by the MNRF and GRCA and a Stage 1 and 2 Archeological Assessment. The EIS includes the analysis of impacts and development of mitigation measures. The restrictions on the general contractor will be:

- In-river works are not to occur from March 15th to July 1st
- Mussel relocation has to be conducted prior to water temperatures falling below 16°C (early summer/late fall)
- Nest survey required should vegetation be removed during the breeding bird period, May 1st – July 31st
- If bat species are identified, cavity trees cannot be removed from June 1st to July 31st. If appropriate, bat boxes will be installed.
Measures developed through the EIS to mitigate impacts to the natural environment are:

- Sediment/erosion/turbidity measures
- Construction timing restrictions
- Environmental monitoring
- Restoration plantings within construction footprint
- River bottom enhancements within Grand River
- Wildlife habitat enhancements along riparian area

11. When will Contract 3 and Contract 4 construction begin and how long will it last?

The general contract for Contract 3 of the project is currently being tendered. A recommendation for contract award is planned to be presented to Regional Council in May 2015 and, subject to Council approval, construction is planned to begin in June 2015. Construction is scheduled to be completed in fall of 2018.

The general contract for Contract 4 of the project is planned to be tendered mid-2015. A recommendation for contract award is planned to be presented to Regional Council in early fall 2015 and, subject to Council approval, construction is planned to begin in the fall of 2015. Construction is scheduled to be completed in fall of 2017.

12. Will traffic be disrupted during the construction period?

No road closures are planned for this project. All construction will be contained on-site and will be conducted between 7am and 7pm, Monday through Friday, with possibly some Saturday work, if required. Truck traffic may be increased in the area at certain periods during construction for delivery of equipment and materials. All trucks will be required to use the designated construction access route to access Kitchener WWTP. Truck traffic will travel from Homer Watson Boulevard to Pioneer Drive, to Green Valley Drive and along Mill Park Drive to the Kitchener WWTP facility entrance (as shown in Figure 1). Modifications to the plant entrance will be completed to accommodate the truck traffic in/out of the plant and additional traffic signs from Mill Park Drive will be erected to direct truck traffic.
13. Will there be any disturbance to adjacent properties? (Will my property be physically disturbed during construction?)

No disturbance to adjacent properties is expected. All construction will be contained on site and will be well away from neighboring properties. Some noise and vibration may be perceptible from adjacent properties at certain periods during some of the phases of construction, such as during the installation of sheet piling. The sheet piling installation will be limited between 7am and 7pm Monday through Friday. If you have any concerns about disturbance to your property during construction, please contact the Region’s Project Manager.

14. How will noise and vibration be controlled during construction?

In general, the Contractor will be required to undertake the following measures during construction:

- Restrict construction activities to normal working hours (7am to 7pm, Monday through Friday, and possibly Saturday if required)

- Establish and maintain site procedures such that noise levels from construction areas are reduced and comply with the City of Kitchener’s Noise By-law and MOECC standards

- Mitigate dust nuisance resulting from construction activities at all locations on the site

- Fully comply with the Occupational Health and Safety Act

- Limit sheet piling installation between 7am and 7pm, Monday through Friday

15. Will there be any odours associated with the upgrades at Kitchener WWTP?

Most of the planned works associated with Contracts 3 and 4 will have little potential for odours. The new headworks building will be equipped with an exhaust air collection system discharging to a biofilter for odour control. Decommissioning of the existing headworks building and grit equipment could result in short term odours. The existing sludge lagoons (Contract 1A), which were the largest source of odour, have had all of the sludge removed. Two of the four existing digesters have been cleaned out under Contract 2; two digesters remain to be cleaned out and odours may occur during this work. The Contractors are required to implement odour mitigation measures.
16. How can I voice my comments at this stage?

The Region values your comments and concerns and is interested in receiving feedback or any concerns from property owners and neighbours about this construction project. We ask that you mail, fax or e-mail your comments to the Region.

We thank you for your involvement and should you have any questions or concerns at any time during this project, please contact:

Jo-Anne Ing, M.A.Sc., P.Eng.  
Senior Project Manager  
Design and Construction  
Transportation and Environmental Services  
Region of Waterloo  
150 Fredrick Street, 6th Floor  
Kitchener, Ontario N2G 4J3  
T (519) 575-4602  
F (519) 575-4430  
E-mail: jing@regionofwaterloo.ca

John Armistead, P.Eng  
Project Manager  
AECOM Canada Limited  
410 – 250 York Street, Citi Plaza  
London, Ontario N6A 6K2  
T (519) 963-5860  
F (519) 673-5975  
E-mail: john.armistead@aecom.com
Figure 1: Site Location and Construction Traffic Routing. All trucks will be required to use the designated construction access route.
Kitchener Wastewater Treatment Plant
Contract 3 – Headworks and Secondary Treatment
Contract 4 – Tertiary Treatment and Outfall

Public Information Centre
Wednesday, April 29, 2015 5:00 P.M. – 7:30 P.M.
Waterloo Region Museum

Please fill in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take it home and mail, fax, or e-mail your comments by Tuesday, June 9, 2015 to either:

Jo-Anne Ing, M.A.Sc., P.Eng.
Senior Project Manager
Design and Construction
Transportation and Environmental Services
Region of Waterloo
150 Fredrick Street, 6th Floor
Kitchener, Ontario N2G 4J3
T (519) 575-4602
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E-mail: jing@regionofwaterloo.ca

John Armistead, P.Eng
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410 – 250 York Street, Citi Plaza
London, Ontario N6A 6K2
T (519) 963-5860
F (519) 673-5975
E-mail: john.armistead@aecom.com

Name: ______________________________

Address: ______________________________

Postal Code: ______________________________

Phone and E-mail: ______________________________

Thank you for your interest and time.

Collection Notice
Personal information requested on this form is collection under the authority of the Municipal Act, and will be used to assist the Region of Waterloo in responding to comments or concerns about this project. Any personal information such as name, address, telephone number, and property location included in a submission from the public becomes part of the public record for this matter. Question regarding this collection of this information should be forwarded to the Region staff member indicated above.
Highland Road Improvements

Fischer-Hallman Road to Ira Needles Boulevard

City of Kitchener

Public Consultation Centre #1

Information Package

What: Road Widening and Active Transportation Improvements on Highland Road

Where: Highland Road from Fischer-Hallman Road to Ira Needles Boulevard in the City of Kitchener

Why: To provide needed pavement reconstruction and road improvements for traffic growth and transportation system improvements for transit, pedestrians and cyclists along the Highland Road corridor in the City of Kitchener

When: Construction in 2018

Who: Region of Waterloo Project Manager
William Gilbert, P. Eng.
Region of Waterloo
Phone: (519) 575-4603
Email: WGilbert@regionofwaterloo.ca

Public Consultation Centre #1
Wednesday April 15, 2015, 4:30PM to 8:00PM
Westheights Community Church
82 Westheights Drive
Kitchener, Ontario

There is a comment sheet at the back of this package. Please fill it out and share your comments with us.
REGIONAL ROAD No. 6
HIGHLAND ROAD
FISCHER-HALLMAN RD. TO IRA NEEDLES BLVD.
City of Kitchener
1. Why is the Region considering this project?

The section of Highland Road west of Fischer-Hallman Road to the Highland Hills Mall Entrance is exhibiting poor pavement conditions and has been identified as in need of major reconstruction. In addition, sections of Highland Road from Fischer-Hallman Road to Ira Needles Boulevard are lacking sidewalks and cycling facilities and thus do not provide pedestrians and cyclists’ access throughout the entire road corridor and to transit stops along the corridor. The Region’s Active Transportation Master Plan has identified Highland Road as a core on-road cycling route.

The 2010 Regional Transportation Master Plan (RTMP) has identified Highland Road from the Highland Hills Mall entrance westerly to Ira Needles Boulevard for future widening to meet increased traffic demands associated with development in the area.

2. Who is directing this project?

The planning and design for this project is being directed by staff from the Region of Waterloo and City of Kitchener, along with Region of Waterloo Councillor Geoff Lorentz and City of Kitchener Councillor Bil Ioannidis. The consulting engineering firm of IBI Group has been retained by the Region of Waterloo to provide design services on this project and to provide contract administration and inspection services during construction.

3. How is this project being planned?

This project is being planned in accordance with the requirements of the Municipal Class Environmental Assessment (Class EA). The Municipal Class EA is a planning and decision-making process approved under the Environmental Assessment Act that is used by municipalities to plan public infrastructure projects so that potential environmental impacts are considered before a project is approved. It requires consultation with the public, involved stakeholders and agencies in consideration of alternatives and their impacts on the project environment. This project is being planned as a Schedule ‘C’ Class EA project which applies to larger, more complex projects with the potential for significant environmental impacts (natural, social, cultural and economic) and requires multiple opportunities for public input.

This project is in the early phase of the Class EA process and this initial Public Consultation Centre is being held for members of the public to become aware of the project and to provide input into the project for further development of alternatives and their environmental impacts.
4. **What is the purpose of this Public Consultation Centre?**

The purpose of this Public Consultation Centre is to have interested groups and individuals learn about and provide input on:

a) The needs and opportunities for improvements on Highland Road;

b) The project environment (natural, social, cultural/heritage and economic);

c) The alternative solutions for improvements being considered by the Project Team;

d) How the alternative solutions for improvements will be evaluated and how a preferred alternative will be identified; and

e) Future public input opportunities planned.

Region and City staff as well as the project consultant are available at this Public Consultation Centre to answer any questions you may have. We kindly request that you fill out the Comment Sheet attached to the back of this Information Package and either put it in the Comment Box at the Public Consultation Centre or send it to the address noted on the Comment Sheet. Your comments will be considered by the Project Team in conjunction with all other relevant information in recommending a preferred alternative for this project.

5. **What alternatives are being considered for this project?**

The following alternative solutions for improvements are currently being considered by the Project Team;

1) **Do Nothing** – aside from general maintenance (asphalt repair/overlay, etc.), this alternative would retain the road in its current 2-lane ditched cross-section;

2) **Maintain the Existing Road and Add Active Transportation Facilities** - This alternative would retain the current 2-lane ditched cross-section but add cycling facilities (either on-road or multi-use trails) and pedestrian sidewalks;

3) **Urbanize the Existing Road and Add Active Transportation Facilities** – This alternative would retain the existing 2-lanes of traffic, and add the following facilities:
   - Curb and gutter and a storm drainage system;
   - Cycling facilities (either on-road or multi-use trails);
   - Pedestrian sidewalks;

4) **Widen the Road to 4-lanes and Add Active Transportation Facilities** – This alternative would include all improvements under Alternative 3, as well as widening the entire section of Highland Road to 4-lanes (either undivided or divided with a raised centre median).
Common to all alternatives is the consideration of intersection design alternatives such as turn lanes, roundabouts and traffic signals, as well as turn lanes at driveway entrances and the provision of transit stop pads and shelters as necessary.

6. How do the improvements being considered relate to the objectives of the Regional Transportation Master Plan, the Active Transportation Master Plan and the Regional Transportation Corridor Design Guidelines?

The Regional Transportation Master Plan (RTMP) was approved in 2010, and centered on four key goals to get people and goods around the Region through to 2031. These four goals are shown in Table 1:

**Table 1: RTMP Goals**

<table>
<thead>
<tr>
<th>Goal Description</th>
<th>Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimize the Transportation System</td>
<td>Make the most of what exists: preserve and maximize the use of facilities and services — avoid or defer the need for new infrastructure that does not support the other goals.</td>
</tr>
<tr>
<td>Promote Transportation Choice</td>
<td>Provide and maintain a transportation system that offers competitive choices for moving people and goods in an integrated and seamless manner while minimizing single occupancy vehicle trips.</td>
</tr>
<tr>
<td>Foster a Strong Economy</td>
<td>Provide a transportation system that supports the retention of existing businesses and attraction of sustainable economic activity.</td>
</tr>
<tr>
<td>Support Sustainable Development</td>
<td>Provide and maintain a transportation system that supports sustainable growth in both urban and rural areas and reduces transportation contributions to climate change.</td>
</tr>
</tbody>
</table>

The RTMP considers a variety of strategic road improvements necessary to keep people and goods moving into the future. However, the provision of transportation choice is integral to several of the RTMP goals. With this in mind, and recognizing that local context will influence transportation design choices, priority will generally be given in the following order of decreasing priority:

- Walking;
- Cycling;
- Public transit;
- Carpooling and other smart commute strategies; and
- Single occupant vehicles.
The 2010 RTMP identified the need to widen Highland Road to four lanes between Ira Needles Boulevard and Fischer-Hallman Road in the ten to twenty year horizon (approximately 2021 to 2031) to meet traffic demands associated with development in the area. The existing poor condition of the pavement and the need for active transportation facilities is accelerating the need to review improvements on Highland Road. In addition, plans of subdivision are underway along Ira Needles Blvd., and the nearby Boardwalk development is in its final phases, all of which will contribute traffic to the Highland Road corridor. Area development is now anticipated to be built and fully occupied within the ten year time horizon.

The Region of Waterloo’s Active Transportation Master Plan (ATMP) identified Highland Road between Fischer-Hallman Road and Ira Needles Boulevard as deficient and recommended sidewalks and on-road bike lanes on both sides of Highland Road. As part of the EA, the Project Team will also evaluate other facilities to fulfill the ATMP needs such as multi-use trails.

The Context Sensitive Regional Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional roads. The CDG identifies design parameters for necessary features within the road allowance such as vehicle lanes, cycling facilities, sidewalks and boulevards. In accordance with the CDG, Highland Road is identified as a “Neighbourhood Connector – Avenue”. Designing Highland Road to support active transportation modes including walking and cycling is a fundamental character of this road classification.

Given that portions of the Study Area currently have transit (GRT Routes 19 & 25) and that more routes are planned for the future, the Regional Official Plan, the Transportation Master Plan and the Active Transportation Master Plan (ATMP) all support complete and continuous pedestrian facilities on this section of Highland Road for the full length of this project. Sidewalks or multi-use trails on both sides of the road will meet this need.

7. **Who will be responsible for the winter maintenance of the new sidewalks/multi-use trails?**

Maintenance of new sidewalks or multi-use trails along Regional roads is the responsibility of the local municipality and adding new sections of sidewalks or multi-use trails will be subject to confirmation of available maintenance funding by the local municipality.

8. **Will the posted speed be changed?**

The existing posted speed limit varies between 60 kph from Fischer-Hallman Road to Westforest Heights Trail and 70 kph from Westforest Heights Trail to Ira Needles Boulevard. Posted speeds will be reviewed as part of this project with a consideration to providing a uniform and consistent posted speed along the entire corridor.
9. **How will existing trees be affected?**

Existing trees along the road corridor may require removal to accommodate new sidewalks, multi-use trails or widening of the road to 4-lanes and/or implementation of on-road cycling lanes. Any potentially impacted trees will be reviewed as to their significance and health and a determination made if disturbance should and/or could be avoided. A streetscape design will be completed for planting of any new trees and any trees removed will be considered for replacement with nursery stock of a Region-approved native species on a two for one basis.

10. **Are noise barriers being considered for this project?**

Noise barriers will be considered as part of the project and the noise study and any recommended barrier installations would follow the Region’s Implementation Guidelines for Noise Policies. Potential noise attenuation will be addressed later in the EA process once a preferred alternative has been chosen for this project.

11. **Is any private property required for this project?**

One of the goals of the planning and design process for this project is to minimize the impact on adjacent properties and minimize the need to acquire private property. An initial review of the existing road allowance indicates that along the majority of the road corridor, the width of the road right-of-way is sufficient for all options being considered. However, with the 4-lane option, it is anticipated that the Region would need to acquire some strips of property from several abutting property owners. Identification of property needs will be completed during the evaluation of alternatives as the study proceeds and will be presented at a future Public Consultation Centre.

In areas where property is required, the property owner would be contacted directly by the Region of Waterloo’s Land Purchasing Officer. Compensation would be provided at fair market rates based on recent similar area sales. Please refer to Appendix “A” for further information on the property acquisition process.

12. **How is the natural environment being considered?**

As part of the environmental inventory for the project, a Natural Environment study has been initiated with completion of a Background Review Summary documenting the natural features and wildlife within the study area. The review determined that there are no Core Environmental Features, Areas of Natural and Scientific Interest (ANSI) or provincially designated areas within the study area. There is however the possibility of the presence of “suitable habitat” for 8 significant species within the study area, but given the urbanized nature of the corridor and the fact that the proposed undertaking is likely to be confined to the disturbed Highland Road right-
of-way, it is unlikely that these species or their habitats will be impacted by the proposed undertaking. Further field surveys are to be completed in the spring of 2015 to verify if suitable habitat is present for these species.

There are two creeks within the study area that cross Highland Road and both are classified by the Grand River Conservation Authority as warm water fisheries; Detweiler Creek crossing just east of Eastforest Trail; and Sandrock Creek crossing at the intersection with the Highland Hills Mall entrance (see Key Plan for the location of these creeks). These creeks are characterised by narrow vegetative corridors that are disturbed in nature and are not classified as significant.

13. What is the estimated cost of this project?

The cost of this project will depend on the approved improvement alternative, as well as necessary infrastructure relocations and property acquisitions. Funding of $7.63 million for improvements on Highland Road is included in the Region’s 2015 Ten Year Transportation Capital Program.

14. What is the project schedule and what are the next steps for improvements on Highland Road?

The Project Team will review the public comments received from this Public Consultation Centre and use them as input for completion of the Highland Road Class Environmental Assessment. An assessment of the potential impacts of each alternative on the project environment will be completed and the Project Team will evaluate the alternatives for presentation of a preferred improvement alternative at a second Public Consultation Centre to be held in the Fall of 2015 for further public review and input. After consideration of the technical information completed and all public input received, the Project Team will present a recommendation to Regional Council in the Winter/Spring of 2015/2016 for approval of an improvement alternative that best meets the needs of the public while minimizing the impact on the project environment.

Pending project approval by Regional Council, detailed design and property acquisition would be completed throughout 2016 and 2017 with utility relocations in late 2017 and construction commencing in 2018.

15. How will I receive further notification regarding this project?

Property owners abutting the project site and members of the public registering at this Public Consultation Centre will receive all forthcoming public correspondence, and will be notified of all future meetings.
16. **How can I provide my comments?**

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comments to the Project Team member listed below, no later than Thursday April 30, 2015.

We thank you for your involvement and should you have any questions or concerns please contact one of the following:

- **Mr. William Gilbert, P. Eng.**  
  Senior Project Manager  
  Region of Waterloo  
  150 Frederick Street, 6th Floor  
  Kitchener, ON N2G 4J3  
  Telephone: (519) 575-4603  
  Fax: (519) 575-4430  
  Email: wgilbert@regionofwaterloo.ca

- **Mr. John Perks, MBA, P.Eng.**  
  Associate Director  
  IBI Group  
  410 Albert Street, Suite 101  
  Waterloo, ON N2G 4J3  
  Telephone: (519) 585-2255, ext. 1201  
  Fax: (519) 585-2269  
  Email: John.Perks@IBIGroup.com

17. **How can I view project information following the PCC?**

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region’s website at [www.regionofwaterloo.ca](http://www.regionofwaterloo.ca).
Appendix A

Property Acquisition Process Information Sheet

The following information is provided as a general overview of the property acquisition process and is not legal advice. Further, the steps, timing and processes can vary depending on the individual circumstances of each case.

Once the Class Environmental Assessment is complete and the Environmental Study Report outlining the Recommended Design Concept has been approved, the property acquisition process and the efforts of Regional Real Estate staff will focus on preparation for acquiring the required lands to implement the approved design. Regional staff cannot make fundamental amendments or changes to the approved design concept.

Property Impact Plans

After the project has been approved and as it approaches final design, the project planners will generate drawings and sketches indicating what lands and interests need to be acquired from each affected property to undertake the project. These drawings are referred to as Property Impact Plans (PIP).

Initial Owner Contact by Regional Real Estate Staff

Once the PIPs are finalized and available, Regional Real Estate staff will retain an independent appraiser to provide preliminary valuations of the land requirements and their effect on the value of the property. As this process nears completion Real Estate staff will contact the affected property owners by telephone and mail to introduce themselves and set-up initial meetings to discuss the project, appraisals and proposed acquisitions.

Initial Meetings

The initial meeting is attended by the project engineer and the assigned real estate staff person to brief the owner on the project, what part of their lands are to be acquired or will be affected, what work will be undertaken, when, with what equipment, etc and to answer any questions. The primary purpose of the meeting is to listen to the owner and identify issues, concerns, effects of the proposed acquisition on remaining lands and businesses that can be feasibly mitigated and/or compensated, and how the remaining property may be restored. These discussions may require additional meetings. The goal of staff is to work with the owner to reach mutually agreeable solutions.
Goal – Fair and Equitable Settlement for All Parties

The goal is always to reach a fair and equitable agreement for both the property owner and the Region. Such an agreement will provide compensation for the fair market value of the lands and address the project impacts (such as repairing or replacing landscaping, fencing, paving) so that the property owner will receive the value of the lands acquired and the restoration of their remaining property to the condition it was prior to the Project.

The initial meetings will form the basis of an initial offer of settlement or agreement of purchase and sale for the required lands or interests.

Steps Toward Offer of Settlement or Agreement of Purchase and Sale

The general steps towards such an offer are as follows:

1) the Region will obtain an independent appraisal of the fair market value of the lands and interests to be acquired, and an appraisal of any effect on the value of the rest of the property resulting from the acquisition of the required lands and interests;
2) compensation will be estimated and/or works to minimize other effects will be defined and agreed to by the property owner and the Region;
3) reasonable costs of the owner will be included in any compensation settlement;
4) an offer with a purchase price and any other compensation or works in lieu of compensation will be submitted to the property owner for consideration; and
5) an Agreement will be finalized with any additional discussion, valuations, etc as may be required.

Depending on the amount of compensation, most agreements will require the approval of Council. The approval is undertaken in Closed Session which is not open to the public to ensure a level of confidentiality.

Expropriation

Due to the time constraints of these projects, it is the practice of the Region to commence the expropriation process in parallel with the negotiation process to insure that lands and interests are acquired in time for commencement of the Project. Typically, over 90% of all required lands and interests are acquired through the negotiation process. Even after lands and interests have been acquired through expropriation an agreement on compensation can be reached through negotiation, this is usually referred to as a ‘settlement agreement’.

Put simply, an expropriation is the transfer of lands or an easement to a governmental authority for reasonable compensation, including payment of fair market value for the transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario Expropriations Act must be followed to ensure that the rights of the property owners provided under that Act are protected.

For information on the expropriation process, please refer to ‘Expropriation Information Sheet’.
The following information is provided as a general overview of the expropriation process and is not legal advice. For complete information, reference should be made to the Ontario Expropriations Act as well as the more detailed information in the Notices provided under that Act.

Expropriation Information Sheet

What is Expropriation?

Governmental authorities such as municipalities, school boards, and the provincial and federal governments undertake many projects which require them to obtain land from private property owners. In the case of the Regional Municipality of Waterloo, projects such as the construction or improvement of Regional Roads sometimes require the purchase of land from private property owners. In many cases, the Region of Waterloo only needs a small portion of the private property owner’s lands or an easement for related purposes such as utilities, although in certain instances, entire properties are required.

Usually the governmental authority is able to buy the land required for a project through a negotiated process with the affected property owners. Sometimes, however, the expropriation process must be used in order to ensure that the land is obtained within a specific timeline. Put simply, an expropriation is the transfer of lands or an easement to a governmental authority for reasonable compensation, including payment of fair market value for the transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario Expropriations Act must be followed to ensure that the rights of the property owners provided under that Act are protected.

IMPORTANT NOTE: The Region of Waterloo tries in all instances to obtain lands needed for its projects through a negotiated agreement on mutually acceptable terms. Sometimes, the Region of Waterloo will start the expropriation process while negotiations are underway. This dual approach is necessary to ensure that the Region of Waterloo will have possession of all of the lands needed to start a construction project on schedule. However, it is important to note that Regional staff continues to make every effort to reach a negotiated purchase of the required lands on mutually agreeable terms while the expropriation process is ongoing. If agreement is reached, expropriation proceedings can be discontinued and the land transferred to the Region of Waterloo in exchange for payment of the agreed-upon compensation.
What is the process of the Region of Waterloo under the Expropriations Act?

- Regional Council considers a request to begin an application under the *Expropriations Act* to obtain land and/or an easement for a specific Regional project. No decision is made at this meeting to expropriate the land. This step is simply direction for the Region of Waterloo to provide a “Notice of Application for Approval to Expropriate” to affected property owners that the process has started to seek approval to expropriate the land.

- As stated in the Notice, affected property owners have 30 days to request a Hearing to consider whether the requested expropriation is “fair, sound and reasonably necessary in the achievement of the objectives” of the Region of Waterloo. This Hearing is conducted by a provincially-appointed Inquiry Officer. Prior to the Hearing, the Region of Waterloo must serve the property owner with a Notice setting out its reasons or grounds for the proposed expropriation. **Compensation for lands is not determined at this Hearing.** The Inquiry Officer can order the Region of Waterloo to pay the property owner up to $200.00 as compensation for the property owner’s costs in participating in this Hearing, regardless of the outcome of the Hearing.

- If a Hearing is held, a written report is provided by the Inquiry Officer to the property owner and the Region of Waterloo. Council must consider the Report within 90 days of receiving it. The Report is not binding on Council and Council may or may not accept the findings of the Report. After consideration of the Report, Council may or may not approve the expropriation of the land or grant approval with modifications. A property owner may wish to make written and/or verbal submissions to Council at the time that it is considering the Report.

- If no Hearing is requested by the property owner, then Council may approve the expropriation of the land after expiry of a 30 day period following service of the Notice of Application for Approval to Expropriate.

- If Council approves the expropriation then, within 3 months of this approval, the Region of Waterloo must register a Plan at the Land Registry Office that describes the expropriated lands. The registration of this Plan automatically transfers title of the lands to the Region of Waterloo, instead of by a Deed signed by the property owner.

- Within 30 days of registration of the Plan, the Region of Waterloo must serve a Notice of Expropriation on the affected property owner advising of the expropriation. Within 30 days of this Notice, the property owner may serve the Region of Waterloo with a Notice of Election selecting the valuation date under the *Expropriations Act* for calculation of the compensation.
• In order to obtain possession of the expropriated lands, the Region of Waterloo must also serve a Notice of Possession setting out the date that possession of the land is required by the Region of Waterloo. This date has to be 3 months or more from the date that this Notice of Possession is served on the affected property owner.

• Within 3 months of registration of the Plan, the Region of Waterloo must provide the affected property owner with payment for the full amount of the appraised fair market value of the expropriated land or easement and a copy of the appraisal report on which the value is based. If the property owner disagrees with this amount, and/or claims other compensation and/or costs under the *Expropriations Act*, the compensation and/or costs matter may be referred to a provincially-appointed Board of Negotiation in an effort to reach a mediated settlement and/or an appeal may be made to the Ontario Municipal Board (OMB) for a decision. In any event, the Region of Waterloo continues in its efforts to reach a negotiated settlement with the affected property owner prior to the OMB making a decision.
Comment Sheet

Regional Municipality of Waterloo
Highland Road Improvements
Public Consultation Centre #1, April 15, 2015

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or email your comments by Thursday, April 30, 2015 to:

Mr. William Gilbert, P. Eng.
Senior Project Manager
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener, ON N2G 4J3
Telephone: (519) 575-4603
Fax: (519) 575-4430
Email: wgilbert@regionofwaterloo.ca

Mr. John Perks, MBA, P.Eng.
Associate Director
IBI Group
410 Albert Street, Suite 101
Waterloo, ON N2G 4J3
Telephone: (519) 585-2255, ext. 1201
Fax: (519) 585-2269
Email: John.Perks@IBIGroup.com

Comments regarding this project:

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

Name:
Address:
Postal Code:
Phone:

Collection Notice

All comments and information received from individuals, stakeholder groups and agencies regarding these projects and meetings are being collected to assist the Region of Waterloo in making a decision. Under the “Municipal Act”, personal information (such as name, address, telephone number, and property location) that may be included in a submission becomes part of the public record. Questions regarding the collection should be forwarded to the staff member noted above.
Report: TES-TRS-15-10

Region of Waterloo
Transportation and Environmental Services
Transit Services

To: Chair Tom Galloway and Members of the Planning and Works Committee
Date: April 14, 2015  File Code: D28-50(A)
Subject: Preferred 2015 Grand River Transit Service Improvement Plan – Public Information Centres

Recommendation: For information.

Summary:

Public Information Centres (PICs) have been scheduled for April 2015 in order to present preferred transit service improvements for 2015 to the public. Feedback received through initial Public Consultation Centres (PCCs) in November 2014, steering and external committees, and submitted directly to Grand River Transit through various media were considered in the development of the preferred 2015 Transit Service Improvement Plan. In total, comments were received from over 700 individuals. Key issues identified through a review of public comments have been addressed by revising the service options that were presented in November to develop the preferred 2015 Transit Service Improvement Plan. The key issues are summarized in Attachment C.

A steering committee comprised of City of Kitchener Councillors, staff and a Regional Councillor met in March 2015 to review the service improvement options presented to the public in November, and discuss the feedback received.

Feedback on the proposed changes was mainly positive; however, there was some concern about increased walk distance to access transit in several neighbourhoods due to streamlining of routes. Staff are currently reviewing measures to improve access to transit where walk distances would increase as a result of making routes more direct.

Major realignment of routes in the Central Transit Corridor of Kitchener and Waterloo, proposed in the service improvement options presented to the public in November 2014, would be deferred and reconsidered in 2017 after ION construction and
associated route detours are complete. This would reduce the impact on customers, and provide more time to evaluate service issues in this corridor.

The preferred transit service improvements for 2015 centre on the introduction of a new east-west iXpress service in Kitchener with streamlining of local routes in east and west Kitchener. Preferred improvements are shown in Attachment A, and summarized below:

- Implement the 204 iXpress, a limited-stop route that would travel along the Highland Road West and Victoria Street North corridors and through Downtown Kitchener to connect Ira Needles Boulevard to Lackner Boulevard.
- Realign Route 2 Forest Hill, Route 19 Victoria South, Route 20 Victoria Hills, Route 24 Highland and Route 25 Queen South to provide more direct service in west Kitchener and connect to commercial destinations on Ira Needles Boulevard.
- Realign Route 1 Stanley Park, Route 15 Frederick, Route 17 Heritage Park and Route 23 Idlewood to streamline service in east Kitchener and extend service to Lackner Woods.
- Realign Route 7B to provide more direct service between Downtown Kitchener and Fairview Mall via Weber Street East.
- Streamline Route 8 Franklin with service operating on Weber Street East at all times, including evenings and Sundays.
- Introduce weekday peak period service to the Victoria North industrial area.
- Provide Sunday service on Route 22 Laurentian West.

Additional transit improvements in 2015 include the implementation of ION aBRT service between Ainslie Street Terminal in Cambridge and Fairview Park Mall in Kitchener.

All public communications will indicate that implementation of the 2015 Transit Service Improvement Plan would be subject to Regional Council approval in May 2015, and if approved as recommended, service improvements would be implemented on September 7, 2015.

Report:

The Council-approved Regional Transportation Master Plan (RTMP) recommends increased investment in transit in the Region, and to integrate bus service with ION rapid transit to achieve increased transit ridership targets. The approved Grand River Transit (GRT) Business Plan established priorities for service improvements that included: implementing express bus (iXpress) corridors, improving frequency and hours of service, and extending service to developing areas.
Subject to Regional Council approval, transit service improvements proposed for September 2015 include a new east-west iXpress corridor in Kitchener along Highland Road West and Victoria Street North, along with streamlining of local routes in west and east Kitchener and minor changes to routes in the Central Transit Corridor (CTC).

Public Information Centres (PICs)

Three public meetings are scheduled to target affected study areas. Feedback at the PICs will be considered before the preferred 2015 Transit Service Improvement Plan is recommended to Regional Council for approval. Dates and locations for the PICs are noted below. Information packages with detailed descriptions of the proposed service improvements and comment forms will be distributed at each:

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wednesday, April 15, 2015</td>
<td>Region of Waterloo Administrative Headquarters Main Lobby  150 Frederick Street Kitchener ON N2G 4J3</td>
<td>2:00 - 7:00 p.m.</td>
</tr>
<tr>
<td>Thursday, April 16, 2015</td>
<td>Real Canadian Superstore Community Room 875 Highland Road West Kitchener ON N2N 2Y2</td>
<td>4:00 - 8:00 p.m.</td>
</tr>
<tr>
<td>Wednesday, April 22, 2015</td>
<td>St. Anthony Daniel Parish Raphael &amp; Michael Rooms 29 Midland Drive Kitchener ON N2A 2A9</td>
<td>4:00 - 8:00 p.m.</td>
</tr>
</tbody>
</table>

Public Notification and Advertising

In advance of the Public Information Centres, notification will be sent out via various means including:

- Roadside signs erected at major intersections in the study areas;
- Direct mail sent to all households on streets where transit service would be introduced or removed. Households will receive a letter describing how service changes may benefit their neighbourhood;
- An unaddressed mailer sent to households in the significant study areas inviting them to the PICs;
- Signs posted at selected bus stops that provide dates and times of PICs;
- Notices posted in the local newspapers;
- Posters informing transit riders of proposed changes and PIC dates, posted at terminals and on buses;
- Notices of proposed service improvements and changes posted on the GRT website: www.grt.ca;
Comment forms available online and at the PICs; Mass emailing sent to those who subscribe to our rider e-alerts; and, Social media, including Twitter.

At all times when internet based comments are invited, provision will also be made for comments to be submitted by telephone, fax or conventional mail.

November 2014 Public Consultation Centres

Public Consultation Centres (PCCs) were held in November 2014 to present proposed service improvement options to the public and gather feedback to inform the development of a preferred service improvement plan. Six PCCs were held, with four in Kitchener and two in Waterloo. PCCs were well-attended, with an average of 60 persons attending each. As shown in Attachment C, over 650 comment forms were received at the PCCs or online at www.grt.ca. Feedback was also obtained through direct meetings with the U-PASS Working Group, Grand River Accessibility Advisory Committee (GRAAC), petitions, and comments submitted directly to GRT through various media. In total, comments were received from over 700 individuals.

After a review of the public comments, key issues were addressed by revising the service options that were presented in November where possible to develop the preferred 2015 Transit Service Improvement Plan. The key issues from public feedback (determined by the number of comments received) are summarized by route in Attachment C. A summary of the five petitions received regarding the proposed service improvement options is also included in Attachment C. Comments were largely positive; however, there was some concern about increased walk distance to access transit due to streamlining of routes.

Some themes that emerged from an analysis of the comments are:

- Strong support for new iXpress routes;
- Support for making routes more direct and frequent;
- Preference for routings shown in Map 2 vs. Map 1, except for Route 2, where the Map 1 routing was preferred by more respondents;
- Concern over increased walk distance to transit in several neighbourhoods, especially from seniors, persons with mobility challenges, and students.

The top comment in support of the proposed 2015 Transit Service Improvement Plan was to implement the 204 Highland/Victoria iXpress. The top comment in opposition to the plan was not to remove service from the western side of the University of Waterloo (UW) Ring Road.

Preferred 2015 Transit Service Improvement Plan

The preferred 2015 Transit Service Improvement Plan that will be presented at the PICs is illustrated in Attachment A, and described below:
204 iXpress

- Implement a new limited-stop route through Kitchener, with service between The Boardwalk and the Ottawa Street and Lackner Boulevard intersection via the Highland Road West and Victoria Street North corridors.

- Service would connect residential and commercial development in east and west Kitchener to employment and future ION stations in Downtown Kitchener.

- Service would be provided every 15 minutes during the day on weekdays, with 30-minute evening and weekend service.

Route 1 Queen-River

- Modify and combine current Route 1 Stanley Park, Route 17 Heritage Park and Route 25 Queen South to provide continuous travel between Fairview Park and The Boardwalk via Downtown Kitchener, along the River Road, Krug Street, Queen Street, and Ira Needles Boulevard corridors.

- Service would be provided every 15 minutes during peak periods, with 30-minute service during other periods.

Route 2 Forest Heights

- Combine current Route 2 Forest Hill and Route 24 Highland to travel between Downtown Kitchener and the Forest Heights neighbourhood, with service to Highland Hills Mall. Two-way service would be provided on Highland Road East, Stirling Avenue South, Greenbrook Drive, and Westheights Drive.

- Service would be provided every 30 minutes, Monday to Saturday.

Route 7 Mainline

- Realign the 7B branch along Weber Street East between Kinzie Avenue and Fairway Road North, to provide more direct travel between Downtown Kitchener and Fairview Park.

- Other branches and service levels would remain unchanged.

Route 8 Franklin branch

- Operate via Weber Street East between Borden Avenue and Frederick Street at all times, including evenings and Sundays, to provide more consistent and direct travel between Downtown Kitchener and Fairview Park.

- Other branches and service levels would remain unchanged.

Route 20 Victoria-Frederick

- Modify and combine current Route 15 Frederick, Route 19 Victoria South and
Route 20 Victoria Hills to provide continuous travel between Stanley Park Mall and The Boardwalk via Downtown Kitchener, along the Victoria Street South and Frederick Street corridors.

- Service would be provided every 15 minutes during peak periods, with 30-minute service during other periods.

Route 22 Laurentian West

- Provide new Sunday service, from approximately 10 a.m. to 6 p.m.

Route 23 Idlewood

- Extend service through the Lackner Woods neighbourhood, with service travelling between Fairview Park and Stanley Park Mall via Fairway Road North, Zeller Drive, Oldfield Drive and Ottawa Street North.

- Service would be provided every 30 minutes, Monday to Saturday.

Route 34 Shirley-Bingemans Centre

- Introduce a new route to service the employment area along the Wellington Street North, Shirley Avenue and Bingemans Centre Drive corridors, which would operate during weekday rush hour periods only.

Notable changes or features of the preferred plan which address public feedback include:

- Additional 204 iXpress stations, to improve access to seniors’ facilities, commercial areas, and the Kitchener Train Station;
- Shifting the proposed alignment of Route 1 Queen-River to continue to provide service along Thaler Avenue and Fairway Road;
- Maintaining access adjacent to Highland Hills Mall on Route 2 Forest Heights;
- Streamlining the eastern portion of Route 2 Forest Heights;
- Deferring major realignment of CTC routes until the completion of ION construction and associated route detours; and,
- Extending Route 20 Victoria-Frederick to serve Stanley Park Mall from the Heritage Park neighbourhood.

Measures to Address Increased Walk Distance to Transit

Staff are currently reviewing measures to improve access to transit where walk distances would increase as a result of streamlining routes to provide more direct service.

In 2011, staff looked at eliminating the Route 20 loop along Hazelglen Drive and Ingleside Drive. However, after considering public feedback, Council directed that changes to Route 20 be revisited following modifications to the walkway from Hazelglen Drive to Fischer-Hallman Road for it to be fully accessible. This walkway would allow...
direct access to the 201 iXpress for customers who have difficulty walking longer distances. In 2012, the staircase was replaced with an accessible ramp.

Despite completion of the ramp, some concerns were still expressed by residents in the area about the walk. Staff reviewed the area in November 2014, and are pursuing some additional improvements to address these concerns, including improving visibility of the walkway from both adjacent roadways by widening the opening of the existing noise wall, and adding pedestrian-oriented lighting.

Staff from Planning, Development and Legislative Services and Transportation and Environmental Services are currently working together on next steps, including agreement on cost sharing with the City and retaining a qualified consultant to assess the impacts of adjusting the noise barrier.

To reduce the walk distance to transit for residents in the Southmoor/Avalon area, a feasibility study for an active transportation bridge across Highway 7/8 near Chandler Drive has been initiated. This link would connect residents of the area not only to GRT service on Chandler Drive, which provides service to Downtown and Forest Glen Plaza, but also to the Laurentian Power Centre and commercial area at Ottawa Street South and Strasburg Road. It would also improve the active transportation network in this part of Kitchener, which is currently disjointed. This project would have to be planned in coordination with the Ministry of Transportation (MTO).

In addition to the two improvements noted above, staff will work towards upgrading bus stops or relocating shelters to bus stops which will serve as the closest alternative to streamlined or realigned service.

**Deferral of Central Transit Corridor Service Improvements**

The introduction of ION light rail provides an opportunity to rationalize the alignment of routes and frequency of service through the CTC of Kitchener and Waterloo. At the PCCs in November 2014, options were presented to rationalize branches of Route 7 Mainline and Route 8 University/Fairview Park in combination with more stations and higher frequency on the 200 iXpress in the CTC.

After further analysis of the impact on Routes 7, 8 and 200 from ION construction detours, effective March 23, 2015 (shown in Attachment D), it is now proposed to use the detour routings and delay rationalizing Routes 7 and 8 until the start of ION service in 2017. As they run on different corridors, the detour routings for Routes 7 and 200 do not operate as complementary services, which is a key requirement for rationalizing Route 7. If the routes operated in the same corridor, a more frequent 200 iXpress with additional stations could attract riders from Route 7, and serve as an alternative route option to destinations such as UW if Route 7 were streamlined. Riders have already had to adjust their travel patterns with the current Route 7 and 200 detours, and further service rationalization in September 2015 could be perceived by riders as another
disruptive change to their daily travel patterns.

Postponing these route changes until ION construction detours are complete also allows more time to develop solutions to service issues identified through the public consultation process including improved access to the west side of the UW Campus and improved transfer opportunities at the King Street and Columbia Street and King Street and University Avenue intersections.

For 2015, it is now proposed to streamline only the 7B branch of Route 7, to provide more direct service on Weber Street East in south Kitchener. The only change planned for Route 8 would be to operate the Franklin branch via Weber Street East at all times. Further changes to Route 8 would also be considered in 2017, at the same time that Route 7 is re-evaluated.

Next Steps
Public feedback at the PICs will be taken into consideration as staff finalizes the preferred 2015 Transit Service Improvement Plan, which would be recommended for approval by the Regional Planning and Works Committee in May 2015. Subject to Regional Council approval, the 2015 service improvements would be implemented on September 7, 2015.

Implementing the service changes would require adjustments to bus stop locations, development of iXpress stations, scheduling of routes, hiring of additional operators, changing bus stop poles, among other tasks.

Area Municipal Consultation/Coordination
A Steering Committee with Regional, City of Kitchener and City of Waterloo representation was appointed following municipal elections on October 27, 2014. The first meeting of the Steering Committee was held on March 5, 2015, to review the service improvements options presented to the public in November 2014 as well as the key issues received from public comments. City of Waterloo representation was deemed to no longer be necessary with the deferment of proposed changes to Route 7 Mainline and the 200 iXpress. The Committee is now composed of Regional Councillor Geoff Lorentz, City of Kitchener Councillors Zyg Janecki and Sarah Marsh, and a representative from Transportation Planning at the City of Kitchener. Members originally appointed from the City of Waterloo were updated on the planned deferment of route changes in the CTC, and were provided with a summary of public feedback related to routes in Waterloo. At the next opportunity to streamline Route 7, staff would form a new Steering Committee with City of Waterloo representatives.

Additionally, Regional staff are working with City of Kitchener staff to move forward with enhancements to the walkway from Hazelglen Drive to Fischer-Hallman Road, as described in this report.
All Area Municipalities have been circulated material related to the service improvement proposals, and will be circulated with this report.

**Corporate Strategic Plan:**

The preferred 2015 Transit Service Improvement Plan supports the implementation of Council’s Strategic Focus, identified under Focus Area 3 – Sustainable Transportation: Develop greater, more sustainable and safe transportation choices. The plan will contribute to Strategic Objective 3.1.2.: Expand the bus network and begin to integrate it with the future Light Rail Transit System.

**Financial Implications:**

Costs of planning and operating public consultation for transit service improvements are included in the 2015 GRT operating budget, approval by Regional Council. Net annual operating costs associated with the preferred 2015 service improvements are approximately $2,224,000, and would be funded through the RTMP Reserve Fund.

Costs that may be associated with walkway improvements would be financed from existing project budgets, as required.

**Other Department Consultations/Concurrence:**

Staff from Planning, Development and Legislative Services and Transportation and Environmental Services worked together to develop the preferred service improvement plan.

**Attachments:**

Attachment A – Preferred 2015 Service Improvement Plan
Attachment B – Draft Text for Public Brochure
Attachment C – Summary of Public Feedback from November 2014 PCCs
Attachment D – ION Construction Detours for Route 7 Mainline and 200 iXpress

**Prepared By:** Eric Pisani, Principal Planner, Transit Development

**Approved By:** Thomas Schmidt, Commissioner, Transportation and Environmental Services
Preferred 2015 Grand River Transit Service Improvement Plan

We Need Your Input

Following initial public consultations held in November 2014, the proposed 2015 Transit Service Improvement Plan was refined with your input. A preferred plan has been developed for you to review. This plan would expand the iXpress bus network, provide more direct transit service to major destinations throughout the region, and integrate Grand River Transit (GRT) bus routes with ION light rail.

We want to hear more of your thoughts on the updated improvements planned for 2015. Your feedback will help us finalize the preferred 2015 Transit Service Improvement Plan. The final plan will be recommended for approval to Regional Council in May 2015. Subject to Council approval, changes would be implemented on September 7, 2015.

Preparing for ION Rapid Transit

The implementation of ION, together with an expanded bus network, will provide more transportation choice for people and help create a more vibrant and liveable community. ION will travel along the Central Transit Corridor (CTC) through the core areas of Waterloo, Kitchener and Cambridge. ION light rail is scheduled to begin operating in 2017 between Conestoga Mall and Fairview Park Mall. ION adaptive Bus Rapid Transit will provide an enhanced iXpress service between Fairview Park Mall and Ainslie Street Terminal in Cambridge in 2015. Enhancements include stations with larger, modern-styled shelters and real-time passenger information displays, a more direct alignment using Hespeler Road, and traffic by-pass lanes at several intersections and along Highway 8.

The introduction of ION light rail provides the opportunity to consolidate and streamline service on Route 7 Mainline and Route 8 University/Fairview in the CTC. Accordingly, in the proposed 2015 Transit Service Improvement Plan presented in November 2014, there were various options to change these routes. After further analysis of the impact on these routes (and their customers) from ION construction detours, it is now proposed to streamline only the Route 7B branch, to provide more direct service on Weber Street East. Other Route 7 branches, including those travelling to the University of Waterloo that would travel the same corridor as ION light rail, would be reviewed for changes in 2017 after ION construction and the associated route detours are complete. The only change planned for Route 8 in 2015 would be to operate the Franklin branch via Weber Street East at all times. Further changes to Route 8 would also be considered in 2017, at the same time as Route 7 is re-evaluated.

A network of limited-stop iXpress routes that integrates with ION continues to be implemented. The preferred 2015 Transit Service Improvement Plan includes a new east-west iXpress corridor in Kitchener along the Highland Road West and Victoria Street North corridors, along with streamlining of local routes. In the service improvement options presented in November 2014, one option also included introducing Stage 1 of an iXpress route along Ottawa Street. The implementation of this service
would now be deferred until 2017, when the iXpress route could be implemented in its entirety between Fischer-Hallman Road and Lackner Boulevard. Road reconstruction on the eastern portion of Ottawa Street would also be completed, and Route 8 could be modified to reduce duplication of service with the proposed Ottawa iXpress.

Preferred 2015 Transit Service Improvements

Over 700 people provided comments on the service improvement options that were shown to the public in November 2014. Based on this feedback, further review of proposed routes, and consideration of the effect of ION construction detours, a preferred 2015 Transit Service Improvement Plan has been developed. The plan centres on the introduction of a new Highland-Victoria iXpress route, and modifications to related local routes.

NEW 204 iXpress:

- Implement a limited-stop iXpress route through Kitchener, with service between The Boardwalk and the Ottawa Street and Lackner Boulevard intersection via the Highland Road West and Victoria Street North corridors. Service would connect residential and commercial development in east and west Kitchener to employment and future ION stations in Downtown Kitchener.

Route 1 Queen-River (Current Routes 1 Stanley Park, 17 Heritage Park and 25 Queen South):

- Modify and combine Routes 1, 17 and 25 to provide continuous travel between Fairview Park and The Boardwalk via Downtown Kitchener.
- Service would be extended along Ira Needles Boulevard to The Boardwalk, and would also travel along the Fairway Road, River Road, Krug Street, and Queen Street corridors.
- Implement a new 201 iXpress station at Fischer-Hallman Boulevard and Queen’s Boulevard to allow connections between Route 1 and the 201 iXpress.
- Improve Sunday service to every 30 minutes.

Route 2 Forest Heights (Current Routes 2 Forest Hill and 24 Highland):

- Combine Routes 2 and 24 to travel between Downtown and the Forest Heights neighbourhood, with two-way service on Highland Road East, Stirling Avenue South, Greenbrook Drive, and Westheights Drive.
- The combined route would travel via Queen’s Boulevard and Fischer-Hallman Road to continue to serve Highland Hills Mall.
- Implement a new 201 iXpress station at Fischer-Hallman Boulevard and Queen’s Boulevard to allow connections between Route 2 and the 201 iXpress.
- Provide Saturday service for the full route, every 30 minutes.

Route 7 Mainline:

- Realign the 7B branch along Weber Street East between Kinzie Avenue and Fairway Road North, to provide more direct travel between Downtown Kitchener and Fairview Park.
- Other branches would remain unchanged.
- A detour route would remain in effect until ION construction is complete.

**Route 8 Franklin branch:**
- Operate via Weber Street East between Borden Avenue and Frederick Street at all times, to provide more consistent and direct travel between Downtown Kitchener and Fairview Park.

**Route 20 Victoria-Frederick** (Current Routes 15 Frederick, 19 Victoria South, and 20 Victoria Hills):
- Modify and combine Routes 15, 19 and 20 to provide continuous travel between Stanley Park Mall and The Boardwalk via Downtown, along the Victoria Street South and Frederick Street corridors.
- Service on Victoria Street South would be extended to Ira Needles Boulevard and The Boardwalk.
- Service on Frederick Street would be modified to travel through the Heritage Park neighbourhood to Stanley Park Mall, via Lorraine Avenue and River Road.
- Improve Sunday service to every 30 minutes.

**Route 22 Laurentian West:**
- Provide new Sunday service from approximately 10 a.m. to 6 p.m.

**Route 23 Idlewood:**
- Extend service through the Lackner Woods neighbourhood, with service travelling between Fairview Park and Stanley Park Mall via Fairway Road North, Zeller Drive, Oldfield Drive and Ottawa Street North.
- The northern portion of Route 23 would be replaced by the modified Route 1 and Route 20. An alternative route to travel Downtown would be the new 204 iXpress.
- Improve Saturday service to every 30 minutes.

**NEW Route 34 Shirley-Bingemans Centre:**
- Introduce a new route to service the employment area along the Wellington Street North, Shirley Avenue and Bingemans Centre Drive corridors, which would operate during weekday rush hour periods only.

Please consult the map and table of hours included in this brochure for more detail on the above route changes. Key changes from the service improvement options that were presented in November 2014 are mentioned in the text boxes on the map.

*Note: Routing alignments of GRT service through Downtown Kitchener and along the ION corridor could be affected by construction detours leading up to implementation of ION service.*

**Thanks for Riding With Us!**
Thanks to valuable public feedback and continued investment in transit service, GRT continues to grow every year. Since GRT was formed in 2000, annual ridership has increased from 9.4 million riders to 21.6 million riders by the end of 2014, while annual service hours have increased from 350,000 to 669,000.
Transit riders benefit from taking transit by saving money on fuel, parking, and other car expenses, and also improve their health through walking. Every one of our riders has helped improve the quality of life in this community by reducing traffic congestion, contributing to improved local air quality, and promoting a more sustainable region!

What happens next?
Your feedback will help us finalize the preferred 2015 Transit Service Improvement Plan, which will be recommended for approval to the Regional Planning and Works Committee and Regional Council in May 2015. Subject to Council approval, service improvements would be implemented on September 7, 2015.

We Appreciate Your Input
We would appreciate your comments on the preferred service improvements. Please submit your comments using one of the following methods:

- Filling in the comment form at today’s public meeting;
- Taking your comment sheet home, and mailing or faxing it to GRT;
- Visiting www.grt.ca and using our online public comment form, which you can link to from our homepage.

Anyone indicating interest on the sign-in sheet or making a submission will be emailed or mailed updated project information.

Grand River Transit
250 Strasburg Road
Kitchener, ON N2E 3M6
Phone: 519-585-7555
Fax: 519-585-1060
# Public Information Centres

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Wednesday, April 15, 2015</strong></td>
<td><strong>Region of Waterloo Administrative Headquarters</strong>&lt;br&gt;Main Lobby&lt;br&gt;150 Frederick Street&lt;br&gt;Kitchener, ON  N2G 4J3</td>
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<td>4:00 - 8:00 p.m.</td>
</tr>
</tbody>
</table>
Attachment C – Summary of Public Feedback from November 2014 PCCs

1. Feedback Sources

<table>
<thead>
<tr>
<th>Source</th>
<th># of Respondents¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment Forms/Online Survey</td>
<td>665²</td>
</tr>
<tr>
<td>Customer Issue Forms</td>
<td>40</td>
</tr>
<tr>
<td>Petitions</td>
<td>5³</td>
</tr>
<tr>
<td>Direct Correspondence to Transit Development</td>
<td>8</td>
</tr>
<tr>
<td>Committees (U-PASS, GRAAC)</td>
<td>2</td>
</tr>
<tr>
<td>Social Media</td>
<td>9²</td>
</tr>
<tr>
<td>TOTAL</td>
<td>729</td>
</tr>
</tbody>
</table>

NOTES
1 – As of January 2015 when comment period closed, except for petitions
2 – Recognizable duplicates and ‘no responses’ removed
3 – Total of 1,755 signees across the 5 petitions

2. Overview of Key Issues by Route

204 Highland-Victoria iXpress

<table>
<thead>
<tr>
<th>Top Issues</th>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Support for implementation</td>
<td>108</td>
<td></td>
</tr>
<tr>
<td>2 Provide additional stops</td>
<td>55</td>
<td>Stops are proposed to be added at Victoria/Weber, Victoria/Lancaster, Victoria/Frederick, Highland/Lawrence and Highland/Fieldgate to improve access to major destinations (such as the Kitchener Train Station) and to improve service coverage with the removal of local service from this corridor.</td>
</tr>
<tr>
<td>3 Routing changes</td>
<td>33</td>
<td>Serving St. Mary’s would mean removing service from commercial areas along Highland Rd. The hospital continues to be served by an improved Route 25, seven days a week. Routing through downtown will be affected by ION construction/road closures in the short term.</td>
</tr>
<tr>
<td>- service to St. Mary’s Hospital</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- more direct service through Downtown</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- and to Charles St. Transit Terminal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- continue to Stanley Park Mall</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 205 Ottawa iXpress

#### Routing Preference

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Opinion</td>
<td>169</td>
<td></td>
</tr>
<tr>
<td>Do not support introducing 205 iXpress</td>
<td>23</td>
<td>8%</td>
</tr>
<tr>
<td>Support introducing 205 iXpress</td>
<td>261</td>
<td>92%</td>
</tr>
</tbody>
</table>

#### Top Issues

<table>
<thead>
<tr>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Implement Stage 2/extend the route further west</td>
</tr>
<tr>
<td>42</td>
<td>Funding and hours to do this will not be available until 2017. Road reconstruction projects starting in 2016 would also affect service. The route could be implemented in its entirety in fall 2017, once sections of road reconstruction are completed, funding is available, and related local routes (such as Route 8) could be modified.</td>
</tr>
<tr>
<td>2</td>
<td>Provide additional stops</td>
</tr>
<tr>
<td>9</td>
<td>The staged reconstruction of Ottawa St. will improve the pedestrian environment between stops, and reduce the need for more stop locations. Stop locations would be reconsidered in 2017.</td>
</tr>
</tbody>
</table>

### Route 1 Queen-River

#### Top Issues

<table>
<thead>
<tr>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Provide direct service between Heritage Park neighbourhood and Stanley Park Mall</td>
</tr>
<tr>
<td>15</td>
<td>The preferred plan includes an extension of Route 20 to Stanley Park Mall to meet this need.</td>
</tr>
<tr>
<td>2</td>
<td>Support for extensions down River Road/to the Boardwalk</td>
</tr>
<tr>
<td>8</td>
<td>ridership activity on Forestwood and the Becker extension is minimal, and</td>
</tr>
<tr>
<td>3</td>
<td>Provide service along Forestwood Dr. rather than</td>
</tr>
</tbody>
</table>
McGarry Dr. would not justify the deviations which are inconvenient for the majority of passengers travelling through the area. Despite a longer walk to transit, riders would gain improved weekend service frequency.

| 4 | Retain service on the Becker-Belleview-Smithson extension | 5 |

## Route 2 Forest Heights

### Routing Preference

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Opinion</td>
<td>270</td>
<td></td>
</tr>
<tr>
<td>Via Queen's Blvd. and Fischer-Hallman Rd., to serve Highland Hills Mall</td>
<td>111</td>
<td>60%</td>
</tr>
<tr>
<td>Via McGarry Dr., to provide more direct service to Downtown</td>
<td>75</td>
<td>40%</td>
</tr>
</tbody>
</table>

### Top Issues

<table>
<thead>
<tr>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A stop is planned at Queen's/Fischer-Hallman which would provide convenient access to the mall, and connections to 3 other GRT routes. The eastern end has been revised to operate on Highland Rd. E. to Queen St., instead of on Mill St. to Queen St. Despite a longer walk to transit, riders along Southmoor, Avalon, and Stonybrook would gain evening and Saturday service. As explained in this report, staff are investigating the feasibility of constructing a bridge over Highway 7/8 to connect riders to service on Chandler Drive.</td>
</tr>
<tr>
<td>2</td>
<td>16</td>
</tr>
</tbody>
</table>
### Route 7 Mainline

#### Routing Preference

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Opinion</td>
<td>167</td>
<td></td>
</tr>
<tr>
<td>Retain 2 branches at the south end:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7A via Wilson, 7B via Weber St. E., realigned</td>
<td>115</td>
<td>41%</td>
</tr>
<tr>
<td>Consolidate all service along King St. E. and Weber St. E.</td>
<td>166</td>
<td>59%</td>
</tr>
</tbody>
</table>

#### Top Issues

<table>
<thead>
<tr>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>135</td>
<td>Staff acknowledge that service to the western UW campus is important, and will review possible adjustments to other routes (i.e., 92) to maintain service to this area at the next opportunity to streamline Route 7. Changes to Route 7 will be reconsidered once ION detours are complete, to manage the amount of change for customers and due to the additional operating cost of detouring.</td>
</tr>
<tr>
<td>66</td>
<td>ION stations would reduce the walk distance to an alternative route for some customers; service on University and Columbia would be adjusted as necessary to ensure transfers are as convenient as possible.</td>
</tr>
<tr>
<td>22</td>
<td>The current 7F branch accomplishes this and would be unchanged in the preferred plan.</td>
</tr>
</tbody>
</table>
### Route 8 University/Fairview Park

#### Routing Preference

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Opinion</td>
<td>194</td>
<td></td>
</tr>
<tr>
<td>Franklin branch modified to provide service on Connaught St., replacing the current Route 7A</td>
<td>59</td>
<td>26%</td>
</tr>
<tr>
<td>Franklin branch modified to provide more direct travel between Downtown and Fairview Park via Weber St. E.</td>
<td>170</td>
<td>74%</td>
</tr>
</tbody>
</table>

#### Top Issues

<table>
<thead>
<tr>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>Changes to Route 8 will be reconsidered once ION detours are complete, to manage the amount of change for customers and due to the additional operating cost of detouring. If changes are made to the route, opportunities to add amenities to the stops at Franklin/Weber will be investigated to make the transfer as convenient as possible.</td>
</tr>
<tr>
<td>18</td>
<td>Proposed change to operate on Weber St. E. at all times addresses this point.</td>
</tr>
<tr>
<td>7</td>
<td>The current routing accomplishes this and would be unchanged in the preferred plan.</td>
</tr>
</tbody>
</table>
## Route 20 Victoria-Frederick

<table>
<thead>
<tr>
<th>Top Issues</th>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Route changes</td>
<td>15</td>
<td>Despite a longer walk to transit, residents in the Ingleside neighbourhood would have improved service frequency. As an alternative to Route 20, there is an accessible walkway from Hazelglen to the 201 iXpress on Fischer-Hallman Rd. Staff are investigating enhancements to this walkway. The preferred plan includes an extension to Stanley Park Mall.</td>
</tr>
<tr>
<td>2 Support for extension to The Boardwalk and continuous service to East Kitchener</td>
<td>4</td>
<td>The preferred plan includes an extension to Stanley Park Mall.</td>
</tr>
<tr>
<td>3 Improve Sunday service hours &amp; frequency</td>
<td>3</td>
<td>The preferred plan includes an improvement from 60-minute to 30-minute service.</td>
</tr>
</tbody>
</table>

## Route 23 Idlewood

### Routing Preference

<table>
<thead>
<tr>
<th>Response</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Opinion</td>
<td>241</td>
<td></td>
</tr>
<tr>
<td>Extended along Zeller Dr., with service to Stanley Park Mall via Oldfield Dr. and Ottawa St N.</td>
<td>62</td>
<td>31%</td>
</tr>
<tr>
<td>Modified into a two-way loop, from Fairview Park to Stanley Park Mall</td>
<td>141</td>
<td>69%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Top Issues</th>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Provide Sunday service</td>
<td>17</td>
<td>This was reviewed, but is not part of the preferred plan due to relatively low ridership on this route on Saturdays and cost constraints. The preferred plan includes an improvement to</td>
</tr>
</tbody>
</table>
Saturday service to every 30 minutes, to be more attractive for riders. Should ridership warrant Sunday service, it could be added at a later date.

<table>
<thead>
<tr>
<th></th>
<th>Maintain service to Downtown</th>
<th>13</th>
<th>For the large majority of those who made this request, there are alternative routes to Downtown within walking distance. In the preferred plan, at either end of Route 23, there would be multiple routes that riders could transfer to in order to reach Downtown.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Provide more frequent weekday service</td>
<td>5</td>
<td>This is not warranted at current ridership levels and would require further funding.</td>
</tr>
<tr>
<td>4</td>
<td>Support for extension into Lackner Woods via Zeller Drive</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

**Route 34 Shirley-Bingemans Centre**

<table>
<thead>
<tr>
<th>Top Issues</th>
<th>Number of Comments Received</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Support for service to new streets, especially Bingemans Centre Drive</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>Include off-peak service</td>
<td>2</td>
</tr>
</tbody>
</table>
## 3. Overview of Feedback from Petitions

<table>
<thead>
<tr>
<th>Route</th>
<th>Issue/Request</th>
<th>Signees/Supporters</th>
<th>Staff Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Direct service to Stanley Park Mall for residents in the Heritage Park neighbourhood</td>
<td>11</td>
<td>The preferred plan includes an extension of a revised Route 20 to Stanley Park Mall to meet this need.</td>
</tr>
<tr>
<td>7D/7E</td>
<td>Maintain current Route 7D an 7E branches to the University of Waterloo</td>
<td>1,604</td>
<td>Service to the western UW campus is important, and if Route 7 branches were to be streamlined, adjustments to other routes in the area would be reviewed in order to maintain service in the area. Changes to Route 7 in Waterloo will be reconsidered once ION construction detours are complete.</td>
</tr>
<tr>
<td>7E</td>
<td>Retain transit service on Regina St. N. in Waterloo for residents at 335 Regina St. N.</td>
<td>42</td>
<td>In 2011, while some service was maintained on Regina St., it was anticipated by staff that this service would eventually end when Route 7 was further streamlined as other options such as ION became available. Changes to Route 7 in Waterloo will be reconsidered once ION construction detours are complete. Riders would still be within a short walk of transit on King St. N., which would be more frequent and reliable than the current 7E branch on Regina St., and have longer hours of service. At most, it would be a 330m walk to a bus stop; for many riders, it would only be an additional 160m walk. In addition, new stops were added on Weber St. at Hickory St. E. on Route 92.</td>
</tr>
<tr>
<td>204</td>
<td>Extend service on Highland Rd. W. to Ira Needles Blvd. to serve the Spinal Garage Wellness Centre</td>
<td>28</td>
<td>The preferred plan includes the introduction of a new iXpress route that would travel from The Boardwalk along Ira Needles Blvd. and Highland Rd. W. to Downtown Kitchener. Additional improvements include restructuring Route 25 Queen South, which would extend local service to Ira Needles Blvd. at Highland Rd. These proposed changes would reduce the walk distance to transit service from the Wellness Centre by more than 50%.</td>
</tr>
<tr>
<td>15</td>
<td>Retain transit service to Frederick Mall on Queen St.</td>
<td>70</td>
<td>Staff have reviewed several options to retain a route on Queen St. N. above Margaret Ave.; however, these options</td>
</tr>
</tbody>
</table>
N. in Kitchener for residents at 175 Queen St. N. would create other challenges or inconvenience a greater number of passengers. Staff have made a change to the service improvement options that were originally presented in November 2014 which would mitigate the impact on residents of 175 Queen St. N.: an iXpress stop is now planned on Victoria St. N. at Lancaster St. W., only 270m further from the current Route 15 stops on Queen St. N. These stops would have improved amenities compared to the current stops, and are accessible by sidewalks/crosswalks. Despite the longer walk, the proposed 204 iXpress would have a greater span of service hours, including Sunday service.
Attachment D – ION Construction Detours for Route 7 Mainline and 200 iXpress

Detour effective March 23
Route 7 and 200 iXpress

Stops will be closed on King St. between Victoria and Union and on Charles St. between Victoria and Ottawa for ION construction.
Region of Waterloo
Planning, Development and Legislative Services
Commissioner’s Office

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: April 14, 2015  File Code: D02-20

Subject: Supporting the Big Shift with Age-Friendly Development – Final Report of the Canadian Urban Institute

Recommendation:
For Information.

Summary:
The Canadian Urban Institute (CUI) is Canada’s applied urban policy institute whose mandate is “to build wisdom and inspire leadership for healthy urban development”. Subject matter experts at the CUI offer applied research as part of their mandate to help communities make informed decisions about urban assets.

The Region of Waterloo retained the CUI to undertake a study examining the concept of “age-friendly development”. More specifically, this work examined the opportunities related to the Region’s new rapid transit system (ION) and the associated opportunities to support more “age-friendly” community development. Among the questions posed in this work were “How widespread is the practice of re-positioning a community as transit friendly” and “How do transit-friendliness and age-friendliness fit together?”

This report provides an overview of the findings, which will particularly be used to inform the community building initiatives associated with the development and opening of the ION system.

Report:

Introduction
Since the approval of its Regional Growth Management Strategy (RGMS) in 2003, the
Waterloo region has experienced substantial shifts. Among the more notable shifts are:

- A greater emphasis on transit investment and steadily growing Grand River Transit ridership;
- Higher densities of development and a greater proportion of new development occurring within existing built up areas;
- A sustained shift in the proportion of new residential development as multi-unit types (especially apartments), and a decline in the proportion of new single detached dwellings constructed;
- The protection of extensive environmental systems, especially through the designation of about 35,000 acres as Environmentally Sensitive Landscapes (ESLs) instead of protecting smaller “islands of green”, and
- Better integration of community support services, such as affordable housing, public health and income support programs and services.

Taken in totality, these community changes have been referred to as “The Big Shift”. The Region of Waterloo also maintains a Big Shift Toolbox, offering a variety of programs and resources aimed at supporting these broad community changes (please see regionofwaterloo/bigshift.ca).

Over the past few years, as the ION rapid transit initiative entered its final pre-construction stages, the Region of Waterloo retained the Canadian Urban Institute to undertake a closely associated assignment relating to community building. Given the fact that the ION initiative had two overarching goals (move people and shape the community), and a much greater proportion of the Region’s population are “seniors” (a trend expected to continue), the Region of Waterloo sought to examine best practices and lessons to be learned from other communities around the world.

**Overview of Methodology**

In undertaking this work, the CUI broke the work into the following key tasks:

- Review of available research on population aging in relation to transit, including the demographic shifts expected in Waterloo region;
- Broad examination of relevant experiences and initiatives in Canada, the United States, Great Britain and Australia;
- Undertaking specific case studies in Canada to examine housing forms most suited to seniors and their potential for supporting transit use; and
- Developing potential additional means by which the Waterloo regional community should consider better supporting “age-friendly development” in the context of associated transit services.

**Study Findings**
The Executive Summary of this work is attached to this report as Appendix 1. The full report is available in the Regional Council library. However, the following aspects of CUI’s findings are particularly worthy of note:

- A variety of programs and services already exist in Waterloo region that support seniors and transit use. However, a comprehensive review of transit-supportive development specifically related to seniors has not been undertaken at the level of this work.
- Transit-friendliness and age-friendliness have complex inter-connections. For example, aging seniors may try to find individual solutions when they are no longer able to drive (e.g. other family as drivers), instead of considering transit as a solution.
- The various case studies which informed this work demonstrated how highly variable community response has been to transit-friendliness and age-friendliness. In this context, Waterloo Region already provides a variety of supports to seniors to use transit. The CUI report notes that “the Region has adopted policies and is implementing programs intended to improve walkability and provides barrier-free access to public transit, two key components of increasing transit use among seniors”.
- The research suggested that seniors are attracted to “smaller-scale, medium-density, mid-rise housing forms that are within walking distance of shops and services, with access to frequent transit that connects them to a wider range of amenities”. This finding is particularly important in enforcing Regional Council’s Community Building Strategy (CBS), which is focused on new development around ION station areas and elsewhere in the ION corridor.
- The report offers a series of recommendations, some of which pertain to the Region of Waterloo, while other potential actions require Area Municipal and community stakeholder involvement.
- Any new Regional commitments would need to be considered by Regional Council in the context of other community needs.

**Next Steps**

The final report of the CUI offers valuable insight into age-friendly development and the benefits that transit can offer. This report will be:

- Shared with the Community Building Strategy Implementation Working Group (IWG), composed of all Area Municipal planning staff. The IWG is specifically working to implement the findings of the CBS in shaping new development around ION station areas and elsewhere in the ION corridor;
- Discussed further with Public Health to review the findings in the context of existing related research and associated program linkages;
Further examined with Grand River Transit (GRT) and the Rapid Transit Office, and particularly as a key document to inform the forthcoming GRT Business Plan Review;

Shared with the local development industry as a means of further exploring and considering new seniors-friendly development in proximity to transit, especially ION; and

Discussed in particular with the Seniors Services Division of Community Services to further examine strategic opportunities to further support seniors.

Area Municipal Consultation/Coordination

A copy of this report has been sent to all Area Municipalities. This report will also be discussed by the Community Building Strategy Implementation Working Group, whose membership includes all seven Area Municipalities.

Corporate Strategic Plan:

This initiative supports Focus Area 2: Growth Management and Prosperity (Manage growth and foster thriving and productive urban and rural communities).

Financial Implications:

The cost of this study was approximately $40,000, which was funded for in (the approved) Regional Council’s operating budget. This funding included the retention of a series of experts by the CUI and extensive international consultation, as described in the final report. The costs of potential enhancements, especially in supporting seniors, would require further budget considerations by Regional Council.

Other Department Consultations/Concurrence:

Transportation and Environmental Services and Public Health were consulted in the preparation of this report. In addition, an inventory of current Regional programs and services supporting seniors and administered by these Departments was provided to the CUI.

Attachments:

Attachment 1 – Executive Summary of Final Report: Supporting the Big Shift with Age Friendly Development

Prepared and Approved By: Rob Horne, Commissioner, Planning, Development and Legislative Services
Executive Summary

How will the aging of Canadian society affect our communities: transport, housing, employment, services, institutions? And how do those components of our communities in turn affect the lives of seniors, both those who are over 65 today and those who will become seniors over the next few decades?

These are huge questions, and the answers will touch all Canadian communities as the aging of the Baby Boomers increases the proportion of seniors in society. Statistics Canada estimates that by 2051, one-quarter of the population will be over 65 (the proportion in 2011 was less than 15%).

Planners at the Region of Waterloo have started to review the provision of transportation, and its relationship to housing form and location, from the perspective of the Region’s existing and future seniors. At the same time, the Region has embarked on a long-term effort to encourage greater transit use and reduce levels of automobile use.

Since seniors who no longer drive represent an important potential market for expanded and improved transit, the Region commissioned a study from the Canadian Urban Institute to explore the following research questions:

1. How widespread is the practice of re-positioning a community as transit-friendly?
2. What does it take to make a successful rapid transit community—what conditions are necessary and what strategies actually work? What is the time frame for measuring progress?
3. How do transit friendliness and age friendliness fit together?
4. What factors drive the decisions of seniors to move to housing forms that are consistent with transit use?

The Canadian Urban Institute surveyed the available research on population aging in relation to transit and searched for relevant case studies on how municipalities in Canada, the United States, Great Britain, and Australia are implementing transit-friendly policies and building transit infrastructure. Through a second set of case studies, all within Canada, CUI researchers looked at housing forms designed to appeal to seniors and assessed their potential for supporting transit use.

How widespread is the practice of re-positioning a community as transit-friendly?

The last decade or so has seen a renewed interest in building and promoting transit, after several decades in the late 20th century when transit building and funding were largely neglected. New transit lines are being created throughout North America, the U.K., Europe, and in Australia. In some cases, cities are restoring elements of transit infrastructure such
as tram lines that were destroyed in the 1960s and 1970s. So, the short answer to the
research question is that the practice is indeed widespread. However, there are both
successful and unsuccessful efforts. CUI researchers sorted through the many examples to
find six that had some similarities with Waterloo Region and might offer useful lessons.

*What does it take to make a successful rapid transit community—what conditions are
necessary and what strategies actually work? What is the time frame for measuring
progress?*

The six municipal or regional case studies (Portland, Oregon; Arlington County, Virginia;
Manchester, England; Adelaide, Australia; Ottawa, Ontario; and Winnipeg, Manitoba)
focused on places that are trying to become transit-friendly, with varying results. Some are
also trying to combine transit friendliness with age.friendliness.

Portland, Oregon, has implemented transit and transit-oriented development, but it is
unclear whether the city has successfully turned drivers into transit users, or whether it
simply attracts residents who already prefer to use transit. The Portland example also
raises the question of whether typical high-density transit-oriented development (TOD) is
also age-friendly and whether investing in TOD may occur at the expense of the
improvement of more isolated areas, creating geographic inequities that could hurt seniors
and soon-to-be seniors, many of whom live in environments that are inappropriate for
aging in place.

Arlington, Virginia, has seen considerable TOD and high levels of transit use, but its policies
have had about 30 years to bear fruit. Moreover, transit use by those living outside the
transit corridor has been largely unaffected by the County’s policies. However, the County
does provide examples of policies that can encourage TOD close to transit lines.

Manchester, England, provides an example of neighbourhood-level planning and strategies
to improve age-friendliness, through the clustering of services and the provision of “third
places” for seniors to gather. The city acknowledges the diversity of its aging population
and takes this diversity into account when planning for services, including transit.

Adelaide, Australia, has tried to encourage seniors’ travel by treating the South Australia
Seniors’ Card as a transit pass, allowing free travel for seniors during non-peak periods.
Research for South Australia’s Ageing Plan found that seniors value mobility ever more
highly as they age. The city has, however, been less successful in encouraging TOD because
of the lack of a firm growth boundary.

Ottawa, Ontario, has been very successful in blending land use and transportation planning,
focusing development around existing or planned transit stations, and implementing
requirements that shopping centres be within a five-minute walk of a transit station and
that subdivision plans put all new homes within walking distance of a transit route. These policies have been in place since the 1980s, when the city implemented a network of Bus Rapid Transit lines. In the three decades since, the system has expanded and intensified, although a few areas in the amalgamated city remain underserved. The city also supports a Seniors Transportation Committee with a diverse membership that specifically focuses on transit issues that matter to seniors.

Finally, Winnipeg, Manitoba, has seen some improvements in transit use and transit-supportive development since the launch of its OurWinnipeg plan in 2011. The plan acknowledges age and ability as one factor of diversity within the broader plan, recognizing the need to plan for older people and “mainstreaming” this planning for an aging population (rather than treating seniors as a special needs group). However, the City’s postponement of altering the zoning code to reflect current transit goals has impeded progress.

Overall, the examples show that real change takes a decade or more to realize and requires a package of policies that cumulatively and consistently support transit-supportive development and age-friendly services – from official plans and zoning, to the implementation of transit network with good coverage of the entire built-up area, to service planning that incorporates the ideas of seniors and ensures that their voices are heard in the transit planning.

**How do transit friendliness and age friendliness fit together?**

The two terms are not synonymous. Mass transit is designed around the needs of the “masses,” particularly commuters, and may not best serve seniors who travel to different destinations at different times of day. The walking and wayfinding required of transit users may be challenging for older or frailer seniors. And, paradoxically, efforts to make transit accessible and attractive to seniors may make it so appealing to other users that seniors may be crowded out. Finally, the demand for transit that serves seniors is not as forcefully expressed as other types of transit demand; many seniors and their families create individual responses to travel challenges rather than demanding a public solution.

Nevertheless, there is some research on how to attract seniors to transit. In this paper, we have used the following criteria to assess whether transit can be considered “age-friendly”:

1. **Availability**: seniors need transit mainly in the non-peak periods and their destinations are not usually workplaces, so transit that puts commuters first will not meet their needs.
2. **Accessibility**: the transit available must be close enough to be convenient to use, and when a vehicle arrives, seniors should be able to get on it easily.
3. **Acceptability**: the transit journey from beginning to end must be perceived as safe, comfortable, and pleasant—these experiences apply to transit stops and their surroundings as much as to vehicles; the attitude of transit staff is also a consideration.

4. **Affordability**: seniors should consider the cost worth the journey; for example, short trips in non-peak periods should cost less than long trips at rush hour, which entails smart cards/smart pricing.

5. **Adaptability**: seniors who use walkers, wheelchairs, mobility scooters, or guide animals can use transit.

We recommend consideration of all five criteria as a package in planning that will help seniors make the transition from car use to transit use.

**What factors drive the decisions of seniors to move to housing forms that are consistent with transit use?**

This question is perhaps the hardest of all to answer. Conventional assumptions about the propensity of older adults to move away from the homes in which they have lived for much of their lives suggest that seniors want to "age in place" and are reluctant to downsize. However, those assumptions may be outdated; as the baby boomers start moving into their retirement years, emerging research suggests that these patterns may be changing.

Changing trends may also be driven by economic reality: many baby boomers have inadequate retirement incomes, or may be carrying debt into retirement; in such cases, downsizing may be a financial necessity. Furthermore, as life expectancy continues to increase, seniors may be making more than one move after retirement.

There is a significant opportunity for the private sector to work with municipalities to make it possible for older adults to "age in neighbourhoods" of their choice (in or near the areas they have lived for years), without necessarily aging in the same home they occupied during their working lives. Current public policy favours people remaining at home (by retrofitting the home to increase its accessibility and/or bringing in caregivers), as a means to stave off increasing demand for long-term care facilities. However, such policies may lead to the hollowing out of neighbourhoods as housing built for families is occupied by fewer people and amenities intended for families go unused. They also entail considerable expense on the part of homeowners, even if some of the retrofits and services are subsidized.

And, of course, aging in place may not be an appropriate option for seniors when they reach the point at which they need to give up driving. Moving to a transit-oriented neighbourhoods may allow seniors to remain independent without becoming isolated in a car-oriented suburb.
In searching for options that fall between the extremes of aging in place and aging in a specifically designated retirement or long-term care community, CUI researchers studied six developments in British Columbia, Alberta, and Ontario that are being marketed to seniors and that are served by transit. The developments are generally mixed-use, or within easy walking distance of shops and services, and offer housing in a range of forms that include townhouses and apartments in mid-rise or high-rise buildings. Many include both rental and condominium ownership units.

In all cases, the demographic data show that the neighbourhoods are attracting increasing proportions of seniors. Some residents of longer standing have “aged in place” while others are moving to these neighbourhoods because they are attracted by the lifestyle and convenience. In general, all six neighbourhoods are walkable, contain a range of shops, services, and amenities, and are either on a waterfront or close to major parks and open spaces. All but one were created through redevelopment or infill within the built-up area. In most cases, the transit available is frequent (every 15 minutes or less) bus service.

In general, seniors seem to be attracted to smaller-scale, medium-density, mid-rise housing forms that are within walking distance of shops and services, with access to frequent transit that connects them to a wider range of amenities. However, given that these kinds of developments are still the exception rather than the norm in housing, it is too early to tell whether seniors are likely to move to transit-friendly housing in large numbers.

**What is the current state of age-friendly thinking at the Region of Waterloo today?**

The Region of Waterloo’s long-term vision is to build on its investment in Rapid Transit (RT) to attract development and intensification to station areas and high-frequency transit corridors. While Transit Oriented Development does not necessarily translate into age-friendly development, the Region has adopted policies and is implementing programs intended to improve walkability and provide barrier-free access to public transit, two key components of increasing transit use among seniors.

In 2005, the Provincial government enacted the *Accessibility for Ontarians with Disabilities Act* (AODA). People, businesses and organizations that provide goods or services to the public or to other organizations in Ontario have legal obligations under the Act to identify, remove and prevent barriers to accessibility. Implementing the AODA Accessibility Standard for the Design of Public Spaces will go a long way towards improving the mobility of seniors in Waterloo Region. Ontario’s Building Code has also been amended to include accessibility enhancements to new and renovated buildings.

Beyond the standard AODA requirements, the Region of Waterloo’s Active Transportation Master Plan and corridor design guidelines offer direction on how to design and build barrier-free sidewalks and trails. The Region’s TravelWise program also provides transit-
related information directly to seniors through semi-annual individualized marketing campaigns in targeted neighbourhoods, and Grand River Transit provides seniors with tutorials on using transit.

The Grand River Transit Business Plan identifies the importance of serving older residents with public transit. Grand River Transit offers reduced-cost tickets and monthly passes to people over 65 and the entire bus fleet consists of low-floor buses. The transit provider is further developing its Travel Training Program to help older residents use conventional public transit services. For eligible residents, MobilityPLUS is an option for seniors to pre-book trips anywhere within the city limits of Waterloo, Kitchener and Cambridge.

The Grand River Transit Business Plan has recommended a new Community Bus service, primarily targeted to seniors and persons with disabilities, to provide curb-to-curb services to key origins and destinations, including seniors’ apartments, retirement homes, malls, hospitals, recreation centres, and medical clinics. This initiative has not yet been implemented.

While pedestrian-focused design and barrier-free access to transit vehicles will have a positive impact on the freedom and quality of life of seniors in Waterloo Region, there is still an outstanding need for coordinated neighbourhood-level planning between the Region and Area Municipalities to develop specific targets and plans for the growing senior population of the Region. This report builds on progress already under way in the Region.

**How can age-friendly thinking support The Big Shift?**

The final chapter of this report summarizes our conclusions and recommendations as they might be applied at three scales of intervention: regional, along the transit corridor, and at the neighbourhood level.

The Region’s policies should be built around the following principles:

- Seniors are not a homogeneous group.
- Consistency and persistence are necessary attributes for effecting change.
- “Mainstreaming” positions age-friendly issues within the broader context.
- Transit-oriented development and age-friendly development are not necessarily synonymous.
- Age-friendly perspectives benefit from changes to service delivery as well as innovative policies.

**Recommendations for Regional policies**

1. Grand River Transit should use the “Five A’s” in its transit planning to help seniors make the transition from car use to transit use and programs should be developed to
ensure that staff are attuned to the sensitivities of older adults with respect to the transit experience.

2. The Region and Grand River Transit should consider implementing the new Community Bus Service proposed in the Grand River Transit Business Plan. The Community Bus Service would primarily serve seniors and persons with disabilities by providing curb-to-curb service to key origins and destinations of interest, including seniors’ apartments, retirement homes, malls, recreation centres, libraries, hospitals, and medical clinics.

3. The Region and Grand River Transit should explore the option of partnerships with the Region’s three local hospitals, major shopping centres, and BIAs to investigate the potential for augmenting transit service with timed response and shared taxi services using new and emerging smartphone technologies.

At the scale of the transit corridor, two strategies are key:

- Create incentives to make age-friendly and transit-friendly development attractive to developers.
- The Region should consider working collaboratively with the Area Municipalities to encourage the adoption of initiatives such as reduced parking standards in return for supporting car sharing facilities as a way to keep transit-friendly and age-friendly development affordable and accessible.

Recommendations for further development in the transit corridor

1. To facilitate transit-friendly and age-friendly neighbourhood intensification in a collaborative manner, the Region should consider working with the Area Municipalities to identify and select neighbourhoods in the RT corridor that would benefit from prezoning or the introduction of a development permit system on a pilot basis.

2. In partnership with the Area Municipalities, the Region should consider producing a Transit Oriented Development Guide that includes specific guidance on age-friendly development practices, potentially using the Peel Healthy Development Index as a best practice.

3. The Region and its Area Municipal partners are considering changes to their brownfields financial incentive programs. One option under consideration is to increase the proportion of funding based on the implementation of transit-oriented and age-friendly design features. The Region should consider revising its Brownfield Financial Incentive Program to provide incentives to developers who meet age-friendly site plan guidelines.

4. The Region and the Area Municipalities should consider adopting differential development charges for specific neighbourhoods in the RT corridor as an incentive to
create a critical mass of transit- and age-friendly projects that can warrant additional investments in site-specific urban design.

Finally, at the neighbourhood scale, the Region has the opportunity to:

- Create age-friendly environments to facilitate aging in place in the neighbourhood.
- Target housing developments to “empty nesters” and other older adults to encourage seniors to relocate within their existing neighbourhoods.
- The Region should consider partnering with the libraries of the Cities of Waterloo, Kitchener and Cambridge to develop travel programs for seniors and to create a network of travel information hubs that include real-time travel information and to adapt the physical layout of libraries so they become attractive places to wait for transit.

**Recommendations for neighbourhood interventions**

1. The Region and Area Municipalities should develop a strategy for retrofitting selected car-dependent neighbourhoods to encourage redevelopments that facilitate aging in neighbourhoods.
2. The Region and Area Municipalities should encourage phasing plans and building designs that provide for incremental increases in density through the addition of different housing forms over time.
3. In locations where market conditions cannot support retail or other amenities at the outset, developers should be encouraged to plan streetfront rental housing that can be later converted to retail or services.
4. In conjunction with MobilityPLUS, the library system could be developed as a network of hubs from which seniors can be taken by shuttle bus to mainstream transit routes.
Region of Waterloo
Planning, Development and Legislative Services
Community Planning

To: Chair Tom Galloway and Members of the Planning and Works Committee
Date: April 14, 2015
File Code: D18-01

Recommendation:


Summary:

In accordance with the Regional By-law 01-023, as amended, the Commissioner of Planning, Development and Legislative Services has:

- Approved the following part lot control exemption by-law;
- Draft approved the following plan of condominium;
- Modified the following plan of subdivision;
- Released for registration the following plans of subdivision and plans of condominium; and
- Approved the following Area Municipal Official Plan Amendment.

Report:

City of Cambridge
Modification of Draft Plan of Subdivision 30T-05102
Applicant: Chrisview Custom Homes Ltd.
Modification of Draft Plan of Subdivision 30T-05102

Location: Water Street and Myers Road
Proposal: To modify the draft approved plan of subdivision by removing a portion of Noise Wall Block 54 at the rear of Lot 11.
Processing Fee: Paid February 13, 2015
Commissioner’s Approval: March 9, 2015
Came Into Effect: Immediately

Registration of Draft Plan of Condominium 30CDM-14101

Draft Approval Date: July 2, 2014
Phase: Phase 2
Applicant: Reid’s Heritage Homes
Location: 12 Poplar Drive
Proposal: To permit the development of 12 residential condominium townhouse units.
Processing Fee: Paid March 3, 2015
Commissioner’s Release: March 5, 2015

Registration of Draft Plan of Condominium 30CDM-12102

Draft Approval Date: December 20, 2012
Phase: Phase 5
Applicant: Deerfield Homes Ltd.
Location: 750 Lawrence Street
Proposal: To permit the development of 6 residential townhouse condominium units.
Regional Processing Fee: January 16, 2015
Commissioner’s Release: March 24, 2015

City of Kitchener

Plan of Condominium Application 30CDM-15202

Date Accepted: March 31, 2015
Plan of Condominium Application 30CDM-15202
Applicant: 185 Windale Developments Inc.
Location: 185 Windale Crescent
Proposal: To permit the development of 36 residential condominium apartment units
Regional Processing Fee: Paid March 25, 2015

Registration of Draft Plan of Subdivision 30T-07202
Draft Approval Date: March 9, 2010
Phase: Stage 2
Applicant: Monarch Development Corporation
Location: New Dundee Road
Proposal: To permit the development of 89 single detached residential units.
Processing Fee: Paid January 29, 2015
Commissioner's Release: March 6, 2015

Registration of Draft Plan of Subdivision 30T-07202
Draft Approval Date: March 9, 2010
Phase: Stage 3
Applicant: Monarch Development Corporation
Location: New Dundee Road
Proposal: To permit the development of 12 single detached residential units.
Regional Processing Fee: Paid January 29, 2015
Commissioner's Release: March 6, 2015

City of Waterloo
Draft Approval of Plan of Condominium 30CDM-14406
Applicant: IN8 (Sage III) Developments Inc.
Location: 62 Balsam Street
To permit the development of 70 residential
Draft Approval of Plan of Condominium 30CDM-14406
Proposal: condominium apartment units, 28 residential condominium townhouse units and 14 commercial units.

Regional Processing Fee: Paid March 6, 2015
Commissioner’s Approval: March 18, 2015
Came Into Effect: April 8, 2015

Registration of Draft Plan of Condominium 30CDM-11404
Draft Approval Date: November 3, 2011
Phase: Entire Plan
Applicant: 1736095 Ontario Ltd.
Location: 20 Mayfield Avenue
Proposal: To permit the development of 28 residential semi-detached condominium units.

Regional Processing Fee: Paid February 19, 2015
Commissioner’s Release: March 12, 2015

Township of Wellesley
Part Lot Control Exemption By-law 13/2015
Applicant: Boone Holdings Corp.
Location: Village Road
Proposal: To permit the creation of 4 semi-detached units.

Regional Processing Fee: Paid March 11, 2015
Commissioner’s Approval: March 12, 2015

Township of Wellesley Official Plan Amendment Number 7
Applicant: Township of Wellesley
Location: Township Wide
Proposal: To bring the Township’s Official Plan into conformity with Regional and Provincial land use policies. These include: the Provincial Policy Statement, the Growth Plan for the Greater Horseshoe and a new Regional Official Plan.
Part Lot Control Exemption By-law 13/2015

Regional Processing Fee: Paid February 2013
Commissioner's Approval: March 3, 2015
Came Into Effect: March 24, 2015

Area Municipal Consultation/Coordination:

These planning approvals and releases, including consultations with Area Municipalities, have been completed in accordance with the Planning Act. All approvals included in this report were supported by the Area Municipal Councils and/or staff.

Corporate Strategic Plan:

This report reflects actions taken by the Commissioner in accordance with the Delegation By-law adopted by Council. The activities of Focus Area A: Growth Management and Prosperity.

Financial Implications:

Nil.

Other Department Consultations/Concurrence:

Nil.

Attachments:

Nil.

Prepared By: Andrea Banks, Program Assistant

Approved By: Rob Horne, Commissioner, Planning, Development and Legislative Services
Region of Waterloo
Transportation and Environmental Services
Design and Construction

To: Chair Tom Galloway and Members of the Planning and Works Committee
Date: April 14, 2015
File Code: C04-30, 5680
Subject: Ottawa Street Improvements, Highway 7 Eastbound Ramp to Lackner Boulevard, City of Kitchener – Approval of Project

Recommendation:

That the Regional Municipality of Waterloo:

a) approve the proposed improvements on Ottawa Street (Regional Road 4) from the Highway 7 Eastbound Ramp to Lackner Boulevard in the City of Kitchener as outlined in Report TES-DCS-15-09;

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

c) upon completion of construction, amend Traffic and Parking By-law 06-072, as amended, to add to Schedule 24, Reserved Lanes on Both Sides of Ottawa Street (Regional Road 4) from Highway 7 to Lackner Boulevard for Bicycles.

Summary:

The Region of Waterloo is currently considering improvements on Ottawa Street between the Highway 7 Eastbound Ramp and Lackner Boulevard in the City of Kitchener. (Please refer to Appendix ‘A’ for a Key Plan.) Improvements are required on this 2.7 km section of Ottawa Street to address the deteriorated roadway condition, the lack of proper drainage in some sections, and a lack of facilities for pedestrians and cyclists throughout the project limits.
In addition to the recommendations to correct these deficiencies, the Project Team is recommending that the existing 2 lane section of Ottawa Street between Old Chicopee Drive and Heritage Drive (approximately 700 metres) also be widened to 4 lanes plus turn lanes; this widening would result in a consistent 4 lane cross-section throughout the 2.7 km project limits from Highway 7 to Lackner Boulevard.

The project is being undertaken as a Schedule ‘C’ project under the “Municipal Class Environmental Assessment Act”, and is being directed by a Project Team that includes staff from the Region of Waterloo and the City of Kitchener as well as City Councillor Scott Davey and the Region’s consultant MTE Consultants Inc.

Public Consultation Centres (PCCs) were held on October 24th 2013 and on November 6th 2014 to present the Project Team’s proposed improvements on Ottawa Street. Comments received from the public at these PCCs generally supported the need for the proposed improvements. Some concerns raised by the public included: requests for noise barriers for the residents of Bishop Court and Hampton Place backing onto Ottawa Street; concerns about roadway lighting shining into backyards; comments that the proposed multi-use trails should be installed continuously throughout the project limits; and a suggestion that Ottawa Street should be extended over the Grand River. The Project Team’s responses to the public comments received are provided in Section 5 of this report.

Based on a review of the technical information gathered for this project as well as a review of all public comments received, the Project Team is recommending that Regional Council approve the Recommended Design Concept for the improvements to Ottawa Street, described as follows:

- Full reconstruction of the existing roadway;
- Widening of Ottawa Street to 4 lanes plus turning lanes between Old Chicopee Drive and Heritage Drive;
- Construction of designated on-road cycling lanes on both sides of the road to provide a continuous cycling facility on Ottawa Street within the projects limits;
- Construction of a 3.0m wide off-road multi-use trail on the north side of Ottawa Street from Dreger Avenue to Nottingham Avenue (to connect abutting City of Kitchener local trails), and on both sides of Ottawa Street from Old Chicopee Drive to Lackner Boulevard (to provide enhanced facilities for users accessing Grand River Arena, Grand River High School, Lyle Hallman Pool and the Rosenberg Park sports field); these multi-use trails would provide connectivity with existing trails and would encourage higher pedestrian and cyclist uses in the corridor;
- Construction of new 1.5 metre sidewalks on the north and south sides of Ottawa Street where none currently exist;
New pedestrian refuge islands at Nottingham Avenue, Montcalm Drive and McGee Avenue;

New illumination poles and LED lighting on the south side of Ottawa Street between River Road and Lackner Boulevard;

Replacement of all existing high-pressure sodium light fixtures with LED fixtures on the north side of Ottawa Street between River Road and Lackner Boulevard;

Installation of Detectable Warning Plates to facilitate accessibility for the visually impaired at all sidewalk ramp and road crossing locations;

Intersection improvements at Old Chicopee Drive (including a continuation of the two eastbound through lanes past the intersection);

Replacement of some sections of the storm sewer system;

Replacement of an undersized Regional watermain from Heritage Drive to east of Lackner Boulevard (at Keewatin Avenue);

Upgrades to the existing transmission gas main (by Kitchener Utilities);

Improvements to the existing Grand River Transit (GRT) stops and bus shelters and the introduction of new iXpress stop locations (in addition to the regular GRT stops); and

Provision of grassed boulevards with landscaping plantings where space permits; Landscape planting typically occurs 1 year after construction has been completed.

Please refer to Appendix ‘B’ for typical cross-sections of the Project Team’s Recommended Design Concept.

In order to comply with the Municipal Class EA requirements, staff is also asking that Regional Council direct staff to file the Notice of Completion for this Schedule “C” Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and place the Environmental Study Report on public record for a period of 30 days.

The major construction activity on this project is currently scheduled to occur over two years in 2016 and 2017 in the Region’s approved 2015 10-Year Transportation Capital Program. Surface asphalt paving would occur in 2018.

The Region’s 2015 Ten-year Transportation Capital Program includes funding of $9,355,000 in the years 2015-2018 for the Region’s share of this Ottawa Street Improvements project, to be funded from development charges ($190,000, 2%) and from property taxes through the Roads Rehabilitation Capital Reserve Fund and/or from
Federal Gas Tax transfers ($9,165,000, 98%). An additional $450,000 is allocated from the Region’s Water Capital Program – New Watermains fund to cover the cost of the trunk watermain installation from Heritage Drive to Keewatin Avenue. The City of Kitchener is also funding its portion of sidewalk and storm sewer replacements on this project.

Property acquisitions from eight (8) adjacent property owners are required in advance of the 2nd phase of construction in 2017 to accommodate the proposed cycling lanes and sidewalks.

Letters notifying interested members of the public that Regional Planning and Works Committee will be considering the endorsement of the Recommended Design Concept for this project at its April 14, 2015 meeting were distributed during the week of March 30th, 2015.

Report:

1.0 Introduction

The Region of Waterloo is currently considering improvements on Ottawa Street between the Highway 7 Eastbound Ramp and Lackner Boulevard in the City of Kitchener. (Please refer to Appendix ‘A’ for a Key Plan.) Improvements are required on Ottawa Street to address the deteriorated roadway condition, the lack of proper drainage on sections of the roadway, and a lack of facilities for pedestrians and cyclists through the project limits. In addition, a Regional trunk watermain is to be upgraded for increased capacity from Heritage Drive to Keewatin Avenue in conjunction with these other improvements. The total combined project length is approximately 3.1 km including the Regional trunk watermain beyond Lackner Boulevard to Keewatin Avenue.

This project is classified as a Schedule “C” undertaking in accordance with the Municipal Class Environmental Assessment planning process and an Environmental Study Report will be prepared to document the environmental screening that occurred as part of the project planning.

The planning of the roadway improvements is also being undertaken in accordance with the Regional Context Sensitive Corridor Design Guidelines, the Regional Active Transportation Master Plan and other relevant Regional policies and practices.

The Context Sensitive Region Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional Roads. The CDG identifies design parameters for necessary features within road allowances such as vehicular lanes, sidewalks and boulevards.

The Regional Active Transportation Master Plan is a planning policy document that identifies required improvements to the Region’s walking and cycling network and guides the implementation of these facilities.
The Regional Official Plan gives direction to balance the design of reconstructed roads to meet the needs of all modes of transportation including walking, cycling, motorized vehicles and transit.

This project is being directed by a Project Team that includes staff from the Region of Waterloo and the City of Kitchener as well as City Councillor Scott Davey and the Region’s consultant MTE Consultants Inc.

2.0 Existing Needs and Proposed Improvements

2.1 Deteriorated Road Condition

The pavement condition is fair to poor on most sections of Ottawa Street. In general, the deterioration is due to the age of the asphalt combined with areas of poor roadway drainage. The roadways will be fully reconstructed as part of this project.

2.2 Roadway Drainage

Ottawa Street currently includes some sections of gravel shoulders and partially paved shoulders where drainage is handled by a system of ditches and culverts. The remainder of the corridor includes an existing storm sewer system in the fully urbanized locations. It is proposed as part of this project that a new upgraded storm sewer system be installed in the current non-urbanized locations along with curbs and gutters on the edge of the roadway to collect and convey drainage to the new storm sewers.

2.3 Cycling Needs

There are currently no cycling lanes on Ottawa Street; however, Ottawa Street is identified as a designated cycling route in the Region’s Active Transportation Master Plan and accordingly on-road cycling facilities and portions with multi-use trails are being recommended as part of this project.

The Region will consider the construction of “bike boxes” as part of the proposed Ottawa Street Improvements where cyclists are required to cross at intersections to connect to existing adjacent cycling facilities. This is part of an ongoing initiative to provide improved cycling connections between the various facilities.

2.4 Pedestrian Needs

There are currently existing sidewalks on some sections of Ottawa Street throughout the project limits. There are missing sections of sidewalk as follows:

- North side from Old Chicopee Drive to Heritage Drive
- South side from Dreger Avenue to the Trail connection across from Nottingham Avenue
The Region of Waterloo and the City of Kitchener Pedestrian Charters both support the installation of sidewalks or trails within the public right-of-way, which encourage people to walk for travel, exercise and recreation. Ottawa Street is identified as a “Neighborhood Connector – Avenue” in the Region of Waterloo Corridor Design Guidelines which indicates that sidewalks and/or multi-use trails are a necessary component of the right-of-way. New sidewalk or multi-use trail is therefore proposed on this project in all areas that are currently missing sidewalk or that have sidewalk in a deteriorated condition. Completing these missing segments of sidewalk/trail will create a continuous network of pedestrian facilities within this section of Ottawa Street and will also connect to existing pedestrian facilities beyond the project limits.

2.5 Transit Needs

Grand River Transit (GRT) buses currently operate on Ottawa Street with regular stops and there is also a proposed new iXpress service which will include additional stop locations and shelters. GRT staff has also requested that some existing bus stops be upgraded with new bus shelters along the corridor.

2.6 Trunk Watermain Needs

There is a Regional trunk watermain along Ottawa Street that requires upgrading to provide additional capacity and pressure to service existing residential development east of Lackner Drive. The existing Regional trunk watermain between Heritage Drive and Keewatin Avenue is currently undersized and will be upgraded. This project includes the installation of a new 450 mm diameter trunk watermain from Heritage Drive to Keewatin Drive which will replace the existing undersized 300 mm diameter watermain currently in place. The existing 300mm watermain will remain in place and will be utilized in the future by the City of Kitchener as a local distribution watermain.

3.0 Public Consultation

3.1 Public Consultation Centre (PCC#1) - October 24th, 2013

Based on the project needs, the Project Team developed a preferred design for the Ottawa Street improvements which was presented to the public on October 24th, 2013 at the first Public Consultation Centre (PCC#1) held at the Stanley Park United Brethren Church in Kitchener. Notices were placed in the local paper advertising the PCC. Signboards were erected on site in advance of the PCC and notices were hand delivered to area residents, property owners and businesses directly adjacent to the road improvement limits. A plan showing the Preferred Design Concept was on display and Project Team representatives were present to answer questions and receive feedback.
Approximately thirty-six (36) members of the public attended the PCC. Fourteen (14) comment sheets/emails were received. Please refer to Appendix ‘C’ for a summary of the written comments received from the public at PCC#1.

3.2 Public Consultation Centre (PCC#2) - November 6th, 2014

A second PCC was held on November 6th, 2014 at the Stanley Park United Brethren Church. Notifications were provided to those who attended the first PCC and to all abutting owners and tenants. The purpose of the 2nd PCC was to provide additional information on a noise study which was conducted for the project and to update the public on some design changes that were made since the first PCC was held. Changes to the original design that were included in the revised plans presented at PCC #2 include the following;

- Widening of Ottawa Street to 4 lanes between Montcalm Drive and Heritage Drive plus turning lanes at intersections where required
- Improved illumination between River Road and Lackner Boulevard

Approximately forty-five (45) people attended PCC #2 and four (4) written responses were received. Please refer to Appendix ‘C’ for a summary of the written comments received from the public for PCC#2.

4.0 Rationale for the Design Changes Shown at PCC#2

4.1 Widening to 4 Lanes between Old Chicopee Drive and Lackner Boulevard

Subsequent to PCC#1, the Project Team re-evaluated the proposed lane configuration on Ottawa Street between Old Chicopee Drive and Lackner Boulevard. The original design shown at PCC#1 included four lanes as exists today from Highway 7 to Old Chicopee Drive. The original design also included an extension of the four lanes through the Old Chicopee Drive intersection and then a transition back to two lanes just east of Montcalm Drive.

It is now proposed that the section of Ottawa Street east of Old Chicopee Drive be widened to 2 lanes in each direction, plus turning lanes for the following reasons:

- Would result in a continuous, consistent 2 lanes in each direction through the entire Ottawa Street corridor on this project, eliminating the need for an eastbound lane drop or merge near Old Chicopee Drive;
- The existing section from Heritage Drive to Lackner Boulevard is already wide enough for four lanes and would only need alterations of the existing lane configuration to create four lanes;
- Would complete the ultimate configuration in the corridor eliminating the need for additional disruption in the future;
• Would improve operational capacity allowing vehicles to bypass transit busses stopped at bus stops, including the new proposed iXpress stops; and

• The cost compared to the design presented at PPC#1 is only marginally higher since the additional widening would only occur over the 600 metre section between Montcalm Drive and Heritage Drive.

4.2 Additional Lighting between River Road and Heritage Drive

Subsequent to PCC#1, the Project Team re-assessed the lighting levels between Old Chicopee Drive and Heritage Drive in light of the new proposed 4-laning on Ottawa Street described in Section 4.1 above. Existing lighting levels for the entire project were also reviewed and it was determined that the current lighting should be upgraded to meet current Regional policy in a number of locations. Additional light poles and light fixtures are now proposed on the south side of Ottawa Street between River Road and Lackner Boulevard.

5.0 Issues Raised by the Public at the Two Public Consultation Centres

Some of the main issues and concerns raised by the public through the public participation process on this project are as follows:

a) Request for a noise barrier for residents backing onto Ottawa Street

Following PCC #1, five (5) signatures were included in a petition from residents of two streets that back onto Ottawa Street (Bishop Court and Hampton Place). The petition requested consideration of a noise barrier and stated that current noise levels are unacceptable. The petition asked that the noise study include the noise generated from vehicles starting and stopping at the Old Chicopee Road intersection and also that the noise study include actual noise measurements, and not calculated noise levels.

Project Team Response:

The Region of Waterloo conducted a noise assessment on this project using the Council-approved “Implementation Guideline for Noise Policies” (the “Guideline”). The results of the noise study were presented at PCC #2 and the details of the noise study are included in Appendix ‘D’ of this report.

Based on the noise analysis, many homes backing onto Ottawa Street between Dreger Avenue and Old Chicopee Drive would qualify for a noise barrier under Part C of the Guideline, which would require 50/50 cost-sharing with the property owner. At the properties who qualify for a noise wall under Part C, a noise barrier of 1.8 m height (approximately 6 feet) could be constructed at the rear of the property. The total estimated cost of a noise barrier is approximately $1000 per metre of property...
“frontage” onto Ottawa Street. For example, if a property includes a 12.2 metre (40 foot) width at property line, the cost of the barrier is estimated to be in the order of $12,200, which would be shared equally between the Region and the property owner.

Following PCC#2, staff did not receive any requests from property owners to pursue a noise barrier cost-shared between the Region and the owners.

With respect to the request in the petition to measure the actual sound instead of using calculated noise levels, it is common practice in the industry to use the provincial Ministry of Environment (MOE) modelling software to assess noise levels. The model provides an 8-hour average noise level taking into account traffic volume, speed, truck percentage, surface types, and the distance between noise source and receiver. There will be times within the 8-hour period when noise levels will be higher than the calculated average and other times when the noise will be lower than the average. But the MOE model provides a quantifiable average value that allows for a comparative assessment of noise levels based on a common set of criteria.

b) Concern with Lighting Levels

The petition from residents of Bishop Court and Hampton Place also indicated a concern that the existing streetlights light up backyards and bedrooms.

Project Team Response:

The existing high pressure sodium streetlights on Ottawa Street are at a standard offset from the road to provide the required illumination of the roadway. Improvements as part of this project would include the replacement of all existing high-pressure sodium streetlights between River Road and Lackner Boulevard with new L.E.D. fixtures which emit more direct light levels with less “scatter” which will reduce the amount of light that shines into the adjacent backyards.

c) Pedestrian Safety Concerns at the Montcalm Drive Intersection

The petition from residents of Bishop Court and Hampton Place indicated a concern for pedestrian safety at the Montcalm Drive / Ottawa Street intersection.

Project Team Response:

This project includes the installation of a pedestrian refuge island at Montcalm Drive. A refuge island in the centre of Ottawa Street will allow pedestrians to cross Ottawa Street one half at a time, requiring gaps in only one direction of traffic at a time; this will provide an added level of comfort for pedestrians crossing at this location.
The Project Team has re-checked the warrants for traffic signals at the Montcalm Drive intersection with Ottawa Street. As per Regional policy, the warrants are based on provincial guidelines that assess a number of criteria including through-traffic and turning traffic volumes. It is confirmed that the warrants for traffic signals are not met and traffic signals are therefore not proposed at this location.

d) Multi-Use Trail, Sidewalk and On-Road Cycling Facilities

A number of comment sheets supported the proposed sidewalk, multi-use trail installations and on-road cycling lanes. Two comments asked that off-road multi-use trails be installed for the entire length of Ottawa Street on both sides.

Project Team Response:

On this project, multi-use trails are proposed at two key locations where there is a significant demand for trail use. The first location is between Dreger Avenue and Nottingham Avenue along Ottawa Street’s north side to provide connectivity from the existing trails in the Stanley Park Conservation Area to the adjacent neighborhoods. The other proposed multi-use trail location is between Old Chicopee Road and Lackner Boulevard to provide comfortable off-road trail links in the vicinity of Grand River Arena, Grand River High School, Lyle Hallman Pool and the Rosenberg Park sports fields.

A multi-use trail is not practical over the entire length of the project due to multiple driveways in close proximity (i.e. near River Road) because of the inherent conflict with drivers not expecting cyclists to approach on the right, i.e. in the opposite direction to traffic.

e) Other Comments;

One comment suggested Ottawa Street should be extended across the Grand River to accommodate area growth and better facilitate access to the airport. Two other comments recommended that Ottawa Street be widened to four lanes throughout the corridor.

Project Team Response:

The extension of Ottawa Street over the Grand River is in the Region’s longer term forecast but is not required until well into the future (20+ years). The recent construction of the Fairway Bridge over the Grand River which was completed in 2013 has provided a much improved link to the Region’s airport and the Breslau and Cambridge communities and has reduced the need for an additional bridge crossing of the Grand River in the near future. With respect to the suggestion to widen Ottawa Street to four lanes throughout the corridor, the Project Team has re-visited this matter and is now recommending that Ottawa Street be reconstructed
wider where it is only two lanes wide today to provide a continuous four lanes, plus turning lanes where required.

Other specific questions and comments have been addressed directly with the individuals and/or will be considered during detailed design.

6.0 Recommended Design Alternative

Based on a review of the technical information gathered for this project as well as a review of all public comments received, the Project Team is recommending that Regional Council approve the Recommended Design Concept for the improvements to Ottawa Street, described as follows:

- Full reconstruction of the existing roadway;
- Widening of Ottawa Street to 4 lanes plus turning lanes between Old Chicopee Drive and Heritage Drive;
- Construction of designated on-road cycling lanes on both sides of the road to provide a continuous cycling facility on Ottawa Street within the projects limits;
- Construction of a 3.0m wide off-road multi-use trail on the north side of Ottawa Street from Dreger Avenue to Nottingham Avenue (to connect abutting City of Kitchener local trails), and on both sides of Ottawa Street from Old Chicopee Drive to Lackner Boulevard (to provide enhanced facilities for users accessing Grand River Arena, Grand River High School, Lyle Hallman Pool and the Rosenberg Park sports field); these multi-use trails would provide connectivity with existing trails and would encourage higher pedestrian and cyclist uses in the corridor;
- Construction of new 1.5 metre sidewalks on the north and south sides of Ottawa Street where none currently exist;
- New pedestrian refuge islands at Nottingham Avenue, Montcalm Drive and McGee Avenue;
- New illumination poles and LED lighting on the south side of Ottawa Street between River Road and Lackner Boulevard;
- Replacement of all existing high-pressure sodium light fixtures with LED fixtures on the north side of Ottawa Street between River Road and Lackner Boulevard;
- Installation of Detectable Warning Plates to facilitate accessibility for the visually impaired at all sidewalk ramp and road crossing locations;
- Intersection improvements at Old Chicopee Drive (including a continuation of the two eastbound through lanes past the intersection);
- Replacement of some sections of the storm sewer system;
- Replacement of an undersized Regional watermain from Heritage Drive to east of Lackner Boulevard (at Keewatin Avenue);
- Upgrades to the existing transmission gas main (by Kitchener Utilities);
- Improvements to the existing Grand River Transit (GRT) stops and bus shelters and the introduction of new iXpress stop locations (in addition to the regular GRT stops); and
- Provision of grassed boulevards with landscaping plantings where space permits; Landscape planting typically occurs 1 year after construction has been completed.

Please refer to Appendix ‘B’ for typical cross-sections of the Project Team’s Recommended Design Concept.

Property acquisitions from eight (8) adjacent property owners are required in advance of the 2nd phase of construction in 2017 to accommodate the proposed cycling lanes and sidewalks. A number of existing trees may require removal to accommodate grading for the new cross-section. As is customary on Region projects, any existing trees requiring removal would be replaced on a “2 for 1” basis. In addition, the Project Team proposes new street trees in the new boulevards where space permits. The Recommended Design will also implement upgraded bus stops and added bus shelters along the corridor where possible.

Letters notifying interested members of the public that Regional Planning and Works Committee will be considering the endorsement of the Recommended Design Concept for this project at its April 14, 2015 meeting were distributed during the week of March 30th, 2015.

7.0 Project Cost

The estimated preliminary cost of the project is broken down as follows:

Region of Waterloo
(Road improvements, new sidewalk and share of storm sewers and trunk watermain) $9,355,000

City of Kitchener
(Sidewalk repairs and share of storm sewers) $200,000

Total Estimated Project Cost $9,555,000
8.0 Next Steps

All members of the public who have expressed an interest in this project have been notified directly of the opportunity to comment before a final decision is made for this project. Subject to Regional Council approval of the Recommended Design Alternative, the Environmental Study Report (ESR) documenting the planning and decision process for the project will be completed and a “Notice of Study Completion” will be ‘filed’ in the public record for a 30 day review period. This filing will be advertised by mail-outs and notices in newspapers. During this filing period, anyone concerned that the study did not fully follow the appropriate requirements of the Class EA process or address all of the issues may request that the Minister of Environment order the project to a more detailed environmental assessment, referred to as a Part II Order request. The Minister of Environment must receive such requests in writing, with a copy sent to the Region’s Commissioner of Transportation and Environmental Services. The Minister will determine if a more detailed environmental assessment is required and the Minister’s decision will be final. If there are no significant unresolved objections following the 30 day review period, the project will be considered approved and proceed to detailed design and construction.

9.0 Project Schedule

Subject to project approval at the April 22nd, 2015 Regional Council meeting and following a Class EA 30-day review period, the acquisition of the required property would commence in the spring of 2015 to secure the property in advance of the road improvements. The construction is scheduled to be staged over two years in 2016 (River Road to Lackner Boulevard) and 2017 (Highway 7 to River Road). The property acquisitions are only required in advance of the work to be completed in 2017.

Corporate Strategic Plan:

This project is consistent with the development of Strategic Focus Area 2 (Growth Management and Prosperity). This project specifically addresses Strategic Objective 2.2:

- Develop, optimize and maintain infrastructure to meet current and projected needs.

It is also consistent with the development of Strategic Focus Area 3 (Sustainable Transportation), specifically Strategic Objective 3.2:

- Develop, promote and integrate active forms of transportation (cycling and walking).
Financial Implications:

The Region’s 2015 Ten-year Transportation Capital Program includes funding of $9,355,000 in the years 2015-2018 for the Region’s share of this Ottawa Street Improvements project, to be funded from development charges ($190,000, 2%) and from property taxes through the Roads Rehabilitation Capital Reserve Fund and/or from Federal Gas Tax transfers ($9,165,000, 98%).

Other Department Consultations/Concurrence:

Nil

Attachments

Appendix A  Key Plan
Appendix B  Recommended Design Cross-Sections
Appendix C  Public Comments from Public Consultation Centre #1 and #2
Appendix D  Noise Study Results
Appendix E  Proposed New Street Lighting

Prepared By:  Michael Henderson, Project Manager, Design & Construction Division
Approved By:  Thomas Schmidt, Commissioner, Transportation and Environmental Services
Appendix A

Key Plan
Appendix B

Recommended Design Cross-Section

OTTAWA STREET
(Dreger to Nottingham)
Appendix B

Recommended Design Cross-Section

OTTAWA STREET
(Montcalm to Dreger)
Appendix B

Recommended Design Cross-Section

OTTAWA STREET
( Heritage to Montcalm )
Appendix B

Recommended Design Cross-Section

OTTAWA STREET
(Osfield to Heritage)
Appendix B

Recommended Design Cross-Section

OTAWA STREET
(Lackner Centre Entrance to Oldfield)
# Appendix C

## Public Comments PCC #1

<table>
<thead>
<tr>
<th>Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dave Ulrich</td>
<td>Please pass on to Kitchener to replace the sidewalk on Nottingham from Ottawa to Manchester on the northeast side</td>
</tr>
<tr>
<td>Shirley Voisin</td>
<td>Bike lanes (great). Need some type of bike crossing between trails. No one goes to lights. Would like to see indented bus stops.</td>
</tr>
<tr>
<td>Gary Hall</td>
<td>Great idea about turning lanes. Great idea about bicycle lanes. 1. Bus stops should be out of traffic lanes 2. Ottawa Street should be 4 lanes from River Rd to Lackner with turning lanes 3. No sound barriers – they only move the sound further away 4. Traffic lights should be timed better – 3 lights Midland – Zehrs – River Rd 5. On Sat. Franklin light – I sometimes wait 3 lights because turn signal is off</td>
</tr>
<tr>
<td>Comment only</td>
<td>Continue the multi-use trail from Nottingham Ave right through to Archer Place and improve sightlines to Archer Place</td>
</tr>
<tr>
<td>Mathias Wolf</td>
<td>At Ottawa and 192 Montcalm there are few big trees that are decreasing the sight distance therefore you need to proceed to be able to turn which is dangerous (trees over blocking the view need to cut some branches)</td>
</tr>
<tr>
<td>Michael C. Tustain</td>
<td>1. Ottawa Street should be 4 lanes of car/truck traffic all the way from the Conestoga Parkway to Keewatin Avenue, in addition to cycling lanes 2. Ottawa Street should be extended across the Grand River within the next 4 years to accommodate City growth and better access to the airport.</td>
</tr>
<tr>
<td>Comment only</td>
<td>Why have multiuse trails part of the way but not all of the way? If there are multiuse trails why have bike lanes also? It is safer and more comfortable to ride on multiuse trail – why not make it bigger and get rid of bike lane</td>
</tr>
</tbody>
</table>
Debbie Lautenschlager

Thank you for fixing / widening Ottawa street through the bush and adding bike lanes! It is nice to see the bike lane will continue up to the bridge so bikes can go through the wall onto Archer Place and connect to the trail, I see many people taking this route, at the end of Archer. However, could you please not put a curb where the bike path & Archer entrance meet. It will be inconvenient (and dangerous) to stop and lift one’s bike up onto the sidewalk at that spot where the traffic continues across the bridge. A ramp is needed! Otherwise, bikes will do as they do now and go up on the sidewalk after crossing Nottingham. *Also, please keep the DO NOT BLOCK INTERSECTION sign on the post at the corners of Ottawa and Nottingham as it makes it a bit easier to turn left from N onto Ottawa when people are kind enough to stop before the corner.

Hank Rastel

Why Ottawa St? Why is it called improvements? It’s as busy as a highway. The bike lanes are only 4 feet wide and right beside a proposed narrower lane. I’d call it a suicide lane. If the bike ever hit a stone or rough spot and fell towards the road he could be killed by traffic beside him. I live on Evelyn Crescent and if I want to turn left from Dreger onto Ottawa St I have to wait quite a while. The proposal would increase the wait time for bikers and walkers unless traffic lights were installed. Why not spend the money on other bad roads in Kitchener and trails off Ottawa thru the bush and over to Ross Ave for Multi use trails.

Bernie Hermsen

My wife and I reside at 424 Manchester Road within the Rosemount neighbourhood.

I attended the public consultation centre on October 24, 2013. I am generally in support of the improvements proposed to this section of Ottawa Street.

I have two suggestions for your consideration. Both of them pertain to pedestrian facilities.

1. **The sidewalk on the north side of Nottingham Street at Ottawa Street.**

   This section of sidewalk (approximately 200 feet in length) is in very poor condition (see attached photos.) the sidewalk slabs have tilted considerably and slop towards the treed area away from the road. In addition the curb and gutter along this section
is broken up and sinking.

I understand this would be within the City of Kitchener mandate.

I **would request / suggest that this key section of pedestrian sidewalk be repaired, or replaced as soon as possible, or at least in coordination with the 2016 timing of this section of Ottawa Street improvements.**

I note the plan to line up the walkway on the opposite side of Ottawa Street with this subject sidewalk on Nottingham and to create a new pedestrian refuge in the centre of Ottawa Street. This emphasizes the importance of the sidewalk link between the neighbourhoods and at this key crossing of Ottawa Street.

I am also attaching a map which illustrates some of the pedestrian routes in the Rosemount neighbourhood and the function this section of Nottingham plays as both an entrance pedestrian feature as well as a part of the connecting link to the centre of the Rosemount neighbourhood (i.e. Smithson School) as well as a component part of the two mile walk along Manchester, Rover and the trail system back to Ottawa Street.

**2. Proposed multi-use trail from Nottingham to the woodland trail.**

The plans illustrate a proposed 3m wide paved multi-use trail along the north side of Ottawa Street (to replace the existing concrete sidewalk). I understand there would be a painted centre line which would separate pedestrian and bicycle traffic. I also note that there is a bicycle lane proposed on both sides of Ottawa Street road pavement.

An alternative would be to replace the current deficient hazardous sidewalk on the north side of Ottawa Street with standard concrete sidewalk dedicated to pedestrians. The proposed bicycle lane on the paved street portion could be widened somewhat for the comfort, safety and convenience of bicyclists. In this way conflicts between pedestrians and bicyclists could be avoided. This has been a concern in the neighbourhood with some pedestrian (and dogs) actually being hit by bicyclists (or near misses).
Anything is an improvement over the existing sidewalk on Ottawa Street which slopes steeply away from the street towards the woodlot. However, I would appreciate your consideration of separation of bicycles and pedestrians as suggested above.

Thank you for the opportunity to comment. If you have any questions or follow up. I would be pleased to discuss this with you. Please keep me on your notice information list.
Garett Stevenson

Thanks for providing these drawings for my review. Please note
that I am submitting my comments as an interested resident only.

- The proposed lengthening of the southbound right turn lane for Franklin Street North is appropriate.

- The proposed reduction of the entrance to/from 1005 Ottawa Street North is appropriate. Grading issues here may require the replacement of the sidewalk and further refinement of this access.

- The area surrounding the intersection of Ottawa Street South and River Road East is designated as a Mixed Use Node in the City of Kitchener Official Plan (City Node in the proposed second draft of the new Official Plan). Treatment of the bike lanes and pedestrian crosswalks for this intersection should be designed to encourage and support active transportation, including walking and cycling. In my opinion, the proposed boulevard width of 5 lanes (two east, two west, one turning) should not be expanded to accommodate right turn lanes. I am supportive of the combined right turn lane and through lane as shown. (The plans that you sent me do not show the proposed changes between Ottawa Street East of River Road and the access to 2020 Ottawa Street North (the east detail of the intersection).

- Will the pedestrian crossings across Breckenridge Drive and Montcalm Drive be moved closer to Ottawa Street RofW to be in alignment with the sidewalks?

- Will the following pedestrian connections be delineated other than painted lines and signs?
  - Between 1020 Ottawa Street North and 10 Holbourn Court?
  - At Montclam Drive
  - At McGee Ave

- Is there an opportunity for a pedestrian median for the pedestrian crosswalk between 1020 Ottawa Street North and 10 Holbourn Court?
Will sidewalks be installed across private access and driveways? Can these sidewalks be raised to help delineate them?

The medians show as either raised concrete islands or painted asphalt. Is there an opportunity to have curbed landscaped areas with low maintenance plantings instead? If not, can some of the painted line medians be eliminated by reducing the total boulevard width (specifically between McGee Ave and Shaftsbury Drive)

Why is the unmarked paved lane on the north boundary of Ottawa Street between the northbound right turn lane for Heritage Drive and Lackner being retained? Can the right turn lane for northbound Heritage Drive be extended? During peak times, the current turning lane is too short (Grand River High School start/finish times) and causes delays for vehicles travelling straight through the intersection.

Was spacing considered for Proposed GRT Transit Facility on the north side of Ottawa Street at Lackner for westbound users?

What lighting is proposed for this corridor? Will transit areas feature pedestrian scaled lighting? Should ornamental lighting be provided in the medians at strategic locations?

Are there any plans for new community infrastructure; street furniture, enhanced landscape areas etc.?

The on-road bike lanes are strongly encouraged and supported. This corridor provides a strategic opportunity to link other cycling infrastructure.

I understand that widening the entire corridor is not required until Ottawa Street is extended over the Grand River. Ottawa Street North (via Fairway Road Bridge) has become an unofficial EDR for Highway 401. Did the traffic study consider the added traffic that is a result of the Fairway Road Bridge crossing? Similarly, did the traffic count also consider high volumes of slow moving, heavy duty truck traffic in this area as a result of the driver training and testing facility at Ottawa Street North and Lackner Boulevard? There is a relatively short distance where additional lanes would be required to provide
two lanes in each direction for the whole corridor which may not be technically warranted, but may be beneficial to ensure efficient movement during times of disruption on area highways.

Thanks again for the opportunity. Please include me on future circulations.

Elizabeth MacKinley
Nenj Morea
Mathias Wolf
Heidi & Ralph Labusch
Chris Leis

We the residents of Bishop Court and Hampton Court would like to address the following issues and concerns with regards to the future Ottawa Street Project.

1. Noise levels in our back yards and homes have become unacceptable. Any future expansion and enhancements to this section of Ottawa St. must address this issue and consider the installation of noise barriers.

2. Future noise studies that are to be conducted must take into consideration the traffic lights at Old Chicopee and Ottawa. Currently this set of light is not included in any noise study but yet it is the major cause of noise from vehicles starting and stopping.

3. Any future noise studies that is to be conducted needs to be taken during the day, during peak periods and show actual decibel readings, not just traffic counts with a formula. This just is not realistic.

4. On page 2 of your information package states that in order to accommodate these enhancements on Ottawa Street, there will be a requirement for the acquisition of strips of property from some adjacent private properties as well as the removal of some existing trees and encroachment of the work into the grassed yards of some properties. Could you please be a little more specific as to what properties and trees would be affected?

5. Montcalm and Ottawa is becoming a dangerous intersection. With two schools less than a km from this intersection, students, parents and the general public are finding it nearly impossible to cross at this section. In vehicles, it is almost impossible to turn
left onto Ottawa St. What can the region do to address this issue?

6. Light pollution from the street lights on Ottawa St. Not only light up Ottawa St. they also light up our backyards and bedrooms at night. Can the region please address this issue and are there any alternatives or remedies to this.

We look forward to working with the Region on these issues so we can all look forward to this much needed enhancement to our section of Ottawa St.

Chris Dunbrook

Mr. Henderson, I am a resident with some input on this proposed plan. Specifically, I’m unsure if any wildlife issues have been discussed. Having traveled this roadway frequently, I am aware that on occasion there are ducks and wild turkeys that inadvertently cross the road between Hwy 7 and Dreger Av. at times they are injured by motorists or cause temporary delays to traffic. Is there proposed measures being implemented into the construction tender that would include a means to mitigate the presence of wildlife from the adjacent woodlands for accessing the roadway? If not, I believe a recommendation should be made to prevent the loss of wildlife in that section from being struck by vehicles via some type of feature that would act as a barrier. Thank you for your time in reviewing this suggestion if you would like to discuss topic any further, please feel free to contact me.

Public Comments PCC #2

<table>
<thead>
<tr>
<th>Name</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gary Huszerik</td>
<td>I’m surprised that no residences qualify for a noise barrier to be paid for by the city/region. I can only speak from my experience that noise levels are very high at my home at times, jarring in fact. I think the criteria for qualifying for a noise barrier is in fact flawed. For starters, the study is based on average volumes only and does not take into account peak times. Volume levels are going to be considerably higher during rush hour and busier days. Secondly, the average noise level is irrelevant. What does matter is the spikes in noise. A better criteria for determining whether a noise barrier is warranted would be the number of occurrences above a certain decibel level per hour rather than an average noise</td>
</tr>
</tbody>
</table>
volume. Of course this would require a study with actual noise measuring equipment rather than simply doing some calculations based on estimated traffic volumes (probably more expensive).

Thirdly, proximity to the busy intersections is not taken into account. A stretch of road or home close to a busy intersection is going to have same number of cars as a home 500m away but the closer home will have a significantly higher noise level due to acceleration and braking of vehicles.

Comment only Can residents ask for a cheaper wooden noise wall?

Comment only If you have to take down property fences will they be replaced

Henry (Hank) Rastel a lot of Ottawa St is already 4 lanes so noise levels are already high. Are 6’ noise walls really going to help?

L.E.D. lighting. Have you ever passed an oncoming car with LED lights? It’s blinding and could cause problems if all cars have them.

Dreger to Nottingham in “feet”

- Road = 43.55’ = 50%
- Other 43.54’ = 50%
- Total = 87’

½ of available space for bikes & other allowance for bike lane 1.25m = 4’ (suicide ally) I’m almost 78 and won’t be biking on Ottawa St but my tax’s will be used for this stupid idea!
Appendix D

Noise Study Results

The Region of Waterloo conducted a noise assessment on this project using the Council-approved “Implementation Guideline for Noise Policies” (the “Guideline”). In the Guideline, noise assessments fall into one of three categories, namely, Part A for new roads or new developments, Part B for widening an existing road and Part C where there are noise complaints based on existing conditions.

On this project, the section of Ottawa Street between Old Chicopee Drive and Heritage Drive is being widened to provide four lanes, plus turn lanes where required. This section therefore falls under Part B of the Guideline. For a noise barrier to be warranted under Part B of the Guideline, the Region would construct a noise barrier when:

- The projected noise levels from traffic 10 years from the present exceed 65 dBA (decibel average); or
- The projected noise levels exceed 60dBA and the difference between the existing and projected noise level is 5dBA or more.

On this project where Ottawa Street is being widened, the projected noise levels do not exceed 65 dBA, nor do they increase by more than 5dBA. As a result, a noise barrier is not warranted for properties between Old Chicopee Drive and Heritage Drive under Part B of the Guideline.

Under Part C of the Region’s noise policy, all properties along Ottawa Street may be eligible for a noise barrier and there is the opportunity for the Region to cost-share a noise barrier installation in certain locations, if 2/3 of the abutting owners agree to pay for 50% of the cost of a new noise barrier. In order for the noise barrier warrants to be met, the following must apply:

- the existing noise level exceeds 60 dBA; and
- the installation of a noise barrier attenuates the noise levels by 5 dBA or more, to a level less than 60dBA.

Based on the Guideline, all homes backing onto Ottawa Street between Dreger Avenue and Old Chicopee Drive would qualify for a noise barrier under Part C. This includes at least one property on each of the following streets: Craig Drive, Hickson Drive, Dreger Avenue, Evelyn Court, Franklin Street North, Lyle Place, Crosby Drive, Secord Avenue, Holborn Court, Breckenridge Drive and Bishop Court.
For properties east of Old Chicopee Drive backing onto Ottawa Street, the centre of the proposed road would shift further south with the new proposed design. The result is that the centre of the noise source would be further away from those properties on the north side who were concerned about noise levels. This will result in a reduction of the average noise for properties on the north side of Ottawa Street in this section.

At the properties who qualify for a noise wall under Part C, a noise barrier of 1.8 m height (approximately 6 feet) could be constructed at the rear of the property. The total estimated cost of a noise barrier is approximately $1000 per metre of property “frontage” onto Ottawa Street. For example, if a property includes a 12.2 metre (40 foot) width at property line, the cost of the barrier is estimated to be in the order of $12,200, which would be shared equally between the Region and the property owner. The noise barrier would be located just inside the Ottawa Street road right-of-way, i.e. adjacent to (and outside) the property line. At many properties, construction of the noise barrier would require the removal of fences at property line, the removal of some trees, and replacement or relocation of shrubs and private sheds that are currently located at the existing property line.
Appendix E

Street Lighting
Appendix E

Street Lighting
Region of Waterloo
Transportation and Environmental Services
Rapid Transit

To: Chair Tom Galloway and Members of the Planning and Works Committee
Date: April 14, 2015
File Code: A02-30/PW
Subject: Railway Flagging Services for LRT Construction

Recommendation:

That the Regional Municipality of Waterloo approve the sole source provision of railway flagging services to be provided by Goderich-Exeter Railway Company Ltd. (GEXR) to support LRT construction in the estimated amount of $1,674,000.00 plus applicable taxes to be funded from the approved Rapid Transit budget.

Summary: Nil

Report:

As part of the rapid transit construction along the Huron Park spur and the Guelph Subdivision (at the King Street Grade Separation), the Region is required to provide flagging services as a safety measure. Costs for this work were included in the project budget but were not part of the GrandLinq contract to reduce risk pricing if it had been carried in the general contract bidding. This was done to minimize costs or better control costs which would be identified later in the design and construction process.

Flagging to allow for safe movement of trains operating on railroad corridors during LRT construction is a mandatory requirement of Metrolinx for the Guelph Subdivision (at the King Street Grade Separation) and of CN on the Huron Spur. Funds for railway flagging were carried in the original project budget.

To facilitate early site investigations and survey work on the Huron Park Spur to allow GLQ to progress their design the Region previously approved (in 2014) an amount of $173,000 plus applicable taxes for GEXR to provide interim flagging services until the full scope of flagging requirements for the project could be identified. Now that the design has progressed and the construction schedule is established staff is requesting that a further amount of $1,674,000 plus applicable taxes be approved for
the required flagging services. This amount is based on the expected effort identified by GLQ and accounts for flagging services required to the end of construction on both rail spurs. The additional flagging costs are currently estimated to be:

<table>
<thead>
<tr>
<th>Subdivision</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guelph Subdivision</td>
<td>$718,000</td>
</tr>
<tr>
<td>Huron Spur</td>
<td>$956,000</td>
</tr>
</tbody>
</table>

**Additional funding requested** $1,674,000 plus applicable taxes

Part VII (1) (a) of the Purchasing by-law states the Chief Purchasing Officer may acquire any goods or services through negotiation where, there is only one known source of supply. In addition the Chief Purchasing Officer may award on his/her authority up to $100,000 from such suppliers and upon such terms and conditions that in his or her judgment are in the best interests of the Region and further that, the Chief Purchasing Officer shall submit any negotiated acquisition to Council for approval if the value of the acquisition exceeds $100,000.

**Corporate Strategic Plan:**

The report supports Focus Area 3.1 of Council’s Strategic Focus: Develop an implementation plan for light rail transit including corridor and station area planning.

**Financial Implications**

In June 2011, Council approved the implementation of the RT project, including LRT and aBRT, with estimated capital costs of $818 million with capital funding to be provided by the Province (up to $300 million), the federal government (one third of eligible project costs to a maximum of $265 million) and the Region ($253 million). The capital cost estimate was confirmed by Council on March 19, 2014. The RT project and improvements to conventional transit are financed through annual tax rate increases.

The flagging cost estimate being requested was included in the LRT project budget as part of the early works estimate previously presented to council. The overall costs will be funded from the approved Rapid Transit project budget.

**Other Department Consultations/Concurrence:**

This report was prepared with input from Transportation and Environmental Services and Finance.

**Prepared By:** Derick Finn, Manager Rapid Transit Engineering

**Approved By:** Thomas Schmidt, Commissioner, Transportation and Environmental Services
Region of Waterloo

Transportation and Environmental Services

Transportation

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: April 14, 2015

File Code: T01-20/10 Herrgott Road

Subject: Herrgott Road (Regional Road 10) Speed Limit, in the Township of Wellesley

Recommendation:

That the Regional Municipality of Waterloo take no action regarding the existing 80 km/h posted speed limit on Herrgott Road (Regional Road 10) between Ament Line (Regional Road 17) and Geddes Street, in the Township of Wellesley as described in Report No. TES-TRP-15-04, dated April 14, 2015.

Summary:

On February 17, 2015, Township of Wellesley Council passed a resolution requesting the Region of Waterloo review a speed reduction on Herrgott Road from south of 3434 Herrgott Road (Vernla Trucking) to north of 3818 Herrgott Road (Hoover Sawmill). A key plan of the subject area is included in Appendix A.

The current posted speed on Herrgott Road in the subject area is 80 km/h. In preparation of its report to Wellesley Council, Wellesley staff solicited comments from businesses, a school and a church fronting on Herrgott Road between Ament Line and Geddes Street. Many of those who were contacted requested the existing speed limit be reduced to 60 km/h.

Staff undertook a speed survey and a review of the collision history on Herrgott Road in the subject area. Based on the speed data collected staff has concluded the average speed of motorists is at or near the posted speed. And further, based on the Region’s practice of setting posted speeds at or near the average operating speed, this result confirms that the existing posted speed limit is appropriate at this location. The analysis of collisions along Herrgott Road in the subject area indicates there are no unusual collision patterns that are related to high speeds.
Based on the speed survey and collision review, and the Region’s past experience with the lowering of posted speed limits below average operating speeds, staff believe it is not appropriate to lower the posted speed limit on Herrgott Road in this location. In the absence of physical changes to the road environment itself, a lower speed limit will not lower the speed of traffic. Therefore, staff are recommending that the Region take no action regarding the request to lower the existing 80 km/h posted speed limit on Herrgott Road between Ament Line and Geddes Street.

Report:

1.0 Background

On February 17, 2015, the Township of Wellesley Council passed a resolution supporting a speed reduction on Herrgott Road from south of 3434 Herrgott Road (Vernla Trucking) to north of 3818 Herrgott Road (Hoover Sawmill) and further requested that the Region of Waterloo review and reduce the posted speed limit within those limits. Please refer to Appendix A for a key plan of the subject area. The Township of Wellesley report notes that there have been concerns raised regarding the current posted speed limit and with growing industry in the area along Herrgott Road, Township staff and local businesses would like a reduced posted speed limit for safety reasons. A copy of the Township report and the public correspondence received by the Township in support of the request are attached in Appendix B.

The current posted speed on Herrgott Road in the subject area is 80 km/h. In preparation of its report to Wellesley Council, Wellesley staff solicited comments from businesses, a school and a church fronting on Herrgott Road between Ament Line and Geddes Street. Many of those who were contacted requested the existing speed limit be reduced to 60 km/h.

To address the safety concerns raised, staff undertook a speed survey, reviewed the collision history and consulted with concerned businesses within the subject area. This report (TES-TRP-15-04) serves to document staff’s actions and its recommendation to address the request from the Township of Wellesley.

2.0 Review of Existing Speeds and Collisions

2.1 Current Regional Practices for Setting Speed Limits

Current Regional practice is to set speed limits at or about the average speed because this is most likely to produce a uniformly moving traffic stream. Traffic flowing at a uniform speed generally results in increased safety and fewer collisions. With uniform speed, drivers are less impatient, pass less often, and are less likely to tailgate, which reduces both head-on and rear-end collisions. The posting of an appropriate speed limit also simplifies the work of enforcement officers because most of the traffic is
moving at or near the posted speed. With an appropriate speed limit, blatant speeders are easily spotted, safe drivers are not penalized, and police officers are not asked to enforce and defend unrealistic and arbitrary speed limits.

### 2.2 Existing Operating Speeds on Herrgott Road

Two speed surveys had recently been conducted in May of 2014 on Herrgott Road between Ament Line and Geddes Street. The results of those speed surveys are summarized in Table 1.

**Table 1 – Summary of Speed Surveys**

<table>
<thead>
<tr>
<th>Location</th>
<th>Posted Speed km/h</th>
<th>Average Speed km/h</th>
<th>Vehicles Surveyed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Herrgott Road between Ament Line and Broadway Street</td>
<td>80</td>
<td>82</td>
<td>3032</td>
</tr>
<tr>
<td>Herrgott Road between Broadway Street and Geddes Street</td>
<td>80</td>
<td>87</td>
<td>2752</td>
</tr>
</tbody>
</table>

Both surveys indicate that motorists are on average travelling at or slightly above the posted speed limit.

### 2.3 Collision History on Herrgott Road

Staff reviewed the five-year (2009 to 2013) collision history along this section of Herrgott Road and note that there are no unusual collision patterns. Table 2 summarizes the five-year collision history for locations along Herrgott Road under review.

**Table 2 – Summary of five-year Collision History along Herrgott Road**

<table>
<thead>
<tr>
<th>Location</th>
<th>2009-2013 Observed Collisions</th>
<th>2009-2013 Expected Collisions</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Herrgott Road at Ament Line</td>
<td>9</td>
<td>3.4</td>
<td>274</td>
</tr>
<tr>
<td>Herrgott Road at Geddes Street</td>
<td>2</td>
<td>1.9</td>
<td>609</td>
</tr>
<tr>
<td>Herrgott Road between Ament Line and Broadway Street</td>
<td>1</td>
<td>1.2</td>
<td>658</td>
</tr>
<tr>
<td>Herrgott Road between Ament Line and Boomer Line</td>
<td>4</td>
<td>4.7</td>
<td>1309</td>
</tr>
<tr>
<td>Herrgott Road Between Broadway Street and Geddes Street</td>
<td>1</td>
<td>1.3</td>
<td>1342</td>
</tr>
<tr>
<td>Herrgott Road at Broadway Street</td>
<td>0</td>
<td>1.4</td>
<td>1640</td>
</tr>
</tbody>
</table>
Staff reviewed the Herrgott Road/Ament Line intersection in more detail as the intersection was shown to rank the highest. The most common collision occurring at the intersection are angle type collisions (six of nine). Of the six collisions:

- two eastbound motorists failed to yield the right of way;
- two westbound motorist failed to yield the right of way;
- one westbound motorist disobeyed the traffic control; and
- one westbound motorist slid into the intersection during poor weather conditions.

The above collisions would not have been prevented by an arbitrary speed limit reduction.

2.4 General Effectiveness of Lowering Posted Speed Limits

It is very difficult to control speed. Speed limit signs do not slow down traffic. Research has shown that most drivers travel at a speed they consider to be comfortable based on the physical driving environment, regardless of posted speed limits. Studies undertaken “before” and “after” revised speed limits have been posted along Regional roads show that there are no significant changes in average vehicle speeds following the posting of the signs. Research elsewhere indicates similar results, that changing the speed limit does not change the average speed. Appendix C provides a summary of the before/after speed surveys on Regional roads at locations similar to the area currently under review. Of the five locations in the table, only three locations experienced a very small reduction in the average speed after posting of a lower speed limit, while the other two locations experienced an increase in speeds in the “after” condition.

The City of Kitchener has recently reduced the speed limit in ten school zones from 50 km/h to 40 km/h as part of a pilot study. Based on the data obtained from City of Kitchener staff, it was determined that most drivers only lowered their speed by 2 km/h following the speed limit revision. These results are similar to Region of Waterloo staff findings, that in general driver speeds change very little following the posting of a lower speed limit and in fact caused an increase in disparity between the posted speed limit and the average operating speeds.

3.0 Concerns Raised by Local Businesses, Schools and Churches

Staff followed up with the concerned businesses noted within the Township of Wellesley report to gain an understanding of their concerns. A summary of these concerns is included in Appendix D.

The majority of comments received cited a concern with visibility of approaching vehicles when turning from accesses and attempting turns to and from Broadway Street at Herrgott Road.
Based on concerns received, staff measured the sight distance north and south of the accesses and intersection shown in Figure 1. Based on staff’s assessment, the sight distances measured do exceed the minimum sight distance required for the current operating speeds at all but one of the accesses reviewed. Staff will investigate the need for an appropriate warning sign to address the one location.

Figure 1 – Locations where Sight Distances Were Raised as a Concern

On February 12 and February 13, staff attended Countryside Christian School to observe both roadway and access operations during student arrival and departure. A summary of staff observations are listed below:

- Countryside Christian School has ample on-site parking/space;
- No students were observed walking alongside Herrgott Road to access the school;
• No motorists stopped within the shoulder of Herrgott Road. Pick-up and drop-off of students was solely on-site; and
• There did not appear to be any unusual operational concerns at the access to Herrgott Road.

Staff has noted that it appears few children walk to the Countryside Christian School and that no pedestrian facilities are present along Herrgott Road that would justify a reduced speed zone. Through consultation with staff at the Countryside Christian School, the majority of students are dropped off or picked by parents with the exception of a few students who walk during the warmer months.

4.0 Staff Recommendations

Based on the speed surveys, collision history analysis and consultation with various businesses, the Countryside Christian School and the Countryside Mennonite Fellowship Church, staff is recommending the current posted speed limit of 80 km/h be maintained on Herrgott Road within the subject area limits. Staff considers this to be the best approach to this issue because staff’s research and the Region’s past experience clearly shows that artificially lowering speed limits in the absence of any physical changes to the driving environment will have little to no effect on actual driver behaviour. While artificially lowering posted speed limits may create a perception of improved safety, the lack of change in driver behaviour will not result in any actual improvement in safety. In addition, staff would like to note that:

• Motorists on average are travelling at or near the current posted speed limit which suggests that the current posted speed limit is appropriate; and
• A review of collisions in the subject area indicates there are no unusual collision patterns that are related to high speeds.

Staff recognize there are huge challenges in trying to have a positive effect on driver behaviour as driver behaviour is mostly influenced by driver’s initial training, past driving experiences and the physical road environment. Staff would also like to note that police enforcement of speed limits, while being one tool in a municipality’s toolbox to affect driver behaviour, cannot be solely relied upon to lower driving speeds for the long term as most studies conducted in this regard have concluded the effects of police “blitzes” have only a short-term effect on driver behaviour.

Corporate Strategic Plan:

This report addresses the Region’s goal to optimize existing road capacity to safely manage traffic throughout Waterloo Region (Strategic Objective 3.3).
Financial Implications:
Nil

Other Department Consultations/Concurrence:
Nil

Attachments:
Appendix A - Key Plan Showing the Subject Area
Appendix B - Township of Wellesley Resolution and Accompanying Council Report
Appendix C – Before and After Studies for Revised Speed Limits
Appendix D – Summary of Concerns Raised by Local Businesses

Prepared By: Satinderjit Bahia, Engineering Technologist (Traffic),

Approved By: Thomas Schmidt, Commissioner, Transportation and Environmental Services
Key Plan
February 18, 2015

Regional Municipality of Waterloo
150 Frederick St., 7th Floor
Kitchener, Ontario
N2G 4J3

Attention: Thomas Schmidt, P.Eng.
Commissioner Transportation & Environmental Services

Please be advised that the following resolution was passed at the regular meeting of the Wellesley Township Municipal Council held on February 17, 2015:

“That the Council of the Township of Wellesley support a speed reduction on Herrgott Road from south of 3434 Herrgott Road (Vermls Trucking) to north of 3818 Herrgott Road (Hoover Sawmill) as presented, and further;
That this report be forwarded to the Region of Waterloo for review.” Carried

If you require additional information or clarification, please feel free to contact me at (519) 699-3946 at your earliest convenience.

Yours truly,

Grace Kosch, Clerk

cc: Kris Fletcher, Clerk, Region of Waterloo
    Mayor Joe Nowak
    Councillor Carl Smit
    Councillor Shelley Wagner
    Kevin Beggs, General Manager of Community Services
    Rik Louwagie, CAO
Road & Bridge; Property & Fire
Memo

To: Council  Date Prepared: February 6, 2015

Prepared by: Kevin Beggs,  Council Date: February 17, 2015
General Manager of Community Services,
Roads Department

Subject: Speed Reduction on parts of Herrgott Road, Township of Wellesley

Recommendation:
That the Council of the Township of Wellesley support a speed reduction on Herrgott Road from south of 3434 Herrgott Road (Verna Trucking) to north of 3818 Herrgott Road (Hoover Sawmill) as presented, and further;
That this report be forwarded to the Region of Waterloo for review.

Summary:
There has been some concerns about the speed limit and with the growing industry in this area on Herrgott Road, Township staff along with local businesses would like the area to be reviewed and a reduction in speed be put into place for the safety of the travelling public, business owners and their clients.

Report:
Township staff has circulated a letter to the local businesses for comments or concerns of the speed of traffic in the noted area. Local businesses do have concerns with the current posted speed limit along this stretch of the roadway. Currently, this stretch of road is posted at 80 km/h.
Summary of comments are as follows:
The local Countryside Christian School has expressed concerns with the speed of the traffic during morning and afternoon hours when children are being dropped off and picked up. Countryside Mennonite Fellowship (Church) also would support a speed reduction. Business owners which include Edgewood Lumber / Homestead Woodworks that rely on truck deliveries have had some concerns of trucks entering onto Herrgott Road from Broadway St from the drivers. Floyd Gibbons Trucking and Verna Trucking also has stated at times entering onto Herrgott Road can be difficult because of the speed of traffic. Verna Trucking further definitely supports the speed reduction in the school area. AMI Attachments is erecting a new facility off of Herrgott Road and have expressed concerns about the posted speed. There have been some collisions at the intersection of Herrgott Road and Ament Line (see Region of Waterloo Collision Summary attached) Region of Waterloo Transportation Department undertook a traffic study in 2014 (see attached) resulting in no changes to the speed reduction at this time and will continue monitor traffic.
Township Strategic Plan:
This initiative aligns with the Township of Wellesley Strategic Plan in maintaining our community with a healthy lifestyle and safe environment.

Financial Implications: N/A

Other Department / Agency Comments: N/A

Legal Considerations: N/A

Attach: Region of Waterloo Map
Response letters: Countryside Christian School
              Countryside Mennonite Fellowship
              Edgewood Lumber Ltd.
              Homestead Woodworks
              Floyd Gibbons Trucking
              Verna Livestock
              AMI Manufacturing
              Region of Waterloo - Statistical information

Department Head:  
Acting Treasurer:  
Corporate Management Team (date): February 11, 2015

Approved by:  
Chief Administrative Officer:  

Road & Bridge; Property & Fire
File No.: 1/2015
Thursday, February 5, 2015

To Whom It May Concern:

On behalf of Countryside Christian School, I want to express my support for the Township of Wellesley proposal to reduce the speed limit directly in front of our school, located at 3745 Hergott Rd. I would be in support of a reduction from 80 km/h to 60 km/h.

Our patron body brings their children to our school with their personal vehicles. This results in a significant number of vehicles turning into, and exiting from, our property during the hours from 8:30 - 9:15 a.m. and 3:15 - 4:00 p.m on weekdays. During these peak times, there can be as many as 35 - 40 vehicles arriving and departing.

I appreciate your consideration of this request.

Sincerely,

Mr. Howard Lichy
Principal, CCS
Kevin Beggs

From: glenjantzi@gmail.com
Sent: February-03-15 11:38 AM
To: Kevin Beggs
Subject: Speed limit Herrgott road

The pastoral team of Countryside Mennonite Fellowship would support a reduction in speed to 60 km due to safety concerns. Regards Glen Jantzi

Sent from my BlackBerry 10 smartphone on the Bell network.
February 09, 2015

Corporation of the Township of Wellesley
Kevin Beggs, General Manager of Community Services
4639 Lobsinger Line
R.R. #1
Fax: 519-699-4540
St. Clements, ON N0B 2M0

Attention: Kevin Beggs

Re: In reply to your letter of January 28, 2015

Edgewood Lumber (2004) Ltd. supports the lower speed limit on Herrgott Road. Although the speed limit is posted at 80 km/h, the speed probably averages 100 km/h. The current speed is excessive for a school and church zone as well as the traffic coming and going for the many businesses located in the area.

The intersections at Ament Line and Herrgott Road are dangerous because of the speed. Vehicles and horse/buggies have problems when on Ament Line trying to pull onto Herrgott Road. My personal experience when waiting at the stop sign is that the speed of the traffic coming over the hill limits the time to cross over or onto Herrgott Road.

The intersection of Broadway Street and Herrgott Road is also dangerous. Pulling onto Herrgott Road from the stop sign whether going north or south can be challenging for both vehicles and horse/buggies. The additional problem at this location is the sight line at the stop sign. The bank, to the right, (even worse in winter because of the snow accumulation) blocks the view which means one must edge out to check if it is clear to go. In the spring, summer and fall the reeds and tall grass growing in the ditch to the left can also block the view of the traffic driving north.

Cars and trucks definitely need to slow down for slower traffic using Herrgott Road as well as the vehicles pulling out onto Herrgott Road because of the many businesses in and around Hawkeville.

Edgewood Lumber (2004) Ltd. definitely supports the lower speed limit on Herrgott Rd.

Yours truly,

James Burkhart,
General Manager & Owner

Lorne Burkhart,
President, Owner
Hi Kevin,
I would agree with a speed reduction to 60 km on Herrgott rd.
I would also suggest to put up a snow fence on the west side of the school. The visibility is the worst where the cars turn into the school.

Clare Martin
January 29 2015

To whom it may concern:

The staff at Floyd Gibbons Trucking would be in support of a reduced speed limit on Hergott Rd. We believe that it would improve safety for the property owners as well as the traveling public.

We operate large transport trucks out of 3434 Hergott Rd and find it difficult at times to get onto the road from our yard safely with the speed of traffic.

A loaded truck takes a considerable amount of time to get up to speed and with the hill just north of our yard it is difficult to see traffic coming. At times our drivers pull out onto the roadway just as a vehicle crests the hill, with the speed of the current traffic this makes for a potentially dangerous situation. We believe that not only would a reduction in the speed limit make this stretch of road safer, it could save lives.

We believe that an appropriate speed limit for this stretch of road would be 60 km/h.

Regards

Rick Kraemer
Safety and Compliance Manager

3434 Hergott Rd
Wallenstein ON
N0B 2S0

519-699-0909
(fax) 519-699-5959
floyd.gibbons@floydgibbonstrucking.ca

Road & Bridge; Property & Fire
File No.: 1/2015
From: Marlon Bauman [mailto:marlon@vernla.com]
Sent: February-09-15 3:21 PM
To: Kevin Beggs
Cc: cindy@vernla.com
Subject: Speed Reduction on Herrgott Road

To Whom it may concern

Re: Speed Limit Reduction on Herrgott Road

Vernla Livestock would support a speed reduction on Herrgott Road from 3400-3800 area preferably not less than 60 km/hr and prefer to see a 70 km zone!

We think it be more beneficial to have better signage of “Trucks turning ahead” in the area of 3434 Herrgott road and reduced speed zone ahead starting before Ament Line so traffic starts to slow approaching intersection of Ament Line /Herrgott Road.

Definitely speed reduction in the School/Church area ranging from the intersection of Ament Line and Geddes Street on Herrgott Rd.

There is a reduced visibility along this section of road due to terrain.

Regards

Marlon Bauman

Road & Bridge; Property & Fire
File No.: 1/2015
Kevin Beggs

Subject: FW: From Township of Wellesley

From: Doug Bergman [mailto:doug@amiattachments.com]
Sent: February-07-15 4:10 PM
To: Kevin Beggs
Cc: Steve Frey
Subject: Re: From Township of Wellesley

Mr. Beggs AMI Manufacturing is erecting a new plant on Hergott Rd. in the area you mention. We at AMI fully support a reduction of the speed limit in this area, agreeing with all of the concerns you’ve mentioned. We feel a speed limit in this area of a maximum speed of 50 - 60 KM per HR. would certainly help with the safety of the intersection, the welfare of the school children & all the industry in this area. Please contact myself if you have any further questions, we look very much forward to doing bus. in Wellesley Township for many years to come.

Regards,

Doug Bergman
Manager Municipal & Government Sales
AMI Attachments
www.amiattachments.com
email: doug@amiattachments.com
Ph. Office 1-800-556-9452
Cell 1-519-500-9895

Road & Bridge; Property & Fire
File No.: 1/2015

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**LEGEND**
- **Environment Condition:** 1-clear, 2-rain, 3-snow, 4-freezing rain, 5-drifting snow, 6-strong wind, 7-fog, mist, smoke, dust, 99-other
- **Road Surface Condition:** 1-dry, 2-wet, 3-ice, 4-slush, 5-packed snow, 6-ice, 3-mud, 8-loose sand or gravel, 9-splashed liquid, 99-other
- **Vehicle Type:** 1-automobile, 2-motorcycle, 3-moped, 4-passenger van (SUV), 5-pickup truck, 6-delivery van, 7-truck, 8-truck (open), 9-truck (closed), 10-truck (dumper), 11-truck (front), 12-truck (rear), 13-truck (tractor), 14-municipal transit bus, 15-intercity bus, 16-bus (other), 17-school bus, 18-school van, 19-other school vehicle, 20-bus, 21-off-road (2 wheels), 22-off-road (4 wheels), 23-off-road (4 wheels), 24-off-road (other), 25-motorized snow vehicle, 26-farm tractor, 27-farm vehicle, 28-construction equipment, 29-railway train, 30-street car, 31-snow plow, 32-ambulance, 33-fire vehicle, 34-police vehicle, 35-emergency vehicle, 36-bicycle, 37-buggy (horse), 99-unidentified, 99-other
- **Driver Action:** 1-driving properly, 2-failing to yield, 3-exceeding speed limit, 4-speed too fast for condition, 5-speed too slow, 6-improper turn, 7-obstructed traffic control, 8-followed too closely, 9-unlawful action, 10-excessive speed, 11-evasive action, 12-improper way off roadway, 13-improper lane change, 14-one-way road, 99-other
- **Driver Condition:** 1-drunk, 2-drunk and under drinking, 3-drug impaired (alcohol over 0.08), 4-drug impaired (alcohol), 5-drug impaired (drugs), 6-fatigue, 7-medical or physical disability, 8-unknown, 99-other
- **Vehicle Maneuver:** 1-going ahead, 2-turning or stopping, 3-switching lanes, 4-missing "U" turn, 5-turning right, 6-turning left, 7-changes lanes, 8-turning, 9-reversing, 10-stopped, 11-parked, 12-disabled, 13-pulling away from shoulder or curb, 14-pulling onto shoulder or toward curb, 99-other
- **Accident Location:** 1-intersection, 2-intersection related, 3-private property, 4-railway crossing, 5-underpass or overpass, 6-bridge, 78,99-other
- **Accident Address No.:** Municipal Address - Only used if Accident Location is equal to 4-private drive (if known)
- **Direction of Travel:** 1-North, 2-South, 3-East, 4-West
- **Impact Type:** 1-approaching, 2-opposite, 3-end on, 4-side-impact, 5-turning movement, 6-impact, 7-SMV, 8-propelled object, 9-SMV, 10-pedestrian, 11-entering roundabout, 12-exiting roundabout, 99-other
- **Classification of Accident:** 1-fatal injury, 2-skid, 3-trail, 4-fatigue, 5-drunk, 6-drunk and under drinking, 7-drug impaired (alcohol), 8-unknown, 99-other

*SMV = Single Motor Vehicle*
Steve,

The Region undertook a speed survey on Herrgott Road between Ament Line and Broadway Street on May 21, 2014 for a 24-hour period. 3032 vehicles were surveyed, and the results of the survey indicate that the average travel speed of motorists was 82 km/h, in the posted 80 km/h zone. The Region also undertook a speed survey on Herrgott Road between Broadway Street and Geddes Street on May 21, 2014 for a 24-hour period. 2752 vehicles were surveyed, and the results of the survey indicate that the average travel speed of motorists was 87 km/h, in the posted 80 km/h zone.

In general it is very difficult to control speed. Speed limit signs do not slow down traffic. Research has shown that most drivers travel at a speed they consider to be comfortable, regardless of posted speed limits. Studies undertaken "before" and "after" revised speed limits have been posted in the Region of Waterloo, have shown that there are no significant changes in average vehicle speeds following the posting of the signs. Research elsewhere indicates similar results, that changing the speed limit does not change the average speed.

Staff generally recommend that speed limits be set at or about the average speed because this is most likely to produce a uniformly moving traffic stream. Traffic flowing at a uniform speed results in increased safety and fewer collisions.

With uniform speed, drivers are less impatient, pass less often, and are less likely to tailgate, which reduces both head-on and rear-end collisions. The posting of an appropriate speed limit also simplifies the work of enforcement officers because most of the traffic is moving at or near the posted speed. With an appropriate speed limit, blatant speeders are easily spotted, safe drivers are not penalized, and police officers are not asked to enforce and defend unrealistic and arbitrary speed limits.

As such, the Region will not be changing the posted speed limit on Herrgott Road. We will continue to monitor traffic operations along this section of Herrgott Road, and make any changes when necessary.

If you have any further questions or concerns, please feel free to contact myself.

Regards,

Satinderjit Bahia, B.A.Sc. - EIT
Engineering Technologist, Traffic
Regional Municipality of Waterloo
150 Frederick Street
Kitchener, Ontario, N2G 4J3
Phone: 519-575-4091

Road & Bridge; Property & Fire
File No.: 1/2015
## Before and After Speed Studies for Revised Speed Limits

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<td>Posted Speed</td>
<td>Average Speed</td>
<td>Survey Date</td>
</tr>
<tr>
<td>Weimar Line from 1018m east of Moser Young to Kressler</td>
<td>80km/h to 70km/h</td>
<td>80</td>
<td>76</td>
<td>3-Jul-02</td>
</tr>
<tr>
<td>Sawmill Road from Conestoga Boundary to 800m south of Katherine</td>
<td>80km/h to 70km/h</td>
<td>80</td>
<td>72</td>
<td>9-Jul-02</td>
</tr>
<tr>
<td>Fountain St btwn Airport &amp; River</td>
<td>80km/h to 70km/h</td>
<td>80</td>
<td>75</td>
<td>8-Jul-02</td>
</tr>
<tr>
<td>Fountain St btwn River &amp; Kossuth</td>
<td>80km/h to 70km/h</td>
<td>80</td>
<td>76</td>
<td>22-Jul-04</td>
</tr>
<tr>
<td>Roseville Road (Barrie's Lake)</td>
<td>80km/h to 60km/h</td>
<td>80</td>
<td>77</td>
<td>13-Jun-13</td>
</tr>
<tr>
<td>Roseville Road (Barrie's Lake)</td>
<td>80km/h to 60km/h</td>
<td>80</td>
<td>77</td>
<td>13-Jun-13</td>
</tr>
</tbody>
</table>
## Summary of Concerns with Local Businesses

<table>
<thead>
<tr>
<th>Business</th>
<th>Comments / Concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td>Countryside Christian School</td>
<td>There is a high volume of left-turns during peak hours entering/exiting the school and it is difficult to get access due to higher speeds. Blowing a drifting snow also impacts our access.</td>
</tr>
<tr>
<td>Countryside Mennonite Fellowship</td>
<td>Due to limited visibility it is unsafe to attempt a turn onto Herrgott Road from Broadway and from Herrgott Road onto Broadway. When leaving the school or church there is also limited visibility when looking south. There is also a school zone on Herrgott Road with an unfenced adjoining playground.</td>
</tr>
<tr>
<td>Floyd Gibbons Trucking</td>
<td>Difficult to see cars from due to the crest just north of our access near Ament Line</td>
</tr>
<tr>
<td>Vernla Livestock:</td>
<td>Near the church there is difficult visibility, can only see to the right and not to the east along Ament Line, Herrgott Road/Ament Line intersection has had collisions, request a speed limit reduced from Hawkesville to St. Clements (not various speed zones)</td>
</tr>
<tr>
<td>Edgewood Lumber</td>
<td>No response received</td>
</tr>
<tr>
<td>Homestead Woodworks</td>
<td>No response received</td>
</tr>
</tbody>
</table>
Region of Waterloo
Transportation and Environmental Services
Transportation

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: April 14, 2015  File Code: T04-10

Subject: 2015 Roundabout Education

Recommendation:

For information.

Summary:

Nil

Report:

Over 10 years ago the Region of Waterloo opened its first roundabout in the fall of 2004. Since that time, Regional staff has been providing the public of Waterloo Region continuous roundabout education through various mechanisms including annual roundabout education campaigns, television and radio commercials, appearances in malls and international events, social media, contests, training videos, the Jumbotron at the Kitchener Auditorium, bus advertisements, talk shows, on-street education, pamphlets and the Region News delivered to all-households in the Region, just to name a few. Appendix A provides a more comprehensive summary of the various roundabout public education streams that have been provided for those living and or working within Waterloo Region since 2004. Many other municipalities within and outside of Ontario that are considering or building roundabouts, have found the education developed by the Region of Waterloo to be both informative and innovative. Many municipalities have made requests to Regional staff to use Regional roundabout educational material. With the permission of Regional staff, much of this “homegrown” educational material is now used in many places across North America.
Regional staff is planning more roundabout education for 2015. This includes but is not limited to:

- A new DVD training video to be distributed to a large list of agencies and organizations throughout Waterloo Region. The training video will also be viewable on the Region’s website (www.goroundabout.ca);
- Promotion of the new DVD video through the Region’s website and Region News publication which is delivered to every household in Waterloo Region;
- Social media updates;
- Updates to website material;
- On-road education at roundabouts using electronic sign boards; and
- Private business education sessions.

Regional Transportation staff is collaborating with Public Health staff to offer free roundabout educational learning sessions to approximately 150 businesses situated on or in close proximity to Franklin Boulevard (Regional Road 36). This education is planned to provide explicit information to businesses and their employees directly impacted by planned 2015 and 2016 roundabout construction on Franklin Boulevard. Information being provided will include how to drive, walk or cycle through a roundabout and information explaining why the Region is building roundabouts. Offers were mailed to businesses in April 2015 which also attracted exposure through the Cambridge Times. To date three large businesses and one retirement living home has registered for training.

**Corporate Strategic Plan:**

This report addresses the Region’s goal to optimize existing road capacity to safely manage traffic throughout Waterloo Region (Strategic Objective 3.3) and to implement proven roadway safety strategies and education to enhance the safety of our roadways (Strategic Action 3.3.2).

**Financial Implications:**

The 2015 Transportation Capital Program includes $80,000 for roundabout education funded from the Development Charge Reserve Fund ($40,000, 50%) and the Road Capital Levy Reserve Fund ($40,000, 50%). The cost to develop the 2015 roundabout educational training video is $21,000. Remaining $59,000 in funds will be used to promote the roundabout educational training video.
Other Department Consultations/Concurrence:

Public Health is collaborating with Transportation to provide public education and has been consulted with regarding this report.

Attachments

Appendix A – Past Roundabout Education Summary

Prepared By: Bob Henderson, Manager, Transportation Engineering

Approved By: Thomas Schmidt, Commissioner, Transportation and Environmental Services
Past Roundabout Education Summary

2013 – Roundabout Education Committee agreed to continue promoting training video:

- Display stand set up in Zehr’s near new roundabout at Hespeler Road (Regional Road 24) and Queen Street/Beaverdale Road;
- Portable variable message signs promoting driving etiquette in roundabouts at all roundabouts in the Region; and
- 400 Pamphlets and DVDs provided to St. Mary’s School for Grade 8 students.

2012 – Learn the Turn - Roundabout Essentials Campaign:

- New comprehensive training video;
- Updated Website;
- Training video distributed to a wide-array of driving schools, institutions, schools;
- Display stands provided in every library in the Region for training video rental;
- Training Video provided on website;
- Video provided subtitles for hearing impaired;
- Display posters and Training Video DVDs provided in all local government and all Waterloo Regional Police Services dispatch offices;
- Promoted roundabout training DVD in the Region News which is distributed to every household in the Region;
- News release; and
- Promoted the video at for the entire duration of the International Plowing Match.

2011 – Practice Makes Perfect! Educational Campaign:

- Produced 4 separate television commercials addressing;
  - Yielding;
  - Yielding to Pedestrians;
- No Passing/Overtaking;
- Signalling;

- Broadcasted commercials on CTV aimed at large audience periods during 6:00 p.m. news times;
- Social Media, Facebook, Youtube and Twitter;
- Bought airtime to run commercials on the Kitchener Auditorium Jumbotron during Kitchener Ranger hockey games;
- Updated Website;
- Television Commercials promoted on the Region’s Website;
- Ran the “Great Roundabout Radio Contest” for high school students across the Region;
  - Winners of the contest were awarded production time with 91.5 The Beat. This resulted in 3 radio ads being created by the students with staff at The Beat. Radio ads were broadcasted in several local radio stations. These ads are still promoted on the Region’s website:
    - Signalling in Roundabout;
    - Overtaking and Passing in a roundabout;
    - Yielding to Pedestrians;
- Updated “How to Drive, Walk and Bike in a Roundabout” Brochure and distributed it to every household in the Region;
- Developed a “Pedestrian Take the Lead Brochure”:
  - Advertised in Region News which is distributed to all households in the Region [http://issuu.com/region_of_waterloo/docs/region_news_fall_2011/3?e=0]
- Developed a “Let’s Improve, Signal Your Move! Brochure:
  - Advertised in Region News which is distributed to all households in the Region [http://issuu.com/region_of_waterloo/docs/region_news-winter_2011_final/3?e=0]
Set up booths at all Major Malls in the Region to promote Roundabout Education:

- Cambridge Centre – March 19, 2011;
- Conestoga Mall – March 12, 2011;
- Fairview Park Mall – March 5, 2011; and

Promoted Roundabouts and Signalling on Buses.

2010 – Look and Plan Ahead Educational Campaign:

- A musical television commercial was produced with the assistance of CTV and broadcasted on CTV primarily during the evening news. Roundabout Dance II;
- Social Media, Youtube, Facebook;
- Roundabout opened up at Children’s Safety Village; and
- Interactive roundabout animation built on hosted on Website:
  - Many jurisdictions across North America have used or copied this.

2009 – Pedestrians Take the Lead Education Campaign:

- A musical television commercial was produced with the assistance of CTV and broadcasted on CTV primarily during the evening news. Roundabout Dance;
- Updated Website;
- New pedestrian signs; and
- Investigated mini-roundabout at Children’s Safety Village.

2006

- “All About Roundabouts” DVD with Brian Larkin of Waterloo Regional Police Services;
  - Distributed to a various institutions, driver training schools, etc.;
  - Distribution List provided;
  - Hosted on Region of Waterloo Website;
• Radio Ads;
• Updated Brochure; and
• Updated Website.

2004

• “All About Roundabouts” Brochure;
• Website developed and linked to the Region’s Website;
• Radio Advertisements;
• Public Service Announcements;
• Full page “spread” in the Region’s Report to the Community delivered to all households in mid-September 2004;
• Mail flyer and brochure distributed by the school boards to all secondary school students in the Region and to elementary school students in the catchment areas of two new roundabouts as well as homes in these areas; and
• Brochures provided to all Regional and municipal government offices, libraries, and all local CAA offices.
Region of Waterloo
Transportation and Environmental Services
Waste Management Services

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: April 14, 2015  File Code: E33-30A

Subject: Preliminary Service Level Options for Consideration for a New Waste Collection Contract

Recommendation:

That the Regional Municipality of Waterloo approve a special meeting of the Planning and Works Committee for the evening of Wednesday, May 6, 2015, to allow for public feedback on the proposed collection service options presented in report TES-WMS-15-05, with the intent of a final service level option recommendation forthcoming in late May 2015.

Summary:

The current contracts for garbage, recycling and green bin/cart collection expire March 4, 2017. This presents an opportunity to consider and implement the diversion recommendations of the new Waste Management Master Plan (WMMP) which was approved by Regional Council in November 2013 (E-13-127). These recommendations included consideration of reduced bag limits, bi-weekly waste collection, a bag tag program, and standardizing service levels and programs in all seven area municipalities.

Extensive research and public engagement supports diversion efforts and helped to shape the service level options presented. Public and stakeholder engagement resulted in over 7,500 citizens being informed of and providing feedback on service level options, using various media such as telephone surveys, electronic surveys, home delivery information, social media, newspaper ads and coverage on local television and radio stations. Stakeholder discussions included a survey and discussions with area municipal public works and by-law enforcement staff, and consultation with the members of the WMMP Implementation Working Group, consisting
of four Regional councillors and staff involved in the WMMP. Building on the findings in the WMMP, staff also engaged municipalities outside of Waterloo Region to research their waste collection service levels, policies and practices.

This report establishes, in principle, two options for consideration for curbside service levels as part of the next waste collection contract as follows:

Option 1- (Bi-Weekly Garbage Collection)
- Four garbage bag limit per bi-weekly collection (potential to reduce to three bags);
- Unlimited weekly blue box and green bin collection;
- Bi-weekly yard waste collection (April to November);
- Bi-weekly appliance and bulky item pick-up, three item limit;
- Existing special and downtown business services; and
- Bag tag program.

Option 2 – (Weekly Garbage Collection)
- Two garbage bag limit per week (potential to reduce to one bag);
- Unlimited weekly blue box and green bin collection;
- Bi-weekly yard waste collection (April to November);
- Bi-weekly appliance and bulky item pick-up, three item limit;
- Existing special and downtown business services; and
- Bag tag program.

Both options presented would be expected to further improve residential waste diversion efforts and result in cost savings but would also provide increased levels of program complexity compared to the current curbside collection contract. Specifically, Option 1 is preferred by staff as it is anticipated to provide the greatest opportunity to both maximize diversion from landfill as well as result in net cost savings.

To allow citizens to have an opportunity to provide their final feedback on the proposed waste collection service options presented, Staff recommend a special meeting of the Planning and Works Committee be scheduled for the evening of May 6, 2015. A final recommendation report would be forthcoming in late May 2015.

Given that the contractors require a minimum of 12 – 15 months lead time to obtain resources, vehicles, and prepare the work to fulfil these contracts, staff plan to advertise for bids no later than August 2015 for award in November/December 2015.

Report:

Citizens of Waterloo Region, particularly in the tri-cities, enjoy one of the highest levels of curbside waste collection service in the Province. Participation in waste diversion programs is voluntary, with a strong emphasis on public education as a means of diverting waste from landfill. Attachment A outlines the curbside collection services currently available to citizens and while convenient for citizens, they generally do not
encourage citizens to divert waste or to fully utilize the diversion options available to them. Waste composition audits completed in 2013 estimate that over 50 per cent of the contents of garbage bags by weight could go in the green bin and 14 per cent could go in the blue box. Additional waste diversion of these “resources” that still remain in the garbage stream for beneficial re-use/recycling will reduce environmental impacts (i.e. leachate production and landfill gas odours) as well as extend the life of the landfill.

In November 2013, Regional Council approved an updated Waste Management Master Plan, which included the following primary recommended action regarding waste diversion:

- Consideration of curbside collection policy changes to increase diversion (e.g. bag limits, bi-weekly garbage collection, standardized Regional residential waste collection), and consider “user pay” options (e.g. bag tags)

With the pending expiry of the current waste collection contract on March 5, 2017, this presents the optimal opportunity to consider and implement the diversion recommendations of the new WMMP.

**Citizen and stakeholder engagement**

Citizen feedback was an integral part of the WMMP, with over 600 citizens responding to questions about diversion programs, and this feedback shaped the diversion recommendations of the WMMP. Nevertheless, it was recognized that any potential change to curbside collection practices would have considerable impact on citizens receiving curbside collection. Additional public feedback and education was required to ensure citizens were engaged and informed. Staff undertook a second public engagement initiative from November 2014 to January 2015, which included a telephone and online survey, public advertisements, home delivery of information, staff presentations and extensive media coverage. Over 7,500 citizens provided more feedback on the diversion options highlighted in the WMMP, and also provided over 6,000 additional comments on services and programs. Findings of the public engagement initiative include:

**Waste set out**

Citizens were asked about the type and amount of waste they put to the curb weekly:

- Average garbage bag set-out is 1.7 bags
- Average set out for green bin users is 1.5 bags, average for non green bin users is 1.8 bags
- Larger households set out more garbage, their average is 2.4 bags
• 86 per cent of citizens are putting out less than three bags per week, regardless of household size, green bin use, etc.

• 50 per cent of citizens report using the green bin and 97 per cent the blue box at least once per month

When asked what a reasonable garbage bag limit would be for weekly collection, the majority of respondents (68 per cent) indicated one or two bags. The bag limit preferences are slightly more conservative than current set out rates actually show.

The garbage bag set out rates reported by citizens in the survey is reflective of the set out rates obtained by staff through curbside waste audits. These curbside waste audits, done separately as part of the WMMP study, show that the average household set out is 1.7 bags as well (1.3 bags for green bin users), and that 84 per cent of citizens are putting out less than three bags per week.

**Bi-weekly garbage collection**

Citizens were then asked whether their household could manage bi-weekly garbage collection, if unlimited blue boxes and green bins continued to be picked up weekly. Exactly half of the citizens surveyed reported that their current practices would allow them to manage bi-weekly garbage collection, while half were opposed to it. Support for bi-weekly collection is strongest among green bin users.

Citizens were asked their thoughts on a reasonable bag limit for bi-weekly garbage collection. The majority of citizens (66 per cent) would be served by a bi-weekly four bag limit, which corresponds with the reported current set-out rates of approximately two bags per week.

When asked about possible issues with the bi-weekly collection of garbage, respondents listed smell, storage and animals as their top three concerns.

**Extra waste**

Finally, citizens were asked how, in the case of bag limits, they would prefer to handle having more waste than the limit allows. Citizens were given the choice of three options, all or some of which are in use by other municipalities: purchase a bag tag to allow for items to be collected curbside; store items and wait until a few times a year when bag limits are increased; or take items to the transfer station.

Citizens closely preferred either bag tags (41 per cent) or storing items until amnesty/double-up days (37 per cent) over bringing items to the transfer station (22 percent). Citizens preferred the options which allowed for the convenience of curbside collection of additional waste.

Further details on the December 2014 waste survey are attached in Attachment B.
While residential waste collection is the responsibility of the Region, area municipalities are involved and impacted by the services the Region offers and the interests of citizens mutually served. Staff initiated a survey and subsequent discussions with area municipal staff involved in public works and by-law enforcement to obtain their feedback on diversion challenges and opportunities unique to their municipality. Opportunities such as standardization of services across the Region, weekly bag limits and changes to bulky/appliance collection frequency were generally acceptable, with some implementation challenges and repercussions identified. These included the potential for increased road side dumping, bag limits at off-campus rental properties, enforcement, and downtown waste collection limits and collection frequency. As a first step, bi-weekly garbage collection was not recommended by area municipal staff, and an intensive public education and promotion program was cited as critical to success. Not unexpected, bag limits and collection frequency of bulky/appliance collection were less of a concern in the townships, as these are current, well established practices in those municipalities.

The WMMP Working Group, consisting of Regional Councillors Tom Galloway, Jane Mitchell, Joe Nowak and Karl Kiefer and staff, with a mandate to implement the recommendations of the Master Plan, also reviewed and considered various diversion options and curbside collection practices, as presented in this report.

**Service level and/or service frequency recommendations**

Staff recommends that residential waste service levels and collection frequencies be standardized across Waterloo Region, providing all eligible homeowners with the same curbside collection and waste diversion services. As seen in other communities, the following curbside collection policies/practices have proven to be the most effective in increasing residential diversion rates:

- unlimited weekly recycling and green bin collection with *bi-weekly collection of a limited number of garbage bags/containers* (option 1); or

- unlimited weekly recycling and green bin collection with *weekly collection of a limited number of garbage bags/containers* (option 2).

Additionally, limiting the number of garbage bags is an established best practice to drive waste diversion results. The WMMP identified that a minimum of three bags per property per week is required to support any type of waste diversion program, and recommends a two or less bag limit to encourage citizens to more actively participate in the diversion programs available to them. Based on curbside audits and the public engagement survey findings, the set-out of two bags (or less) per week is already occurring in the majority of households in Waterloo Region.

Each collection service level option will require additional resources to implement and administer the new program. Particularly in the tri-cities, citizens are not accustomed to
garbage or collection frequency restrictions and generally everything they place out for collection is picked up. Additional program impacts/costs for the Waste Division would include additional staff to handle increased phone calls, on-street customer service, an extensive public education program, and an increased, one-time inventory of blue box and green bin containers. Ensuring the availability of free blue boxes and green bins at the start-up of the new collection contract will support citizens in transitioning successfully to the new reduced garbage bag/container limits while also ensuring their participation in diversion programs.

For comparison purposes, Attachment C outlines the collection services and resources in place at other municipalities of similar size and with similar programs. As identified, those municipalities with reduced bag limits or bi-weekly garbage collection frequencies collect significantly more organic materials.

Therefore, based on extensive research of programs undertaken in other comparable municipalities and through the public engagement activities undertaken, two service level options have been developed for consideration and are as follows:

**Option 1- (Bi-Weekly Garbage Collection)**

<table>
<thead>
<tr>
<th>Service</th>
<th>Current Level of Service</th>
<th>Proposed Standard</th>
<th>Collection Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garbage</td>
<td>– Weekly collection (10 – 3 bags depending on municipality)</td>
<td>4 bag limit per property (to 3 or less) - <strong>New standard</strong></td>
<td>Bi-weekly – <strong>New standard</strong> in the tri-cities and townships</td>
</tr>
<tr>
<td>Blue box</td>
<td>– Weekly or bi-weekly (rural townships)</td>
<td>Unlimited quantities</td>
<td>Weekly - <strong>New standard</strong> in rural areas of the townships</td>
</tr>
<tr>
<td>Green bin</td>
<td>– Weekly or no service (rural townships)</td>
<td>Unlimited quantities</td>
<td>Weekly - <strong>New service</strong> in rural areas of the townships</td>
</tr>
<tr>
<td>Yard waste</td>
<td>– Bi-weekly or no service (rural townships)</td>
<td>Unlimited quantities</td>
<td>Bi-weekly (April to November) - <strong>New service</strong> in rural areas of the townships</td>
</tr>
<tr>
<td>Bulky items and appliances</td>
<td>– Weekly unlimited (tri-cities) or monthly</td>
<td>3 item limit - <strong>New standard</strong> in the tri-</td>
<td>Bi-weekly - <strong>New standard</strong> in the tri-</td>
</tr>
</tbody>
</table>


Option 1 involves Region-wide bi-weekly garbage collection, with a four bag limit and the opportunity to reduce to a three bag limit. Service levels to over 5,500 homes in the townships will increase to weekly blue box and green bin collection, and bi-weekly yard waste collection. All township citizens will see increased bulky/appliance collection to a bi-weekly service, and tri-city citizens will move from weekly to bi-weekly service. Ultimately, all citizens will have a new three item bulky/appliance limit per collection period. Yard waste collection would continue to be collected bi-weekly, on alternating weeks from the bulky/appliance collection, thereby increasing efficiency.

While public engagement feedback noted that many citizens could make bi-weekly garbage collection work at their home, staff recognize that a shift from weekly garbage collection to bi-weekly, in addition to the other proposed service level and frequency changes, represents a significant change for citizens. Generally, other municipalities transitioned from weekly garbage collection to bi-weekly collection after applying stringent bag limits, and after their citizens had incorporated the full spectrum of diversion programs in their day-to-day waste disposal habits. Option 1 would be expected to have a high impact on diversion and result in greater potential for cost savings in comparison to Option 2. However, it will also require significantly more resources for public education, and to implement, administer and enforce the new service levels and standards. While the actual costs and any resulting savings will not be known until the new collection tender is awarded in late fall of 2015, staff estimate that the net annual budget impact would result in savings estimated to be between $500,000 and $1.5 million. This estimate is based on experiences observed in comparable size municipalities and discussions with collection contractors.

Option 1 is staff’s preferred option, with the potential for a five to ten per cent increase in residential diversion anticipated (or approximately 15,000 tonnes per year diverted from landfill). Most of the diversion is expected to be green bin organic material that would eventually be expected to maximize our current processing capacity/availability.

### Option 2 – (Weekly Garbage Collection)

<table>
<thead>
<tr>
<th>Service</th>
<th>Current Level of Service</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garbage</td>
<td>Weekly collection (10 – 3 bags depending on municipality)</td>
<td>2 bag limit per property (to 1 bag) - New standard</td>
</tr>
</tbody>
</table>

The table above outlines the current and proposed service levels for garbage collection. The proposed service includes a two-bag limit per property, a new standard that is expected to result in increased efficiency and reduced waste.
<table>
<thead>
<tr>
<th>Service</th>
<th>Collection Frequency</th>
<th>Quantity</th>
<th>Temporal Note</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Blue box</strong></td>
<td>– Weekly or bi-weekly (rural townships)</td>
<td>Unlimited quantities</td>
<td>Weekly - New standard in rural areas of the townships</td>
</tr>
<tr>
<td><strong>Green bin</strong></td>
<td>– Weekly or no service (rural townships)</td>
<td>Unlimited quantities</td>
<td>Weekly - New service in rural areas of the townships</td>
</tr>
<tr>
<td><strong>Yard waste</strong></td>
<td>– Bi-weekly or no service (rural townships)</td>
<td>Unlimited quantities</td>
<td>Bi-weekly (April to November) - New service in rural areas of the townships</td>
</tr>
<tr>
<td><strong>Bulky items and appliances</strong></td>
<td>– Weekly unlimited (tri-cities) or monthly 5 item (townships)</td>
<td>3 item limit - New standard in the tri-cities and townships</td>
<td>Bi-weekly - New standard in the tri-cities and townships</td>
</tr>
</tbody>
</table>

Option 2 involves continuing weekly garbage collection, initially with a two bag limit and an opportunity to further reduce to one bag, thereby balancing diversion through stringent bag limits with the collection frequency citizens are most familiar with. As in Option 1, service levels to over 5,500 homes in the townships will increase to weekly blue box and green bin collection, and bi-weekly yard waste collection. All township citizens will see increased bulky/appliance collection to a bi-weekly service, and tri-city citizens will move from weekly to bi-weekly service. All citizens will have a new three item bulky/appliance limit per each collection period. Yard waste collection would continue to be collected bi-weekly, on alternating weeks from the bulky/appliance collection, thereby increasing efficiency.

This option is expected to have a moderate (2 bags) to high (1 bag) impact on diversion and would also likely result in contract savings but not as significant as Option 1. Staff estimate moderate impacts on resources for promotion and education, implementation and ongoing contract administration. As previously mentioned, while the actual savings will not be known until the new collection contract is awarded in late fall of 2015, staff anticipate net annual cost savings is estimated to be between $250,000 and $750,000 based on results of comparable service level collection contract awards in other municipalities and discussions with collection contractors.

Option 2 is estimated to increase residential diversion by three to five per cent, or approximately 8,000 tonnes per year diverted from landfill. Again, most of this diversion is expected to be green bin organic material.

**User pay options (i.e. bag tags)**

Most communities also offer a bag tag program when stringent bag limits and/or bi-
weekly garbage collection is implemented. A bag tag program acknowledges that there are situations where more waste than the allowable limit is generated, but still provides citizens with the convenience of curbside collection.

Bag tags also support the concept that the individual user bears some cost of the collection of their additional waste rather than spreading that cost across all taxpayers in Waterloo Region.

Staff recommend launching a phased approach to a bag tag program with the provision of a limited number of “free” bag tags for the first twelve months (March 2017 to February 2018) of the new collection contract followed by a fee based bag tag program thereafter (with consideration of exemptions for special circumstances such as residents with medical considerations, home daycares, etc.).

This has been common practice in other municipalities with bag tag programs and by requiring a bag tag, albeit initially a free one, the intention is to build awareness of the waste generated and encourage full participation in available diversion programs. Staff will report back to Planning and Works Committee in the fall of 2016 with a detailed report on how a fee based bag tag program could be implemented.

A report to Council, Waste Management Funding Models (E-13-136), provided some general information on user pay systems and waste utility options.

**Existing business and special collection services**

The proposed garbage bag limits or collection frequency options may not be appropriate for certain areas that currently receive municipal collection. Examples include eligible properties with multiple units (six and under), twice per year collection at off-campus student rental properties, and business improvement areas that have more frequent garbage collection and in some cases, a larger bag limit. These areas represent a very small percentage of the overall collection contract and staff are proposing no change to current bag limits (10) and/or in some cases, the collection frequency.

For some materials, such as carpet replacement and construction and demolition debris, the new limit would require citizens to work with their retailer or installers to dispose of this waste. Alternatively, citizens would still have the option of utilizing the closest waste transfer station for materials not eligible for curbside collection.

**Next steps**

After the special meeting of the Planning and Works Committee meeting to solicit citizen input, Staff will prepare a final curbside collection service level recommendation report incorporating citizen feedback and Council direction. This report would be expected to be presented in late May 2015 and would form the basis of the next curbside collection contract that will commence in March 2017.
Once the final curbside service levels are approved by Council, further staff reports would include details on the design and implementation of a garbage bag tag program (including exemptions where applicable), and a Region-wide public education and promotion plan to support citizen transition to the new waste collection service levels.

**Corporate Strategic Plan:**

This report has been prepared consistent with the Corporate Strategic Objective of Focus Area 1 “Environmental Sustainability: Project and enhance the environment” and particularly action 1.3 “Reducing the Amount of Waste Requiring Landfill.” Waste reduction is a core priority for the Region of Waterloo.

**Financial Implications:**

While the actual savings of either Option 1 or Option 2 will not be known until the new collection contract is tendered and awarded in the fall of 2015, staff have provided projections based on savings achieved in other comparable municipalities and from discussions with the collection contractors. The savings resulted from the proposed changes in the collection standards and frequency in the new collection contract with either Option 1 or Option 2 are expected to result in net savings of approximately $250,000 to $1.5 million. It is anticipated that the collection contract savings will assist with off-setting the additional resources (i.e. staff) and costs associated with responding to the more restrictive curbside collection standards and frequency. The additional costs are based on experiences in comparable municipalities with similar curbside service levels. Additional program costs/impacts include increased resident phone calls, on-street customer service, an extensive public education program, increased potential for roadside dumping and bylaw enforcement. An additional inventory of blue box and green bin collection containers is also provided for resident encouragement and is considered a best practice at the launch of any new initiative such as this.

Further refinement of the financial implications will be presented as part of the final service level recommendation report in late May 2015.

**Other Department Consultations/Concurrence:**

Staff from the Corporate Services Department have been consulted and provided input toward the preparation of this report.

**Attachments**

Attachment A: Current waste collection service levels

Attachment B: Waste management survey results: possible curbside changes

Attachment C: Waste collection services comparison between municipalities of similar size and/or service levels
Prepared By:  Susan White, Manager, Waste Collection & Diversion

Approved By:  Thomas Schmidt, Commissioner, Transportation and Environmental Services
WHAT ARE OUR CURRENT COLLECTION SERVICES?

DID YOU KNOW...
Collection crews make over 1.5 million stops each month to provide these curbside services.

Residential Waste Collection Services on Garbage Day

<table>
<thead>
<tr>
<th>Blue Box Recycling</th>
<th>Green Bin</th>
<th>Garbage per property</th>
<th>Large Items</th>
<th>Yard Waste</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge Kitchener Waterloo</td>
<td>Weekly collection</td>
<td>Weekly collection</td>
<td>Weekly collection 10 bag limit</td>
<td>Weekly collection</td>
</tr>
<tr>
<td>North Dumfries</td>
<td>Weekly collection Every second week in rural areas</td>
<td>If you receive weekly blue box collection Weekly</td>
<td>Weekly collection 5 bag limit</td>
<td>Monthly</td>
</tr>
<tr>
<td>Wellesley</td>
<td>Weekly collection Every second week in rural areas</td>
<td>If you receive weekly blue box collection: Weekly</td>
<td>Weekly collection 3 bag limit</td>
<td>Monthly</td>
</tr>
<tr>
<td>Wilmot</td>
<td>Weekly collection Every second week in rural areas</td>
<td>If you receive weekly blue box collection: Weekly</td>
<td>Weekly collection 4 bag limit</td>
<td>Monthly</td>
</tr>
<tr>
<td>Woolwich</td>
<td>Weekly collection Every second week in rural areas</td>
<td>If you receive weekly blue box collection: Weekly</td>
<td>Weekly collection 3 bag limit</td>
<td>Monthly</td>
</tr>
</tbody>
</table>
Waste management survey results: possible curbside changes

Background

Following the endorsement of the WMMP Diversion recommendation:

- Consider curbside collection policy changes to increase diversion (e.g. bag limits, bi-weekly garbage collection, standardized Regional residential waste collection) and consider "user pay" options (e.g. bag tags)

Regional Council directed staff to conduct ongoing public awareness and more community engagement on the potential changes. In the fall of 2014, staff engaged in a number of activities, culminating in a survey, with the following goals:

- Inform residents of pending changes endorsed through WMMP;
- Educate residents about possible curbside changes and what they mean;
- Encourage public feedback on options endorsed through WMMP; and
- Use resident feedback to help develop curbside policy recommendations.

The survey was conducted in two ways:

1. Demographically representative (2011 Census) of 511 single family households across Waterloo Region (“demographic survey”). This group would serve as a control group, to balance concerns that a random survey is mainly completed by self-selected parties interested in waste management.

2. Online survey (could also complete via telephone through the call centre) promoted and randomly open to all residents of Waterloo Region; over 7,000 responses (“random survey”).

While the random survey respondents provided valuable comment and input, they do skew slightly “greener” in their results. In order to prevent any bias, the results presented below are mainly based on the demographic survey, which is meant to be representative of the average citizen of Waterloo Region.
Survey Results

*Garbage set out*

Current waste set out habits in Waterloo Region:

- Average bag set-out is 1.7
- Average set out for green bin users is 1.5, average for non green bin users is 1.8
- Larger households set out more, their average is 2.4 bags
- 86% of residents are putting out less than three bags per week, regardless of household size, green bin use, etc.
- 50% of residents use the green bin and 97% the blue box at least 1x per month

**Weekly bag limits**

When asked what a reasonable bag limit would be for weekly collection, the majority of residents (68%) indicated one or two bags. The bag limit preferences are slightly more conservative than current set out rates. Even residents who regularly put out only 1 or 2 bags can likely think of occasions when they had additional waste, and may want to ensure they have capacity for that additional curbside set out.

Based on the self-reported set out rates, only 14% of residents are putting out 3 or more bags of waste. A 2-bag limit would serve 86% of residents, given current set-out habits and practices. It is worth noting that of 150,000 household served, 14% is still a significant number, representing about 21,000 households who would have to adjust their waste habits, and will likely require customer service calls requiring education, assistance and possibly enforcement.

**Bi-weekly collection**

Residents were asked whether their household could manage bi-weekly collection:

Half of residents surveyed reported that their current practices would allow them to manage bi-weekly garbage collection. Support was highest among smaller households and green bin users, while larger households or those not using the green bin reported the largest potential impact from bi-weekly collection.
Bi-weekly bag limits

Residents were asked their thoughts on a reasonable bag limit for bi-weekly garbage collection:

![Bi-weekly bag limit preference chart]

The majority of residents (66%) would be served by a bi-weekly four bag limit, corresponding to current set-out rates of approximately two bags/week. Again, this reflects current waste habits of residents. Support for bi-weekly collection is strongest among green bin users.

Concerns with bi-weekly collection

Residents who reported that bi-weekly collection would have either a big or some impact on their household were asked why, and their concerns were recorded. The top three concerns mentioned were the same as those reported through the online survey (although the numbers varied slightly).

![Big/some impact due to chart]

These issues, while all valid when it comes to handling waste, should be manageable for residents if they use the blue box and green bin weekly. It is apparent from write-in comments that many of these concerns have to do with storing garbage containing food waste among non green-bin users, and diapers/personal hygiene products among those who do use the green bin. These concerns can all be addressed through education.
The more engaged households reported being in diversion programs (i.e. blue box and green bin) the more likely they were to support bi-weekly collection.

**Extra waste**

Finally, residents were asked how, in the case of bag limits, they would prefer to handle having more waste than the limit allows. As the issue of what to do with extra waste beyond the bag limit affects all residents regardless of current practices, the results of the online survey are included here as well. Residents were given a choice of three options, all or some of which are in use by other municipalities: purchase a bag tag to allow for items to be collected curbside; store items and wait until a few times a year when bag limits are increased; or take items to the transfer station.

![Alternative disposal options](image)

**Alternative disposal options**

*Percent chosen first*

( Demographic survey)

- Bag Tags: 41%
- Store Items: 37%
- Transfer Station: 22%
In the case of both surveys, residents closely preferred both bag tags and storing items until amnesty days over bringing items to the transfer station. These two options reflect both a user-pay (bag tag) and no-cost option, but overwhelmingly, the majority of respondents preferred the option that allowed for the convenience of curbside collection. Write-in comments also reflects many residents who do not drive, rely solely on public transit, or otherwise may not be able to get to a transfer station.

**Additional observations**

The majority of set out information reported by residents in the demographic survey is reflective of the set out rates obtained by staff through waste audits. Curbside waste audits show that the average household set out is 1.7 bags (1.3 bags for green bin users), and audits further show that 61% of households put out 1 bag, 23% put out 2 bags, and 16% put out 3 or more bags (compared to 57%, 29% and 14% respectively for the survey responses).

While self-reported green bin use through the survey is higher than that reported in audits (50% versus 19-35%) there could be several reasons for the discrepancy. Users of the survey were asked if they had set the green bin out at least one time in the last month; this occasional use of the green bin would account for lower participation rates in the weekly snapshot of the curbside audits. It may also be that survey respondents were reluctant to report not using the green bin when asked directly as part of a waste survey.
Self-reported blue box participation rates are also slightly higher than those reported in audits (97% versus 82%) but the same reasons for discrepancy in green bin participation percentage may apply.

The concerns that residents have with bi-weekly collection (smell, storage, animals) can nearly all be addressed with proper green bin use. Outside of items that can be handled by the green bin, the items most likely to cause concern are diapers and personal hygiene products. According to various public health departments (including ROW Public Health) these items are safe to hold for two weeks if properly handled/stored.
### Waste Collection Services Comparison between Similar Municipalities

#### Customer Service/Contract Management

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Total Calls</th>
<th>Sent to Waste</th>
<th>In-office Staff</th>
<th>On-road Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterloo Region – tri-cities</td>
<td>28,000</td>
<td>11,000</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Waterloo Region – townships</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Niagara Region (427,000 population)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Hamilton (520,000 population)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Region of Peel*** (1.3 mil population)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Halton Region (518,000 population)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Ottawa (820,000 population)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Garbage</th>
<th>Recycling</th>
<th>Organics</th>
<th>Yard Waste</th>
<th>Bulky/ Appliances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waterloo Region – tri-cities</td>
<td>weekly</td>
<td>10</td>
<td>no</td>
<td>weekly</td>
<td>bi-weekly</td>
</tr>
<tr>
<td>Waterloo Region – townships</td>
<td>weekly</td>
<td>3 to 6</td>
<td>no</td>
<td>weekly**</td>
<td>bi-weekly monthly</td>
</tr>
<tr>
<td>Niagara Region (427,000 population)</td>
<td>weekly</td>
<td>1</td>
<td>yes ($2)</td>
<td>weekly</td>
<td></td>
</tr>
<tr>
<td>City of Hamilton (520,000 population)</td>
<td>weekly</td>
<td>1</td>
<td>yes (free)</td>
<td>weekly</td>
<td></td>
</tr>
<tr>
<td>Region of Peel*** (1.3 mil population)</td>
<td>weekly</td>
<td>2</td>
<td>yes ($1)</td>
<td>weekly</td>
<td></td>
</tr>
<tr>
<td>Halton Region (518,000 population)</td>
<td>bi-weekly</td>
<td>3</td>
<td>yes ($2)</td>
<td>weekly</td>
<td></td>
</tr>
<tr>
<td>City of Ottawa (820,000 population)</td>
<td>bi-weekly</td>
<td>6</td>
<td>no</td>
<td>weekly</td>
<td></td>
</tr>
</tbody>
</table>

- **Freq.** frequency
- **Bag Limit** number of bags
- **Bag tags?** yes/no
- **Weight** weight of collection
- **Total Calls** total calls
- **Sent to Waste** sent to waste
- **In-office Staff** in-office staff
- **On-road Staff** on-road staff

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Report: TES-WMS-15-05

Attachment C
<table>
<thead>
<tr>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Weights in tonnes; 2011 or 2012 data; some municipalities allow small amounts of yard waste.</td>
</tr>
<tr>
<td>** Region of Waterloo - township recycling /green bin collection is weekly in settlement areas;</td>
</tr>
<tr>
<td>rural areas receive bi-weekly recycling and no green bin collection.</td>
</tr>
<tr>
<td>*** Region of Peel - 2016 collection changing to cart based weekly organics and biweekly waste &amp;</td>
</tr>
<tr>
<td>recycling collection.</td>
</tr>
<tr>
<td>**** Alternating Recycling Collection Service: first week containers, second week fibres.</td>
</tr>
</tbody>
</table>
Region of Waterloo  
Planning, Development and Legislative Services  
Community Planning

To: Chair Tom Galloway and Members of the Planning and Works Committee
Date: April 14, 2015
File Code: D10-40
Subject: Proposed 2015 Implementation Plan for the Regional Transportation Supportive Strategy for Cambridge

Recommendation:

That the Regional Municipality of Waterloo approve the projects included in the 2015 Implementation Plan for the Transit Supportive Strategy to enhance transit ridership in the City of Cambridge, as described in Report No. PDL-CPL-15-22, dated April 14, 2015 and summarized in Attachment A.

Summary:

As part of its multi-phased plan to implement rapid transit in Waterloo Region, Regional Council approved the allocation of $1,000,000 annually for 10 years to implement transit-supportive strategies in the Central Transit Corridor (CTC) in the City of Cambridge (please see Report E-11-072). Transit-supportive strategies include projects, plans and services that encourage transit ridership and transit-oriented development in the CTC with the ultimate goal of advancing construction of the second phase of the Light Rail Transit system.

The Transit Supportive Strategy Working Group, which includes staff representatives from the City of Cambridge, is responsible for collectively developing annual implementation plans for Regional Council’s consideration. City of Cambridge staff support the projects identified in the 2015 Implementation Plan as outlined in this report. If approved by Regional Council, the Implementation Plan would be provided as information at the May 5, 2015, General Committee meeting of the City of Cambridge.

The proposed 2015 Implementation Plan includes six proposed initiatives, including three new and three expanded initiatives. The three new transit-supportive initiatives
proposed by City and Regional staff for the 2015 Implementation Plan are:

1. Growth and Intensification Study for Nodes, Reurbanization Corridors, Infill and Intensification in Cambridge;
2. Implementation of the Cambridge Comprehensive Commercial Review, which will seek to concentrate higher-density commercial development along Hespeler Road and other transit corridors through new mixed-use policies; and
3. Update Core Areas Parking Master Plan (2009) to include new transit-supportive parking management policies that support the City’s “Back to the River” vision.

The three previously approved initiatives with an expanded scope proposed for 2015 are:

4. Weekend service on the 203 iXpress;
5. Construction of pedestrian enhancements to the Ainslie Street Transit Terminal; and

An update is also provided on the four ongoing projects that were approved by Regional Council in previous implementation plans. They are:

1. GO Train Feasibility Study, which will build on the business case (2014) for commuter trains to Cambridge by quantifying the broader benefits of rail service to the Province;
2. Groff Mill Creek Two Zone Flood Plain Study;
3. Individualized Marketing campaign in Ion adaptive Bus Rapid Transit (aBRT) station areas and along the Maple Grove iXpress route; and
4. TravelWise drive for new members in Cambridge, with businesses being encouraged to join the association at no cost for a trial period.

Report:

Background

On June 15, 2011, Regional Council approved Light Rail Transit (LRT) as the preferred technology for the Region of Waterloo’s Rapid Transit system connecting the Cities of Cambridge, Kitchener and Waterloo. The Region’s ultimate goal is to implement a full LRT system along the Central Transit Corridor (CTC) between Ainslie Street Terminal in Cambridge and Conestoga Mall in Waterloo. However, Regional Council approved the phased implementation of LRT to reflect differences in transit ridership, development potential, and capital and operating costs along the route.

To advance the construction of the second phase of the LRT system, Regional Council approved the allocation of $1,000,000 annually for 10 years to implement transit-supportive strategies in the CTC in Cambridge (please see Report E-11-072). Known as the Transit Supportive Strategy (TSS), this fund supports projects, plans and services
that encourage transit ridership and transit-oriented development in the CTC. These initiatives, which are approved by Regional Council through annual implementation plans are to be undertaken by either the Region or the City during the 10-year term of the funding. The Transit Supportive Strategy Working Group, which includes City and Regional staff, collectively prepares the annual implementation plans and budgetary estimates for Regional Council’s consideration.

Regional Council approved the first TSS Implementation Plan in February 2012. At that time, Council authorized unspent funds to remain in a capital fund for future initiatives, including up to three years of funding for new transit service if no other, more appropriate, budget source exists (please see Report P-12-023/E-12-028). In consultation with the City of Cambridge, the TSS fund has since supported the launch the 203 iXpress connecting the planned aBRT stops at Cambridge Centre and Sportsworld Drive to major employment areas, the Hespeler Core and the Doon and Cambridge campuses of Conestoga College. To improve access to stops, 950 metres of sidewalks were installed at seven high priority industrial park locations. Thirty transit shelters were also installed in addition to those already warranted by stop activity.

The Region uses transit ridership as the primary basis for measuring the combined impact of TSS initiatives. Since 2011, ridership in Cambridge has increased by 20 percent (661,000 rides per year), to just under four million rides a year. In the L.G. Lovell Industrial Park, a focus area of several TSS initiatives, ridership increased by 84 percent by 2014. While not all of the growth in transit ridership can be directly attributed to the TSS, it is evident that transit investment in Cambridge is supporting higher ridership growth than the rest of the transit system (please see Figure 1 below).

Figure 1 – Service Hours and Ridership Growth 2011-2013
Proposed 2015 Implementation Plan

The proposed 2015 Implementation Plan includes six initiatives, including three new initiatives led by the City of Cambridge and three expanded initiatives. All of the recommended projects were developed in consultation with City of Cambridge staff. Following Regional Council’s consideration of this report, City of Cambridge staff will prepare an information report for the May 5, 2015, General Committee meeting.

The proposed 2015 Implementation Plan is consistent with the community building initiatives identified by the Region of Waterloo’s Central Transit Corridor Community Building Strategy (CBS). The CBS was developed in partnership with the Cities of Cambridge, Kitchener and Waterloo and provides a framework for guiding growth around ION Rapid Transit stations.

New initiatives proposed for the 2015 Implementation Plan

1. Growth and Intensification Study for Nodes, Reurbanization Corridors, Infill and Intensification in Cambridge

Transit-oriented intensification in downtown Cambridge and along iXpress routes and the ION Rapid Transit corridor is essential for building transit ridership in Cambridge. The Cambridge Official Plan (2012) identifies priority areas for higher density development with a range and mix of residential, employment and commercial uses.

The purpose of this study is to develop secondary and community plans for the City’s Urban Growth Centre (downtown Galt), Community Core Areas (the historic downtowns of Galt, Hespeler and Preston), as well as Nodes and Reurbanization Corridors. These secondary and community plans will identify appropriate densities, building scale, as well as the range and mix of land uses for each area. The study will also include a height and density massing analysis to evaluate opportunities for density bonusing in Cambridge. (Density bonusing is a process to allow buildings to exceed the height and density of development otherwise permitted by zoning by-laws in exchange for community benefits.)

This Study will directly support the transit-oriented intensification of areas served by ION Rapid Transit and the Region’s iXpress network. Intensification opportunities within existing and stable neighbourhoods will also be evaluated as part of this initiative to inform the City’s residential compatibility policies. The budget estimate for this comprehensive planning study is $295,000 and would be completed in 2016.

2. Implementation of the Cambridge Comprehensive Commercial Review, which will seek to concentrate higher-density commercial development along Hespeler Road and other transit corridors through new mixed-use policies

Malone Given Parsons Ltd. conducted the Cambridge Comprehensive Commercial Review in 2014, which examined the commercial land use policies of the Cambridge
Official Plan (2012). The review estimates that by 2031, approximately 279,000 square metres (three million square feet) of new commercial development is likely to have occurred. However, to reflect emerging trends in commercial development and to improve transit-oriented development throughout the Hespeler Road corridor, the review recommended changes to the Cambridge Official Plan’s commercial policies and zoning regulations.

To implement these recommendations, the City of Cambridge is looking to amend its 2012 Official Plan to include new commercial and mixed-use policies. Part of this process is to study the three community core areas (Galt, Hespeler and Preston), neighbourhood nodes and regeneration areas along the Hespeler Road, Water Street North, King Street East, Dundas Street and Queen Street corridors.

The anticipated outcome of this process is an updated commercial structure within the Cambridge Official Plan that promotes mixed-use transit oriented development along Hespeler Road. The estimated budget for this initiative is $50,000.

3. Core Areas Parking Master Plan Update

A strong but complex relationship exists between parking management policies, development densities and the type of transportation people choose to use. Ensuring parking is provided at the right price and in the right form is an increasing priority as the City focuses on reurbanization and making the most efficient use of existing land and infrastructure. Where rapid transit systems exist, parking management plays a critical role in the success of the system.

As the City of Cambridge moves its vision of “Back to the River” forward with projects geared to invigorate and intensify the core areas, consideration must be given to developing sound parking management policies that support the City’s vision and contribute to the success of the ION Rapid Transit system. By updating the 2009 Core Areas Parking Master Plan, parking management policies can be incorporated that ensure a cohesive relationship exists between urban development, sustainability, parking supply and public transit. The estimated budget for this initiative is $50,000.

**Initiatives with an expanded scope proposed for 2015 (previously approved)**

4. Weekend Service for the 203 iXpress

To improve connections to ION Rapid Transit stops and to generate additional ridership in the CTC, the 2013 Implementation Plan provided three years of funding to accelerate the introduction of the new 203 Maple Grove iXpress (please see the 203 iXpress route map in Attachment B). In April 2014, the 203 iXpress began service every 30 minutes on weekdays from approximately 6 a.m. to 10 p.m. This limited-stop route connects the future ION Rapid Transit stops at Cambridge Centre and Sportsworld Drive with the Hespeler core, L.G. Lovell Industrial Park and Cambridge Business Park. Rush-hour service to the Conestoga College Doon and Cambridge campuses is also provided.
Since its launch, the route has averaged 475 boardings per day, which is more than the 350 boardings per day originally projected. There was also a noticeable increase in ridership when service was extended to Conestoga College in September 2014, with average boardings of 550 per day from September to January 2015.

To build on the growing success of the 203 iXpress, City of Cambridge and Regional staff recommend adding weekend service to provide Cambridge residents with weeklong transit access to employment parks, ION Rapid Transit and the GO bus stop at Sportsworld Drive. The addition of weekend service will reduce the complexity of the transit network in Hespeler and meet the needs of more customers, including improved service on Queen Street West (please see Attachment C for a map Hespeler Route network before and after the proposed launch of weekend service).

Providing weekend service on the 203 iXpress would cost $144,000 annually. If approved by Regional Council, weekend service would start in fall 2015 with transit operating every 30 minutes on Saturday and every 60 minutes on Sunday between Sportsworld Drive and Cambridge Centre. Staff recommends that funding be provided on an interim basis until fall 2017, when funding for this route would be reviewed and possibly provided through the Regional Transportation Master Plan Reserve Fund.

5. Construction of pedestrian enhancements to the Ainslie Street Transit Terminal

As part of the 2013 Implementation Plan, the Region and the City of Cambridge completed a feasibility study recommending pedestrian improvements for the Ainslie Street Terminal with the ultimate goal of increasing transit ridership and creating a more comfortable place for people. The CBS also recommended implementing design changes at the Ainslie Street Terminal so it is more enjoyable for users and integrates better with downtown Cambridge (CBS initiative number 1).

The final design enhancements were developed with feedback from 100 transit riders who participated in a survey at the Ainslie Street Terminal and a Public Consultation Centre held at Cambridge City Hall. Five stakeholder meetings were also held with representatives from Waterloo Regional Police, Grand River Transit operations and drivers, the CNIB (formerly known as the Canadian National Institute for the Blind) and neighbouring property owners.

As part of the 2014 Implementation Plan, Regional Council approved the detailed design and construction of the first phase of Ainslie Street Terminal pedestrian improvements with a preliminary budget estimate of $540,000 (Please see Report P-14-051). These enhancements include streetscaping improvements on Ainslie Street and pedestrian crosswalk improvements at all three Terminal entrances. However, through the detailed design process, the cost estimate for construction in 2015, complete with additional contingency, was revised up to $979,405. If approved by Regional Council, construction of these improvements is anticipated in summer 2015.
6. Conestoga College Transit Pass discount

In September 2013, the TSS began funding a 15 percent discount on the college term pass for Conestoga College students. At this reduced rate, Conestoga College students can purchase an unlimited four-month pass for $218. As Table 1 shows below, pass sales have increased by approximately 20 percent in each of the past two school years, with sales in the summer seeing the most dramatic increases.

Table 1 – Conestoga Transit Pass Sales

<table>
<thead>
<tr>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Sept.</td>
<td>1,884</td>
<td>2,312</td>
<td>2,525</td>
<td>428</td>
<td>22.7%</td>
<td>213</td>
<td>9.2%</td>
</tr>
<tr>
<td>May</td>
<td>503</td>
<td>588</td>
<td>986</td>
<td>85</td>
<td>16.9%</td>
<td>398</td>
<td>67.7%</td>
</tr>
<tr>
<td>Jan.</td>
<td>1,572</td>
<td>1,878</td>
<td>2,244</td>
<td>306</td>
<td>19.5%</td>
<td>366</td>
<td>19.5%</td>
</tr>
<tr>
<td>Total</td>
<td>3,959</td>
<td>4,778</td>
<td>5,755</td>
<td>819</td>
<td>20.7%</td>
<td>977</td>
<td>20.4%</td>
</tr>
</tbody>
</table>

Staff propose the discount program continue until Regional Council considers a U-Pass for Conestoga College as part of the 2016 budget process. Based on growing pass sales, the budget estimate for 2015 has been revised upwards from the initial estimate of $137,865 to $225,000. This funding supports the discount until the end of 2015.

Update of ongoing TSS Initiatives (previously approved)

1. GO Train Feasibility Study

In 2009, the Region, GO Transit and the City of Cambridge conducted a Passenger Rail Feasibility Study that considered the extension of GO train service to Cambridge using the Canadian Pacific (CP) mainline from Milton. The Study recommended starting service with four peak-period GO trains (12-cars) and increasing the number of trains as demand grows. It also recommended four new stations, a storage facility in Cambridge and double tracking along the rail corridor at a cost of approximately $110 million.

To address capital cost concerns with this initial proposal, the City of Cambridge and the Region of Waterloo conducted a GO Train Feasibility Study in 2014 to introduce three less expensive scenarios for the extension of GO train service to Cambridge. These scenarios explored new rail technology that could help launch this important service earlier.

The 2014 GO Train Feasibility Study recommends that initial service begin with four peak-period Diesel Multiple Units (DMUs) with a new station at Cambridge Central at a capital cost of $20-$73 million. This scenario requires users travelling beyond Milton to
transfer to a 12-car GO train at the Milton station.

Further, the GO Transit Feasibility Study recommends:

- Updating Metrolinx’s service strategy to include train service to Cambridge;
- Starting an Environmental Assessment for the extension of GO train service to Cambridge;
- Identifying and protecting new station locations;
- Extending GO train service as quickly as possible; and
- Testing DMU’s for use in extending GO train service to Cambridge.

The next phase of the study is to focus on building a strong business case for GO trains to Cambridge by working with stakeholders along the CP mainline to present a coordinated message to Metrolinx and the Province. Extending GO to Cambridge would provide the following benefits:

- Promote economic development and transit-oriented development;
- Demonstrate the vision of connecting communities by transit;
- Support innovative transit technology; and
- Leverage existing and future investments, such as ION Rapid Transit.

With several rail options documented and assessed, it is important for the City and Region to continue moving forward so these benefits of GO train service can be realized.

2. Groff Mill Creek Two Zone Flood Plain Study

The Groff Mill Creek Two Zone Flood Plain Study will update the floodplain mapping for Groff Mill Creek and complete a two zone technical analysis of the area to identify areas that satisfy flood fringe criteria and therefore, can be developed. The Study will help support transit-oriented development between Groff Mill Creek and the Hespeler Road corridor on lands that are currently unavailable for redevelopment due to their location within the creek’s floodplain.

3. Individualized Marketing Campaign in ION Adaptive Bus Rapid Transit (aBRT) Station Areas and along the Maple Grove ixpress Route

TravelWise and Steer Davies Gleave have completed a Segmented Marketing Campaign Plan for Transit in the City of Cambridge. The plan uses an in-depth marketing analysis of the entire population to understand the various market segments in the City. The market segmentation analysis included identifying and mapping the demographic characteristics of each neighbourhood, the areas with the highest likelihood to take transit and the areas more receptive to transit marketing techniques. Each group is characterized by their purchasing behavior, transit ridership data and travel behavioural trends.
Based on this analysis, the plan recommends specific marketing techniques and products for retail, print, mail, digital and cinema. These techniques and products have increased transit ridership in cities with the same demographic groups. The plan assigns each piece of media with a unit cost for 2015 and also recommends budget options through 2018. Staff from the City of Cambridge and the Region are part of the working group for this project.

4. TravelWise Drive for New Members in Cambridge, where businesses are encouraged to join the association at no cost for a trial period.

Free two-year memberships are being offered to businesses in Cambridge to join the TravelWise@Work Transportation Management Association, which offers discounted transit passes with other transit-supportive services. Marketing these free memberships is being done in partnership with the City of Cambridge’s Transportation Demand Management Coordinator and the Public Health’s Project Health Program. Cambridge and North Dumfries Hydro has continued to take advantage of this opportunity and is actively participating in the program. Transportation Demand Management has prepared an advertising campaign for 2015 through the Cambridge Chamber of Commerce that includes online and printed materials in an effort to generate additional interest and memberships in the program.

Area Municipal Consultation and Concurrence

The proposed 2015 Implementation Plan was collaboratively developed by City of Cambridge and Region of Waterloo staff. Given the various interests involved and the multi-disciplinary nature of the exercise, several different departments at both the City and Region have been involved as required. Representation from the City of Cambridge has included senior staff from Planning Services as well as Transportation and Public Works.

Corporate Strategic Plan:

The Regional Transit Supportive Strategy for the City of Cambridge is intended to develop greater, more sustainable and safe transportation choices (Focus Area 3: Sustainable Transportation). The strategy also helps to manage growth by fostering thriving and productive urban communities along the Central Transit Corridor in Cambridge (Focus Area 2: Growth Management and Prosperity).

Financial Implications

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

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**Other Department Consultations/Concurrence**

Staff from Transportation and Environmental Services, Finance, Grand River Transit and Rapid Transit continue to be involved with the development, implementation and monitoring of the Transit Supportive Strategy for Cambridge.

**Attachments:**

Attachment A – 2015 Implementation Plan and Transit Supportive Strategy Financial Summary
Attachment B – Route 203 iXpress Route and Stop Locations
Attachment C – Hespeler Route Network Before and After Weekend Service

Prepared By:  John Hill, Principal Planner

Approved By:  Rob Horne, Commissioner, Planning, Development and Legislative Services
## Attachment A – 2015 Implementation Plan and Transit Supportive Strategy

### Financial Summary

<table>
<thead>
<tr>
<th>Year</th>
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<th>Initiative</th>
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<th>Budget</th>
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*Actuals and Commitments
Attachment B – Route 203 iXpress Route and Stop Locations
Attachment C – Hespeler Route Network Before and After Proposed Weekend Service Changes

Existing/Before

Proposed/After

Legend

- 203 iXpress (weekdays only)
- 51A Fisher Mills (weekdays only)
- 51C Fisher Mills (weekends only including Blackbridge loop)
- 51B Meirian (seven days a week)

All routes operate seven days a week.
Region of Waterloo
Planning Development and Legislative Services
Legal Services

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: April 14, 2015  File Code: L07-90

Subject: Authorization to Expropriate Lands (1st Report) for Manitou Drive Improvements (Homer Watson Boulevard to Bleams Road), in the City of Kitchener

Recommendation:

That The Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the reconstruction of Manitou Drive between Homer Watson Boulevard and Bleams Road, in the City of Kitchener, in the Region of Waterloo as detailed in report PDL-LEG-15-36 dated April 14, 2015:

1. Complete application(s) to the Council of the Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for the reconstruction of Manitou Drive and described as follows:

   Fee Simple Partial Taking:

   a) Part Lot 2, Registrar’s Compiled Plan 1521, being Parts 2, 3, and 4 on Reference Plan 58R-18262, being Part of PIN 22731-0021 (R), in the City of Kitchener (270 Manitou Drive, Kitchener);

   b) Part Lot 1, Registrar’s Compiled Plan 1521, being Part 1 on 58R-18262, being part of PIN 22731-0020 (LT), in the City of Kitchener (262 Manitou Drive, Kitchener);

2. Serve notices of the above application(s) required by the Expropriations Act;

3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received;
4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed or if determined by the Commissioner of Transportation and Environmental Services that such lands, or any part thereof, are not required for the subject project; and

6. Do all things necessary and proper to be done, and report thereon to Regional Council in due course.

Summary: NIL

Report:

Regional Council approved roadway improvements to Manitou Drive (Regional Road 69) from Homer Watson Boulevard to Bleams Road on August 20, 2014 as detailed in report E-14-092. The project improvements include replacement of deteriorated pavement surface, replacing existing paved shoulders with curb and gutter, installing storm sewer and installing sidewalk and segregated cycling lanes. Construction is scheduled for the summer of 2016.

Land acquisitions as outlined in the Recommendation will be required from two (2) property owners. The acquisitions are fee simple partial takings for road widening purposes.

All of the affected property owners, or their representatives, have been contacted by Legal Services Real Estate staff by one or more of the following means: in-person meeting, telephone, written correspondence and/or e-mail, to discuss the required acquisitions and have been informed of the Region’s intention to commence the expropriation process, including this Report going forward, to ensure project time lines are met. All property owners have been provided with the Region’s Expropriation Information sheet explaining the expropriation process. A copy of the Expropriation Information Sheet is attached as Appendix “C”. The owners have further been advised it is the Region’s intent to seek a negotiated settlement prior to completion of the Expropriation process and that the process has been commenced only to ensure possession of the required lands by the date set by Project staff in order to keep the project timeline in place. To date a negotiated settlement to obtain ownership of the required lands has been reached with one property owner. As at the writing of this report this transaction has not been completed and the lands are included in this report. Should a negotiated settlement be reached with property owners and a conveyance of the required acquisition be completed before the Expropriation process is complete, that property will be removed from the Expropriation process by the Regional Solicitor.

The expropriation of the lands is on an “as is” basis and upon acquisition the Region assumes all responsibility for the lands.

The Project Area is shown attached as Appendix “A”.

1839853
**Corporate Strategic Plan:**

This project is consistent with the development of Strategic Focus Area 2 (Growth Management and Prosperity). This project specifically addresses Strategic Objective 2.2:

- Develop, optimize and maintain infrastructure to meet current and projected needs

It is also consistent with the development of Strategic Focus Area 3 (Sustainable Transportation), specifically Strategic Objective 3.2:

- Develop, promote and integrate active forms of transportation (cycling and walking).

**Financial Implications:**

Transportation and Environmental Services staff advises that the 2015 Ten-year Transportation Capital Program includes funds of $4,200,000 (Project #5579) in the years 2015 to 2017 for this project to be funded from the Roads Rehabilitation Reserve ($3,350,000, 80%) and Regional Development Charges ($850,000, 20%) fund. Sufficient funding for the acquisitions outlined within this report is available in the project budget.

**Other Department Consultations/Concurrence:**

Transportation and Environmental Services staff has been consulted in the preparation of this report.

**Attachments:**

Appendix “A” – Sketch of Project Area

Appendix “B” – Corporate Profiles

Appendix “C” – Copy of Expropriation Information Sheet

**Prepared By:** Fiona McCrea, Solicitor, Property

**Approved By:** Debra Arnold, Regional Solicitor, Director of Legal Services
Appendix “B”

1. 270 Manitou Drive, Kitchener  
   Owner: 1005411 Ontario Inc.  
   Annual Return: September 20, 2014  

2. 262 Manitou Drive, Kitchener  
   Owner: Newo Holdings Limited  
   Annual Return: June 28, 2014  
   Directors/Officers: Jeffrey Michael Owen, Douglas Edward Owen
Appendix “C”

The following information is provided as a general overview of the expropriation process and is not legal advice. For complete information, reference should be made to the Ontario Expropriations Act as well as the more detailed information in the Notices provided under that Act.

Expropriation Information Sheet

What is Expropriation?

Governmental authorities such as municipalities, school boards, and the provincial and federal governments undertake many projects which require them to obtain land from private property owners. In the case of the Regional Municipality of Waterloo, projects such as the construction or improvement of Regional Roads sometimes require the purchase of land from private property owners. In many cases, the Region of Waterloo only needs a small portion of the private property owner’s lands or an easement for related purposes such as utilities, although in certain instances, entire properties are required.

Usually the governmental authority is able to buy the land required for a project through a negotiated process with the affected property owners. Sometimes, however, the expropriation process must be used in order to ensure that the land is obtained within a specific timeline. Put simply, an expropriation is the transfer of lands or an easement to a governmental authority for reasonable compensation, including payment of fair market value for the transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario Expropriations Act must be followed to ensure that the rights of the property owners provided under that Act are protected.

IMPORTANT NOTE: The Region of Waterloo tries in all instances to obtain lands needed for its projects through a negotiated agreement on mutually acceptable terms. Sometimes, the Region of Waterloo will start the expropriation process while negotiations are underway. This dual approach is necessary to ensure that the Region of Waterloo will have possession of all of the lands needed to start a construction project.
on schedule. However, it is important to note that Regional staff continues to make every effort to reach a negotiated purchase of the required lands on mutually agreeable terms while the expropriation process is ongoing. If agreement is reached, expropriation proceedings can be discontinued and the land transferred to the Region of Waterloo in exchange for payment of the agreed-upon compensation.

**What is the process of the Region of Waterloo under the Expropriations Act?**

- Regional Council considers a request to begin an application under the *Expropriations Act* to obtain land and/or an easement for a specific Regional project. No decision is made at this meeting to expropriate the land. This step is simply direction for the Region of Waterloo to provide a “Notice of Application for Approval to Expropriate” to affected property owners that the process has started to seek approval to expropriate the land.

- As stated in the Notice, affected property owners have 30 days to request a Hearing to consider whether the requested expropriation is “fair, sound and reasonably necessary in the achievement of the objectives” of the Region of Waterloo. This Hearing is conducted by a provincially-appointed Inquiry Officer. Prior to the Hearing, the Region of Waterloo must serve the property owner with a Notice setting out its reasons or grounds for the proposed expropriation. **Compensation for lands is not determined at this Hearing.** The Inquiry Officer can order the Region of Waterloo to pay the property owner up to $200.00 as compensation for the property owner's costs in participating in this Hearing, regardless of the outcome of the Hearing.

- If a Hearing is held, a written report is provided by the Inquiry Officer to the property owner and the Region of Waterloo. Council must consider the Report within 90 days of receiving it. The Report is not binding on Council and Council may or may not accept the findings of the Report. After consideration of the Report, Council may or may not approve the expropriation of the land or grant approval with modifications. A property owner may wish to make written and/or verbal submissions to Council at the time that it is considering the Report.

- If no Hearing is requested by the property owner, then Council may approve the expropriation of the land after expiry of a 30 day period following service of the Notice of Application for Approval to Expropriate.

- If Council approves the expropriation then, within 3 months of this approval, the Region of Waterloo must register a Plan at the Land Registry Office that describes the expropriated lands. The registration of this Plan automatically transfers title of the lands to the Region of Waterloo, instead of by a Deed signed by the property owner.

- Within 30 days of registration of the Plan, the Region of Waterloo must serve a Notice of Expropriation on the affected property owner advising of the expropriation. Within 30 days of this Notice, the property owner may serve the Region of Waterloo with a Notice of Election selecting the valuation date under the *Expropriations Act* for calculation of the compensation.
• In order to obtain possession of the expropriated lands, the Region of Waterloo must also serve a Notice of Possession setting out the date that possession of the land is required by the Region of Waterloo. This date has to be 3 months or more from the date that this Notice of Possession is served on the affected property owner.

• Within 3 months of registration of the Plan, the Region of Waterloo must provide the affected property owner with payment for the full amount of the appraised fair market value of the expropriated land or easement and a copy of the appraisal report on which the value is based. If the property owner disagrees with this amount, and/or claims other compensation and/or costs under the *Expropriations Act*, the compensation and/or costs matter may be referred to a provincially-appointed Board of Negotiation in an effort to reach a mediated settlement and/or an appeal may be made to the Ontario Municipal Board (OMB) for a decision. In any event, the Region of Waterloo continues in its efforts to reach a negotiated settlement with the affected property owner prior to the OMB making a decision.
<table>
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<tr>
<th>Meeting date</th>
<th>Requestor</th>
<th>Request</th>
<th>Assigned Department</th>
<th>Anticipated Response Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>11-Feb-15</td>
<td>D. Craig</td>
<td>South and East Boundary Road, Cambridge</td>
<td>T&amp;ES</td>
<td>5-May-2015</td>
</tr>
<tr>
<td>24-Mar-15</td>
<td>P&amp;W</td>
<td>Roads Forecast in Maple Grove Road Area</td>
<td>T&amp;ES</td>
<td>Spring 2015</td>
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</tbody>
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