Present were: Chair J. Wideman, L. Armstrong, T. Cowan, D. Craig, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, K. Seiling, S. Strickland, and C. Zehr

Members absent: J. Brewer and R. Deutschmann

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.

DELEGATIONS

a) E-11-068, Traffic Signal Review at Victoria Street (Regional Road 55) and Westforest Trail and Victoria Street (Regional Road 55) and Stoke Drive/Oprington Drive, City of Kitchener

i) Bil Ioannidis, City of Kitchener Councillor appeared before Committee. He thanked Committee for their time and effort on the Rapid Transit issue. He expressed his concerns about the half set of traffic lights located at the intersection of Westforest Trail and Victoria Street North stating they create confusion for pedestrians and drivers. He highlighted that there are 2 elementary schools located in that area on Victoria Street and noted that there is a high volume of traffic due to Ira Needles Boulevard. He stated he is very concerned about the safety of the children and highlighted the value and need for a full set of traffic lights. A copy of his presentation is appended to the original minutes.

Committee members asked the delegation if he was aware of that intersection not meeting the warrants and if he has requested the City of Kitchener Council to pay for the installation of the lights. B. Ioannidis stated he is aware that traffic lights are not warranted at that intersection and that he has not approached City of Kitchener Council on funding for lights at that intersection.

Committee members inquired about the traffic lights being installed in the Fall and asked if they could be installed for the beginning of the school year.

Thomas Schmidt, Commissioner Transportation and Environmental Services highlighted that installing unwarranted traffic lights could potentially cause more problems. He noted that lights will be installed in the Fall because staff are anticipating that the warrants will be met at that time.

Committee members noted that standards should be reviewed where schools are involved.

Committee members asked that the traffic lights be installed as soon as possible prior to the 2011/2012 school year beginning and made an amendment to the recommendation to state that change.
*T. Cowan entered the meeting at 9:20 a.m.

MOVED by T. Galloway
SECONDED by C. Zehr

THAT the Region of Waterloo approve proceeding with the installation of traffic signals at Victoria Street (Regional Road 55) and Westforest Trail prior to the start of the 2011/2012 school year as outlined in Report E-11-068, dated June 21, 2011.

CARRIED

Chair J. Wideman also highlighted the need for traffic signals at the intersection of Stoke Drive and Victoria Street.

b) E-11-058, Weber Street (College Street to Union Street) Environmental Assessment and Preliminary Design Study – Recommended Design Concept and Publication of Environmental Study Report

Peter Linn, Senior Project Manager provided a presentation to the Committee. He highlighted background information on the project, key plan, the need for improvements, project team recommended solution, four design conceptions, recommended design concept, design concept B, extensive public consultation, stakeholder concerns, benefits of recommended design concept, and next steps. A copy of the presentation is appended to the original minutes.

Chair J. Wideman recognized Garry Leveck the project manager on this project from Stantec Consulting. He thanked him for his hard work and professionalism and wished him well in his upcoming retirement.

i) Duane Wolfe appeared before Committee expressing his concerns with relocating his family to a home that is comparable to their current home. He introduced his family and highlighted his understanding for the need for improvements on Weber Street. He provided Committee with a background of his family and the specific needs of his family. He highlighted that they have found homes that are comparable but they either require too much work or are sold very quickly. He stated that his family’s future is in the hands of Council and asked for Council to think of his family when negotiating.

Chair J. Wideman stated that staff is well aware of needs of this family and noted that any further discussion on this issue needs to be dealt with in closed session.

Committee members asked for clarification on the location of the property and asked if larger coloured maps could be provided in the future.

Committee members asked about clarification on the timeline and if construction would be coordinated to have no conflict with the construction of LRT on King Street. Bill Brodribb, Director, Design and Construction highlighted that the intent is to avoid construction at the same time as LRT and that phasing on both projects will be very important. He noted that the Weber Street project should take 18 to 24 months and that land acquisitions have already started for this project.

Staff responded to questions about land acquisitions and accommodations provided to homeowners.
Some Committee members inquired about comments and recommendations made by the Heritage Planning Advisory Committee as well as the location and design of sound barriers. Staff noted some of those recommendations will be addressed in further reports and highlighted that design of the sound barriers will be a part of the design phase.

MOVED by T. Galloway
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo take the following actions with respect to the Environmental Assessment and Preliminary Design Study for Weber Street between College Street in the City of Kitchener and Union Street in the City of Waterloo:

a) Approve the Recommended Design Concept described in Report E-11-058 dated June 21, 2011 for the proposed reconstruction of Weber Street between College Street and Union Street.

b) Direct staff to file a Notice of Completion as required by the Municipal Class Environmental Assessment and place the Environmental Study Report on the public record for review for a period of 30 days.

CARRIED

William Gilbert, Senior Project Manager provided a presentation to Committee. He highlighted the project background; issues raised by delegations from the February 15, 2011 Planning and Works Committee meeting, the project team responses to the delegations, the project team recommended design alternative, the benefits to the recommended design alternative and the next steps. A copy of the presentation is appended to the original minutes.

i) Kevin Fergin, Stantec Consulting appeared before Committee representing Activa Holdings Inc. He noted that they have reviewed the staff report and continue to have concerns with the alignment on Activa lands. He highlighted that in an effort to avoid further delays of the processing of the Activa Plan and the completion of the South Boundary EA they have met with staff to discuss the three areas of concern. He stated that staff have agreed to look at a slight realignment change, move towards a joint consolidated storm water management facility, and the provision of the receipt of any amount of surplus fill material. He noted that they have prepared a draft Memorandum of Understanding that outlines the general consensus reached between Activa Holdings and the Region.

Committee members stated that they are unaware of any situation where they have been asked to sign a Memorandum of Understanding with another party to do an Environmental Assessment. B. Brodribb noted that the Region has not entered into a Memorandum of Understanding with any other party related to a Class Environmental Assessment and that staff will be reporting back to Council on the Memorandum of Understanding submitted by Activa Holdings.

Some Committee members inquired about the process of handling the Memorandum of Understanding. T. Schmidt noted that staff’s intent is very clear to work closely with Stantec Consulting and Activa Holdings on the joint storm water management facility and work with them on giving them any excess material for fill if available. T. Schmidt stated that the location...
of the roundabout proposed by staff is the right location and if there are minor changes that
don't increase property impacts on other homes staff would be willing to look at those.

Chair Wideman reiterated T. Schmidt's comments noting that staff are supportive of the storm
water management facility pending the application process on the fill issue and are willing to
work with Activa Holdings. He also noted staff is willing to look at potentially shifting of the
roundabout if possible without impacting additional land and properties.

W. Gilbert responded to questions from the Committee regarding timing and phasing of the
project.

Some Committee members inquired about the impacts on Langlaw Drive property owners and
what consideration has been given with respect to protection. W. Gilbert noted that the
alignment of the roadway within the corridor was shifted to give a maximum buffer and that
there are no environmental resulting from this shift.

MOVED by K. Seiling
SECONDED by S. Strickland

THAT the Regional Municipality of Waterloo take the following actions with respect to the
Class Environmental Assessment for South Boundary Corridor and Franklin Boulevard
Extension, in the City of Cambridge and the Township of North Dumfries:

a) Approve the preliminary design for construction of the South Boundary Corridor and
Franklin Boulevard Extension as described as the Recommended Design Alternative
outlined in Report E-10-088, dated November 16, 2010;

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

CARRIED
(C. Millar opposed)

TRANSIT

d) E-11-052, GRT Onboard Mobile Surveillance Systems Policy

i) Kate Daley appeared before Committee noting she had a number of concerns and had written
those concerns to Council in December. She stated she was happy that the Region went back
to look at this policy and was pleased to see concerns were addressed in the policy. She
expressed her concerns with audio recordings but was happy to see the limitation of audio
recording just at the fare box. She stated that video surveillance is not what she likes but can
live with it and asked for a better consultation process at the 2 year review of the policy.

ii) Michael Druker appeared before Committee representing TriTAG, noting that they were
happy to see the surveillance policy was revised in response to earlier input. He stated there
has been no convincing reason given for why bus drivers would not be recorded on video as
this would provide evidence in incidents by the driver or involving the driver. He stated overall
they are in support of the surveillance on GRT buses. He also made comments regarding other
issues on the agenda with respect to transit. A copy of his presentation is appended to the
original minutes.
Some Committee members raised concerns about how they will be limiting the audio recording to just the fare box. Staff highlighted that there will only be one microphone installed above the fare box and they will work to tune that microphone to limit it to only the fare box area.

Committee members expressed concerns with the policy reading the tapes will be erased or recorded over after a period of 60 hours of vehicle service. It was highlighted that service of vehicles differ and that the policy wasn’t clear.

Committee members amended the motion to recommend that the tapes will be overwritten after 72 hours and that there will be a review of this policy after two years.

MOVED by T. Cowan
SECONDED by G. Lorentz

THAT The Regional Municipality of Waterloo approve the Grand River Transit Policy – Onboard Mobile Surveillance Systems, attached as Appendix A to Report, E-11-052.

AND THAT onboard recording media be overwritten after 72 hours.

AND THAT there be a review of the policy in two years.

CARRIED

REPORTS – PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING


MOVED by T. Galloway
SECONDED by C. Millar


CARRIED

TRANSPORTATION PLANNING

f) P-11-057, Amendment to Regional Municipality of Waterloo Controlled Access By-Law #58-87, for a Temporary Access to Regional Road #70 (Ira Needles Boulevard), City of Waterloo

MOVED by S. Strickland
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for a temporary all movement construction access on the west side of Regional Road #70 (Ira Needles Boulevard), approximately 45 metres south of Thorndale Drive, in the City of Waterloo subject to the transfer of title of property to the Region of Waterloo, as described in Report No. P-11-057, dated June 21, 2011.
g) P-11-063, Grand River Transit Hespeler Area Service Improvements

Rob Horne, Commissioner, Planning, Housing and Community Services introduced the report. He highlighted that this is an expansion of service and frequency of service. He referred to a memo that was distributed at the meeting noting that the proposed modifications to Route 71 in the report will not be changed as outlined in the memo. A copy of the memo is appended to the original minutes.

Committee members inquired about having a bus route going to the new library in Hespeler. Graham Vincent, Director, Transportation Planning stated that there are plans in the future for better connection at Sportsworld and in the Hespeler area.

MOVED by J. Haalboom
SECONDED by L. Armstrong

THAT the Regional Municipality of Waterloo approve the modifications to Route 65 FISHER MILLS, Route 66 WINSTON and Route 71 MELRAN, in Cambridge, effective September 5, 2011 as described in Report No. P-11-063, dated June 21, 2011 and revised per the memo to Planning and Works Committee dated June 21, 2011.

CARRIED

h) P-11-064, Passenger Information Display Sign Acquisition

R. Horne, provided introductory comments and noted the new iXpress service on Fischer-Hallman Road that is one of seven planned limited-stop express routes that would provide connections to proposed Rapid Transit stations and major destinations within the Region.

MOVED by T. Galloway
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo approve the acquisition of real-time passenger information display signs from INIT Innovations in Transportation, Inc. at a total cost of $350,603 plus applicable taxes, as described in Report No. P-11-064, dated June 21, 2011.

CARRIED

i) P-11-065, Amendments to the Region’s U-Pass Agreements

MOVED by C. Zehr
SECONDED by J. Haalboom

THAT the Regional Municipality of Waterloo amend the Region’s Fees and Charges By-law (Regional By-law 09-003) with respect to the U-Pass agreement with the University of Waterloo Federation of Students, University of Waterloo Graduate Student Association, Wilfrid Laurier Undergraduate Students, and Wilfrid Laurier Graduate Student Association as described in Report P-11-065, dated June 21, 2011 to:

a) Increase the U-Pass Fee for University of Waterloo Undergraduate Students from $52.94 to $60.64 per School Term for eligible students, effective September 1, 2011; and
b) Increase the U-Pass Fee for University of Waterloo Graduate Students from $52.94 to $60.64 per School Term for eligible students, effective September 1, 2011; and
c) Increase the U-Pass Fee for Wilfrid Laurier Undergraduate Students from $52.94 to $60.64 per School Term for eligible students, effective September 1, 2011; and
d) Increase the U-Pass Fee for Wilfrid Laurier Graduate Students from $52.94 to $54.26 per School Term for eligible students, effective September 1, 2011; and
e) Authorize the Regional Chair and Regional Clerk to execute any associated agreements to the satisfaction of the Regional Solicitor.

CARRIED

INTER-DEPARTMENTAL REPORTS

j) CR-CLK-11-010/E-11-074, Integrated Accessibility Regulation

Received for information.

REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES

DESIGN AND CONSTRUCTION

k) E-11-050, Additional Consulting Fees – Class Environmental Assessment, Design and Services During Construction, Manitou Drive Widening, Bleams Road to Fairway Road, Kitchener

Some Committee members asked if there are Jefferson salamanders in that area and if staff has considered parapet walls on the bridge instead of concrete walls.

Wayne Cheater, Senior Project Manager noted there will be an environmental impact study done and if there are Jefferson salamanders they will be discovered then. He also noted the design of the bridge will be part of the design process and options will be provided.

MOVED by S. Strickland
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo enter into an amended Consulting Services Agreement with McCormick Rankin Corporation (MRC) of Kitchener, Ontario to provide engineering services for a Class Environmental Assessment, detailed design, contract administration and construction inspection for the Manitou Drive Widening, Bleams Road to Fairway Road in the City of Kitchener at a revised upset limit fee of $451,064 plus applicable taxes for the environmental assessment and detailed design phases, with contract administration and construction inspection to be paid on a time basis.

CARRIED

l) E-11-066, University Avenue Improvements, Lincoln Road to Weber Street, City of Waterloo

MOVED by S. Strickland
SECONDED by L. Armstrong
THAT the Regional Municipality of Waterloo take the following actions with respect to proposed improvements on University Avenue (Regional Road No. 57) from Lincoln Road to Weber Street in the City of Waterloo:

   a) approve the proposed improvements for University Avenue as outlined in Report E-11-066; and

   b) amend Traffic and Parking By-law 06-072, as amended, to provide Reserved Lanes for bicycles on both sides of University Avenue from Lincoln Road to Weber Street.

   CARRIED

m) Kitchener - Waterloo Zone 6 Elevated Tank, Pre-Construction Information Package in Advance of Public Information Centre

Received for information.

TRANSPORTATION

n) E-11-073, Revised 2011 Transportation Capital Base, System Expansion, and Airport Capital Budget

MOVED by L. Armstrong
SECONDED by J. Mitchell

THAT the Regional Municipality of Waterloo approve the revised 2011 Transportation Capital Base, System Expansion, and Airport Budgets as per Report E-11-073 dated June 21, 2011 which supersedes the budget adopted by Regional Council during the 2011 budget process.

   CARRIED

o) CR-RS-11-047/E-11-076, Region of Waterloo International Airport – Declaration of Surplus and Lease with Millard Properties Limited

MOVED by C. Zehr
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo declare a leasehold interest of greater than twenty-one (21) years in approximately 4.95 acres situate in the northwest corner of Part 1 on Registered Plan WR-70802 in the Geographic Township of Woolwich, Regional Municipality of Waterloo, being the easterly portion of Lot 1 on the Plan of Survey attached to Report CR-RS-11-047/E-11-076 dated June 21, 2011 as Appendix A (the Lands), surplus to its needs, in accordance with the Region's Property Disposition By-law;

AND THAT the Regional Municipality of Waterloo authorize the Commissioner of Transportation and Environmental Services to enter into a Lease with Millard Properties Limited (the Lessee) as described in Report CR-RS-11-047/E-11-076 dated June 21, 2011 with the form of the lease to be to the satisfaction of the Regional Solicitor.

   CARRIED

p) CR-RS-11-044, Surplus Declaration and Conveyance at Ira Needles Boulevard and University Avenue, City of Waterloo
MOVED by T. Cowan
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo declare the lands described as Part Lot 40, German Company Tract, being Parts 1, 2 and 3, Reference Plan 58R-15538, in the City of Waterloo surplus to the needs of the Region, as detailed in Report No. CR-RS-11-044 dated June 21, 2011, and provide the standard public notification as required by the Region’s property disposition by-law.

CARRIED

WATER

q) E-11-056, Baden-New Hamburg Water and Wastewater Master Plan Update – Notice of Completion

MOVED by L. Armstrong
SECONDED by J. Haalboom

THAT the Regional Municipality of Waterloo approve the Baden-New Hamburg Water and Wastewater Master Plan Update Report including its recommended actions as itemized in Report E-11-056, dated June 21, 2011;

AND THAT the Commissioner of Transportation and Environmental Services is authorized to issue the Notice of Completion, and to provide the Baden-New Hamburg Water and Wastewater Master Plan Update Report for public review and comment for a 30-day period in accordance with the Municipal Class Environmental Assessment Process.

CARRIED

ADMINISTRATION

r) E-11-006.1, Consultant Selection – Transportation and Environmental Services Departmental Asset Management Strategy

It was highlighted that the recommendation should read phase 4.

MOVED by K. Seiling
CARRIED by T. Cowan

THAT the Regional Municipality of Waterloo enter into a Consulting Services Agreement with GHD Inc., of Markham, Ontario to provide consulting services for Phase 1 and 2 of the Asset Management Strategy for the Transportation and Environmental Services Department, at an upset fee limit of $2,384,577.23 plus applicable taxes;

AND THAT upon successful completion of Phase 1 and 2 of this Consultant assignment, staff report back to Planning and Works Committee to request approval to enter into a Consultant Services Agreement with GHD Inc. of Markham, Ontario for phase 4 of this project.

CARRIED
INFORMATION/CORRESPONDENCE

a) Memo re: Addition of iXpress Station at Victoria Street

Received for information.

R. Horne introduced the memo stating the addition of a new iXpress station at King Street and Victoria Street where the new hub is and this starts to lay the service infrastructure for GO and Via.

Some Committee members inquired about additional stations particularly at Sportsworld Crossing. G. Vincent noted that staff are concerned with having the iXpress getting on and off Highway 8 and Ministry of Transportation and GO are currently looking at a park and ride lot at the terminal.

Some Committee members discussed the future expansion of GO bus in Cambridge and asked for Regional Council’s support.

OTHER BUSINESS

a) J. Haalboom requested that staff look into pedestrian flow and how to get pedestrians across Regional Roads.

b) D. Craig asked about costs involved in enhanced beautification of our artery roads and requested that Franklin Boulevard be a pilot project.

T. Schmidt highlighted that improvements have been made to enhance landscaping on Regional Roads and noted that staff will provide a report with the standard design guidelines for Franklin Boulevard and stated that report can include further options with enhanced designs and costs associated to that.

c) L. Armstrong inquired about the speed limit in the Township of Wilmot especially in the area with high volume of pedestrians and suggested a review of the policy.

T. Schmidt noted that Regional staff are working closely with Township staff on this matter.

d) Council Enquiries and Requests for Information Tracking List

Received for information.

NEXT MEETING – August 16, 2011 – 1:00 p.m.

MOTION TO GO INTO CLOSED SESSION

MOVED by G. Lorentz
SECONDED by S. Strickland

THAT a closed meeting of the Planning & Works and Administration and Finance Committees be held on Tuesday, June 21, 2011 immediately following the Planning and Works Committee meeting in the Waterloo County Room in accordance with Section 239 of the Municipal Act, 2001, for the purposes of considering the following subject matters:

a) proposed or pending disposition of land in the City of Kitchener
b) proposed or pending acquisition of land in the City of Waterloo

c) proposed or pending acquisition of land in the City of Cambridge

d) receiving of legal advice and opinion that is subject to solicitor-client privilege related
to a construction project

e) labour relations and employee negotiations

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
Westforest Trail & Victoria Street North Intersection:
The Addition of a Full Set of Traffic Lights
Thank You For Your Consideration
WEBER STREET – COLLEGE STREET TO UNION STREET
Cities of Kitchener and Waterloo

CLASS ENVIRONMENTAL ASSESSMENT AND PRELIMINARY DESIGN STUDY
RECOMMENDED DESIGN CONCEPT
Schedule C Class Environmental Assessment for improvements to Weber Street from College Street to Guelph Street

Preliminary Design Study for the reconstruction of Weber Street from Guelph Street to Union Street

Project Team directing study
Why are Improvements Required?

- Existing traffic congestion
- Need for additional capacity for future growth
- Future delays to traffic/transit
- Safety at Railway level crossings and road intersections
- Improve pedestrian and cycling facilities
After reviewing and evaluating 10 alternative solutions, the Project Team identified the following solution for further analysis:

- Widen Weber Street to four lanes and construct Grade Separation at CN rail crossing
Four Design Concepts

- **Concept A** – widen towards west
- **Concept B** – widen towards the west including service roads
- **Concept C** – widen towards the east including service roads
- Combination of C/B,A – widen towards east south of Louisa Street and widen towards west north of Louisa Street

- Each Concept includes grade separation, multi-use trail and left-turn lanes on Victoria Street
Recommended Design Concept:

Design Concept B:
- Widen Weber Street to 4 lanes with majority of widening towards the west
- Road under rail grade separation at CN Rail crossing
- Automated protection at Waterloo Spur Line level crossing
- Breithaupt Street intersection to be closed
- Service road east of Weber Street
- Multi-use trail from Water Street to Waterloo Spur Line
Extensive Public Consultation

- Public Consultation Centre – April 15, 2010
- Public Consultation Centre – November 30, 2010
- One-on-one meetings with business and property owners
- Public Input Meeting – March 8, 2011
1) PROPERTY ACQUISITION

Concern
- disruption, loss of property, loss of business, amount of compensation

Response
- recommended design minimizes property taking
- acquisition involves negotiation before expropriation
2) PEDESTRIAN AND CYCLING NEEDS

Concern
- creation of a pedestrian friendly environment
- need for cycling facilities

Response – recommended design concept includes;
- wider sidewalks and boulevards
- multi-use trail west of the widened road
- linkage to potential Waterloo Spur Line trail
- pedestrian refuge island at Wilhelm Street
- opportunities for streetscaping
Stakeholder Concerns

3) SERVICE ROADS AND PEDESTRIAN ACCESS AT BREITHAUPT STREET (WEST SIDE)

Concern
- exposure of flankage of one property to traffic on service road and widened Weber Street
- vandalism/loitering at stairway connection to multi-use trail

Response
- design revised to delete service road west of Weber Street
- noise wall and landscaping will be implemented
- sidewalk connection to multi-use trail revised to increase visibility and mitigate vandalism
Breithaupt Street Cul-de-sac
Benefits of Recommended Design Concept

- Least impact on property acquisition
- Lowest estimated cost
- Much needed improvements to capacity
- Improves safety for all road users
- Enhanced pedestrian and cyclist environment
Subject to Council Approval;

- Environmental Study Report available for 30 day Public Review
- Detailed design to start in September 2011
- Develop grade separation architectural features for Public/Committee Review in Fall 2011
- Property acquisition to start in 2011
- Construction start in 2015
PROJECT TEAM
RECOMMENDED DESIGN ALTERNATIVE
and Approval of the Class EA

Presentation to Region of Waterloo
Planning and Works Committee
June 21, 2011

REGION OF WATERLOO
TRANSPORTATION AND ENVIRONMENTAL SERVICES
Design and Construction
SOUTH BOUNDARY ROAD AND FRANKLIN BOULEVARD EXTENSION
CLASS ENVIRONMENTAL ASSESSMENT
City of Cambridge and Township of North Dumfries

Key Plan of Study Area
Issues from February 15, 2011 Delegations

Susan Shackleton, Langlaw Drive Resident, Cambridge
(north of the proposed South Boundary Corridor/west of Cheese Factory Road)

• Proximity of South Boundary Road to Langlaw Drive Homes and Health related concerns about:
  • Noise
  • Air Quality
  • Roadway Lighting
Issues from February 15, 2011 Delegations

Mr. Fergin on behalf on Activa Holdings Inc.
(south of Dundas St, north/east of Branchton Rd)

• Impacts of the South Boundary Corridor Alignment on Activa’s Proposed Plan of Subdivision:
  • Dundas Street Intersection Shift
  • Joint Use Stormwater Management Facility
  • Surplus Fill for Activa Development Lands
ORIGINAL PREFERRED ALIGNMENT
SOUTH BOUNDARY ROAD @ DUNDAS
Dundas Street Intersection Shift of Recommended Roundabout to the South

Project Team Response:

• Assessment and Evaluation of Impacts compared to Project Team Recommended Location:
  • Requires acquisition of an additional existing Home on Dundas St
  • Higher Cost for required lands
• Project Team alignment for Dundas St Roundabout Location is recommended as it creates the least impacts on the social environment at a lower cost (requiring one less home to be acquired)
Joint Use Stormwater Management Facility

Project Team Response:

• Joint Stormwater Management Facilities between the Region and local developers have been undertaken in the past
• Approvals are required for a joint facility and its proposed location:
  • City of Cambridge
  • Township of North Dumfries
  • Development approvals process
• Region staff have agreed to work with Activa during detailed design to explore the potential for a joint Stormwater Management Facility
Activa's Issues from February 15, 2011 Delegations

Surplus Fill for Activa Development Lands

Project Team Response:

• Region staff have agreed to advance Phase 2 detailed design of the South Boundary Road:
  • to establish road grades across Activa's development lands
  • to determine the timing and availability of surplus material
• Region staff have agreed to work with Activa during detailed design of the South Boundary Road, and construction of Phase 1, in coordinating the availability and provision of surplus fill to Activa's development lands
Issues from February 15, 2011 Delegations

Forward Baptist Church
(southeast corner of Franklin Blvd at Myers Rd)

• Property Access Impacts to the Church's property at the proposed Franklin Blvd and Myers Rd Roundabout
Project Team Recommended Design Alternative

- Initial 2 lane construction to accommodate 4 lanes
- Urban Cross-section with Raised Centre Medians
- Multi-use trails
- Vegetated buffers and landscaping where feasible
- Roundabouts at all intersections with an overpass bridge carrying South Boundary Road over Cheese Factory Road
Benefits of Recommended Design Alternative

- Corridor alignment best balances effective traffic operations with least impact on the environment
- Allows for initial phasing of the road improvements
- Roundabouts - reduce number of future injury collisions
- Roundabouts and the centre median create greater landscaping opportunities
- Multi-use trails provide for a balanced approach to accommodating alternative transportation modes
Next Steps

- June 2011 - Regional Council Approval
- Aug./Sept. 2011 - Filing of Environmental Study Report
- 2011 to 2015 - Detail design, and property acquisition
- 2016 - Phase 1 Construction to 2 lanes (Water St to Franklin Blvd, including Franklin Blvd Extension)
- Beyond 2021 - Phase 2 Construction (Franklin Blvd to Dundas St)
• End
REGIONAL APPROVED CORRIDOR ALIGNMENT OPTIONS HYBRID 1 (SB1-PIC3)
SOUTH BOUNDARY ROAD AND FRANKLIN BOULEVARD EXTENSION
CLASS ENVIRONMENTAL ASSESSMENT
City of Cambridge and Township of North Dumfries
SOUTH BOUNDARY ROAD AND FRANKLIN BOULEVARD EXTENSION
CLASS ENVIRONMENTAL ASSESSMENT
City of Cambridge and Township of North Dumfries
SOUTH BOUNDARY ROAD AND FRANKLIN BOULEVARD EXTENSION
CLASS ENVIRONMENTAL ASSESSMENT
City of Cambridge and Township of North Dumfries

Recommended Design Alternative
South Boundary Road at Cheese Factory Road – Grade Separated Overpass
SOUTH BOUNDARY ROAD AND FRANKLIN BOULEVARD EXTENSION
CLASS ENVIRONMENTAL ASSESSMENT
City of Cambridge and Township of North Dumfries

Recommended Design Alternative
South Boundary Road at Franklin Boulevard – Roundabout
SOUTH BOUNDARY ROAD AND FRANKLIN BOULEVARD EXTENSION
CLASS ENVIRONMENTAL ASSESSMENT
City of Cambridge and Township of North Dumfries

Recommended Design Alternative
South Boundary Road at Branchton Road – Roundabout
SOUTH BOUNDARY ROAD AND FRANKLIN BOULEVARD EXTENSION
CLASS ENVIRONMENTAL ASSESSMENT
City of Cambridge and Township of North Dumfries

Recommended Design Alternative
Franklin Boulevard at Myers Road – Roundabout
Re: GRT Onboard Surveillance Policy (E-11-052)

Members of Council,

I am here on behalf of the Tri-Cities Transport Action Group. TriTAG believes that everyone should be able to get around Waterloo Region on foot, by bike, and by transit easily and with dignity.

We are glad to see that the proposed Grand River Transit surveillance policy has been revised in response to earlier input – it is much improved and clearer overall. In particular, the restriction of audio to the driver area seems to us both prudent and avoids the privacy concern of recording audio throughout the bus. However issues still remain.

There has been no convincing reason given for why the bus driver would not be recorded on video. Recording the driver area directly would provide evidence in serious incidents by the driver or involving the driver. The proposed policy states that cameras are not to be used for employee performance monitoring; if this is indeed the case, then there should be no downside to having a camera facing the driver area.

It is good that recordings will not routinely be available past 72 hours. However we are disappointed that the policy still relies on 60 operating hours of a bus (however many days or weeks that may take) before recordings are written over. It should not be a technical hurdle to have – as recommended by the Information and Privacy Commissioner – recordings routinely erased within 72 hours.

Ultimately, we are supportive of surveillance on board GRT buses, if done carefully. For future policies of substantial public interest, we believe the Region should undertake from the outset a more public and more transparent approach than has been the case with this policy.

I would also like to take the opportunity to comment on several other issues before you this morning.

Regarding the reconstruction of University Avenue (E-11-066): We appreciate the intention behind installing bike lanes on that stretch of roadway, however we believe that on fast arterial roads such as University Avenue, cycling infrastructure must be physically separated from the roadway to be effective. To get more people riding, there needs to be subjective safety, and bike lanes directly adjacent to fast-moving car and bus traffic do not achieve that.

Regarding passenger information display acquisition (P-11-064): We are glad to see the Region moving forward with the amenities required to bring the upcoming Fischer-Hallman express route to the same level as the existing iXpress route.

Regarding the new iXpress station: We are pleased to see the planned addition of an iXpress station at King & Victoria. It is important to get the iXpress to match the future light rail service levels and stations in order to shape and build up usage patterns. This month’s 50% increase in the frequency and the new Victoria stop go some way towards that. The sooner it can be implemented, the better.

Michael Druker
Tri-Cities Transport Action Group (TriTAG)
http://www.tritag.ca