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

Members absent: R. Deutschmann, and B. Halloran

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.

OPEN REMARKS

Chair J. Wideman provided opening remarks regarding the purpose of the meeting and the advertisement history.

REPORT – PLANNING, HOUSING AND COMMUNITY SERVICES - COMMUNITY PLANNING

a) Report E-13-010, Victoria Street Improvements from Edna Street to Bruce Street, City of Kitchener – Public Input Meeting for the Preferred Design Concept

STAFF PRESENTATION

Frank Kosa, Senior Project Manager, Transportation Expansion introduced the project team and gave background information on the study limits. He provided a presentation that highlighted common collision patterns, business and property owners’ workshop #1, design concept 1, design concept 2, business and property owners’ workshop #2, speed study/collision records, New Highway 7 Announcement/timing, preferred design concept, possible scenarios and the next steps. A copy of the presentation is appended to the original minutes.

*T. Cowan entered the meeting at 6:07 p.m.

Committee members asked for clarification on the number of accidents, average speed when accidents occur and the cause of mid block accidents.

Staff responded to questions with respect to u-turns.

Committee members inquired about putting in a double turning lane off of Victoria Street onto Edna Street and changing the queuing. F. Kosa explained the difficulties of installing the double turning lane and the difficulties of changing the queuing.
Committee members asked about Ministry of Transportation staging of Highway 7 and if staff has considered delaying the project for 18 months to hear about MTO plans for Highway 7. F. Kosa noted that MTO hasn’t released details on the staging and highlighted the importance of completing this project.

DELEGATIONS

a) Harry Froussios and Ian Rutledge, Zelinka Priamo Ltd., representing LCBO appeared before Committee. H. Froussios described the location of the LCBO. He stated that his clients were not in support of the preferred option because it would limit access for customers and would make it impossible for the delivery trucks. He highlighted the option for the centre two way turn lane wouldn’t restrict customers and delivery trucks from accessing the business. He stated his clients will be submitting a written submission and that they intend to work closely with staff to minimize the impacts for customers.

Committee members asked the delegation if the LCBO has title or an easement for the access on Edna Street. H. Froussios noted that LCBO has title but that trucks can’t make a left turn from Edna Street.

b) Paul Connolly from Natural Sound appeared before Committee stating his store is located on Victoria Street where the project is proposed. He stated that the reason the store owners prefer the do nothing option is that they are concerned about all the construction planned for that area and the impacts it will have on their businesses. He also expressed concern with u-turns on an already busy street. He asked Committee members to keep the businesses in mind when making their decision.

Chair J. Wideman made a call for additional delegations.

c) Ron Kraishnik, owner of the car dealership at 663 Victoria Street, appeared before Committee concerned with the centre median highlighting transport trucks will not be able to make a left turn into his business. He stated that speed is a factor for accidents on Victoria Street and asked that the speed limit be reduced in that area. He asked if the project can be postponed highlighting some businesses will be closed with the new Highway 7 and this construction will hurt businesses even more. He pointed out that more consideration needs to be taken before $1.4 million is spent on this project.

Committee members inquired about a recent article in the newspaper regarding the new Highway 7 noting that there will be no direct access to Victoria Street. Staff was directed to follow up with MTO regarding this issue.

ADJOURN

MOVED by J. Brewer
SECONDED by L. Armstrong

THAT the meeting adjourn at 6:53 p.m.

CARRIED

COMMITTEE CHAIR, J. Wideman
COMMITTEE CLERK, E. Flewwelling
Victoria Street
Between Edna Street and Bruce Street
Class Environmental Assessment

Public Input Meeting

February 6, 2013
Study Limits and Background
Common Collision Patterns
Common Collision Patterns
Business and Property Owners Workshop #1

- Four Alternative Design Concepts Developed

- Two Short-Listed Alternative Design Concepts:
  1. Centre Two Way Left Turn Lane
  2. Centre Concrete Median
Benefits of TWLTL during non-peak periods:

- Provides a refuge for vehicles turning left into or out of driveways
- Allows vehicles in through lanes to pass freely
Alternative Design Concept 1

Two Way Left Turn Lane - Non-Peak Periods

Victoria Street

Edna St.
Alternative Design Concept 1
Two Way Left Turn Lane - Problem During Peak Periods
Benefits of Centre Concrete Median:

- Eliminates left turning vehicle collisions at driveways
- Reduces rear-end and sideswipe collisions
Business and Property Owners Workshop #2

• Centre Concrete Median presented as Preliminary Preferred Design Concept
• Attendees concerned about property access
• Attendees suggest speeding may be the cause of accidents in the study area
• General preference among business and property owners is a 'Do Nothing' Option with speed control
Speed Study / Collision Records

- 96% of collisions: 9am – 7pm – Avg speed 53km/h
- 53% of collisions: 3pm – 6pm – Avg speed 52km/h
- Collisions taking place during times of congestion when speeds are low
- Most collisions more likely related to turning movements than to speed
- Collision patterns will continue with a 'Do Nothing' alternative
New Highway 7 Announcement

• August 2012: Province announces that New Hwy 7 will proceed to construction within 3 years
• New Highway 7 impacts on Victoria Street:
  - Bridge over Expressway to be replaced
  - Guelph commuter traffic likely to use new highway
  - 3 of 4 on/off ramps on Edna St/Bruce St to be closed
  - Primary access to New Highway 7 and to existing Expressway to shift to Wellington Street
New Highway 7 Timing

- MTO – Start of Construction – 2015
- Duration – 5 years? – Open 2020?

Prior to New Highway 7
- Traffic and congestion likely to rise
- Centre Concrete Median is the most effective solution

New Highway 7 Open
- Traffic reduced, intersection queuing reduced
- TWLTL is a viable solution
EXISTING SECTION

PROPOSED SECTION

FUTURE SECTION
Preferred Design Concept
Narrow Centre Concrete Median with Widening for Future Two Way Left Turn Lane

Possible Scenarios:

<table>
<thead>
<tr>
<th>New Highway 7 Timing:</th>
<th>Region Action on Victoria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Start: Delayed</td>
<td>Construct concrete median: 2014</td>
</tr>
<tr>
<td>Victoria St. Bridge Replacement: Delayed</td>
<td>Convert to TWLTL: ??</td>
</tr>
<tr>
<td>Construction Start: 2015</td>
<td>No concrete median construction</td>
</tr>
</tbody>
</table>
Next Steps

• Complete Class EA Project File – February/March 2013

• Council Approval of Recommended Solution – April 2013

• Detailed Design – Summer/Fall 2013

• Monitor MTO's Progress on New Hwy 7 – 2013/2014

• Utility Relocations – Spring 2014

• Construction – Summer 2014
  (subject to Council approval and timing of New Hwy 7)
Additional Slides
Alternative Design Concept 1
Two Way Left Turn Lane
Alternative Design Concept 2
Centre Concrete Median
Preferred Design Concept
Narrow Centre Concrete Median with Widening for Future Two Way Left Turn Lane
STUDY AREA