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

Members absent: C. Millar

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT


DELEGATIONS


Ross White appeared before Committee representing Waterloo Central Railway. He provided some background information on the history of the Southern Ontario Locomotive Restoration Society. He provided statistics on ridership and how Waterloo Central Railway has contributed to the tourism in the Region of Waterloo. He stated the future of the railroad is in extreme
jeopardy. He summarized his presentation and a copy of the presentation is appended to the original minutes.

Committee members thanked the delegation and the Waterloo Central Railway for their work in the Community and noted the importance of the railway for tourism in the Region.

Staff was asked to report back to Committee with respect to the future of the railway.

MOVED by B. Halloran
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo extend, for an additional one year term, the existing agreements to permit the Southern Ontario Locomotive Restoration Society to operate a tourist train and locomotive restoration operation on the Waterloo Spur Railway owned by the Regional Municipality of Waterloo as described in Report CR-RS-13-060/E-13-084 dated June 18th, 2013 with such agreements to be to the satisfaction of the Regional Solicitor.

CARRIED

b) E-13-082, King Street and Weber Street Improvements, City of Waterloo

Eric Saunderson, Project Manager, Transportation Base Program appeared before Committee with a presentation highlighting;

- Improvements;
- Project;
- Public Consultation Centre (October 2012);
- Project Team Response; and
- Schedule and Budget

A copy of the presentation is appended to the original minutes.

E. Saunderson provided clarification to Committees’ questions regarding the left turn onto King Street North and the design plans for the Service Road.

Some Committee members suggested installing a roundabout and asked about installing actuated signals. Committee members also asked about actuated signals installed in front of the Bilingual School on Erb Street noting those signals were not warranted. Staff noted that actuated lights cause a problem in flow of traffic and stated the actuated lights in front of the Bilingual School have not caused an impact on traffic flow but highlighted that the volume of traffic is low in comparison.

Committee members expressed their concerns with the traffic study noting the timing of the study.

Angelo Innocente, MTE Consultants Inc. appeared before Committee speaking on behalf of Waterloo Inn and Parkway Ford. He stated that he attended the PCC on October 2012 and made recommendations to the project team. He highlighted concerns with increasing traffic flow on King Street. He presented three recommendations to Committee members; that staff undertakes a traffic impact study for the King Street North Service Road intersection; install underground traffic ductwork and pole bases to allow for quick implementation of traffic signals when lights are warranted; and that the median on King Street provides a safe refuge for left turning vehicles exiting the North Service Road.
A. Innocente introduced Ken Bast from Parkway Ford. K Bast provided the history of Parkway Ford. He expressed concerns with the safety of staff and customers making left turns onto King Street.

A. Innocente introduced Mary D’Alton from Waterloo Inn. She highlighted the difficulties making a left hand turn onto King Street especially in the evenings and weekends when there is an event going on there. She noted that the Waterloo Inn has done an internal study looking at optimizing the property and stated that Committee needs to take into consideration the future development of the property.

Committee members pointed out the standard warrant study does not work at this intersection because of the unique circumstances.

Staff responded to questions regarding the multiuse trail.

Committee members requested that this item be deferred back to staff to report back to Committee with an updated and more extensive traffic study, the feasibility of actuated signals, the feasibility of implementing a refuge lane on King Street, the feasibility of widening of King Street North Service Road, and the possibility of connection with Blue Springs Drive.

MOVED by S. Strickland
SECONDED by G. Lorentz

THAT The Regional Municipality of Waterloo defer report E-13-082, King Street and Weber Street Improvements, City of Waterloo:

And direct staff to prepare an updated and more extensive traffic study and evaluate the feasibility of actuated signals at the King Street North Service Road, implementing a refuge lane on King Street, widening of King Street North Service Road to create separate left and right turn lanes and connection of the King Street North Service Road with King Street at Blue Springs Drive and report to Planning and Works Committee with the outcomes and a revised, as required, Report E-13-082.

CARRIED

c) P-13-067, Update on Bike Sharing Projects in the Region of Waterloo

Received for information.

Adrian Underhill, The Working Centre provided an update on the Centre. He talked about the Community Access Bicycles project. He highlighted the approach, project funding, how it works, station locations, and memberships. A copy of the presentation is appended to the original minutes.

Committee members asked the delegation about working collaboratively with Grand River Public Bike Share. A. Underhill stated that discussions have occurred with Grand River Public Bike Share and the plan is to continue with their individual project over the next year and discussions will continue.

d) E-13-032, Franklin Boulevard Improvements – Roundabout Design at Franklin Boulevard and Saginaw Parkway, City of Cambridge
William Gilbert, Senior Project Manager, Transportation Expansion provided a presentation to Committee highlighting:

- Issues raised;
- Extensive consultation;
- Project overview;
- Roundabout design;
- Other design and implementation recommendations;
- Raised pedestrian crosswalks;
- Next steps; and
- Construction phasing plan.

A copy of the presentation is appended to the original minutes.

Committee members discussed in great detail the importance of educating and making presentations to parents.

Committee members inquired about the collision rate at the intersection. Bob Henderson, Manager, Transportation Engineering stated that currently that intersection is in the top 10 worst intersections for pedestrian collisions.

Staff responded to questions from members relating to raised crosswalks, the need for a three lane roundabout, the markings in the roundabout, how many roundabouts, the rate of speed entering a roundabout, queuing at roundabouts versus at intersection with lights, crossing guards, safety measures, pedestrian signage and details about the roundabout education and awareness program.

i) Tim Beckett, Fire Chief, City of Kitchener appeared before Committee expressing his concerns with raised crosswalks increasing response times. He indicated that when the City of Kitchener implemented the traffic calming measures they worked with the fire department on testing the speed humps and Council was aware of the 10 second increase in response times when they approved the traffic calming measures. He highlighted another concern with the implementation of the vertical reflections is the increased maintenance on the trucks and the costs associated with that. He asked the Committee to defer the report until further testing with the fire departments.

T. Beckett responded to Committees’ questions regarding the testing process, how often the fire trucks use the roundabout at Homer Watson Boulevard and the increase in response times caused by roundabouts.

ii) Dan Witt, Principal, St. Benedict Catholic Secondary School appeared for Committee. He thanked Region staff for responding to questions and working with parents and staff. He highlighted that pedestrian safety hasn’t been in the forefront. He asked that more significant research needs to be conducted before making any final decisions. He suggested that rumble strips be considered in the design of the roundabouts. He noted that 1,500 students cross at that intersection daily and pointed out that this intersection cannot be compared to the roundabout located at Homer Watson Boulevard and Bleams Road in Kitchener.

D. Witt responded to Committees’ questions regarding the preference of a roundabout or signalized intersection and the difference between the Homer Watson Boulevard roundabout and this potential roundabout.
Through Committee discussion it became apparent that there was inconsistent understanding of what decision was made on the project specifically if all roundabouts along Franklin Boulevard were approved.

It was suggested that the matter be referred to the next Council meeting to allow time to review the previous decisions on the matter and the following motion was moved in that regard.

MOVED BY C. Zehr
SECONDED by J. Brewer

THAT Report E-13-032, Franklin Boulevard Improvements – Roundabout Design at Franklin Boulevard and Saginaw Parkway, City of Cambridge be referred to the next meeting of Council on Wednesday, June 26, 2013 to allow time to review the previous decision on the matter.

CARRIED

e) E-13-064, Homer Watson Boulevard (Regional Road 28) and Block Line Road Roundabout Operational Review

Committee members requested that this item be deferred to allow for testing of the raised crosswalks.

MOVED by C. Zehr
SECONDED by B. Halloran

THAT the Regional Municipality of Waterloo defer Report E-13-064, Homer Watson Boulevard (Regional Road 28) and Block Line Road Roundabout Operation Review dated June 18, 2013, for testing of the raised crosswalks.

CARRIED

REQUEST TO REMOVE ITEMS FROM CONSENT AGENDA

J. Haalboom asked that items 4 b), f), i) and k) be removed from the Consent Agenda.

J. Mitchell asked that item 4 h) be removed from the Consent Agenda.

b) E-13-060, Proposed Installation of an All-Way Stop at the Intersection of Bleams Road (Regional Road 4) and Queen Street (Regional Road 12), Township of Wilmot

B. Henderson provided clarification on the red light at the All-Way Stop and sight lines.

MOVED by L. Armstrong
SECONDED by K. Seiling

THAT the following items be approved:

THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:

a) Remove from Schedule 11, Through Highways, Queen Street (Regional Road 12) from the South Side of Highway 7/8 to the South Side of Bridge Street (Regional Road 12);
b) Add to Schedule 11, Through Highways, Queen Street (Regional Road 12) from the South Side of Highway 7/8 to the North Side of Bleams Road (Regional Road 4);

c) Add to Schedule 11, Through Highways, Queen Street (Regional Road 12) from the South Side of Bleams Road (Regional Road 4) to the South Side of Bridge Street (Regional Road 12); and

d) Add to Schedule 12, Intersection Stop Signs, Bleams Road (Regional Road 4) at Queen Street (Regional Road 12), in the Northbound, Southbound, Eastbound, and Westbound directions;

in the Township of Wilmot, as outlined in report E-13-060, dated June 18, 2013.

CARRIED

f) P-13-062, Full Removal of Bridgeport Development Cap

Geoffrey Keyworth, Senior Transportation Planning Engineer responded to questions on the increase of traffic and on the new Highway 7.

MOVED by S. Strickland
SECONDED by J. Mitchell

THAT the Regional Municipality of Waterloo remove the remaining development cap in the Bridgeport area of the Cities of Kitchener and Waterloo, as described in Report No. P-13-062, dated June 18, 2013.

CARRIED

h) P-13-065, Electronic Fare Management System (EFMS) Update

Received for information.

John Cicuttin, Manager, Transportation Planning provided clarification on the use of bills in the fare boxes.

i) P-13-066, Traffic Calming Measures on Local Streets in Kitchener and in Other Area Municipalities with Grand River Transit Routes

J. Cicuttin responded to Committees’ questions regarding traffic calming measures on local streets highlighting discussions that have taken place with the Cities.

MOVED by B. Halloran
SECONDED by T. Galloway

THAT the Regional Municipality of Waterloo endorse Report No. P-13-066, dated June 18, 2013, regarding traffic calming measures on streets with Grand River Transit Routes;

AND THAT this report be forwarded to the City of Kitchener for consideration in its current review of traffic calming measures and to all other Area Municipalities.

CARRIED

k) Correspondence from Grand River Accessibility Advisory Committee (GRAAC) re: Pedestrian Safety at Roundabouts
Received for information.

A Committee member asked staff about the recommendations on page 94 in the GRAAC letter with respect to public education campaign.

B. Henderson noted that the Region is continuing the education campaign on roundabouts and will be targeting specific areas and highlighted the various ways staff plans on doing this.

**MOTION TO APPROVE ITEMS OR RECEIVE FOR INFORMATION**

MOVED by R. Kelterborn  
SECONDED by G. Lorentz


- THAT the Regional Municipality of Waterloo Controlled Access By-law #58-87 be amended to include a temporary emergency access on the west side of Regional Road #58 (Fischer-Hallman Road) approximately 120 metres north of the Seabrook Drive/Fischer-Hallman Road roundabout, in the City of Kitchener as explained in Report No. P-13-064, dated June 18, 2013.

AND THAT the following items be received for information:

- E-13-079, GRT Customer Service Trends & Issues
- E-13-081, Temporary Part-time Secondment to Smart About Salt Council

CARRIED

**REPORTS – TRANSPORTATION AND ENVIRONMENTAL SERVICES**

**DESIGN AND CONSTRUCTION**

**RAPID TRANSIT**

b) E-13-061, Public Consultation Centres for ION Stop Design Concepts

Received for information.

Staff provided clarification on the use of public art and different design ideas for the ION Stops.

c) E-13-073, Northfield Drive at Highway 85 Interchange Modifications

Received for information.

Received for information.

TRANSPORTATION

f) E-13-080, Revised 2013 Transportation Base, System Expansion, and Airport Capital Budget

MOVED by S. Strickland
SECONDED by J. Mitchell

THAT the Regional Municipality of Waterloo approve the revised 2013 Transportation Base, System Expansion, and Airport Capital Budgets as per Report E-13-080 dated June 18, 2013.

CARRIED

INTER-DEPARTMENTAL REPORTS

g) P-13-068/E-13-087, Response to the Coroner’s Reports on Cycling and Pedestrian Deaths

MOVED by T. Galloway
SECONDED by T. Cowan

THAT the Regional Municipality of Waterloo submit the comments contained in Report P-13-068/E-13-087, dated June 18, 2013, to the Ontario Ministry of Transportation and the Ontario Coroner’s Office as the Region’s formal response to the Ontario Coroner’s Reports on Pedestrian Deaths and Cycling Deaths.

CARRIED

REPORTS - PLANNING, HOUSING AND COMMUNITY SERVICES

COMMUNITY PLANNING

h) Memo: East Side Lands Master Environmental Servicing Plan Report

Received for information.

Rob Horne, Commissioner, Planning, Housing and Community Services introduced the report stating that the report was for information and that formal recommendations would be coming forward in August or September. He stated that discussions are still occurring with the City of Cambridge with respect to implementation.

R. Horne introduced Bill Allison, Dillon Consulting Limited stating that the presentation talks about what is complete and what implementation details remain to be addressed in the next few months.
B. Allison provided a presentation highlighting:

- Project location;
- Why the East Side Lands;
- MESP Components and Processes;
- Consultation;
- Environmental Constraints;
- Preferred Option;
- “Quick Start” Servicing Plan;
- Cost Information;
- Current Project Status; and
- Important Next Steps.

A copy of the presentation is appended to the original minutes.

B. Allison provided clarification on the quick start option versus build it when we need it strategy. He explained the city infrastructure is needed to prepare these lands for development.

Committee members asked who is going to develop the lands, the Region or the City of Cambridge. It was stated that decision still needs to be made.

i) P-13-063, King & Victoria Multimodal Transit Hub – Municipal Class Environmental Assessment Study Completion

MOVED by T. Galloway
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo receive the King & Victoria Multi-Modal Transit Hub – Municipal Class Environmental Assessment Study as described in Report No. P-13-063, dated June 18, 2013;

AND THAT the Commissioner of Planning, Housing and Community Services be authorized to issue the Notice of Study Completion, and to post the King & Victoria Multi-modal Transit Hub – Municipal Class Environmental Assessment: Project File Report for public review and comment for a 30-day period in accordance with the Municipal Class Environmental Assessment Process.

CARRIED

TRANSPORTATION PLANNING

j) P-13-070, Regional Transit Supportive Strategy for the City of Cambridge – Proposed 2013 Implementation Plan

Committee members asked that this report be referred to the next Council meeting to allow time for Region staff to talk to City of Cambridge staff regarding GO Train Service.

MOVED by S. Strickland
SECONDED by L. Armstrong

INFORMATION AND CORRESPONDENCE

a) Council Enquiries and Requests for Information Tracking List was received for information.

OTHER BUSINESS

a) R. Deutschmann asked that staff include more information on the waste export policy, the waste import policy and the ICI restriction policy in future reports on the Waste Management Master Plan.

b) R. Deutschmann asked that staff include more information on the byproduct of the Biosolids in the next Biosolid report to Committee.

c) J. Mitchell stated that CTV reported on a material that Edmonton is using to fix pot holes and asked staff to look into this further.

NEXT MEETING – August 13, 2013

MOTION TO GO INTO CLOSED SESSION

MOVED by J. Brewer
SECONDED by T. Galloway

THAT a closed meeting of the Planning and Works, Administration and Finance and Community Services Committees be held on Tuesday, June 18, 2013 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) receiving of legal advice that is subject to solicitor-client privilege related to an agreement
b) receiving of legal advice that is subject to solicitor-client privilege and proposed or pending acquisition of land in the City of Kitchener
c) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to an agreement
d) proposed or pending litigation and receiving of legal advice that is subject to solicitor-client privilege related to a matter before an administrative tribunal
e) receiving of legal advice that is subject to solicitor-client privilege and proposed or pending acquisition of land in the City of Cambridge
f) receiving of legal advice that is subject to solicitor-client privilege and proposed or pending disposition of land in the Cities of Cambridge, Kitchener and Waterloo
g) labour relations
h) labour relations
i) labour relations

CARRIED

ADJOURN

MOVED by T. Galloway
SECONDED by C. Zehr
THAT the meeting adjourn at 12:45 p.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
June 18, 2013

Please study the following information. We need your support to survive in the LRT era.

Our Future

Preferred Outcome - Our existing facilities - Waterloo to St. Jacobs

By keeping the heavy rail for the exclusive use of the WCR and the GEXR, we will both be able to continue our operations unchanged. Now in our seventh season in Waterloo, the WCR will be able to offer more and more unique train excursions to area residents and visitors from throughout Ontario, including trips on our recently restored 1923 steam engine – the only regularly operating steam engine east of Winnipeg.

Alternative #1 - Northfield Drive to Elmira

By having to make the change as currently mandated by the Region, we will lose:

1. Our current facilities at Father David Bauer Drive, including storage for our trains between travel days, the station and its staff (for which we pay a modest fee), the parking lot for approximately 80 cars
2. Many attractions which are of interest to our riders as we proceed north, including the Perimeter Institute, the small Waterloo zoo where we make a game for our young riders out of finding the animals, the Blackberry Complex and the University of Waterloo and various Waterloo industries. Our commentators regularly provide information about the passing scene
3. A ride of about 30 minutes for our passengers from the station to our first stop at the Framers’ Market
4. We cannot predict the amount, but are sure that our ridership and revenue will decline significantly
5. Our ability to take our recently restored steam engine on day trips outside the north Waterloo area (because we will not have access to the heavy rail track during daytime hours – only from 1 to 5 AM)

By having to make this change as mandated, we will gain:

1. A potential debt of hundreds of thousands of dollars to pay for the new facilities (track, station, etc.) at Northfield Drive, funds for which at this point we have no idea how we will be able to raise. Repayment will result in reduced/extended completion of our restoration projects
2. A much shorter ride (only 5-6 minutes, instead of 30) for passengers going to the Farmers’ Market
3. A view of some wonderful agricultural properties and fine landscapes in Woolwich Township
4. The Town of Elmira, a new destination for our riders
Alternative #2 – Moving to another community

There are/have been a number of tourist train operations in eastern Canada. A very good steam train in New Brunswick and the Ottawa/Hull European train are both gone. A service at Tottenham is sporadic because a bridge on their trackage has been washed out and is too costly to replace. The Durham Railway in Ajax Pickering is prospering. The dinner train which operated in Guelph for some seasons closed because it could not continue without financial assistance from the city, which was not provided.

It should be noted that SOLRS/WCR has to date, not requested or received any funding from the Region, the City of Waterloo or Woolwich Township/Elmira.

SOLRS/WCR future in Waterloo Region is at a crossroad. Please help.

Thank you in advance for your support.
ANALYSIS of PASSENGER ORIGINATION
Taken on-board, Saturdays in April and May 2013
277 Passengers

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<table>
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<tbody>
<tr>
<td>Residents of the Region of Waterloo</td>
<td>118</td>
<td>43%</td>
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<tr>
<td>Residents of communities within 100 kilometers of the region</td>
<td>86</td>
<td>31%</td>
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<tr>
<td>Residents more than 100 kilometers from the region</td>
<td>59</td>
<td>21%</td>
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<tr>
<td>Residents from other provinces</td>
<td>7</td>
<td>2.5%</td>
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<tr>
<td>Residents from other countries</td>
<td>7</td>
<td>2.5%</td>
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<tr>
<td><strong>TOTALS</strong></td>
<td>277</td>
<td>100%</td>
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</tbody>
</table>

Visitors from outside the region


Visitors from other provinces

Manitoba – 2, Newfoundland – 2, Quebec – 1, Saskatchewan – 1

Visitors from other countries

Australia – 2, Belgium – 1, Mexico – 1, United Kingdom – 3
King Street - Weber Street to Highway 85
and
Weber Street - Forwell Creek Road to
Blythwood Road
City of Waterloo
Planning and Works Committee - June 18, 2013.
KING STREET AND WEBER STREET IMPROVEMENTS

Project initiated to address:

- Poor pavement condition
- Deteriorated underground services
- Operational issues at intersections
- Active Transportation

- Project Team includes staff from the Region of Waterloo and City of Waterloo, City Councillors Diane Freeman and Jeff Henry and consultants McCormick Rankin Corporation (MRC).
PROJECT NEEDS

- Pavement rehabilitation
- Watermain, storm and sanitary sewer repairs / replacement
- Improvements at all intersections
- Cycling facilities
- New infill sidewalk
- Landscape and lighting upgrades
Main Issue raised at the PCC:

Additional intersection improvements at King Street and King Street North Service Road

- Request for signalization or a roundabout
- Concerns with side street traffic delay
- Request for painted island refuge for vehicles
Project Team Response

- New northbound left-turn lane proposed on King Street
- Signalization or a roundabout is not warranted based on Regional and Provincial signal warrant criteria
- Warrants do not capture event-based traffic volumes
- Warrants based on a typical 8-hour weekday volumes and collision history
- Improvements are being considered for vehicles entering King Street
RECOMMENDED DESIGN ALTERNATIVE

Weber Street

• Reconstruction of the existing pavement and road base
• Replacement of watermain, storm and sanitary sewers
• Widening to accommodate turning lanes and on-road cycling lanes
• Access improvements at St. David Secondary School
• Storage and turning improvements at signalized intersections

King Street

• Replacement of the pavement
• Rehabilitation of water and sanitary services
• Storage and turning improvements at signalized intersections
• New left-turn lane at King Street North Service Road
• Realignment of King Street and new landscape median
• Pedestrian and cycling facility improvements
  – Multi-use trails on both sides of King Street, Weber Street to Conestogo Road (west side) and the future Rapid Transit station at Conestoga Mall (east side)
SCHEDULE AND BUDGET

June 2013 - Council Approval

April 2014 - Construction start

(pending Rapid Transit construction timing on King Street)

November 2015 - Construction completion

The total estimated Region of Waterloo cost = $4,500,000.
Questions?
Presentation to Planning and Works Committee, June 18, 2013

Regional Project File #5633:
Weber Street/King Street Improvements -- North Service Road Entrance, Waterloo Inn/Parkway Ford

Prepared By MTE Consultants Inc:
Mr. Angelo Innocente (Retired) and Mr. Peter Lejcar, Municipal Division Manager, MTE.

In Attendance:
Ms. Mary D’Alton, and Mr. Lawrence Bingeman representing Waterloo Inn
Ms. Carolyn Zenger and Mr. Ken Bast representing the Parkway Ford (Business and Property)

As you are aware, we attended the October 23, 2012 “Public Consultation Centre” and have made recommendations to the Regional Project Team. We thank them for their consideration and efforts and at this time we ask that Planning & Works Committee reconsider some of our concerns.

We have concerns with the ever increasing traffic flow on King Street, and more importantly for safe turning movements for our customers and staff. The Waterloo Inn and Convention Centre hosts special events where there may be in excess of 3,000 guests, combined with Parkway Ford’s many clients, their staff and their car/truck offloading in a high density commercial node. This node functions at all hours of the day and night, with a good portion of their peak periods being outside of the normal 8 hour “typical day” for the Regional Traffic counts.

Our concern is that the Region is using traffic counts that were completed on December 9th, 2010. These figures were then utilized to design road improvements for five years down the road in 2015. We had asked the Region in our letter of November 2, 2012 to consider a new 7 day traffic count, to capture both the up and downs of the commercial business trade into the North Service Road and address specifically the safety issues associated with the high number of turning movements at that intersection for now and into the future.

As Businesses and Property Owners, we have concern for the safety of our customers and staff who enter and exit the North Service Road daily. Left turns are a safety hazard now, and will only get worse with densification and increased traffic flow along the King Street Corridor.

Recommendation #1 – We ask that the Planning and Works Committee undertake a Traffic Impact Study for this King Street/North Service Road Intersection utilizing the most recent (2013) Vehicular Traffic Data. As well develop traffic projections that include the full intensification densities that are allowed under the current zoning.
A Traffic Impact Study should be undertaken to include the most current traffic counts, with projections that include the future build out (to current zoning) of the lands in question. Over the next 5-20 years, there will be intense densification along the King Street Corridor. Some of that has already happened on King Street just south of Columbia which is generating a considerable
increase in vehicular traffic, and thus impacting the entire King Street Corridor. The TIS should address what are the necessary road improvements to meet both the immediate and long term future needs of this corridor.

Should the TIS find that Traffic Controls are not warranted, then we are asking that the Region consider safety a priority and reconsider the following improvements:

**Recommendation #2**

2.1 **Installation of underground traffic ductwork and pole bases to allow for a “quick” implementation of Traffic Signals at the North Service Road, when the warrant for signals are reached.**

We are of the opinion that traffic has increased tremendously over the last 2-3 years with all of the Intensification and Infill Developments that are currently underway. Projected Traffic Warrants for the next 5-20 year period are likely to confirm that a signalized intersection is necessary in the very near future.

2.2 **That the design of the proposed median for King Street be such that it provides a safe refuge for left turning vehicles exiting the North Service Road.**

The current design width of the median will not accommodate future Traffic Lights. The island should be a 5.0 m width to allow for a concrete island and a Northbound Left Turn Lane.

As well, for the safety of the Left Turn Movement exiting the North Service Road, cars will have to cross 2 travelled lanes and they will need a "safe refuge area" in the middle of the roadway before they can accelerate northbound. We had recommended back in November that a "painted island" be considered which would allow vehicles to accelerate northbound on King Street and ease into traffic. For safety, a 5.0m median width with curbs should be installed now to accommodate the traffic pole bases, and as well allow for the safe acceleration of northbound traffic to ease onto King Street.

In summary, we believe a “Traffic Impact Study” that utilizes projections for the full build-out and densification of the immediate area, will identify clearly, what are the future needs of this King Street/North Service Road Intersection, and what needs to be completed now.

I have asked both Parkway Ford and the Waterloo Inn to make a brief comment with regards to increased traffic and safety concerns that they have for their customers and staff.
Our Approach

- Promote affordable, sustainable transportation alternatives
- Foster cycling culture through the Bike Ambassador Program and volunteer opportunities
- Develop a bike share model for smaller cities
Project Funding

Project Sponsors:

Project Funding Strategy:

• Build the system incrementally based on project support
• 100 bikes/10 stations = $100,000 capital investment
• $50,000 yearly operating cost – funded by memberships, advertising and sponsorships
• Supported by organizational capacity of the Working Centre
How it Works

Start by checking the real-time bike availability

Francis Green
5 of 6 bikes available
How it Works

**Self-Serve** stations have an card reader and a key box.

**Full-Serve** stations have a card reader and someone who will hand you the key.

1. Go to any bike share station and swipe your membership card at the kiosk.
5. Unlock the bike at the bike rack.
7. If you are making a stop, lock the bike.
8. When your trip is complete, lock the bike at any station and return the key.
Phase 1: Station Locations

1. King and Borden
2. Kitchener Market
3. Region of Waterloo at 150 Frederick
4. Walper Hotel / CIBC
5. Queen and Courtland
6. Charles St. Bus Terminal
7. Kitchener City Hall
8. The Tannery
9. Grand River Hospital
10. Belmont Village
11. Uptown Waterloo
Memberships

- No credit card required
- Affordable introductory annual membership: $40
- Bike trip length of up to 3 hours
- No overage fees
- Register and pay online
- Each member receives an orientation
• No loss or vandalism over 4 months
• Partnerships with local businesses were successful
• Emphasized the benefits of a relationship-based model with low setup costs
• Members appreciated longer trip allowances
• Computerized reporting of bike usage is needed
• Members requested 24 hour access, bikes with speeds, fenders and step-through frames
Station Rationale

- Areas of high residential and employment density
- Support of existing bike corridors (Iron Horse Trail)
- Strengthening the downtown core to set the ground work for later expansion
- Prioritizing potential 24 hour locations
- Connectivity with GRT, VIA Rail, GO Trains and LRT
- Proximity to cultural and recreational attractions as well as retail and shopping locations
Phase 2: Station Locations
Collaboration with GRPBS

- One co-located station in both Kitchener and Waterloo respectively to encourage connectivity
- Discounted dual membership for those who want to use both systems (ex. 20% off from both systems)
- Possibility of using one membership card across both systems
- Possibility of GRPBS providing a similar trip length as Community Access Bicycles (2 hours)
- Promoting bike share collaboratively
Roundabout Design at Franklin Boulevard and Saginaw Parkway

Presentation to Planning and Works Committee
June 18, 2013

REGION OF WATERLOO
TRANSPORTATION AND ENVIRONMENTAL SERVICES
Design and Construction
Project Limits

Planned Improvements:
• Approx. 8.0 km along Franklin Blvd
• 11 Modern Roundabouts

Detailed Design currently underway

Construction Phasing over 2 years
Issues Raised at Franklin/Saginaw Roundabout:

- Safety of students crossing
- Visually impaired pedestrians

Extensive Consultation

- WCDSB, St. Benedict's Catholic High School
- Fire and Emergency Services
- CNIB, GRAAC
- City of Cambridge Councilor Nicholas Ermeta

All recommendations are generally supported by staff from the WCDSB, St. Benedict's High School, City of Cambridge Fire Services and GRAAC
Franklin Boulevard Improvements
Myers Road to Pinebush Road, City of Cambridge

Roundabout Design at Franklin Boulevard and Saginaw Parkway

- Raised Crosswalks
- Large Splitter Islands
- Roundabout Accessible Traffic Control Signals
- Right-Turn Lane relocated north of Pedestrian Crossing
- Walkway Connection To High School
- St. Benedict Catholic High School
• Implement Type 2 PXO Sign in place of current Yield To Pedestrian Sign (with legislation approved by the Province)
• Crossing guards if Type 2 PXO Sign legislation delayed
• Roundabout education
Next Steps

- Continue detailed design and property acquisition
- Continue to work with local Fire Departments to refine the design of raised crosswalks
- Work with St. Benedict staff on walkway design and student education
- Construction scheduled over two years starting in 2015
  - Utility relocations in 2013 and 2014
  - Road construction in 2015 and 2016
Franklin Boulevard Improvements
Myers Road to Pinebush Road, City of Cambridge

Raised Pedestrian Crosswalks

Crosswalk Location

Steep Slope On Approach

Gentle Slope Past the Crosswalk

100 mm High

9 m Length
Franklin Boulevard Improvements
Myers Road to Pinebush Road
City of Cambridge

Construction Phasing Plan

2 Years of Construction

Year 1 Construction:
- Pinebush Road to north of Can-Amera Parkway
- North of Clyde Road to south of Main Street

Year 2 Construction:
- North of Can-Amera Parkway to north of Clyde Road
- South of Main Street to south of Champlain Boulevard
Presentation Outline

- Project location
- Why the East Side Lands
- MESP process
- Consultation
- Environmental considerations
- Preferred option
- “Quick Start”
- Costs
- Current project status
- Implementation/next steps
- Questions
East Side Lands – Project Location

EAST SIDE LANDS (STAGE 1)

Prime Industrial Strategic Reserve
477 ha
(1178 acres)

Stage 1 Study Area
855 ha
(2112 acres)
Why the East Side Lands?

• Create large lot employment lands (< 8 ha) and some smaller lots, as permitted

• Respond to shortage of Prime Industrial Strategic Reserve lands (as identified in the 2003 Regional Growth Management Strategy)

• Strategically positioned land:
  – Airport
  – Highway 401
  – Major inter-regional roads (Highways 7 and 24)
  – Rail access

• Serviced land can be ready for development within 2 years – “Quick Start” initiative
MESP Components and Processes

**EAST SIDE LANDS:**
- Master Environmental Servicing Plan
- Freeport Creek Subwatershed Report
- Master Drainage Plan

**Transportation System**

**Natural Environment**

**Drainage/Stormwater Management**

**Utilities**

**Implementation and Staging**

**Related Work**
- Community Plan
- Cambridge OPA and Zoning By-law
- Fiscal Impact Analysis
- Cambridge Development Charge Study

**Municipal Water and Wastewater**
Consultation

• Three well attended public information centres, two landowner meetings and agency consultation

• What did we hear?

• Need for additional employment land supported
• Traffic concerns
• Natural features and wells
• Existing flooding and drainage issues
• Preservation of heritage resources
• Impacts to adjacent land uses
• Access concerns
• Few comments from public regarding proposed infrastructure options
Subwatershed Study and Master Drainage Plan being finalized:

- Extensive reviews by Region, City, GRCA and MNR staff
- Specific recommendations

Focus on:

- Floodplains
- Core Environmental Features
- Supporting Environmental Features
- Buffers
- Linkages
Environmental Constraints – Hespeler West Subwatershed Study

• Previously completed and approved subwatershed study
• Significant Natural Heritage Features
• MESP and the Community Plan utilized this information to develop and evaluate infrastructure alternatives
Preferred Option - 3b: Access Through the Creekside Lands with Connection to King Street

- Alleviates traffic issues
- Avoids impacts to PSW and Core Feature
- Avoids impacts to the Region's Operations Centre
- Provides servicing for Creekside lands
- Provides very good network connectivity
- Comparable cost
- Local roads would be identified through the development process

Option to cul-de-sac Riverbank Drive at the rail tracks

Pump Station and Forcemain to Kitchener Wastewater Treatment Plant, subject to separate EA process*

Potential future watermain

To Preston WWTP
"Quick Start" Servicing Plan

- No pump stations
- Infrastructure to go into existing road allowances
- Extension of existing infrastructure
- Minimal expenditure ($1.5 to $5M)
- Fully DC recoverable

Approximately 85 ha (200 acres)
Cost Information

- Infrastructure can be built as needed
- No large up-front projects required
- Builds upon expansion of current system
- Infrastructure will be expanded when development occurs
- 80% to 90% of costs will be recoverable through Development Charges
- Currently projected to cost $110 million (to be spent by 2031)
- Net positive impact to tax base
Current Project Status

• The technical work required to file the East Side lands MESP for Class Environmental Assessment 30 day review is complete (draft final Regional Staff report tabled today)

• Cambridge would like additional time to bring other related matters to conclusion

• Regional staff will continue to work with City staff to plan to bring the final reports to both Councils in August or September 2013

• Public input opportunities on the filed MESP will follow these Council reports
Important Next Steps

1) Additional discussion with City of Cambridge on related matters (e.g. Financial Impact Assessment)

2) Tabling of final report with both Councils – August/September 2013

3) Public review of MESP documentation
   - Notice of Completion
   - minimum 30 Day Public Review of the proposed City and Region infrastructure projects

4) Following public review
   - Cambridge to update OP, Zoning By-law and DC By-law
   - “Quick Start” lands could be ready for development in 2015
   - Completion of specific infrastructure EA requirements for remaining projects (e.g. pump stations and Schedule C road projects)
Thank you