Regional Municipality of Waterloo
Planning and Works Committee
Minutes

Tuesday, February 24, 2015
9:26 a.m.
Regional Council Chamber
150 Frederick Street, Kitchener, ON


Members absent: S. Shantz

Motion to Go Into Closed Session

Moved by D. Jaworsky
Seconded by K. Redman

That a closed meeting of the Planning and Works Committee be held on Tuesday, February 24, 2015 at 9:00 a.m. in the Waterloo County Room, in accordance with Section 239 of the “Municipal Act, 2001”, for the purposes of the following subject matters:

a) advice that is subject to solicitor-client privilege related to a contract
b) proposed or pending disposition of land in the City of Kitchener
c) advice that is subject to solicitor-client privilege related to an agreement
d) advice that is subject to solicitor-client privilege and proposed or pending disposition of land in the Township of Woolwich
e) personal matters about identifiable individuals related to committee appointments

Carried
Motion To Reconvene Into Open Session
Moved by K. Kiefer
Seconded by S. Foxton
That Council reconvene into Open Session.
Carried

Declarations of Pecuniary Interest Under The Municipal Conflict Of Interest Act
None declared.

Delegations

a) TES-TRP-15-01.1, Operational Review of the Westbound Channelized Right-turn Lane at the Intersection of Bridge Street (Regional Road 12) and Queen Street (Regional Road 12), Township of Wilmot

Phil Bauer, Acting Director, Transportation introduced the report provided and background information.

i. Matthew Donau appeared before Committee stating he wasn’t able to attend the Township of Wilmot Council meeting to speak on this topic. He pointed out there is a wide spread concern of safety due to truck traffic through New Dundee. He referenced a petition that residents signed regarding restricting truck traffic on Queen Street and Bridge Street. He spoke about the trucks driving through and ignoring the stop sign and suggested it would be dangerous to reinstate the yield sign. He talked about pedestrian safety and the location of the school and new library. He asked about the next steps to deter truck traffic.

ii. Joseph Paul appeared before Committee suggesting that changing back to the yield signs is a premature decision. He expressed his concern with the speed of trucks and cars traveling through the town noting the majority of the trucks travelling through are not making deliveries in New Dundee but outside the area. He pointed out there was no enforcement when the stops signs were installed. He provided some examples of how to improve the truck traffic for the safety of the residents. He asked that the stop signs remain while the Region and the Township continue to work on the problems they both have admitted New Dundee has.
iii. John Scott, President, New Dundee Board of Trade read a presentation that was made by a sub committee of the Board of Trade to the Wilmot Township Council on February 9th. A copy of the presentation is appended to the original minutes. In addition to the presentation J. Scott also noted that there is not a unified objection to truck traffic through New Dundee, that no one speaks for all resident or concerned folks, and the Board of Trade strongly supports evidence based decision making with respect to traffic and safety through town.

A Committee member talked about similar traffic and speeding issues in Roseville and noted that police enforcement made a difference and suggested police presence in New Dundee would have the same effect.

L. Armstrong stated that the Township of Wilmot Council has already designated money to purchase speed signs that will provide data on the average speed and that information will be shared with the police. He highlighted that purchasing the signs will allow the township to move the signs around the township to other areas of concerns. He talked about concerns raised by citizens for and against this issue and stated that staff at both the Region and the Township are committed to traffic calming on Regional Roads and noted that he supports staff’s recommendation to remove the stops signs and reinstate the yield signs.

Chair T. Galloway highlighted that a report will be coming forward in the Spring regarding traffic calming on Regional Roads.

Moved by K. Redman
Seconded by L. Armstrong

That the Regional Municipality of Waterloo reinstate yield control on the westbound channelized right-turn lane at the Bridge Street (Regional Road 12) and Queen Street (Regional Road 12) intersection, in the Township of Wilmot, as outlined in Report TES-TRP-15-01.1 dated February 24, 2015.

Carried

b) Malcom Steven and Blake Ellis, Cycle Waterloo appeared before Committee regarding alternate cycle routes during LRT construction. They provided background information on the group and who they are. They provided a presentation that outlined Cycle Waterloo – Our vision; Race Events; Criterium Racing – What is it?; Summary of Last Years Event; Cycling Canada National Sanction Status; Why are we here?; Existing Course; Alternative Courses; and
the Need to have a course decision by March 10th. A copy of the presentation is appended to the original minutes.

Chair T. Galloway noted that there will be a presentation today that outlines the ION construction timeline.

In response to Committee’s questions the delegation stated that they don’t need to know a specific route by March 10th but need to know that a route can be accommodated that includes the Kitchener City Hall.

Thomas Schmidt, Commissioner, Transportation and Environmental Services noted that staff were unaware of this and that staff is committed to making this event work and stated that staff will meet with the delegation to discuss and commit to a route.

Committee members directed staff to meet with the delegation and report back to the next Council meeting on March 4th.

A Committee member asked other members to bring forward any other events, festivals or parades that may be affected by the construction of the ION.

**Presentations**

a) Upcoming ION Construction – Technical Briefing

Darshpreet Bhatti, Director, Rapid Transit introduced Victor Bragues, Design Build Manager, GrandLinq, Mike O’Neill, General Manager, Ted Butler, Deputy Project Director, Matt Franzese, Civil Superintendent, Avril Fisken, Community Relations Manager, and Lauren McGirr, Community Relations Specialist. They provided a presentation to Committee members that is appended to the original minutes. D. Bhatti outlined the ION aBRT Update, and the LRT Construction Ahead, including the communication plan. V. Bragues outlined:

- How ION LRT is built;
- On-going Construction;
- 2015 Spring Construction;
- 2015 Summer Construction;
- 2015 Construction Overview;
- Construction Started in 2014;
- Construction starting in March 2015;
- Keeping People in the Know; and
- Easing Construction Concerns.

M. Franzese outlined the general overview of how the construction sequence works and the different detour routes.

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Committee members expressed the importance of providing the Cities of Kitchener and Waterloo Councils with a presentation that outlines the information they affect the cities directly. Staff stated this arrangement could be made and that a memo would also be prepared to be distributed to City of Cambridge Council outlining the milestones that have been met with respect to the aBRT.

Committee members stressed the importance of constant communication during the project and it was highlighted that an in depth communication plan will be circulated.

Discussion and clarification was provided on the staging for road closures, permits, tree removal and inventory, and impacts on businesses including the Grand River Hospital

b) Transportation and Environmental Services Departmental Overview presentation was deferred until a future meeting.

**Request to Remove Items from Consent Agenda**

G. Lorentz asked that item d) be removed from the Consent Agenda.

d) TES-TRS-15-05, Changes to the Active Transportation Advisory Committee Terms of Reference

G. Lorentz stated the importance of the ATAC Committee and he highlighted the changes in the new terms of reference. He expressed his concerns with the appointments following the terms of reference explaining the need for qualified individuals.

Moved by D. Craig

Seconded by K. Redman

That the Regional Municipality of Waterloo approve the revised Terms of Reference of the Active Transportation Advisory Committee in regarding to the following, as described in Report No. TES-TRS-15-05, dated February 24, 2015:

a) Reflect the Committee’s reporting structure to the Planning and Works Committee through the Commissioner of Transportation and Environmental Services due to the new corporate organizational structure, and;

b) Amend the Committee’s Purpose, Terms of Reference by replacing references to the Cycling Master Plan with the Active Transportation Master Plan.

Carried

**Motion to Approve Items or Receive for Information**

Moved by D. Craig

1813089
Seconded by K. Redman

That the following items be approved:

- That Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of reconstruction of Fountain Street (Regional Road 17) from Shantz Hill Road to King Street West and King Street West (Regional Road 8) from Fountain Street to Eagle Street, in the City of Cambridge in the Region of Waterloo as detailed in Report PDL-LEG-15-12 dated February 24, 2015, described as follows:

**Fee Simple Partial Taking:**

1. Part of Lots 24 and 25, Municipal Compiled Plan 731, being Part 4 on Plan 58R-18325, Part of PIN 22651-0513(LT) (278 Fountain Street South, Cambridge)
2. Part of Lots 1, 2 and 3, North of Main Street, Registered Plan 522, Part of Lots 8 and 9, Municipal Compiled Plan 730, being Parts 1, 2, 3, 11 and 13 on Plan 58R-18330, Part of PIN 03768-0081(LT) (255 King Street West, Cambridge)

**Temporary Easement:**

The right and easement, being a temporary easement in gross, for the free and unobstructed, right, interest and easement terminating on the 31st day of December, 2019, for itself, its successors and assigns, and anyone authorized by it, on over, under and through the following properties for the purposes of excavation, construction, installation, replacement, alteration, grading, and landscaping as required in connection with the reconstruction and improvements to Fountain Street (Regional Road 17) and King Street (Regional Road 8) and Shantz Hill Road, and all works ancillary thereto and for such purposes, the free, unimpeded and unobstructed access to the lands at all times by employees, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement.

1. Part of Lot 24, Municipal Compiled Plan 731, being Part 6 on Plan 58R-18325, Part of PIN 22651-0513(LT) (278 Fountain Street South, Cambridge)
2. Part of Lots 1, 2 and 3, North of Main Street, Registered Plan 522, Part of Lots 8 and 9, Municipal Compiled Plan 730, being Part 4, 10 and 12 on
Plan 58R-18330, Part of PIN 03768-0081 (LT) (255 King Street West, Cambridge)

Permanent Easement:

The right and easement, being an easement in gross, for itself, its successors and assigns and anyone authorized by it, in perpetuity to, at any time enter upon the following properties for purposes of constructing, installing, inspecting, repairing, altering, enlarging, correcting, operating, maintaining, replacing, and reconstructing the adjacent highway, above ground and underground municipal services including without limitation paving, curbs and gutters, retaining wall structures, sidewalks, multi-use trails, boulevard landscaping, street lighting, traffic signals, sanitary sewers, storm sewers, water mains, culverts, catch basins, drains, drainage works, together with all pipes, wires, conduits, poles, markers and other works and appurtenances thereto, which may be determined necessary from time to time through, under, over, upon, along and across the lands, and for all such purposes together with the free, unimpeded and unobstructed access for itself, its successors and assigns, servants, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement.

1. Part of Lot 24, Municipal Compiled Plan 731, being Part 5 on Plan 58R-18325, Part of PIN 22651-0513(LT) (278 Fountain Street South, Cambridge)
2. Part of Lot 8, Municipal Compiled Plan 730, being Part 5 on 58R-18330, Part of PIN 03768-0081(LT) (255 King Street West, Cambridge)

And That staff be instructed to register a Plan of Expropriation for the property within three months of the granting of the approval to expropriate the property, as required by the “Expropriations Act”;

And That the registered owners be served with a Notice of Expropriation and a Notice of Possession for the property after the registration of the Plan of Expropriation and the Regional Solicitor is authorized to take any and all actions required to enforce such Notices including but not limited to any application pursuant to Section 40 of the “Expropriations Act”;

And that all above-referenced fee simple partial takings situated adjacent to an existing Regional public highway be acquired for road widening purposes and therefore be deemed to form part of the adjacent public highway in accordance with subsection 31(6) of the Municipal Act, 2001, S. O. 2001, c.25;
And That if no agreement as to compensation is made with an owner, the statutory Offer of Compensation and payment be served upon the registered owners of the property in the amount of the market value of the interests in the land as estimated by the Region’s appraiser in accordance with the Expropriations Act;

And Further That the Regional Solicitor be authorized to 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 the transaction or if determined by the Commissioner of Transportation and Environmental Services that such lands, or any part or interest thereof, are not required for the subject Project.

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 Sawmill Road from the Conestogo Bridge to Musselman Crescent in the Township of Woolwich, in the Region of Waterloo as detailed in report PDL-LEG-15-14 dated February 24, 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 improvements to Sawmill Road and described as follows:

Fee Simple Partial Taking:

a) Part of Lots 13 and 14, North of King Street and East of Water Street, Registered Plan 601, Township of Woolwich, being Part 2 on 58R-18001; Part of PIN 22240-0207(LT) (1778 Sawmill Road, Conestogo);

b) Part of Lots 12 and 13, North of King Street and East of Water Street, Registered Plan 601, Township of Woolwich, being Part 1 on 58R-18001; Part of PIN 22240-0206(LT) (1786 Sawmill Road, Conestogo);

c) Part of Lot 6, Registered Plan 600, Township of Woolwich, being Parts 3 and 4 on 58R-18199; Part of PIN 22705-0407(LT) (1959 Sawmill Road, Conestogo);

d) Part of Lot 4, Registered Plan 602, Township of Woolwich, being Part 2 on 58R-18199; Part of PIN 22240-0098(LT) (1966 Sawmill Road, Conestogo);

e) Part of Lots 7 and 8, Registered Plan 600, Township of Woolwich, being Part 5 on 58R-18199; Part of PIN 22705-0007(LT) (1015 Northfield Drive East, Conestogo);
f) Part of Lot 27, Registered Plan 600, Township of Woolwich, being Part 1 on 58R-18199; Part of PIN 22705-0037(LT) (1030 Northfield Drive East, Conestogo).

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.

- That the Regional Municipality of Waterloo receive the 2014 Summary Report, as required by Ontario Regulation 170/03, the minutes from the annual Management Review of the Drinking Water Quality Management System and maintenance plan update as outlined in report TES-WAS-15-06 dated February 24, 2015.


And that the following items be received for information:

- Waterloo Spur Line Trail and Storm Drainage Improvements – Ahrens Street to Regina Street, Cities of Kitchener and Waterloo - Information Package in Advance of Public Information Centre (Information)

Carried
Regular Agenda Resumes

Reports – Transportation and Environmental Services

Transit Services

a) TES-TRS-15-03, Transit Services – ION Construction Detour Planning

Peter Zinck, Assistant Director, Transit Services briefly highlighted the report and the strategy for the implementation of a temporary transit detour and the reason for starting the summer service schedule early.

Moved by K. Seiling

Seconded by W. Wettlaufer

That the Regional Municipality of Waterloo approve the introduction of summer service hours on two GRT bus routes, the 7 – Mainline and the 200 – iXpress effective April 27th, 2015 rather than June 22, 2015.

Carried

Transportation

b) TES-TRP-15-02, Proposed No Parking on the West Side of Peel Street (Regional Road 4) from 15 Metres North of Boullee Street to 100 Metres North of Boullee Street, in the Township of Wilmot

A Committee member expressed concerns with the removal of some parking in front of a restaurant suggesting the no parking shouldn’t be moved that many metres. P. Bauer provided clarification on staff’s decision and noted that staff can monitor to see if changes need to be made.

Moved by L. Armstrong

Seconded by G. Lorentz

That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as follows:

a) Remove from Schedule 2 – Limited Parking, west side of Peel Street (Regional Road 4) from 15 metres north of Boullee Street to 15 metres south of Huron Street (Regional Road 4), 8:00 a.m. to 6:00 p.m., Monday to Saturday, 2-hours;
b) Add to Schedule 1 – No Parking, west side of Peel Street (Regional Road 4) from 15 metres North of Boullee Street to 100 metres north of Boullee Street; and  
c) Add to Schedule 2 – Limited Parking, west side of Peel Street (Regional Road 4) from 100 metres North of Boullee Street to 15 metres south of Huron Street (Regional Road 4), 8:00 a.m. to 6:00 p.m., Monday to Saturday, 2-hours  

Carried

**Water Services**

c) TES-WAS-15-07, Approach to Community Engagement and Communication for Biosolids Planning

Received for information.

Nancy Kodousek, Director, Water Services introduced the report and stated the report is the communication plan to help provide education on biosolids. She provided a video that highlighted what biosolids are and potential future concerns.

Committee members pointed out the video was a great example of creative communication. Committee members suggested engaging school children with an exhibit at the Museum and also suggested more group discussions rather than one on one discussion at public information centers.

T. Schmidt responded to a Committee members question regarding a citizen working group stating a Steering/Citizen Advisory Committee will be apart of the master plan coming forward in June.

**Reports – Planning, Development and Legislative Services**

**Community Services**

d) PDL-CPL-15-14, Proposed Interim Planning Services to the Township of Wilmot

Moved by L. Armstrong

Seconded by S. Strickland

That the Regional Municipality of Waterloo approve the following with regard to the request by the Township of Wilmot, as described in Report No. PLD-CPL-15-14, dated February 24, 2015:

a) Agree to provide professional planning services to the Township of Wilmot for the purpose of updating its Official Plan to bring it into conformity with the Regional
Official Plan and the Provincial Growth Plan;

b) Provide the related services on the basis of a mutually satisfactory fee-for-services arrangement to be negotiated between the Township and the Region; and

c) Authorize the Commissioner of Planning, Development and Legislative Services to execute any documentation required to implement these recommendations subject to the satisfaction of the Regional Solicitor.

Carried

Region of Waterloo International Airport

e) PDL-AIR-15-02, Region of Waterloo International Airport – Proposed Renaming and Update of Aeronautical Noise Management Committee Terms of Reference

Moved by B. Vrbanovic

Seconded by G. Lorentz

That the Region of Waterloo International Airport Aeronautical Noise Management Committee (ANMC) be re-named the Aeronautical Noise Advisory Committee (ANAC);

And that the Terms of Reference of the Aeronautical Noise Advisory Committee be adopted, as contained in Attachment #2 of Report No. PDL-AIR-15-02, dated February 24, 2015.

Carried

Information/Correspondence

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

Other Business

a) D. Craig asked for an update on Highway 24 in the City of Cambridge. T. Schmidt noted a report will be coming forward in May.

b) Chair T. Galloway asked staff to report to a future Committee meeting regarding the GO Train report.

c) T. Schmidt acknowledged Steve van De Keere and Phil Bauer the new directors of Transportation and Design and Construction.

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Next Meeting – March 24, 2015

Adjourn

Moved by D. Craig

Seconded by L. Armstrong

That the meeting adjourn at 11:41 a.m.

Carried

Committee Chair, T. Galloway

Committee Clerk, E. Flewwelling
Good morning, it’s great to be able to be here today, thank you, and I expect to be brief.

My name is Matthew Donau, I live on Queen Street in the Residential Village of New Dundee.

I was hoping to speak at the Wilmot Township meeting, February 9th in Baden on this topic of the Yield-Sign to Stop-Sign, now back to Yield-Sign Experiment at the corner of Queen & Bridge in New Dundee, but due to short notice, I was unable to register in time.

Since moving to the Residential Community of New Dundee, to start a family, I’ve come to realize that there is widespread safety concerns amongst Town Residents regarding Transient Truck Traffic cutting through the Village, 24 hours a day, 7 days a week.

In fact, there is a Petition that was signed and supported by approximately 320 New Dundee Residents, submitted to the Region, asking to Restrict Transient Trucks on Queen & Bridge Streets in New Dundee.

Now, according to the Regions recent Traffic Study at the Intersection of Queen & Bridge, over 80% of Truck Drivers, ‘Professional Drivers’, are driving through the Stop Sign, ignoring the Rules of the Road. *** OVER 80% *** It was also noted, in the Region’s video footage that was captured during the busiest 8-hour period at the intersection, that motorists are even failing to stop for pedestrians. This is Incredibly Disturbing and Extremely Dangerous.

This intersection is near the School on Bridge Street & even closer to the Regional Public Library on Queen Street. Clearly, there are safety issues in New Dundee related to this Intersection and with Truck Traffic. In my opinion, this makes the decision of changing the Stop-Sign back to a Yield-Sign both Dangerous and Immensely Puzzling, and seems to go against common sense, from a safety standpoint.

The Region completed 2 Surveys during the Busiest 8 Hours of a typical day both before and after the Stop Sign was installed. It was stated by the Region that the Stop-Sign was installed in an effort to ‘Deter Truck Traffic’, but in fact, after the stop sign was installed, the Heavy Truck traffic increased over Two-and-a-Half-Times what it was when the Yield sign was there, according to the findings.

In Closing, the Stop Sign was put up in June of 2014 for a 6-month trial by the Region in an effort ‘To Deter Truck Traffic’

Since this proposed solution has now clearly proven to be Ineffective, I was wondering what the Region’s next steps will be, to ‘Deter Truck Traffic’?
I know that this meeting is about the possible removal of the stop sign in the channelized right turn lane from Bridge Street to Queen Street North and replacing it with a yield sign. It is also my understanding that this change is based on data suggesting that the sign is not effective. With that, I am suggesting that this change is premature. The data derived from the video imagery shows that there is a significant vehicular safety compliance issue in our community. This, in turn, has led the Region to believe the stop sign is a “lost cause” because it cannot be relied upon.

In 2008 I was very fortunate to be able to relocate my family to the village of New Dundee on the southern boundary of Waterloo Region. New Dundee is a small village comprised of many individuals and families who take pride in, and work hard on building a sense of community where the residents feel safe and comfortable.

Since moving to New Dundee, I have spent many days standing on the side of Bridge Street, at the entrance of the New Dundee Public School parking lot, at 7:30 AM with my children waiting for their school bus to arrive to take them to school. I was, and still am, surprised at the speed that both cars and trucks pass through town. These fast drivers are travelling without any regard for the safety of the children or any other residents of the village. On many occasions I would motion to the drivers of these vehicles in an attempt to draw their attention to their speed. The responses that I received in return were shocking, especially those from the drivers of the larger commercial trucks. The majority of the commercial trucks traveling through the village are transient vehicles that are serving no direct purpose within the village. They are not making a delivery or a pick-up within the boundaries of the village, and therefore have no reason to be travelling along Bridge and Queen St. The trucking businesses who reside in New Dundee are not the concern. It is clear that the owners of these businesses are good honourable individuals who, when they are driving their trucks, respect the residents of the village; respect the rules of the road in town, and give back to the community, often through our local service clubs. These are not the trucks that speed by as I wait by the side of the road with my children.

It is surprising that when the stop sign was installed no enforcement of the sign was undertaken to educate the motorists of the change. I am also aware that the location of the stop sign and painted stop bar are in conflict with the location of the crosswalk. I would suggest that this could be rectified by setting back the stop bar, making a few curb cuts and installing additional concrete sidewalks within the island. Furthermore, a change in the geometry of the crosswalk would allow the stop sign and crosswalk to work in conjunction with each other while still adhering to the Ontario Traffic Act with respect to the setback distance of the stop bar from the intersection.

I have heard many opinions from Regional staff expressing that certain suggested solutions to our community’s speed and truck volume will not work; this stop sign, and changing it to a yield sign, is an example of such an opinion. It seems that staff members too easily dismiss possible solutions by simply stating “they won’t work”. Determining that the stop sign should be changed based on non-compliance (as shown in the limited sampling of camera data) seems
utterly shocking. The Region has stop signs / traffic signals at numerous locations which have been routinely dis-regarded by motorists, yet those stop signs / signals have not been removed. In fact, they have proceeded to put up Red light cameras in some of those locations. If they have not given up in these areas to gain compliance, why are we not worth the same sustained efforts? Are we not all equal residents of the Region?

I would suggest that a multi-step process of reduced speed limits, flashing or blinking lights for school and library zones, speed bumps/humps, narrowed curbs, retention of the stop sign, and increased enforcement collectively may gain the results the community is seeking, which is reduced speed and reduced transient truck traffic. The safety of the residents and visitors of New Dundee must be paramount. While at times it is hard to be proactive, in the long run it is always easier than being reactive. Every person is worth protecting from injury or worse, and not just those who come after someone has been harmed.

The stop sign was placed at that intersection “to deter heavy truck traffic”. If the Region believes that the sign is not serving that purpose, don’t just remove it, leave it there and work on developing the next steps of the action-plan to solve the issue that both the Township and Region have both admitted New Dundee has? I suggest that more effort needs to be expended in an effort to gain compliance before we react in a short-sighted manner and remove the Stop sign.

Thank-you.
I’d like to start with a thank you and kudos to the region for the upgrades to regional road 12 along Queen and Bridge streets in New Dundee (completed fall 2010)

- Upgrades to sidewalks, curbs, gutters, bike lanes, crosswalks have made the village and our children safer than ever
- Thank you for the $2 Million funded through the region’s roads capital rehabilitation program
- Certainly this would not have been possible without the road’s status as a regional road

With these upgrades in place, it is not clear to the Board of Trade, how trucks represent an added risk to child safety. Perhaps this link could benefit from some explanation and some evidence.

In road and traffic terms, we should be considering traffic calming initiatives – efforts that keep all traffic in check and safe. It is not uncommon to be passed by a vehicle while driving in town, including in front of the school. This is an unsafe practice. Trucks do not do this and are much more difficult to pass. The truck traffic may actually be an agent of calming in New Dundee

The Board of Trade applauds the trial stop signs at the corner of Bridge and Queen. The action fits the process we outlined to the mayor last year. Now we have data in hand and a more permanent and informed decision can be made.

Based on the data showing 85% of traffic is not observing the stop sign on the merge lane at Queen and Bridge and the crosswalk design issues, the New Dundee Board of Trade would recommend the sign be changed back to a yield sign

In light of recent difficulties at the Queen/Bridge intersection this winter, the stop sign at the bottom of the hill should be reconsidered

Trucks moving through our regional roads are an important signal of a strengthening economy, putting restrictions on this traffic puts into question our long term economic prosperity

Whatever the decision, it should be arrived at via collaborative means. The discussion needs to include the constructive views of each side with consensus achieved before implementation. As a resident of New Dundee I want to get along with my neighbours. One group “winning” over another group only creates animosity and division. This only works against the state of community that I believe we all want.
In addition, I made the following comment at the Planning and Works Committee Meeting on Tuesday, February 24, 2015:

'It is especially important, I think, to let it be known that:

1. There is not a unified objection to truck traffic through New Dundee
2. No one speaks for ALL residents and or concerned folks.
3. The New Dundee Board of trade strongly supports EVIDENCE BASED decision making with respect to traffic and safety through town.'
2nd Annual Kitchener Twilight Grand Prix

June 19, 2015
Downtown Kitchener

It's Your Race

Sanctioned by Cycling Canada / Cyclisme

Organized by Cycle Waterloo
Organizers of the following local race cycling events

- 6th annual **Tour de Waterloo** – Charity Gran Fondo raising in total over $135K for cancer/mental health care in KW 600 - 650 participants/year

- **KW Classic** “Ontario” Cup event. CW organized the past 3 years but this event has a 27 year history. 400 - 500 participants/year

- 3rd annual **Steaming Nostril** – Cross / Mountain bike, rural gravel road event 270 – 350 participants/year

- Fully Supported, police/first aid support, rest stops, mechanical, etc.

- **Big THANK YOU to Region of Waterloo for support**
**Cycle Waterloo - Our Vision**

- Organize Safe mass participation Cycling race events
- Promote cycling & tourism to Region of Waterloo
- Align cycling events to promote healthy active communities
- Encourage youth participation and cycling as a sport
- Encourage safe cycling practices, share the road and the Thumbs up Campaign
- Raise funds for important local Charities including Cancer/Mental Health Care and the Waterloo Cycling Club
Cycle Waterloo Race Events

Steaming Nostril

March 29, 2015
Join the hundreds of cyclists in the 3rd annual Steaming Nostril cycling event. From the seasoned racer to the first time rider, this is the ride for you! Awards for the top overall male & female racers and medals to the top 3 in each age group.

KW Classic

June 7, 2015
The KW Classic Road Race will be returning to Hawkesville, Ontario in 2015. The course consists of an 11.3 km circuit with a long climb up Hawkesville hill and then coming back down the hill enabling riders to reach speeds of 70 km/hr. The remainder of the course is rolling hills and flats along the

Tour de Waterloo

June 21, 2015
Join cyclists from across Ontario at the start line in our new venue at RIM Park in Waterloo for the 2015 Tour. Come to race or just ride the awesome roads of the Waterloo Region. Ride by old order Mennonite families using horse and buggies.
Now Key Organizers in Partnership with Waterloo Cycling Club for the 2nd annual Kitchener Twilight Grand Prix, June 19, 2015, Downtown Kitchener.
Criterium Racing – What is it?

• Fast paced races between 35 mins. – 1 hour in duration
• Closed 0.8 – 1.5 km barricaded road course in downtown location
• Exciting for spectators as racers come by every 1 - 1:30 minutes
• Categories include: Beginner, Intermediate, Elite Male & Female
• Tourism driver can be used to promote other active community initiatives
2014 Kitchener Twilight Grand Prix

Summary

- 2014 Inaugural Event a huge success
- Approximately 184 participants in 5 races
- Citizen Sanctioned by the Ontario Cycling Association
- Spectator estimates between 1,500 – 2,000 people in downtown Kitchener
- Friday later afternoon races started at 4 pm finished about 9:15 pm
- Food Trucks on-site
- Beer Gardens by Highlander microbrewery
- City of Kitchener supported the event with approximately $7K of in-kind services including Paid Duty police, barricades, sound system, washroom use etc.
- Top racers from Ontario competed in the Elite Male/Female races
Cycling Canada National Sanction status

- Organizers must have experience and be recommended in many instances by the provincial body as competent/capable.
- Technical Guide includes strict adherence to project mgmt, safety, categories, etc,
- National Level UCI Commissaires in attendance and referee races/event from lead out and follow up vehicles.
- Event Promotion on Cycling Canada calendar to Canadian/U.S Pro teams.
- Other Promotion activities to National and Provincial Cycling teams.
Why are we here?

- Rapid Rail Transit project - ION construction impacting downtown Kitchener roads
- To clearly understand if our existing course will be available for use on Friday June 19 for the Criterium race from 12 – 9:30 pm
- GrandLinq construction schedule impacting downtown Kitchener roads?
- If not garner support from this committee to look at our alternate downtown route courses with the understanding that we need race Venue to be again in front of Kitchener City Hall
- Race must stay in the Region
- We are supporters of ION!!
Existing Course – A - First Choice

Kitchener Twilight Grand Prix 2015
- King Street
- Ontario Street
- Duke Street
- Water Street
- King Street
Alternate Course B

Kitchener Twilight Grand Prix – Alternative Route B
- King Street
- Ontario Street
- Weber Street
- College Street
- King Street
Alternate Course C

Kitchener Twilight Grand Prix – Alternative Route C

- King Street
- Queen Street
- Duke
- College Street
- King Street
Alternate Course D

Kitchener Twilight Grand Prix – Alternative Route D
- King Street
- Young St
- Duke
- Francis
- King Street
Alternate Course E

Kitchener Twilight Grand Prix – Alternative Route E
- King Street
- Ontario
- Charles
- Water
- King Street
We need to have a course decision by March 10 for Cycling Canada Thank you!
Alternate Courses
Alternate Courses
Alternate Courses
Technical Council Briefing
ION Construction – Six Month Overview
(March to September 2015)

February 24, 2015

Darshpreet Bhatti – Director, Rapid Transit Region of Waterloo
Victor Bragues – Design Build Manager, GrandLinq Contractors
ION aBRT Update

• ION aBRT construction began in summer 2014
• aBRT stops included: the Ainslie Street transit terminal, the Delta, Can-Amera and Pinebush
  • Construction nearly complete at Ainslie
  • Shelter structures and pads complete at Pinebush and Can-Amera; remaining components to be installed this spring/summer
  • Delta stops will be completed this spring/summer

• ION aBRT service to begin in September
• Public engagement on ION Phase 2 (LRT from Cambridge to Kitchener) will begin in 2015, followed by the start of the formal Transit Project Assessment Process (TPAP)
LRT Construction Ahead. Let’s build this!

- Having uninterrupted work zones around LRT construction speeds up progress and reduces the duration of construction impacts.
- Many hands make light work; multiple crews along the route will allow GrandLinq to get more done faster.
- Long-term detours let residents become familiar with their new routes, while diverting unnecessary vehicles from active work sites, reducing frustration and improving safety.
- Working with businesses, residents, municipalities and other key stakeholders before construction begins helps GrandLinq understand potential issues and gives everyone time to put solutions in place, where possible.
- Communication is key – residents and businesses need to know what is happening and when, and need a person on-site, or at the end of the phone/email to speak with about their questions or concerns.
- ‘Business is open’ initiatives can help customers to keep coming back to affected areas. Joint partnerships with the local BIAs will be critical.
How ION LRT is built

1. Early utility work is completed (e.g., Rogers, Bell, Union Gas)
2. Underground utilities (water, sanitary, stormwater) are upgraded and relocated
3. Roads are restored and ready for the installation of LRT tracks
4. LRT tracks and trackway structures are built (e.g., bridges or culverts)
5. ION stops are built
6. Electrical wires that bring power to the LRT and the pedestrian control signs are installed
7. ION vehicles are tested to prepare for operations

Construction activities are expected to overlap and the sequence of work changes depending on the needs of a specific area.
On-going Construction

- Waterloo
  - Operations, Maintenance and Storage Facility (Dutton Drive)
  - Caroline, between Erb and Allen
  - CN Railway tracks, from Northfield to King South

- Kitchener
  - Borden, between Charles East and the CN Railway tracks
  - CN Railway tracks, from Borden to Hayward

Timing of construction is subject to weather conditions and construction constraints
2015 Spring Construction

- Waterloo
  - Allen, from Caroline to King South
- Kitchener
  - King West, from Union to Victoria
  - Charles, from Victoria South to Borden South

Timing of construction is subject to weather conditions and construction constraints
2015 Summer Construction

- Waterloo
  - King South, from Allen to Union
  - King South, from Erb to Allen
- Kitchener
  - Duke, from Francis to Frederick/Benton
  - Victoria, from Charles to King West
  - Francis, from King West to Duke
  - King West, from Victoria to Francis
  - Ottawa, from Charles to Mill
  - Charles, from Borden to Ottawa

Timing of construction is subject to weather conditions and construction constraints.
2015 Construction Overview

Timing of construction is subject to weather conditions and construction constraints.
Construction started in 2014
• In August 2014, GrandLinq crews began to clear vegetation, and excavate and grade the site for the new facilities
• Work will start on the Maintenance, Train Wash and Shop Facilities in 2015
• The facilities are expected to be completed by summer 2016
CN Railway tracks, from Northfield to King South, in Waterloo

- In October 2014, GrandLinq began clearing vegetation and building embankments along the existing CN railway tracks.
- In February 2015, the Cedar Creek Culvert was installed, and in mid-March, GrandLinq will start to build:
  - The Laurel Culvert, which will run under the LRT tracks
  - Track and road crossings at Northfield, Quiet Place, Bearinger, Columbia West, University Ring Road, University and Seagram; road crossings will be closed for up to two weeks to complete the work
- In late spring, the existing railway tracks will be shifted to make room for ION, allowing the southbound embankments to be built
- Work to build the rest of the ION infrastructure will begin (i.e., LRT trackway, poles, sub-stations, cabling and overhead wires that bring power to the train)
UpTown Waterloo - Southbound Loop
Caroline, from Erb to Allen and on Allen, from Caroline to King

• In September 2014, GrandLinq began to relocate and upgrade existing utilities on Caroline, from Erb to Allen
• In spring 2015, GrandLinq will relocate and upgrade existing utilities on Allen, from Caroline to King
• Caroline is expected to be paved in spring 2015
• Allen is expected to be paved in summer 2015
• Work to build the rest of the ION infrastructure will then begin (i.e., final curbs and LRT tracks, poles and overhead wires that bring power to the train)
  o This work involves lane restrictions, not road closures
• Work to re-locate the railway tracks at the Caroline/Erb intersection will begin summer 2015
Borden - Southbound Loop
Borden, from Charles East to the CN Railway tracks, in Kitchener

• In November 2014, GrandLinq began to relocate and upgrade existing utilities on Borden, from Charles East to Nyberg
• In the spring, GrandLinq will return to the area to complete the underground services work, and extend the construction area from Nyberg toward the CN Railway tracks
• Work to build the rest of the ION infrastructure will begin (i.e., LRT trackway, poles, sub-stations, cabling and overhead wires that bring power to the train)
CN Railway tracks, from Borden to Hayward, in Kitchener

- In November, GrandLinq began clearing vegetation and building embankments along the existing CN railway tracks
- Crews also began to build the new Railway Bridge over Schneider Creek
- At times, GrandLinq will use the Hayward, Hanson, Ottawa South, Borden and Overland crossings as temporary access points
Construction starting in March 2015
King, from Victoria to Union in Kitchener-Waterloo

• Starting in March, we expect to close King West, from Victoria to Union
• Construction Activities:
  • Removing, relocating and up-grading existing utilities along King
  • Tree removal, cutting with saws, and removal of asphalt, excavation of soil, installation of new utilities, backfilling and asphalt restoration
  • Road reconstruction on King, from Wellington to Union is expected to begin in summer 2015
  • Building the King grade separation in Kitchener, from south of Moore to Victoria. To complete this work King West, from Moore to Victoria South, will be closed for up to 18 months
Approximately 3 weeks

- **Removals**
- **Sanitary**
- **Watermain**
- **Storm**
- **Road Reconstruction & Granular B**
- **Granular A, Sidewalks, & Pavement**
Approximately 3 weeks

- Removals
- Sanitary
- Watermain
- Storm
- Road Reconstruction & Granular B
- Granular A, Sidewalks, & Pavement
Approximately 3 weeks

- Removals
- Sanitary
- Watermain
- Storm
- Road Reconstruction & Granular B
- Granular A, Sidewalks, & Pavement
Approximately 3 weeks

- **Removals**
- **Sanitary**
- **Watermain**
- **Storm**
- **Road Reconstruction & Granular B**
- **Granular A, Sidewalks, & Pavement**
Approximately 3 weeks

- Removals
- Sanitary
- Watermain
- Storm
- Road Reconstruction & Granular B
- Granular A, Sidewalks, & Pavement
Approximately 3 weeks
- Removals
- Sanitary
- Watermain
- Storm
- Road Reconstruction & Granular B
- Granular A, Sidewalks, & Pavement
Approximately 3 weeks
- Removals
- Sanitary
- Watermain
- Storm
- Road Reconstruction & Granular B
- Granular A, Sidewalks, & Pavement
Approximately 1 month

- Removals
- Sanitary
- Watermain
- Storm
- Road Reconstruction & Granular B
- Granular A, Sidewalks, & Pavement
King Detour Route

Detour is being finalized
In March, we expect to close Charles, from Victoria South to Borden South.

First, existing utilities along Charles (i.e., water, sanitary, storm) will be relocated and up-graded.

Tree removal, cutting with saws, and removal of asphalt, excavation of soil, installation of new utilities, backfilling.

Road reconstruction is expected to begin in late summer 2015.

Once complete, work to build the rest of the ION infrastructure will begin (i.e., LRT trackway, poles, sub-stations, cabling and overhead wires that bring power to the train).
Charles and Borden Detour Route

Detour is being finalized
Keeping People ‘In the Know’

- Notices mailed to area residents and businesses at least 60 days prior to the start of construction
- Discovery meetings with stakeholders and businesses prior to and during construction
- Advertisements in local newspapers
- A second notice to area residents and businesses at least 14 days prior to the start of construction
- Construction, detour and way-finding signage at the onset of construction
- Work with local BIA’s to help prepare businesses for construction
- Notices and construction updates on website
- Regular updates via email to key stakeholder during construction
Easing Construction Concerns

• GrandLinq works with the public and businesses to understand concerns, provide solutions and minimize disruptions

• A Construction Liaison Officer is available throughout construction

• GrandLinq crews are on-site to help facilitate the movement of local traffic, including deliveries and construction vehicles

• Way-finding signs direct customers, visitors, pedestrians and cyclists in the construction area

• Continued partnership with the local BIAs on ideas, strategies and activities to help businesses attract customers throughout construction

• Postcards help customers and residents navigate around construction zones; showing them where to park and providing information on how to connect with GrandLinq

• Regular construction updates via email to interested stakeholders, and website subscribers