



Regional Municipality of Waterloo

Planning and Works Committee

Minutes

Tuesday, October 27, 2015

11:07 am

Council Chamber

150 Frederick Street, Kitchener

Present were: Present were: Chair T. Galloway, L. Armstrong, E. Clarke, S. Foxtan, D. Jaworsky, H. Jowett, K. Kiefer, G. Lorentz, J. Mitchell, J. Nowak, K. Redman, K. Seiling, S. Shantz, S. Strickland and B. Vrbanovic

Members Absent: D. Craig

Motion to Reconvene Into Open Session

Moved by K. Kiefer

Seconded by L. Armstrong

That Committee reconvene into Open Session.

Carried

Declarations Of Pecuniary Interest Under The Municipal Conflict Of Interest Act

None declared.

Delegations

- a) TES-DCS-15-25, Ottawa Street Improvements, Highway 7 Westbound Ramp to 250 Metres West of Charles Street, City of Kitchener – Approval of Project

- i. Pawel Marecki appeared before Committee representing Eastwood Plaza. He highlighted concerns about access to the small businesses during construction.

Mike Henderson, Project Manager, stated that he spoke with P. Marecki and noted that there will be access to the plaza at all times during the construction.

Moved by K. Kiefer

Seconded by E. Clarke

That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on Ottawa Street (Regional Road 4) from the Highway 7 Westbound Ramp to 250 Metres West of Charles Street in the City of Kitchener:

- a) approve the Recommended Design Alternative for Ottawa Street (Regional Road 4) as outlined in Report TES-DCS-15-25;
- b) direct staff to file the Notice of Completion for this Class Environmental Assessment Study by means of advertisements in local newspapers and mailings to adjacent property owners, tenants and agencies, and place the Environmental Study Report on the public record for a period of 30 days; and
- c) upon completion of construction, amend Traffic and Parking By-law 06-072, as amended, to add to Schedule 24, Reserved Lanes on Both Sides of Ottawa Street (Regional Road 4) from Highway 7 to Charles Street for Bicycles.

Carried

- b) TES-TRP-15-03.2, Review of Posted Speed Limits Near Schools

Mike Jones, Supervisor Traffic Engineering provided a [presentation](#) to Committee that highlighted: background; assessment; speed surveys; collision review; pedestrian collisions; cycling collision; conclusions; staff recommendations; and proposed Bill 99. A copy of the presentation is appended to the original minutes.

A Committee member pointed out that usually staff uses the 85th percentile speed but with this report staff is using average speed. M. Jones provided clarification on the 85th percentile noting staff developed a practice to post the Region's roadways at the average speed because the 85th percentile is typically 15 km or so higher than the average speeds.

A Committee member asked what stage Bill 99 is at. M. Jones stated that it had its first reading May 2015 and nothing has happened since.

- i. Linda Dorkes, representing New Dundee Board of Trade appeared before Committee stating as a community group they are concerned that the residents of New Dundee are safe but that their group supports evidence based decision making. She highlighted that they support the recommendation presented by staff. She also stated that people who speed through town already ignore the speed limit signs. A copy of the presentation is appended to the original minutes.
- ii. Chris Martin-Root appeared before Committee. He noted that he provided Committee with a letter from MPP Michael Harris supporting the lowering of speed limits in school zones. He highlighted that the data presented can be interpreted differently and it doesn't make sense to make a decision on the data presented. He asked that confirmation be made that the data collected can be made available through the Freedom of Information Act to allow a third party to analyze that data. He asked Committee to lower the speed limit because 3 major stake holders support that.

A Committee member pointed out to the delegation that the information he is requesting can be made available immediately.

A Committee member suggested to the delegation to have Michael Harris's office put their support behind Bill 99 for Safer Communities.

L. Armstrong noted that Township Councillor A. Junker could not attend the meeting but wanted his concerns raised and supports the speed limits to be lowered.

Committee members discussed doubling of fines, lower speed limits, education, road enhancements and driver behaviour.

Some Committee members discussed the importance of following staff's recommendation to move forward with proven measures to reduce speeding in school zones.

A Committee member highlighted that road enhancements are the way to go but in the meantime lowering the speed limit should be implemented.

Moved by J. Mitchell

Seconded by K. Seiling

That the Regional Municipality of Waterloo approve the implementation of proven physical measures and safety countermeasures where applicable and feasible to reduce operating speeds and enhance safety on Regional roads adjacent to schools as outlined in Report TES-TRP-15-03.2, dated October 27, 2015.

Carried

- c) TES-DCS-15-27, Update on Victoria Street Centre Median, Edna Street to Bruce Street, City of Kitchener

Received for Information.

- i. Dave Aston, MHBC Planning appeared before Committee and thanked William Gilbert, Senior Project Manager for meeting with the business owners to discuss their concerns. D. Aston provided background information and highlighted the business owners are concerned about customer access and the impact on the businesses. He noted that the preferred design alternative is to implement a two way left turn once road improvements have been made at Shirley Avenue at Wellington and that in the interim a centre median be installed at the time of the Victoria Street bridge construction in 2017. D. Aston asked that staff reconsider building the interim centre median and install the two way left turn which is the ultimate final design.

Phil Bauer, Director, Design and Construction provided clarification on the project and the timing from the Ministry of Transportation Ontario (MTO), noting staff continues to monitor MTO's schedule.

Committee members discussed the complexity of this project because of MTO and directed staff to report back to Committee once scheduling is better known.

Request to Remove Items From Consent Agenda

No items were removed from the Consent Agenda.

Motion To Approve Items Or Receive for Information

Moved by B. Vrbanovic

Seconded by E. Clarke

That the following items be approved:

- PDL-LEG-15-74, Authorization to Expropriate Lands (2nd Report) for King and Fountain Streets Road Improvements (250 King Street West), in the City of Cambridge

Recommendation:

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-15-74 dated October 27, 2015

- PDL-CPL-15-52, Monthly Report of Development Activity for September 2015

Recommendation:

That the Region of Waterloo accept PDL-CPL-15-52, Monthly Report of Development Activity for September 2015, dated October 27, 2015.

- PDL-CPL-15-53, Amendment to Regional Municipality of Waterloo Controlled Access By-Law #58-87 for Access to Regional Road #58 (Fischer-Hallman Road), City of Kitchener

Recommendation:

That the Regional Municipality of Waterloo Controlled Access By-law #58-87 be amended to include a temporary construction access on the west side of Regional Road #58 (Fischer-Hallman Road) approximately 173 metres north of Huron Road in the City of Kitchener, as described in Report No. PDL-CPL-15-53, dated October 27, 2015.

And that the following items be received for information:

- Snyder's Road Improvements, from Christian Street to Gingerich Road, Village of Baden, Township of Wilmot – Information Package in Advance of Public Consultation Centre No. 1

Carried

Regular Agenda Resumes**Reports – Transportation and Environmental Services****Design and Construction**

- a) TES-DCS-15-29, Fountain Street Improvements from Blair Road to Preston Parkway, City of Cambridge

Moved by S. Strickland

Seconded by K. Kiefer

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That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements to Fountain Street from Blair Road to Preston Parkway, in the City of Cambridge:

- a) Approve the proposed improvements to Fountain Street from Blair Road to Preston Parkway as presented at the June 16, 2015 Public Consultation Centre and as described in Report TES-DCS-15-29; and
- b) Amend the Traffic and Parking By-law 06-072, as amended, upon completion of construction to:
 - i) Add to Schedule 16 - Lane Designation, eastbound left turn, eastbound through on Fountain Street (Regional Road 17) at Limerick Road;
 - ii) Add to Schedule 16 - Lane Designation, eastbound left turn, eastbound through on Fountain Street (Regional Road 17) at Preston Parkway;
 - iii) Change Schedule 16 – Speed limit, 60 km/h, from Blair Road to 200 metres west of Preston Parkway; and
 - iv) Remove from Schedule 16 – Two-way passing zone, from 350 metres east of Blair Road to 50 metres west of Limerick Road.

Carried

Water Services

- b) TES-WAS-15-33, Cogeneration at the Region's Wastewater Treatment Plants

A Committee member asked if there was a potential for P3 screening with the Federal Government and if the Region was looking at one supplier for all 3 plants or 3 separate projects.

Thomas Schmidt, Commissioner, Transportation and Environmental Services, stated that staff can look into whether the project is eligible for a P3 but stated it is on the smaller side. T. Schmidt also noted that a decision hasn't been made if it will be one project or 3 separate projects and that staff will be working with procurement on that.

Committee members discussed the potential to work with local utilities and the Ministry of Agriculture and Food because they have expertise in this area.

Moved by S. Strickland

Seconded by D. Jaworsky

That the Regional Municipality of Waterloo:

- a) Endorse the plan for implementation of Cogeneration at Galt, Kitchener and Waterloo Wastewater Treatment Plants according to report TES-WAS-15-33 dated October 17, 2015;
- b) Approve the approach for awarding the Renewable Energy Approval and Preliminary Design of the project for Cogeneration at the Region's Wastewater Treatment Plants, and upon successful completion of this phase of the project, extend the consulting contract to also complete the Detailed Design and Construction Administration with the same Consultant in order to accelerate the implementation of this project.

Carried

Information/Correspondence

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

Other Business

- a) B. Vrbanovic asked that staff provide City of Kitchener Council and Regional Council an update on the delays and budget impacts regarding the construction project on Manitou Drive.

Next Meeting – November 17, 2015

Adjourn

Moved by K. Seiling

Seconded by K. Redman

That the meeting adjourn at 12:17 p.m.

Carried

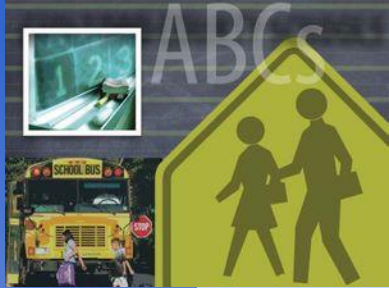
Committee Chair, T. Galloway

Committee Clerk, E. Flewwelling

Posted Speed Limit in School Zones



Posted Speed Limit in School Zones



BACKGROUND

- Township of Wilmot resolution
- April 22, 2015, Regional Council
"requested that staff review options to reduce travel speeds, if required, based on the speed surveys and other reviews, on Regional roads near school zones and report back on findings."



ASSESSMENT

- 47 schools abutting Regional Road
- Speed surveys
- 5-year Collision History (2010 – 2014)

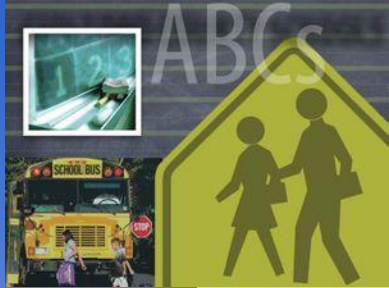


SPEED SURVEYS

- Measure average travel speeds over a 24-hour period

Conclusion

- Motorists are largely adhering to the posted speed limit.



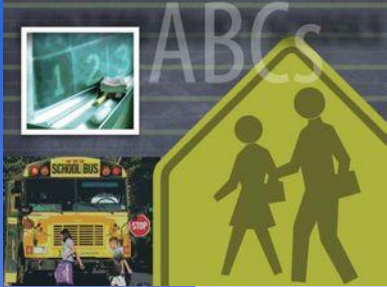
COLLISION REVIEW

- Pedestrians and Cyclists
- Includes all midblock and intersections
- Total of 12 pedestrian and 3 cycling collisions involved school aged children
- According to WRPS, high speeds not a factor



PEDESTRIAN COLLISIONS

- Total of 29 pedestrian collisions
- 12 (41%) involved school aged children
- 17 (59%) involved adult aged pedestrians
- 20 (69%) occurred at traffic signals



CYCLING COLLISIONS

- Total of 19 collisions
- 3 (16%) involved school aged children
- 16 (84%) involved adult aged cyclists
- 11 (58%) occurred at traffic signals



CONCLUSIONS

- No significant safety concern related to operating speeds
- Arbitrary speed limit reductions have no affect on reducing operating speed limits
- Majority of collisions in school zones (69%) involve adults and not school aged children



CONCLUSIONS CONT'D

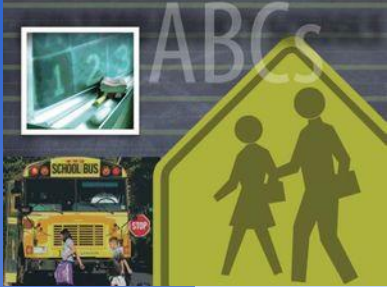
- Two-thirds (65%) of total collisions (pedestrian and cyclist) occurred at traffic signals

"reaffirms that traffic signals should not be considered a safety device for pedestrians."



STAFF RECOMMENDATIONS

- Existing speed limits be maintained on Regional roads that abut school property; and
- For each future road project within a school zone, that staff will implement measures that have a proven effect on reducing operating speeds or collisions



PROPOSED BILL 99

- Proposed Bill 99, Safer Roads and Safer Communities Act, was introduced in May 2015 as a private members bill.
- Would provide municipal councils the ability to legislate the use of safety cameras
- Potential pilot project



Region of Waterloo

Posted Speed Limit in School Zones



Questions



Posted Speed Limit in School Zones



SPEED SURVEY RESULTS

Posted Speed Limit	Number of School Zones	Average Speed Observed	Average Speed Observed During School Periods
40 km/h	3	48 km/h	45 km/h
40 km/h when flashing	2	50 km/h	45 km/h
50 km/h	31	52 km/h	50 km/h
60km/h	8	58 km/h	56 km/h
70 km/h	2	71 km/h	70 km/h
80 km/h	2	71 km/h	68 km/h

Posted Speed Limit in School Zones



PEDESTRIAN COLLISION SUMMARY

	Pedestrian Collision Location		
	Traffic Signal	Midblock	Stop-Control
Elementary Age	2	1	0
Secondary Age	7	2	0
Adult	11	4	2
Total	20	7	2



CYCLING COLLISION SUMMARY

	Cycling Collision Location		
	Traffic Signal	Midblock	Stop-Control
Elementary Age	1	0	1
Secondary Age	0	1	0
Adult	10	2	4
Total	11	3	5