



Regional Municipality Of Waterloo

Planning and Works Committee

Minutes

Tuesday, May 24, 2016

9:25 a.m.

Council Chamber

150 Frederick Street

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

Members absent: B. Vrbanovic

Motion to go into Closed Session

Moved by L. Armstrong

Seconded by D. Jaworsky

That a closed meeting of the Planning and Works Committee be held on Tuesday, May 24, 2016 at 9:00 a.m. 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 advice that is subject to solicitor-client privilege related to legal liabilities

Carried

Motion to Reconvene into Open Session

Moved by K. Kiefer

2139192

Seconded by H. Jowett

That Committee reconvene into Open Session.

Carried

Declarations Of Pecuniary Interest Under The Municipal Conflict Of Interest Act

None declared.

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 J. Nowak

Seconded by K. Redman

That the following items be approved:

- That the Region of Waterloo accept PDL-CPL-16-27, Monthly Report of Development Activity for April 2016.
- That the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, upon completion of the construction, to:
 - a) Remove from Schedule 2, Limited Parking for 2 hours, on the south side of King Street (Regional Road 8) from Dover Street to Argyle Street between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday;
 - b) Add to Schedule 2, Limited Parking for 2 hours, on the south side of King Street (Regional Road 8) from Dover Street to Waterloo Street between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday;
 - c) Add to Schedule 2, Limited Parking for 2 hours, on the south side of King Street (Regional Road 8) from 41 metres east of Waterloo Street to Argyle Street between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday;
 - d) Remove from Schedule 2, Limited Parking for 2 hours, on the north side of King Street (Regional Road 8) from Argyle Street to 21 metres west of Lowther Street between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday;
 - e) Add to Schedule 2, Limited Parking for 2 hours, on the north side of King Street (Regional Road 8) from 42 metres east of Argyle Street to 14 metres west of

Church Street between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday;

- f) Add to Schedule 2, Limited Parking for 2 hours, on the north side of King Street (Regional Road 8) from Church Street to 21 metres west of Lowther Street between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday;
- g) Remove from Schedule 2, Limited Parking for 2 hours, on the west side of Water Street (Regional Road 24) from Dickson Street to 24 m north of Main Street between the hours of 9:00 a.m. to 6:00 p.m. Monday to Saturday; 2 Hours No Re-parking;
- h) Add to Schedule 2, Limited Parking for 2 hours on the west side of Water Street (Regional Road 24) from 17 metres south of Dickson Street to 36 metres north of Main Street between the hours of 9:00 a.m. to 6:00 p.m. Monday to Saturday;
- i) Remove from Schedule 2, Limited Parking for 2 hours, on the east side of Water Street (Regional Road 24) from Main Street to 21 metres north of Warnock Street between the hours of 9:00 a.m. to 6:00 p.m. Monday to Saturday;
- j) Add to Schedule 2, Limited Parking for 2 hours, on the east side of Water Street (Regional Road 24) from 25 metres south of Main to 21 metres north of Warnock Street between the hours of 9:00 a.m. to 6:00 p.m. Monday to Saturday;
- k) Remove from Schedule 2, Limited Parking for 2 hours, on the west side of Ainslie Street (Regional Road 24) from 43 metres South of Thorne Street to 9 m South of Thorne Street between the hours of 9:00 a.m. to 6:00 p.m. Monday to Saturday;
- l) Add to Schedule 2, Limited Parking for 2 hours, on the west side of Ainslie Street (Regional Road 24) 9 metres south of Thorne Street to 35 metres South of Thorne Street between the hours of 9:00 a.m. to 6:00 p.m. Monday to Saturday;
- m) Add to Schedule 7, Disabled Person Parking on the south side of King Street (Regional Road 8) from 29 metres east of Waterloo Street to 41 metres east of Waterloo Street;
- n) Add to Schedule 7, Disabled Person Parking on the north side of King Street (Regional Road 8) from 30 metres east of Argyle Street to 42 metres east of Argyle Street;
- o) Add to Schedule 7, Disabled Person Parking on the north side of King Street (Regional Road 8) from Church Street from 14 metres west of Church Street

to 25 metres west of Church Street;

- p) Add to Schedule 7, Disabled Person Parking on the west side of Water Street (Regional Road 24) from Dickson Street to 15 metres south of Dickson Street;
- q) Add to Schedule 7, Disabled Person Parking on the west side of Water Street (Regional Road 24) from 24 metres north of Main Street to 34 metres north of Main Street;
- r) Add to Schedule 7, Disabled Person Parking on the east side of Water Street (Regional Road 24) from Main Street to 25 metres south of Main Street;
- s) Add to Schedule 7, Disabled Person Parking on the west side of Ainslie Street (Regional Road 24) from 35 metres south of Thorne Street to 47.5 metres south of Thorne Street; and in the City of Cambridge, as outlined in Report TES-TRP-16-12, May 24, 2016.

Carried

And that the following items be received for information:

- Biosolids Strategy - Second Public Consultation

Regular Agenda Resumes

Reports – Transportation and Environmental Services

Design and Construction

- a) PDL-LEG-16-28, Authorization to Expropriate Lands (2nd Report) for Franklin Boulevard (Regional Road 36) Extension Project (Myers Road to South Boundary Road) and Phase 1 of South Boundary Road Project (Water Street South (Hwy 24) To Franklin Boulevard Extension), In the City of Cambridge and the Township of North Dumfries

Moved by K. Redman

Seconded by H. Jowett

That Council of the Regional Municipality of Waterloo approve the expropriation of lands for the purpose of construction of the Franklin Boulevard (Regional Road 36) Extension from Myers Road (Regional Road 43) to South Boundary Road and proposed construction of Phase 1 of the South Boundary Road from Water Street South (Hwy 24) to the Franklin Boulevard Extension (Regional Road 36), part in the Township of North Dumfries and part in the City of Cambridge in the Region of Waterloo as detailed in Report PDL-LEG-16-028 dated May 24, 2016, described as follows:

2139192

Full Taking:

- i. Part of Lot 7, Concession 9, being Parts 9, 10 and 11 on 58R-18766 (All of PIN 03844-0542 (LT)) (1026 Cheese Factory Road, Township of North Dumfries);

Fee Simple Partial Taking:

- ii. Part of Subdivision Lot 2, Concession 9, East of the Grand River being Part 1 on 58R-18765 (Part of PIN 03844-1944 (LT)) (E/S Water Street South-vacant land, Township of North Dumfries);
- iii. Part of Subdivision Lot 2, Concession 9 East of the Grand River being Part 2 on 58R-18765 (Part of PIN 03844-0544(LT))(1083 Brantford Highway, Township of North Dumfries);
- iv. Part of Lot 7, Concession 9, being Part 7 on 58R-18766 (Part of PIN 03844-1059(LT) (E/S Cheese Factory Road-vacant land, Township of North Dumfries);
- v. Part of Lot 7, Concession 9, being Part 4 on 58R-18766 (Part of PIN 03844-2051(LT) (E/S Cheese Factory Road-vacant land, Township of North Dumfries);
- vi. Part of Lot 6, Concession 9, being Parts 5, 8, 11, 13, 14 and 15 on 58R-18784 (Part of PIN 22680-0007(LT) (1049 Cheese Factory Road, Township of North Dumfries);
- vii. Part of Lot 6, Concession 9, being Parts 20, 21 and 22 on 58R-18784 (Part of PIN 22680-0009(LT) (1002 Morrison Road, Township of North Dumfries);
- viii. Part of Lot 6, Concession 9, being Part 28 on 58R-18784 (Part of PIN 22680-0004(LT) (405 Myers Road, City of Cambridge);
- ix. Part of Lot 6, Concession 9, being Parts 25 and 30 on 58R-18784 (Part of PIN 22680-0005(LT) (455 Myers Road, City of Cambridge);
- x. Part of Lot 139, Registered Plan 1368 being Parts 4 and 6 on 58R-18785 (Part of PIN 22673-0131(LT) (174 Bakersfield Drive, City of Cambridge);
- xi. Part of Lot 26, Registered Plan 1433 being Part 1 on 58R-18785 (Part of PIN 22676-0040(LT) (104 Stonyburn Crescent, City of Cambridge);

Permanent Storm Water 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 and using a system of at grade and below

ground watercourses, sewers, drains, ditches, catch basins, culverts, gabion stones and other drainage works for the passage of drainage water, together with all pipes, wires, conduits, poles, markers, at grade accesses, manholes, catch basins, service boxes 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.

- xii. Part of Lot 6, Concession 9, being Part 23 on 58R-18784 (Part of PIN 22680-0408(LT) (1002 Morrison Road, Township of North Dumfries);
- xiii. Part of Lot 6, Concession 9, being Part 19 on 58R-18784 (Part of PIN 22680-0007(LT) (1049 Cheese Factory Road, Township of North Dumfries);

Temporary Grading 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, 2020, 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 construction of Franklin Boulevard Extension from Myers Road (Regional Road 43) to South Boundary Road and proposed construction of Phase 1 of South Boundary Road from Water Street South (Hwy 24) to the Franklin Boulevard Extension (Regional Road 36), and all related improvements 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:

- xiv. Part of Lot 7, Concession 9 being Parts 2, 5, 6 and 8 on 58R-18766 (Part of PIN 03844-1059(LT) (E/S Cheese Factory Road – vacant land, Township of North Dumfries);
- xv. Part of Lot 7, Concession 9 being Part 3 on 58R-18766 (Part of PIN 03844-2051(LT) (E/S Cheese Factory Road – vacant land, Township

- of North Dumfries);
- xvi. Part of Lot 6, Concession 9, being Parts 4, 6, 7, 9, 10, 12, 16 and 17 on 58R-18784 (Part of PIN 22680-0007(LT) (1049 Cheese Factory Road, Township of North Dumfries);
 - xvii. Part of Lot 6, Concession 9, being Parts 26, 27 and 29 on 58R-18784 (Part of PIN 22680-0005(LT) (455 Myers Road, City of Cambridge);
 - xviii. Part of Lot 139, Registered Plan 1368 being Parts 3, 5 and 7 on 58R-18785 (Part of PIN 22673-0131 (LT) (174 Bakersfield Drive, City of Cambridge); and
 - xix. Part of Lot 26, Registered Plan 1433 being Part 2 on 58R-18785 (Part of PIN 22676-0040 (LT) (104 Stonyburn Crescent, City of 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

Carried

- b) TES-DCS-16-11, C2016-07 Consultant Selection – Detailed Design and Services during Construction for the Preston Wastewater Treatment Plant Headworks, Blowers and Electrical Upgrades

Moved by D. Jaworsky

Seconded by S. Foxton

That the Regional Municipality of Waterloo enter into an Agreement for Professional Consulting Services with R.E. Poisson Engineering Inc., to provide engineering services during the detailed design and services during construction for the Preston Wastewater Treatment Plant (WWTP) Headworks, Blowers and Electrical Upgrades, City of Cambridge, at an upset fee limit of \$420,714.53 plus applicable taxes.

Carried

- c) TES-DCS-16-12, Class Environmental Assessment Study Bridgeport Road/Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street, City of Waterloo

Some Committee members expressed concerns with another construction project in uptown Waterloo and asked about delaying the project from 2018 to 2019 to allow for a year break in construction.

Jim Ellerman, Project Manger, stated that construction could be deferred a year if that's what the Committee wanted but highlighted that the public did prefer that the construction happen continuously.

Steve van De Keere, Director, Transportation, highlighted that delaying construction by a year could cause a ripple affect on other projects at the Region level as well as the City level.

Committee members agreed to defer the report until the next Planning and Works Committee meeting in June to allow staff time to follow up with City staff and Region staff to confirm the timing of other projects in the area.

Moved by S. Foxton

Seconded by S. Shantz

That the Regional Municipality of Waterloo defer report TES-DCS-16-12, Class Environmental Assessment Study Bridgeport Road/Caroline Street from King Street to Erb Street and Erb Street from King Street to Caroline Street, City of Waterloo until the next Planning and Works meeting on June 14, 2016.

Carried

Transit Services

d) TES-TRS-16-13, GRT Customer Service Trends and Issues

Received for Information.

In response to a member's inquiry, Eric Gillespie, Director, Transit Services, advised that the usage of bus stops depends on the amenities provided but noted that bus stops will eventually all have a landing pad. He stated that he can email the bus stop standards to the Committee.

It was highlighted that the Highland Hills Terminal will be moving out of that location and will be replaced at the Boardwalk. A Committee member asked about the status of the bus light at that Highland Hills Terminal. Thomas Schmidt, Commissioner, Transportation and Environmental Services, stated that staff can look into that and report back.

A Committee member thanked staff for the information and asked that future reports include appendices with a breakdown of the information.

e) TES-TRP-16-01, Traffic and Parking By-law to Regulate Traffic and Parking on Regional Roads

Bob Henderson, Manger, Transportation Engineering, provided a presentation to Committee. He highlight the objectives of the working group, notable original recommendations, 2015 consultation feedback, key issues arising from public consultation, working group reviewed the feedback, and notable current recommendations. A copy of the [presentation](#) is appended to the original minutes.

a) Konrad Spillies, representing Able Towing appeared before Committee regarding the towing portion of the by-law. He provided a brief history of the business and highlighted the Association formed by the insurance companies. He sated that under the Consumer Protection Act it is up to the individual person to choose their own towing company, body shop and rental car company and the association takes that away. He expressed his frustrations with Police Services at accident scenes and the number of tow trucks at a scene.

A Committee member asked the delegation what he thought the solution is. K. Spillies stated he doesn't have a problem with the portion of the by-law that says if there is enough tow trucks on scene to handle the situation the rest can leave but objects to not being able to convey at the scene of an accident.

Chair Galloway explained that the traffic and parking by-law is being discussed not the 2139192

police contract. The by-law is trying to control out of town tow truck companies from taking advantage of individuals.

B. Henderson highlighted the intent is for the Region to pass a new traffic and parking by-law and then the local municipalities to pass a similar by-law to create a consistency that is uniform across all Regional Roads and City Roads to help ease the burden on Police Services and the public. He provided clarification on jurisdiction for riding side by side and explained that the Highway Traffic Act doesn't prohibit side by side cycling however there are provisions within the Act that is very clear on what a cyclist is to do if someone is approaching from behind and has a desire to pass.

In response to a member's inquiry, B. Henderson advised that taxicab stands has not changed from the existing by-law and that passengers could be dropped off using the taxicab stands. He advised that staff have arranged with GRT and taxi companies to use the taxicab stands to drop off passengers and eliminating this would cause a problem because space is limited.

B. Henderson provided clarification on accessible parking space, bicycle helmets, passing a horse and buggy and the definition of shoulder and cycling lanes.

A Committee member pointed out that research had indicated that riding abreast was safer due to visibility and that if riding abreast is allowed in the Highway Traffic Act then passing a by-law in the Region prohibiting it isn't sending a consistent message.

A Committee member highlighted a presentation at the latest ROMA Conference that the Town of Collingwood showed regarding co-existing with farmers and cycling and asked if that presentation could be shown to Committee.

It was highlighted that enforcement of the traffic and parking by-law is complaint driven and that police have laid zero charges on riding abreast.

Chair Galloway sought clarification on jurisdiction of tow truck companies. Staff advised that Toronto's by-law prohibits tow truck companies outside of Toronto however the Region isn't looking at including that option in the by-law since the Towing Association already considers that.

Moved by J. Nowak

Seconded by S. Strickland

That the Regional Municipality of Waterloo enact the recommended Traffic and Parking By-law to regulate traffic and parking on Regional roads, as outlined in Appendix A of Report TES-TRP-16-01, dated May 24, 2016;

And that the By-law comes into effect on January 1, 2017.

2139192

J. Mitchell asked that Part V – 9. Taxi stands and Part IV - 2c) Riding Abreast be taken separately.

Committee members discussed the new Taxi By-law being proposed explaining that the new by-law could allow hailing taxicabs and the taxi stands should be exclusively used by taxicabs only.

A recorded vote was requested.

Moved by J. Mitchell

Seconded by K. Redman

That the Traffic and Parking by-law be amended by removing the wording from Part V 9. “except that the driver of a passenger vehicle may temporarily stop in a taxicab stand for the purpose of and while actually engaged in loading or unloading passengers and/or merchandise provided that such stopping does not interfere with any taxicab entering or existing such taxicab stand”.

Carried

Unanimously

Yeas: L. Armstrong, E. Clarke, D. Craig, S. Foxtton, T. Galloway, D. Jaworsky, H. Jowett, K. Kiefer, G. Lorentz, J. Mitchell, J. Nowak, K. Redman, K. Seiling, S. Shantz, and S. Strickland

Committee members discussed in great detail police not enforcing the by-law, the Highway Traffic Act, using common sense, encouraging tourism, and the need for an educational program for cyclists and drivers.

Some Committee members expressed concerns with riding side by side down busy city streets as well as on country roads where the roads are narrow.

A Committee member suggested removing riding abreast from the by-law instead of allowing it.

A recorded vote was requested.

Moved by J. Mitchell

Seconded by G. Lorentz

That the Traffic and Parking by-law be amended by removing Part IV 2 c) - Riding Abreast.

Carried

Yeas: L. Armstrong, E. Clarke, D. Craig, S. Foxton, T. Galloway, D. Jaworsky, H. Jowett, K. Kiefer, G. Lorentz, J. Mitchell, K. Redman, and K. Seiling

Nays: J. Nowak, S. Shantz, and S. Strickland

Committee members asked staff to look at providing education on this by-law as well as the potential of allowing long boards and other alternatives to use cycling lanes. B. Henderson stated that lane designation is subject to public consultation and a by-law amendment.

Original Motion Carried, as amended

Water Services

- f) PDL-LEG-16-30, Closing and Surplus Declaration of Part of Highland Road (Regional Road 6), City of Kitchener

Moved by G. Lorentz

Seconded by S. Foxton

- a) That the Regional Municipality of Waterloo close and declare surplus a portion of Highland Road, in the City of Kitchener described as Daylighting Triangle, Plan 864, being Part 1, on Reference Plan 58R-18905, PIN 22457-0823 (LT), as detailed in Report No. PDL-LEG-16-30 dated May 24, 2016, pursuant to the Region's property disposition by-law, to the satisfaction of the Regional Solicitor; and
- b) Approve, enter into an Agreement for, and execute all documentation related to, the conveyance of Part 1, on Reference Plan 58R-18905 to the abutting property owner, 2297868 Ontario Inc., in exchange for the lands described as Part of West Acres Crescent (closed by Bylaw No. 2012-083, Instrument WR765996) (being part of road widening, Reg.. Plan 864 and Part of Lot 38, German Company Tract, being Parts 3 and 4, on Reference Plan 58R-18905, PIN 22457-0825 (LT), as detailed in Report No. PDL-LEG-16-30 dated May 24, 2016, pursuant to the Region's property disposition by-law and the satisfaction of the Regional Solicitor.

Carried

Interdepartmental Reports

- g) TES-16-02/COR-16-01, P2016-01 Asset Management System Implementation

Moved by K. Seiling

Seconded by L. Armstrong

That the Regional Municipality of Waterloo accept the proposal of GM BluePlan Engineering Ltd. for P2016-01 Asset Management System Implementation at an upset fee of \$2,510,274 plus all applicable taxes as set out in report TES-16-02/ COR-16-01, dated May 24, 2016.

Carried

h) PDL-AIR-16-05, Airport Operating Agreement with NextJet and Propair

Rob Horned, Commissioner, Planning Development and Legislative Services, introduced the report. He highlighted this is an opportunity to reinstate service to Ottawa and slightly expand service.

Chris Wood, Airport, General Manager, provided background information on NextJet and provided clarification on the route explaining that the flight will only stop in Peterborough or Ottawa if needed.

Moved by G. Lorentz

Seconded by K. Redman

That the Regional Municipality of Waterloo authorize the Commissioner of Planning, Development and Legislative Services to enter into an agreement, and any subsequent renewals, with Nextflightcourier Worldwide Ltd. and Propair Inc., carrying on business as NextJet and Propair, and if required, other third parties as may be contracted by NextJet or Propair, with the form and content of such agreement to be to the satisfaction of the Regional Solicitor to enable NextJet and Propair to carry on a specialized private air charter service from the air terminal building of the Region of Waterloo International Airport, as described in Report No. PDL-AIR-16-05, dated May 24, 2016, with initial service to Peterborough, Ottawa (Gatineau) and Montreal (Dorval).

Carried

Information/Correspondence

a) Ontario Water Works Association (OWWA's) Public Education and Awareness – Public Sector and Utilities Award for Restaurant Business and Certification Program

Nancy Kodousek, Director, Water Services provided background information on the award. Chair T. Galloway presented the award Steve Gombos, Manager, Water Efficiency.

- b) Municipal Waste Association (MWA) Gold Award for the “Mommy Blog” Green Bin Promotion Campaign

Jon Arsenault, Director Waste Management provided background information on the campaign and the award. Chair T. Galloway presented the award to Kathleen Barsoum, Coordinator, Waste Management.

- c) Chair T. Galloway highlighted a memo regarding the Revised Bombardier Vehicle Delivery Schedule that was distributed to Committee members.

T. Schmidt introduced the memo and provided background information stating the first vehicle delivery was scheduled for August 2016 and that subsequently Bombardier advised the delivery date has changed to October 2016. He highlighted that late last week Bombardier informed staff that delivery date has changed again until December 2016 and the delivery of 14th light rail vehicle will not be delivered until October 2017, causing the start of ION service to be delayed until early 2018.

Many Committee members expressed concerns with the delay and their lack of confidence in Bombardier following their own revised delivery schedule.

T. Schmidt highlighted the aggressive recovery plan put into place and provided clarification on the Kingston Plant being used, and other options. He also pointed out that Bombardier wants to be in the light rail vehicle business highlighting the large contract with Metrolinx for 170 light rail vehicles.

Clarification was provided that the delay in vehicles doesn't delay construction but it does delay the start of ION because the time needed for Grandling to fit the vehicles.

Committee members asked that the public be made aware of milestones particularly the delivery of the vehicles. T. Schmidt stated staff will continue to update every 6 months.

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

Other Business

- a) D. Craig asked for staff to report back regarding the removal of truck traffic in downtown Cambridge and the impact that South and East Boundary Road will have in the future.

- b) G. Lorentz asked for staff to report back on the status of the Transit Terminal at

Highland Road and the Fischer-Hallman Road potential 3 month road closure.
He also asked for an update on the recent oil spill in the Grand River.

- c) H. Jowett inquired about the delegated planning authority. R. Horne stated that will be coming forward to the Economic Development Committee in June.

Next Meeting – June 14, 2016

Adjourn

Moved by S. Foxton

Seconded by G. Lorentz

That the meeting adjourn at 11:51 a.m.

Carried

Committee Chair, T. Galloway

Committee Clerk, E. Flewwelling

Traffic and Parking By-law

Working group assembled in 2011

- Regional staff
- Local municipal staff
- Waterloo Region Police Services

Traffic and Parking By-law

Working group objectives:

- Address operational issues
- Address the changing roadway environment

Traffic and Parking By-law

Notable original recommendations:

- Permitting persons supervising children to cycle on sidewalks
- Maintaining scooter, skateboard and rollerblading provisions
- Restrictions on the conveyance of towing services
- Removing riding abreast prohibition

Traffic and Parking By-law

2015 consultation sought feedback from the:

- Public
- Cycling advocacy groups
- Towing companies
- Region and Kitchener Active Transportation Advisory Committees

Traffic and Parking By-law

Key issues arising from public consultation:

- Concerns regarding removal of riding abreast prohibition
- Skateboard, scooter, rollerblade transportation provisions were too restrictive and impeded legitimate forms of transportation

Traffic and Parking By-law

Working group reviewed the feedback and opted to:

- Reinstate riding abreast provisions
- Remove provisions prohibiting skateboard, scooter, and rollerblade modes of transportation

Traffic and Parking By-law

Notable current recommendations:

- Permitting persons supervising children to cycle on sidewalks
- Permitting scooters, skateboards and rollerblading on multi-use trails and sidewalks
- Restrictions on the conveyance of towing services



Traffic and Parking By-law

Thank-you

Traffic and Parking By-law

Riding Abreast

Riding Abreast

- HTA silent on riding abreast
 - Does not specifically prohibit riding abreast
 - Specific that cyclists being overtaken by motorists must move out to the right



Region of Waterloo

Riding Abreast

