Regional Municipality of Waterloo
Planning and Works Committee
Minutes

Tuesday, December 6, 2016
12:20 p.m.
Regional Council Chamber
150 Frederick Street, Kitchener


Members absent: B. Vrbanovic

Motion to Reconvene Into Open Session

Moved by E. Clarke
Seconded by K. Redman

That Committee reconvene into Open Session.

Carried

Declarations of Pecuniary Interest Under The Municipal Conflict of Interest Act

None declared.

Delegations

a) TES-TRP-16-22, Ament Line (Regional Road 17) at Herrgott Road (Regional Road 10) Operational Review, Township of Wellesley
Steve van De Keere, Director, Transportation provided a presentation that highlighted the existing conditions, Fatal Collision, Collision History 2011-2015, Review of Traffic Control Alternatives, Evaluation of Traffic Control Alternatives, 20-Year Life Cycle Cost, Public Survey, Preferred Traffic Control, Effectiveness of All-Way Stops, Concerns Raised about Sightlines, Evaluation of Existing Sightlines, Preferred Traffic Control, Rural AWS Pilot Project, and Next Steps. A copy of the presentation is appended to the original minutes.

S. van De Keere responded to Committees’ questions about the amount of truck traffic, speed entering the intersection, increased traffic due to detours, expropriations, re-grading, fatalities at an all-way stop and design work.

A Committee member sought clarification regarding the selected intersections for the pilot project. S. van De Keere stated the intersections selected were identified based on higher than expected collisions and safety benefits.

There was discussion regarding the ranking intersections stating this intersection is ranked 131 out of all Regional roads but it ranked in the top 5 for rural intersections. Staff provided clarification on ranking intersections and different filters used.

i. Pam and Geoff Ringrose appeared before the Committee on behalf of concerned Wellesley Township residents. They highlighted the concerns and current safety measures that have already taken place at the intersection of Ament Line and Herrgott Road. They pointed out the rumble strips have proven not to be an adequate enough countermeasure and noted this will be the third consideration for a roundabout in the last ten years. They provided members with a copy of a survey they conducted regarding installing a roundabout. The survey showed a strong support for the installation of a roundabout. They noted that fatalities can still occur with an all-way stop and a roundabout is the safest measure at this intersection, highlighting enough lives have been taken. They urged Regional Council to consider the importance of their loved one’s and construct a roundabout. A copy of their presentation is appended to the original minutes.

A Committee member asked the delegations about installing an all-way stop as an interim measure. G. Ringrose noted that yes they would like to see an all-way stop as an interim measure with the ultimate goal of installing a roundabout. P. Ringrose did state that the grading is still an issue with an all-way stop.

ii. Carol Awrey appeared before Committee to talk about the analysis regarding fatalities pointing out there is none for roundabouts. She stated Franklin Boulevard is receiving a number of roundabouts and asked that one be installed in Wellesley Township.
Councillor Nowak introduced a motion.

*Chair Galloway left the meeting at 1:10 p.m. Vice Chair Keifer assumed the Chair.

J. Nowak provided a history of the Ament Line and Herrgott Road noting that in 2014 staff requested Council to provide the necessary funding required for the implementation of a roundabout installation program and for whatever reason that request never moved forward. He noted the number of countermeasures that have occurred at that intersection and that accidents are still happening. He asked for Committee’s support on the installation of a roundabout and to provide budgetary flexibility. He explained this is a rural issue that requires a rural solution. Roundabouts in the urban setting keep traffic moving but in a rural area they slow traffic down. He briefly highlighted the survey that was online for 8 days with over 1,000 respondents pointing out those results show high resident concern. He talked about the Vision Zero video and encouraged members to watch the video and support the approach and guidelines highlighting installing a roundabout at Ament Line/Herrgott Road would be a good first step.

*Chair Galloway resumed the Chair at 1:20 p.m.

A Committee member sought clarification on what the roundabout would look like and where else in the Region is there a rural roundabout. S. van De Keere indicated that the roundabout would be similar to the Fountain Street/Blair Road single lane roundabout. He stated that the only rural roundabout would be in the Township of Woolwich at Sawmill Road/Arthur Street. S. van De Keere also explained the purpose and importance of landscaping in the central island.

Committee members asked if a 2018 completion date was attainable. Staff provided clarification on the steps stating that design is the first step before expropriations and that 2019 is a more reasonable timeline. It was noted however that an EA would not be required because it will be considered an intersection improvement and public consultation had already occurred.

There was discussion about cost and that staff will have to come back with a solution. It was highlighted that other projects may get pushed off a year or two to accommodate this project. It was also noted that there needs to be consideration to timelines because of land acquisitions.

Thomas Schmidt, Commissioner, Transportation and Environmental Services did state staff will do what they can to expedite this project and will provide updates during the process.
Committee members asked how quickly the all-way stop can be installed. Staff advised that the stops signs and the overhead light can be changed but markings will likely have to wait until the nicer weather.

G. Lorentz asked that staff report back on the top 10 rural intersections. T. Schmidt stated that staff will bring back a report regarding the other intersections in the pilot all-way stop project.

D. Craig requested a recorded vote.

Moved by J. Nowak
Seconded by S. Foxton

That Council direct staff to design and construct a roundabout at the intersection of Ament Line and Herrgott Road with a completion date in 2018.

And furthermore on an interim basis implement all-way stop control at the intersection of Ament Line and Herrgott Road by amending Traffic and Parking By-law 06-072, as amended, to:

a) Remove from Schedule 11, Through Highways, Herrgott Road (Regional Road 10) from the North Side of Line 86 (Regional Road 86) to the South Side of Lobsinger Line (Regional Road 15);

b) Add to Schedule 11, Through Highways, Herrgott Road (Regional Road 10) from the North Side of Line 86 (Regional Road 86) to the North Side of Ament Line (Regional Road 17);

c) Add to Schedule 11, Through Highways, Herrgott Road (Regional Road 10) from the South Side Ament Line (Regional Road 17) to the South Side of Lobsinger Line (Regional Road 15); and

d) Add to Schedule 12, Intersection Stop Signs, Ament Line (Regional Road 17) at Herrgott Road (Regional Road 10), in the Northbound, Southbound, Eastbound, and Westbound directions;

in the Township of Wellesley.

Carried, unanimously

Request to Remove Items From Consent Agenda

E. Clarke had a question with respect to item 5.3 TES-TRS-16-24, Electronic Fare Management System Project Update.
E. Clarke sought clarification regarding the card having a mechanism where at a certain level of payment in the course of a month if it is capped at the level of a pass and asked if it was a financial decision or a technical decision not to include this. Eric Gillespie, Director, Transit Services noted for both reasons they are not moving forward with that option. He stated the objective with the system is to replicate the fares the Region currently has and subsequently will be looking at the fare strategy to increase ridership and increase ride loyalty.

H. Jowett had a question with respect to 5.7 PDL-LEG-16-80, Authorization to Expropriate Lands (1st Report) for the reconstruction of St. Andrew’s Street from Grand Avenue Westerly to the City of Cambridge Boundary, in the City of Cambridge.

H. Jowett asked if the marsh is manmade or an original wetland. S. van De Keere noted that he has been told that it is manmade storm water drainage but staff are still having discussions with GRCA.

Motion To Approve Items Or Receive for Information

Moved by K. Redman

Seconded by K. Shantz

That the following items be approved:

- 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 construction and installation of the Kitchener Zone 4 Trunk Watermain, in the City of Kitchener, in the Region of Waterloo as detailed in report PDL-LEG-16-77 dated December 6, 2016:

  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 Kitchener Zone 4 Trunk Watermain Project and described as follows:

  Permanent Easements

  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 the purposes of constructing, installing, operating, maintaining, inspecting, altering, moving, replacing, reconstructing, enlarging and repairing pipe(s) and other works and appurtenances thereto for the purpose of the transfer or transmission of water, below the ground, 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 Lot 13, Biehn’s Tract, being Part 1 on Plan 58R-19034, being Part of PIN 22722-2036(LT), (Huron Woods Subdivision), City of Kitchener, Regional Municipality of Waterloo;

2. Part Lot 130, German Company Tract, being Part 1 on Plan 58R-19070, being Part of PIN 22727-4545(LT) (North side of Gravel Ridge Trail), City of Kitchener, Regional Municipality of Waterloo;

3. Part Lot 130, German Company Tract, being Parts 1 and 2 on Plan 58R-19071, being Part of PIN 22727-0032(LT) (South of Ottawa Street and West of Peach Blossom Crescent), City of Kitchener, Regional Municipality of Waterloo;

4. Part of the Common Elements, Waterloo Condominium Plan No. 500, being Parts 1, 2, 3 and 4 on Plan 58R-19105, being Part of PINS 23500-0001 to 23500-0061(LT) (Part of Common Element portion of 1941 Ottawa Street South), City of Kitchener, Regional Municipality of Waterloo;

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 within the time prescribed by the Act;

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 otherwise deemed appropriate in the opinion of the Commissioner of Transportation and Environmental Services and Regional Solicitor; 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 direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the reconstruction of St. Andrew’s Street from Grand Avenue westerly to the City of Cambridge boundary in the City of Cambridge in the Region of Waterloo as detailed in report PDL-LEG-16-80 dated December 6, 2016:

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 reconstruction of St. Andrew’s Street from Grand Avenue westerly to the City of Cambridge limits and described as follows:

**Fee Simple Partial Taking:**

   i. Part of Lot 16, Plan 65, being Part 1 on 58R-18731 (Part of PIN 03803-0132 (LT)) (120 St. Andrews Street, City of Cambridge);
   
   ii. Part of Lot 1, Block D, Plan 473, being Part 2 on 58R-18731 (Part of PIN 03806-0208 (LT)) (86 St. Andrews Street, City of Cambridge);
   
   iii. Part of Lots 9, 10, 11, 12 & 13, West Side of Sprague Street, Plan 451, being Part 1 on 58R-18728 (Part of PIN 03830-0086 (LT)) (190 St. Andrews Street, City of Cambridge);

**Permanent Easement:**

   iv. Part of Lot 2, West Side of Sprague St., Plan 451, being Part 1 on 58R-18730 (Part of PIN 03830-0076 (LT)) (140 St. Andrews Street, City of Cambridge);
   
   v. Part of Lot 1, West Side of Sprague St., Plan 451 and Part of Lots 2 and 3, Compiled Plan D-4, being Part 2 on 58R-18730 (Part of PIN 03830-0076 (LT)) (140 St. Andrews Street, City of Cambridge);
   
   vi. Part of Subdivision of Lot 3, Concession 10, W.G.R., being Part 1 on 58R-18729 (Part of PIN 03830-0035 (LT)) (10 St. Gregory’s Drive, City of Cambridge);
   
   vii. Part of Lot 6, Plan 221, being Part 3 on 58R-18729 (Part of PIN 22667-0008 (LT)) (221 St. Andrews Street, City of Cambridge);
   
   viii. Part of Lot 4, East Side of Sprague St., Plan 451, being Part 2 on 58R-18728 (Part of PIN 03832-0022 (LT)) (171 St. Andrews Street, City of Cambridge);

2. Serve notices of the above applications(s) required by the Expropriations Act (the “Act”);

3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received within the time prescribed by the Act;
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 otherwise deemed appropriate in the opinion of the Commissioner of Transportation and Environmental Services and the Regional Solicitor; and

6. Do all things necessary and properly to be done and report thereon to Regional Council in due course.

And that the following items be received for information:

- PDL-CPL-16-53, Progress Update on the Community Energy Investment Strategy
- PDL-CPL-16-54, Community Building Strategy Progress Update, 2016
- TES-TRS-16-24, Electronic Fare Management System Project Update
- TES-WAS-16-25, Update on Wastewater Treatment Master Plan

Carried

Regular Agenda Resumes

Reports – Planning, Development and Legislative Services

Community Planning

a) PDL-CPL-16-55, Ontario Municipal Board Reform – Feedback to the Province

Moved by J. Mitchell

Seconded S. Foxton


Carried
Reports – Transportation and Environmental Services

Transportation

b) TES-TRP-16-26, Proposed No Parking Anytime Restriction on Fischer Hallman Road (Regional Road 58) between Bleams Road and Huron Road in the City of Kitchener

Moved by K. Seiling

Seconded by G. Lorentz

That the Regional Municipality of Waterloo amend the Traffic and Parking By-law 06-072, as amended, to add to Schedule 4, No Parking Anytime on both sides of Fischer Hallman Road (Regional Road 58) from Bleams Road to Huron Road in the City of Kitchener as outlined in Report TES-TRP-16-26, dated December 6, 2016.

Carried

Information/Correspondence

a) Correspondence re: TES-TRP-16-22, Ament Line (Regional Road 17) at Herrgott Road (Regional Road 10) Operational Review, Township of Wellesley

i. Kory Lorentz, President, Green Life Acres was received for information.

ii. Steve Frey, CEO-President, AMI Attachments Inc. was received for information.

b) Council Enquiries and Requests for Information was received for information. J. Mitchell asked when staff will report back on her item regarding using renewable energy. T. Schmidt advised that he will get back to her, noting there may be an announcement that may impact timing.

Other Business

a) J. Nowak requested that staff review the Vision Zero Movement and prepare a report to Council on how the Region of Waterloo can achieve the basic objective of the elimination of death and serious injuries on Regional Roads and that this report be presented to Council in advance of the 2018 budget with additional consideration to a roundabout prioritization program.

Chair T. Galloway noted that this is a huge task but that the Region may already be doing some of the recommendations outlined in the Vision Zero Movement.
T. Schmidt stated that staff can take a look at it and identify what they are already doing and provide a preliminary review of that. He highlighted that the vision is what everyone wants to achieve but pointed out what are we willing to spend to get there.

A Committee member asked that the inclusion of roundabouts not be part of the request suggesting that Council wait to hear back from staff and then Council can decide what direction to go in.

b) J. Mitchell asked about increasing parking fees in the Region and in the Cities to encourage the use of public transit. T. Schmidt stated increasing parking or making parking more difficult would encourage the use public transit more often. He noted the fee structure is done by the Cities and they try to balance the needs of businesses and residents with the need to drive transit and change in communities.

Mike Murray, Chief Administrative Officer noted staff will look into parking fees and bring back information. He stated that some work around parking policies was done as part of the Transportation Demand Management work.

c) S. Shantz stated she has concerns regarding some intersections in Woolwich and asked for clarification on what to expect from the report coming forward regarding rural intersections. T. Schmidt stated staff’s intent is to review similar type of rural intersections and develop a pilot program of installing all-way stops at those intersections.

d) D. Jaworsky highlighted that if members of Committee are interested parking at the lower tier was discussed at the City of Waterloo’s Council meeting the night before. He noted the stationary planning document for City of Waterloo came forward and there was lots of input from landowners and businesses about reducing parking, offering more intensity, and idea for LRT stops.

e) J. Nowak announced that he just received a message that all four land owners at Ament Line and Herrgott Road intersection have offered up lands to construct the roundabout and suggested staff get in contact with them.

f) T. Schmidt announced that this is the last Committee meeting for Darshpreet Bhatti, Director, Rapid Transit. He is leaving the Region and has accepted a position at Metrolinx. T. Schmidt and Committee members thanked him for all his hard work at the Region especially the work done on LRT.

Next Meeting – January 10, 2017

Adjourn

Moved by K. Redman

2287179
Seconded by J. Mitchell

That the meeting adjourn at 2:20 p.m.

Carried

Committee Chair, T. Galloway

Committee Clerk, E. Flewwelling
AMENT LINE / HERRGOTT ROAD
SAFETY REVIEW

Presentation to
Region Planning and
Works Committee
December 6, 2016
Existing Conditions

- 4,900 vehicles daily
Fatal Collision
November 6, 2015

• EB vehicle stopped on Ament Line
• SB vehicle on Herrgott Road

Fatal Collision Review in April 2016 recommended:

• Shift stop bars on Ament Line
• Adjust position of STOP-AHEAD sign location on one approach
• Countermeasures completed May 2016
Collision History 2011-2015

- Total of 9 collisions where 3 expected
- 6 angle, 2 turning and 1 single motor vehicle collision
  - Majority of angle collisions involved SB motorists
- 4 were stop and proceed collisions
- 2 were fail to stop collisions
Collision History 2011-2015

Annual screening of 3200 road sections and intersections

Based on screening of complete network:
  Ranked #131
Alternatives Considered:

• Maintain Existing 2-Way Stop Control
• All-way Stop Control
• Traffic Signals
• Roundabout
Evaluation of Traffic Control Alternatives

Anticipated injury collisions over 20 years for each type of traffic control:

<table>
<thead>
<tr>
<th>Traffic Control Type</th>
<th>Expected Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing 2-Way Stop Control</td>
<td>13</td>
</tr>
<tr>
<td>All-Way Stop Control</td>
<td>4</td>
</tr>
<tr>
<td>Traffic Signals</td>
<td>13</td>
</tr>
<tr>
<td>Roundabout</td>
<td>8</td>
</tr>
</tbody>
</table>
Evaluation of Traffic Control Alternatives

Compare the 20-Year Life Cycle Cost of each alternative:

- Collision Cost
- Construction Cost
- Operation and Maintenance Cost
## 20-Year Life Cycle Cost

<table>
<thead>
<tr>
<th></th>
<th>2-Way Stop Control</th>
<th>All-Way Stop Control</th>
<th>Traffic Signals</th>
<th>Roundabout</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Cost</td>
<td>$808,000</td>
<td>$248,000</td>
<td>$609,000</td>
<td>$518,000</td>
</tr>
<tr>
<td>Construction Cost</td>
<td>$0</td>
<td>$3,000</td>
<td>$300,000</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>Operation and</td>
<td>$2,000</td>
<td>$3,000</td>
<td>$60,000</td>
<td>$30,000</td>
</tr>
<tr>
<td>Maintenance Cost</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Life-Cycle</td>
<td>$810,000</td>
<td>$254,000</td>
<td>$969,000</td>
<td>$1,948,440</td>
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<tr>
<td>Cost</td>
<td></td>
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</table>
Public Survey

Public Survey October, 2016:

• 1053 responses

• 517 (49%) against all-way stop

• 536 (51%) support all-way stop

• Of the 517 against the all-way stop, 403 (38%) supported a roundabout
Preferred Traffic Control

All-Way Stop:

- Reduce the probability of fatal incidents
- Result in fewest injury collisions
- Result in 9 fewer injury collisions than existing
- Reduce overall collisions by up to 70%
Effectiveness of All-Way Stops

- Very effective safety countermeasure
- 70% reduction in collisions
- Zero fatalities at all locations in Waterloo Region
- Practical and measured approach
# Effectiveness of All-Way Stops

## Collisions Before

<table>
<thead>
<tr>
<th>Location</th>
<th>Angle</th>
<th>Turning</th>
<th>Rear-end</th>
<th>Loss Cntrl</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Queen at Bleams (1 Yr)</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Trussler at Bridge/New Dundee (3 Yrs)</td>
<td>9</td>
<td>3</td>
<td>1</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>Snyders/Waterloo at Nafziger (3 yrs)</td>
<td>11</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>17</td>
</tr>
<tr>
<td>Trussler at Ottawa/Bleams (2 Yrs)</td>
<td>5</td>
<td>2</td>
<td>5</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>Erb's at Nafziger (3 Yrs)</td>
<td>9</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>12</td>
</tr>
<tr>
<td><strong>Total before</strong></td>
<td><strong>40</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>60</strong></td>
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## Collisions After

<table>
<thead>
<tr>
<th>Location</th>
<th>Angle</th>
<th>Turning</th>
<th>Rear-end</th>
<th>Loss Cntrl</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Queen at Bleams (1 Yr)</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Trussler at Bridge/New Dundee (3 Yrs)</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Snyders/Waterloo at Nafziger (3 yrs)</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Trussler at Ottawa/Bleams (2 Yrs)</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Erb's at Nafziger (3 Yrs)</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total after</strong></td>
<td><strong>6</strong></td>
<td></td>
<td><strong>19</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Turning Rear-end Loss Cntrl Total Angle Turning Rear-end Loss Cntrl Total Angle Turning Rear-end Loss Cntrl Total**
Concerns Raised About Sightlines

Sight Lines

Crest of Grade

March 10, 2016

200m
Evaluation of Existing Sightlines

Sight distance for Northbound Drivers

• Available exceeds minimum required
• Available sight distance to existing overhead flashing light is 400m
Preferred Traffic Control

All-Way Stop (Pilot Project)

Rumble Strips

400m

Rumble Strips

Ament Line
Rural AWS Pilot Project

- Conversion of Two-Way Stop rural intersections to an All-Way Stop
- AWS warrants not met
- Monitor for five years and assess traffic control
- Potential locations:
  - Queen at Huron
  - Snyder's at Sandhills
  - Dumfries at Wrigley
  - Bleams at Sandhills
  - Erb's at Sandhills
Next Steps

- Region Council December 14, 2016
- Install Ament/Herrgott Spring 2017
- Review safety performance over 5 years
- Should a roundabout be approved, earliest install in 2019

- Recommend other locations Spring 2017
- Implement others 2017/2018
Thank you
All-Way Stop Warrants

• MTO Warrant Guide (all to be met)
  • Volumes exceed 500/hour over 8 hours
  • > 30 second delay to minor road
  • > 11 collisions over 3 years
3-Year period
No collisions

2-Year period
2 collisions

Ament Line & Herrgott Road
January, 2000 to December 31, 2015

November, 2005 fatality
Failed to stop for stop sign

November, 2015 fatality
Stopped for stop sign and proceeded
From the choices below, which safety measure do you feel is the most appropriate for the intersection of Ament Line and Herrgott Road?

Answered: 346   Skipped: 0

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Way Stop</td>
<td>0.29%</td>
</tr>
<tr>
<td>Four Way Stop</td>
<td>5.78%</td>
</tr>
<tr>
<td>Traffic Lights</td>
<td>1.73%</td>
</tr>
<tr>
<td>Roundabout</td>
<td>92.20%</td>
</tr>
<tr>
<td>Total</td>
<td>346</td>
</tr>
</tbody>
</table>
The Region of Waterloo Planning and Works Committee recently published an online survey asking for public opinion regarding proposed improved safety measures at the intersection of Ament Line and Herrgott Road in Wellesley Township. This was immediately following a serious collision on October 21, 2016 at the same intersection.

In the explanation of the survey, it was stated:

In a continuing effort to enhance service and safety of motorists, Transportation Engineering is currently reviewing all-way stop control at the intersection of Ament Line and Herrgott Road.

Ament Line intersects Herrgott Road at a right angle creating a 4-legged intersection. Ament Line approaching Herrgott Road is stop-controlled on both approaches. The posted speed limit on both approaches of Ament Line approaching Herrgott Road is 80 km/h. The posted speed limit on the north leg of Herrgott Road is 60 km/h and on the south leg of Herrgott Road is 80 km/h. The Average Annual Daily Traffic (AADT) entering the intersection is 4,851.

The intersection of Ament Line and Herrgott Road experienced 9 collisions where 3 where expected between 2011 and 2015. Of the 9 collisions, 8 were either angle or turning movement collisions. During the period between 2005 and 2015 (10 years) there have been 2 fatal collisions with the most recent fatal collision occurring on November 6th, 2015.

Based on the review, the Region of Waterloo is proposing all-way stop control at the Ament Line and Herrgott Road intersection.

The survey then asked a YES/NO question as to whether or not respondents supported the installation of a 4-way stop at this intersection, and there was also the opportunity to provide additional comments.

What was not mentioned in the survey preamble was that in the preliminary study, 4 different options were investigated; maintaining the current 2 way stop, a 4 way stop, a traffic light, or a roundabout. While the roundabout was advocated at the safest option available, the recommendation for the 4 way stop was made as it is deemed to be the most affordable. To date there have been 9 collisions at this intersection in 2016, some very serious. The most recent fatality occurred November 6th, 2015.

Please take a moment to answer the following survey.

https://www.surveymonkey.com/r/2LRPXH3
options were investigated; maintaining the current 2 way stop, a 4 way stop, a traffic light, or a roundabout. While the roundabout was advocated at the safest option available, the recommendation for the 4 way stop was made as it is deemed to be the most affordable. To date there have been 9 collisions at this intersection in 2016, some very serious. The most recent fatality occurred November 6th, 2015. Please take a moment to answer the following survey.

* 1. From the choices below, which safety measure do you feel is the most appropriate for the intersection of Ament Line and Herrgott Road?

( ) Two Way Stop
- currently in place with the addition of oversized signs, flashing lights, and rumble strips
- no change in "projected" accident rate expected (13)

( ) Four Way Stop
- 3 approaches are at 80 km/h, and 1 is at 60 km/h (sightline issues with no plan to resolve)
- "projected" to reduce injury collisions to 4, although collision severity is likely to be more severe
- risk of injuries and fatalities is high due to increased vehicle approach speed and impact angle

( ) Traffic Lights
- no change in "projected" accident rate expected (13)
- sightline issues

( ) Roundabout
- "projected" to reduce injury collisions to 3, although all studies indicate they would be minor (fender bender)
- 20 year "projection" of 0 fatalities
- sight line issues, but would be mitigated by regrading hill to south of intersection (required by MOT guidelines)

2. Have you, or anyone you know, had or witnessed an accident or close call at this intersection? If you have, please provide details below.

https://www.surveymonkey.com/r/2LRPXH3
Have you, or anyone you know, had or witnessed an accident or close call at this intersection? If you have, please provide details below.

Yes, my Mother Christine Radler was killed in a collision at this intersection November 7, 2015, just one short year ago. Many people I know have witnessed many other accidents at this intersection, many that have gone unreported. We need to aim for 0 fatalities, not simply look at what is most cost efficient! Cathy Radler

My family was involved in a fatal collision on November 19th, 2005. We had absolutely no time to react, or dodge a driver in a Chevy Blazer who failed to stop. Our vehicle was T-boned, and my daughter Emma was ejected from her seat. The same mechanism can happen with an all-way stop, but not a roundabout.

I was a firefighter with St. Clements for 28 yrs and attended many collisions at this intersection. And living in the twp. I have seen many close calls of vehicals not stopping at the stop sign.

My wife Joanna Bowman was in a serious accident when a car went thru the stop sign and hit her in May of this year. No one was seriously hurt but both vehicles were totalled.

Yes. I have seen one person go through the stop sign (at least 5 yrs ago). I always drive defensively through this intersection. I once slowed to a crawl thinking the person was going to ignore the stop. They stopped VERY abruptly and I kept going. Not sure if they were ignoring the stop and didn’t see me or what. It kind of scared me.

Yes, there have been numerous accidents and close calls at this intersection. I know one of the people involved in the fatal accident in 2015 and years ago, my friend’s parents were t-boned by someone who should have stopped. Fortunately, they survived but with serious, temporary injuries. A roundabout would force everyone to slow down while maintaining a constant flow of traffic. The cost is worth the reduction of accidents, in my opinion.

Yes, I travel this road frequently for the last 40 years, i have seen numerous accidents (some fatal) at this intersection. I think a 4 way stop will actually make this worse due to the sight issue from the hill approaching the intersection.

I have been in an accident at that location last February 2016. I was lucky enough to not
have serious injuries however my car was totalled. A roundabout needs to be installed and not another bandaid solution.

My father, Henry Phillips was in a serious accident at this intersection in July of 2010. He was driving from St. Clements to Wallenstein when he had come over the small hill to see a car had pulled out. He started using his horn and pushed the brakes real hard. You could see long severe skid marks with him trying to break in time to avoid hitting the crossing truck. He then hit the truck on the side while flipping it over on it's side. His air bag went off and burned his hand. Both vehicles were totalled. Both my dad and the other driver were extremely lucky that day unlike so many others. I believe it was because the fellow my dad hit did not have a passenger on the side of the truck that was hit.

This dangerous corner must be addressed properly. A roundabout is the only solution there is to prevent another death there. I was involved in an accident there in the 1990's. I have also witnessed close calls there.

yes. In the late 90's my in laws were in an accident where five of them could have been killed or seriously injured. There were three cars in the accident and all three were totaled. In 2005 we tragically lost our God child and niece when someone went through the stop sign and t-boned their vehicle. There were 5 of them in their car, and the only fortunate thing was that the other family members survived. Their vehicle was totaled too. Cars will go through stops signs and stop lights, but in a roundabout they are forced to slow down. This is the most logical solution for this intersection for both safety and efficiency.

Yes, in the winter I watched a woman approaching from the Linwood road who was unable to stop her car - the road slopes downward - and she ended up sideways in the opposite ditch.

I was hit by a car that didn't stop at that intersection in April of 2016. My car was written off, luckily I wasn't seriously hurt. The rumble strips are not enough. We need a roundabout there.

Witnessed an accident in August 2015 between a van and a dump truck. The van failed to stop at the stop sign coming from Linwood and ran into the truck. Thankfully no one was seriously injured.

Yes I have witnessed a transport truck headed west on Ament Line and cross Herrgott in front of me without braking! ( Obviously didn’t see the stop sign ).

We drive through this intersection going to our cottage on Conestogo Lake. It terrifies me. At night we often use the expressway and then go through Floradale to avoid this intersection. We think of Emma everytime we use this road. Our child is the same age.

11 years ago a dear friend of my lost her younger sister in an car accident at this
intersection. And just a few weeks after my grandmothers passing last summer my father had an oncoming vehicle attempt to make a left turn onto Ament Line pulling out right in front of him going straight through on Hergott rd. This resulted in the totalling of the other vehicle and I can’t imagine what may have resulted if even a second later my dad had not swerved away from the vehicle and back the other way to avoid the ditch. This intersection has been a source of grief for many families, and a roundabout is the only way I believe we can save future families from experiencing the pain of an empty space in the hearts.

Yes, friends daughter was killed when a person went through the stop sign. I also believe that the hill should be dropped down also so you can see farther in the distance. Also the the big building at the corner should not have been allowed to build so close to that corner because now when driving you can’t watch for a car coming and going to slow down and stop at the sign til you are practically at the corner.

I have been on this road several times, but each time I have been on it I have noticed when there is traffic approaching the stop sign, the cars are travelling at high speeds and seem to not notice it is a stop until the last minute. I am very nervous about 2 way or 4 way stops, I live in Guelph where we have roundabouts and they seem much safer.

We lost a niece at this site. February 21, 2016 we experienced an extremely close call. We credit Angel Emma with saving our lives. First responders at the scene of an earlier collision here were not directing traffic and again a vehicle did not stop driving east/west missing our vehicle by mere inches. Continually people neglect stopping while driving east/west. Lives of the future are much more important than temporary fixes to save money. Dig into the contingency fund and put the round-about in.

A good friend of mine, Christine Radler, lost her life at this intersection last year. I myself have gone through it and can see how an accident can easily happen here. Please make changes to this intersection.

We have ourselves. We were on Hergott and the driver going east on Ament line didn’t stop but we were able to stop.

A Meyer boy was killed years ago. Murray Runstedler was hit by someone who did not stop. Ann Runstedler was hit a couple weeks ago. Butch Voisin’s wife was hit. Emma Ringrose killed. we need a roundabout!!!

Yes, Emma Ringrose died due to a crash from someone driving through stop sign. I have also been a first responder in Wellesley township in the past and witnessed many accidents at that intersection.

over the course of going to high school for 5 years, I witnessed 8 accidents, most were more than a fender bender! Vehicles failed to stop at 2 way stop and went into traffic on
all 8 accidents. Hit cars or went into the ditch on the other side of the road. Pretty awful thing to see as a teenager.

I travel this intersection on a regular basis! I am very alert to how cautious and defensive I need to be to drive through it. This is because I have witnessed cars go right through the stop sign, Once I actually stopped on Herrgott road while a truck blew through on ament line!! I have seen cars screech to a stop at the last minute. I have been rerouted more times than I've liked as a collision has happened and too many times I've prayed that no one else was injured when I've seen flashing emergency lights ahead at that dreaded corner. When driving Ament line towards Linwood, I actually feel uneasy at that corner because there seems to be a wierd uncertainty among drivers. I actually avoid that direction if possible.

Yes. My close friends Geoff and Pam Ringrose lost their daughter at this intersection when struck by another vehicle. They continue to suffer through this loss, which as statistics show ultimately caused their separation. Tragedies like these often raise awareness, and provide the reasoning behind increasing safety standards. While the heartache immeasurable, hoping the council consider the long term effects to those survivors, and consider prioritizing improvement of the intersection several years ahead of its scheduled forecast. Speaking objectively, if assessing the expenses for the proposed road work against estimated costs of emergency services, hospitalization, care and rehabilitation of the forecasted victims, the ROI would far exceed the investment. I understand our representatives are tasked with prioritizing projects to maintain and improve local infrastructure. I also believe it is in our municipality 's best interest to protect the tax payers who fund each project. As a tax payer, I would gladly accept a higher property tax knowing public health and safety was of primary concern.

Roundabout is the only safe option. In the late 1990's, I was driving north on Herrgott Road and I was hit by a Van travelling east. The impact caused ur vehicle to hit another vehicle that was stopped heading in the west direction. All 3 vehicles were totalled and 5 people came inches away from losing our lives.

My husband, Murray Runstedler, as well as the two people in the oncoming car narrowly, may I stress, NARROWLY missed death at this intersection. In June of 2015, my husband was travelling North bound towards Wallenstein. There was a car stopped in the intersection as she was coming from the North, and was going to turn left towards Ament Line East. As my husband was entering the intersection in his Vet truck, the stopped car PULLED OUT DIRECTLY IN FRONT OF HIM!! It is only by the Grace of God, giving him the quick reflexes to swerve that saved ALL of their lives!! He looked the passenger in the eyes and saw his terror as my husband's truck scraped along the length of their car. He ended up on the other side of the road, with his truck leaning over the ditch. We had just buried his Mother the day before. There should have been 1 to 3 more fatalities that day. We were all suffered some trauma from the accident (some more than others); my husband's vehicle was damaged, and the other was a complete
write off. One might look at this accident and label it as minor if you have a monetary agenda, books to balance or budgets to keep in check. However, this accident was a fraction of a second away from being a major tragedy. We are not asking for a reduction in the number of accidents; we are demanding an END to the fatalities. To the lives lost and the lives shattered. Please, when planning to update safety measures at Emma's Corner, decide 'as if your families live here'.

Because I know how dangerous this place is I am always extra careful. I always slow down when coming from Hawksville and make sure everyone is stopping. We know both families who have lost their loved ones. I just can not understand why this would not be obvious. If we can make the projected fatality 0, why wouldn't we? Otherwise who do we sacrifice next?

My sister in law was hit by a driver who flew through the stop sign and hit her, we were lucky she wasn't killed. This was last Easter 2016, same thing with my grandmother in the 1990's sometime, enough is enough

Yes, my sister-in-law was t-boned a year ago at the same intersection. Her and the vehicle ended up on the other side of Hergott face down in the ditch. Car was totalled but thankfully she was only badly bruised.
Mr Chair and Councillors, thank you for the opportunity to address you in relation to agenda item 3.1 – the report on the intersection of Herrgott Road and Ament Line. As we understand it, this report has been prepared in response to a request from Wellesley Township Council to the Region, earlier this year, to consider installing a roundabout at this intersection in order to address serious safety concerns. This delegation is in support of the Township’s advocacy for a roundabout.

Geoff and I have a very strong interest in the safety of this intersection for everybody who uses it because, 11 years ago, our family was involved in a fatal collision at this intersection, and our 5-year-old daughter, Emma, was killed. The accident was caused by a driver on Ament Line failing to stop at the Stop sign and striking our van in the intersection at high speed. Given the total destruction of our vehicle, the only miracle from this accident was that we were not all killed. Drivers failing to stop or misjudging the stop sign is the cause of the vast majority of the accidents at this intersection.

As some of you may recall, following our accident, Pam and I appeared before this committee and, with the support of 2,500 people who signed a petition, advocated for the installation of rumble strips on Ament Line to alert drivers to the Stop sign ahead. We were very pleased that Regional Council, supported this request and the rumble strips were installed in early 2006.

The rumble strips were installed in early 2006, and we are sure that they have been of benefit in averting some collisions that would have otherwise happened. However, we are disheartened to be speaking with you again, 11 years later, as the rumble strips have proven not to be an adequate enough countermeasure to reduce the deaths at this intersection to the only acceptable level...zero. This intersection continues to raise serious concerns in the Township as one of, if not the most dangerous intersection in Wellesley Township.

Today’s request for consideration of a roundabout is at least the third time in the last ten years that the idea of a roundabout has been raised at this committee as the
measure that is needed to save lives and reduce the seriousness of accidents at this intersection.

- In March 2006, this committee passed a motion recommending that the Region study the intersection for a roundabout. Regional Council voted to take no action on that proposal.

- Then in 2014, Regional staff recommended in a budget paper that a roundabout be installed at this intersection under the Roundabout Installation Prioritization Program. Unfortunately, this item did not make it into the budget.

- If you study the Region’s Collision Summaries, the seriousness of the accident rate at Herrgott Road and Ament Line becomes apparent. Obviously, traffic volume at this intersection is not as great as at many intersections in more urban locations in the Region. However, there are approximately 5,000 vehicles that cross that intersection every day, which is considerable for a rural setting. For the 5 year period ending in March 2016, there have been 8 accidents at this intersection; 1 being fatal, and 7 causing injuries requiring medical attention. 8 accidents may not seem significant, but this represents an accident rate 3 times greater than predicted. Additionally, in the period since April 2016, 3 more serious accidents have occurred. Many of these collisions have been very serious, resulting in destroyed vehicles, serious injuries, and most importantly 2 fatal accidents at this intersection since 2005.

- The Fatal Collision Review Memorandum written by Regional Transportation staff in relation to the fatal accident that occurred at the intersection on November 6th, 2015, stated the following in paragraph 3.5: “Comparing the Ament Line/Herrgott Road intersection with intersections that have similar characteristics (4-leg, rural stop) Ament Line at Herrgott Road ranks 3rd out of 129 similar intersections within the Region of Waterloo.”

- Ament Line/Herrgott Road is not an average intersection. Based on its accident record and rate, we are concerned that the recommendation by the Transportation Department of installing a 4-way Stop is not going far enough to reduce the accident risk. We are certainly quite puzzled by the statement in the staff report to the Committee that a 4-way Stop “is the most effective traffic control option that would reduce the probability of reoccurring fatal accidents”. This seems to contradict the research that is quite clear, roundabouts reduce fatalities the most.

- With the record of serious accidents at this intersection, we believe that the installation of a roundabout would be a much better resolution, one that would probably virtually eliminate accidents causing serious injuries and fatalities. On November 15th, Mr van De
Keene attended the Wellesley Township Council meeting to present the Region's recommendations for this intersection, and to respond to people's questions. In response to a question from Mayor Nowak, Mr van De Keere said that a roundabout would reduce the risk of fatalities at this intersection to “pretty much zero”.

- If one were to “assess their benefits, strictly from a safety perspective” (pg 6 of report), which was an important purpose of this operational review, in reviewing the effectiveness of a roundabout compared to other forms of traffic control, Mr van De Keere's statement says it all:

  “the most effective way to stop more people being killed and seriously injured at the Herrgott/Ament intersection is to install a roundabout...and research supports this”

- We realize that roundabouts are not free from accidents. And we are aware of Regional staff's projection of 8 accidents at a roundabout versus 4 at a 4 way stop. However, due to the lower speeds and less acute impact angles, the severity of the collisions and injuries at a roundabout are much less.

- The people who are here with us today are testament to the fact that the stop signs at this intersection are clearly not working as intended.

- Another item to consider is the is the type of traffic at this rural farming intersection. There is a large amount of horse-and-buggy traffic, in combination with school busses, cyclists, cars, heavy farm machinery, and transport trucks, many of which are multiple axel and as long as 75 feet long. Although the study anticipates that there will only be one vehicle at the queue, we know from experience that previous estimates for this intersection have been incorrect. In reality, there could easily any number or combination of these vehicles at this intersection, which could make stopping in 200m for a stop sign on Herrgott Road very dangerous.

- In speaking to the neighboring Mennonites, they prefer a roundabout because their horses are trained to stay towards the right shoulder, vehicles can safely pass around them, and the horses are much calmer because the traffic is moving at a similar speed to them. An all-way stop places the horse-and-buggies, and their occupants at a greater risk because they are forced into turning lanes, are required to join cues of traffic not moving at their speed, and the horses are easily spooked by engine brakes, squealing tires, and accelerating vehicles.

- There is strong support in the community for the installation of a roundabout at Herrgott Road and Ament Line. We note the results of the Region's public consultation state that a majority (51%) of the 1053 responses were in support of the proposed all-way stop and that only 38% favored a roundabout. The survey, however, only invited input regarding the one option of an all-way stop. Respondents did not have an option
to provide input regarding the other three possibilities which were investigated in Regional staff’s study – status quo, traffic signals or roundabout, unless they chose, on their own initiative, to write a comment.

- Had respondents had the opportunity to provide input regarding all four options, we believe the results would have been quite different. To test this, we posted our own survey online inviting input regarding all four options. 346 responses have been received up to this morning, with 92% of respondents in favour of a roundabout, which you can see on the first page of the document package we have provided. We have also included a small fraction of the comments people provided about accident or close calls that they, or their family members have experienced.

- With regard to the Region’s consultation results, the best we can say is that when presented with the choice of a 4-Way stop only, most people felt that this would be better than the present 2-way stop, but not necessarily the most appropriate solution. If people cannot express an opinion about all options, you cannot conclude that respondents are in favour of the one option presented over the others.

- Speaking to the 4-way Stop recommendation itself, the report mentions on page 10 a number of concerns expressed by survey respondents about the effectiveness and safety of this kind of stop. Many constituents have also taken the time to send letters to council voicing their concerns. These are self-explanatory and I will not take time to say any more about them.

- We understand the need to use statistics and objectivity when studying and contemplating safety initiatives such as the ones we are discussing today. But the root of the very word "objective" is "object". When we consider things from a purely objective, statistical standpoint, we erase the names and faces of the people who have been most affected by the very accidents that have brought us here today. Christine Radler is not an object, she was a mother and a grandmother. Nor are Ann Runstedler, Murray Runstedler, Lori Voisin, George and Lynda Lorentz, Harry Phillips, Joanna Bowman or any of the others involved in accidents at this intersection over the years. And for Pam, Stephanie, Abbey, and I, Emma is most certainly not an object. These are all people we cherish and need in our own lives. These are the people we hug and who hug us back, who’s hand we hold, who’s presence in our lives makes our own worthwhile. These are irreplaceable people who make us laugh, and cry, and live. These are the people we love, and the ones who love us back. And these are the people for whom we would do anything in our power to keep safe.

- We would ask that in considering the best safety measures for this, or any dangerous intersection, that you take a moment to consider the empty chair at the dinner table, the
unwrapped Christmas presents, or the small pink coat that hangs by the back door and doesn't get used anymore. We cannot let statistics and objectivity override the importance of our loved one's lives.

- In summary, all know what the preferred answer is to really deal with the dangers of this intersection — a roundabout. We urge the committee to make a decision today that supports future safety first and to recommend to Regional Council the construction of a roundabout as soon as this can be managed.

- Ladies and gentlemen, thank you for your time and attention. We are willing to try to answer any questions you may have.