



**Report:** TES-DCS-15-13

## **Region of Waterloo**

### **Transportation and Environmental Services**

#### **Design and Construction**

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**To:** Chair Tom Galloway and Members of the Planning and Works Committee

**Date:** June 16, 2015      **File Code:** C04-30, 5494, 6265

**Subject: King Street Improvements, ION Tracks to University Avenue, City of Waterloo – Approval of Project**

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#### **Recommendation:**

That the Regional Municipality of Waterloo take the following actions with respect to proposed improvements on King Street (Regional Road 15) in the City of Waterloo from the ION Tracks south of Erb Street, to University Avenue:

- a) approve the Recommended Design Alternative as outlined in Report TES-DCS-15-13;
- b) direct staff to file the Notice of Completion for this Municipal 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, as follows:
  - i. Remove from Schedule 1, No Parking Anytime on the west side of King Street (Regional Road 15) from (i) 240 m south of University Avenue (Regional Road 57) to 7 m south of Young Street, (ii) 35.6 m north of Bridgeport Road (Regional Road 9) to Bridgeport Road (Regional Road 9), and (iii) 50 m north of Princess Street to 25 m north of Princess Street;
  - ii. Remove from Schedule 2, Limited Parking for 1 hour, on the west side of King Street (Regional Road 15) from (i) 7 m south of Young Street to 35 m south of Young Street, (ii) 25 m north of Princess Street to 12 m north of Princess Street, (iii) Princess Street to 14.4 m south of Princess Street, (iv) 12.4 m

- north of Dupont Street to 51.2 m north of Dupont Street, and (v) 24.6 m south of Dupont Street to 70.6 m south of Dupont Street, between the hours of 8:00 a.m. to 6:00 p.m. Monday to Saturday;
- iii. Remove from Schedule 6, Taxicab Stands on the west side of King Street (Regional Road 15) from 9 m south of Princess Street to 14.4 m south of Princess Street;
  - iv. Add to Schedule 1, No Parking Anytime on the west side of King Street (Regional Road 15) from Erb Street (Regional Road 9) to Central Street; and
  - v. Add to Schedule 24, Reserved Cycling Lanes Anytime, on both sides of King Street (Regional Road 15) from the ION Tracks to University Avenue (Regional Road 57).

**Summary:**

The Region of Waterloo in collaboration with the City of Waterloo is planning roadway improvements on King Street (Regional Road 15) in Uptown Waterloo, from the ION Tracks south of Erb Street, to University Avenue, a total project distance of approximately 1.3 km. The project is being undertaken as a Schedule 'C' project under the provincial Municipal Class Environmental Assessment guidelines. (Please refer to the Key Plan in Appendix "A" for the project limits.) King Street is in need of reconstruction to replace the deteriorated pavement, sidewalks and streetlights and to replace aging underground municipal services. In addition, this project provided an opportunity to consider a reduction in the number of traffic lanes in order to make room for cycling lanes and enhanced pedestrian facilities.

A multi-discipline Project Team was established to guide the work of this project and includes staff from the City and Region of Waterloo, and consultants from the Waterloo office of IBI Group. In addition, a separate Task Force was formed to provide direction throughout the planning process and provide stakeholder input at key milestones of the project. Members of the Task Force include: representatives from City Council; members of City advisory committees; the Uptown Waterloo Business Improvement Association (BIA); other businesses from Uptown Waterloo; Wilfred Laurier University (WLU); and staff from the City and Region of Waterloo.

The Region's Corridor Design Guidelines classifies this section of King Street as a "Neighborhood Connector – Main Street", which requires the boulevards to have an urban cross section including wide sidewalks, street trees, landscaping, pedestrian and transit amenities that complement the active transportation priority recommended for a Main Street. This section of King Street is identified as a designated "Constrained Corridor" cycling route in the Region's Active Transportation Master Plan (ATMP) approved by Council in 2014.

will reduce the number of travel lanes from four to two adjacent to the ION tracks. Traffic analysis for this EA project confirmed that King Street from south of Erb Street to University Avenue can also operate satisfactorily now and in the future with only one through lane in each direction. With the number of through lanes reduced from four to two, the Project Team was able to consider several types of cycling facilities for King Street including conventional on-road bike lanes, buffered on-road bike lanes (separated from traffic by a painted buffer) and segregated bike lanes (separated from traffic by a 0.7m wide mountable “roll-over” curb and/or parked vehicles). It is recognized that segregated bike lanes provide the greatest separation from traffic and as a result increase the level of comfort for cyclists.

Four (4) Public Consultation Centres (PCCs) and a number of workshops have been held for this project to engage members of the public and to obtain input from key stakeholders. Over four hundred and eighty (480) people have registered at the PCCs and hundreds of comments have been received about the project and the public’s preference for improvements on this section of King Street. The main issues raised by the public included a preference for cycling lanes separated from traffic, concern with on-street parking loss, concerns with traffic infiltrating into adjacent neighborhoods and a concern with a lack of space for delivery vehicles and emergency vehicles.

Based on a review of the comments received during public consultation and all of the technical information gathered during the preliminary design phase, the Project Team has developed a final Recommended Design Alternative for King Street that includes the following elements:

King Street, Erb Street to Central Street:

- One 3.8m travel lane in each direction (wider lanes to provide additional space for emergency service vehicles and stopped delivery vehicles);
- 3.0m left turn lanes at Erb Street, Bridgeport Road, Spring Street and Central Street;
- 2.0m on-street parking stalls on the east side of the street;
- 1.8m segregated bike lane with green asphalt surface on both sides of the street;
- 0.7m mountable roll-over curb;
- 4.0m sidewalk and amenity space with new street tree planting/landscaping;
- Accessibility ramps at some building entrances; and
- Opportunities to convert parking spaces into dedicated loading/unloading zones (to be considered further with BIA during detailed design).

King Street, Central Street to University Avenue:

- One 3.25m travel lane in each direction;
- 3.0m centre left turn lanes at side streets;
- Raised islands with landscaping and/or pedestrian refuge;
- 1.8m segregated bike lane with green asphalt surface on both sides of the street;
- 0.7m mountable roll-over curb;
- 2.4m sidewalk on the west side and 2.0m sidewalk on the east side of the street; and
- Adjustments to the eastbound right turn lane on University Avenue to include a new channelized right turn lane with pedestrian refuge island.

King Street, ION tracks to Erb Street:

- One 3.35m travel lane in each direction;
- One 3.25m transit lay-by on the east side of the street to accommodate two buses;
- 2.0m on-street parking stalls on both sides\*\* of the street (parking on both sides required to satisfy commitments to the BIA and City for Uptown parking as part of the ION project); and
- 1.5m on-road\*\* bike lanes on both sides of the street.

\*\* Staff will continue to work with City and BIA staff during the detailed design phase to determine if parking spaces could be removed on the west side which would allow for segregated bike lanes through this section of King Street.

Please refer to Appendix “B” for cross-sections of the Recommended Design Alternative.

Property acquisitions are required from adjacent property owners as part of this project to accommodate transit stop upgrades at the Bridgeport Road intersection and sidewalk improvements on the west side of King Street between Central Street and Ezra Street. In addition, the existing sidewalk currently encroaches onto private property at several locations along King Street between Erb Street and Central Street. Narrow strips of road allowance widening will be acquired in these areas to formalize the road right-of-way and eliminate these sidewalk encroachments onto private property.

The existing trees between Erb Street and Central Street that are located in raised

concrete planter beds will require removal to accommodate the Recommended Design Alternative. As shown on the typical cross-sections in Appendix “B”, there is a proposed one metre wide “amenity space” included on both sides of King Street in this area which will contain new street trees, benches, bike racks and landscape planters. North of Central Street, a similar amenity space is available on the west side which will include new landscape plantings.

The total estimated Region of Waterloo cost for this project is \$ 6,610,000 for road reconstruction, roadway lighting upgrades, storm sewers, cycling lanes and traffic signal modifications. The City of Waterloo is contributing \$ 3,620,000 for the streetscaping work (sidewalk, landscaping, decorative lighting) and underground sewer/watermain replacement between Erb Street and Central Street, and will also be contributing funding for any sanitary sewer/watermain improvements that may be completed as part of this project north of Central Street, to be confirmed in advance of the City’s 2016 capital budget process. The Uptown Waterloo BIA is contributing \$ 250,000 for a share of the decorative lighting costs. Additionally, Wilfred Laurier University (WLU) representatives have expressed an interest in contributing financially towards possible enhancements within the corridor in the vicinity of WLU, which will be finalized during the detailed design phase. These would all be subject to Region of Waterloo permit approvals and could include improvements such as enhanced landscaping, pedestrian-level decorative streetlights and a pedestrian plaza with seating areas in the south-west corner of the University Avenue intersection.

At its May 25, 2015 Council meeting, the City of Waterloo approved the City’s streetscape improvements and the proposed new cross-sections on King Street between Erb Street and Central Street. At this time, staff is recommending that Regional Council approve the Recommended Design Alternative as outlined in this report for King Street improvements from the ION tracks south of Erb Street to University Avenue, which includes the same recommendations that were endorsed by City Council on May 25th.

Construction of this project is scheduled to start in 2017 following completion of the ION construction in Uptown Waterloo. Depending on confirmation of the scope of the City’s underground repairs/replacements and other utility work to be included in the project, it could require up to three (3) years to construct the work of this project. The Project Team has agreed to consult with BIA representatives in the near future to discuss construction timing as there may be merit in waiting until late 2017 or later to start construction, in order to provide the Uptown businesses with a construction-free period following ION completion.

## **Report:**

### **1.0 Background**

The Region of Waterloo in collaboration with the City of Waterloo are planning

roadway improvements on King Street (Regional Road 15) in Uptown Waterloo, from the ION Tracks south of Erb Street, to University Avenue. The project is being undertaken as a Schedule 'C' project under the provincial Municipal Class Environmental Assessment guidelines. (Please refer to the Key Plan in Appendix "A" for the project limits.) King Street is in need of reconstruction to replace the deteriorated pavement, sidewalks and streetlights and to replace aging underground municipal services. In addition, this project provided an opportunity to consider a reduction in the number of traffic lanes in order to make room for cycling lanes and enhanced pedestrian facilities.

The current streetscape on King Street in Uptown Waterloo was reconstructed by the City of Waterloo in the 1980's when features such as concrete landscape planters and interlocking paving sidewalks were installed. Sections of the sidewalk and asphalt surface were rehabilitated in the 1990's and the pavement is currently in fair to poor condition. King Street currently functions as a four lane roadway although, travel lanes do not comply with current Regional standards and the capacity of the road is reduced without left turn lanes at signalized intersections. On-street parking is provided on both sides of King Street and the land-use primarily consists of low-rise buildings with ground floor commercial or retail use. North of Central Street, on-street parking is not permitted and the land-use is predominantly high density residential developments. In addition, the corridor includes two major educational institutions fronting King Street; MacGregor Public School and Wilfred Laurier University (WLU).

The City of Waterloo had initiated a Municipal Class Environmental Assessment (EA) in 2010 for streetscape improvements (lighting, sidewalk, landscaping) on King Street between Erb Street and Central Street. In early 2011, the project was put on hold to await final information on the approved route of the Region's Rapid Transit (ION) project in Uptown Waterloo. The City's EA was re-initiated in 2013 following approval of the ION project.

Since the final approved ION route crosses King Street south of Erb Street, the City's project scope was expanded to include a review of the section of King Street south from Erb Street to the newly approved ION track crossing. In addition, the Region had a reconstruction project planned in the near future for the section of King Street north of Central Street to University Avenue. So in 2013, it was decided to combine all of these projects into one overall initiative to review all of the needs on King Street from the ION track crossing northerly to University Avenue. The extension of the project limits would ensure a coordinated planning approach for the entire 1.3 km section of King Street from the ION project limits south of Erb Street, northerly up to University Avenue.

To guide the streetscape improvements to King Street in the Uptown core, the following key objectives had been developed for consideration during the planning

and design process:

- To make King Street more accessible for all modes of transportation, including pedestrians and cyclists;
- To create a streetscape environment that offers a lively, accessible and attractive place to work, live, shop, learn and play; and
- To enhance streetscape elements and improve the quality of business and economic life in Uptown Waterloo.

In order to achieve these objectives, a multi-discipline Project Team was established to guide the work of this project and includes staff from the City and Region of Waterloo, and consultants from the Waterloo office of IBI Group. In addition, the City has formed a Task Force to provide direction throughout the planning process and to provide public input at key milestones of the project. Members of the Task Force include; representatives from City Council; members of City advisory committees; the Uptown Waterloo Business Improvement Association (BIA); other businesses from Uptown Waterloo; Wilfred Laurier University (WLU); and staff from the City and Region of Waterloo. Regional staff has been part of the Project Team since the inception of the streetscape EA and continue to provide a lead role in the development of the design for King Street. The Region is the road authority for King Street and any changes proposed as part of the King Street project require approval from Regional Council.

## **2.0 Planning Context**

The Region and City of Waterloo Official Plans designate Uptown Waterloo as an Urban Growth Centre and Primary Node within the City. The Urban Growth Centre is planned to accommodate a wide range of commercial, employment, social, cultural, entertainment, accommodation, open space, recreational, institutional, as well as residential uses, municipal facilities and public spaces. More specifically, the Uptown Waterloo Urban Growth Centre is intended to: serve as a destination within the community; accommodate a significant share of the City's future population and employment growth; and encourage development that will support major transit, pedestrian and cyclist infrastructure.

In December 2013, Regional Council endorsed a new Community Building Strategy for the Central Transit Corridor. This strategy, which includes a portion of this project area along King Street, provides a broad framework for fostering investment and shaping future growth around the planned ION transit stations. Key elements of the Community Building Strategy include: greening the corridor; creating high quality urban places; and enhancing mobility throughout the Region.

Through the Official Plans and the Community Building Strategy, it is the intent of

Regional and City staff to enhance pedestrian/cycling connections in Uptown Waterloo and improve community links with surrounding neighborhoods. Presently, King Street in Uptown Waterloo primarily serves auto traffic and one of the primary goals through these improvements is to create an environment that promotes walkability/active transportation. There are significant development projects which are currently proposed and/or have been constructed within the last five years. These include commercial/institutional projects, residential condominium/mixed use developments and student housing complexes for the nearby universities representing approximately \$350 million in total construction value.

As of 2014, infill housing projects currently built or under construction are expected to add close to three thousand and seven hundred (3,700) new residents to Uptown Waterloo within 400m of King Street. This in turn will increase localized trip-making in Uptown Waterloo, especially by non-auto modes, and will contribute towards the current customer base for Uptown businesses. Therefore, it is imperative that improvements on King Street create a more pedestrian and cycling-friendly environment, in addition to providing space for public transit and the movement of goods in Uptown Waterloo.

The Region's Corridor Design Guidelines classifies King Street from William Street to University Avenue as a "Neighborhood Connector – Main Street". Main Streets have the potential to intensify in the future given the existing building configurations and mixed land uses. Opportunities exist to preserve and enhance the existing character of Main Streets to positively connect alternative modes of transportation. Challenges include balancing the road and boulevard requirements within a narrow and constrained right-of-way, as well as identifying and preserving key characteristics of special character streets, including natural and built heritage features. The boulevard should have an urban cross section including wide sidewalks, street trees, landscaping, pedestrian, transit amenities that complement the active transportation priority recommended for a Main Street. Streetscapes should be designed with landscaping features that will enhance the pedestrian-cycling environment and the adjacent businesses and residential/commercial developments.

### **3.0 Project Issues/Needs**

The following issues and needs were reviewed by the Project Team in developing alternatives for improvements on this section of King Street.

#### **3.1 Traffic Volumes, Collisions and Operational Issues**

There are approximately one thousand and one hundred (1,100) vehicles in the PM peak hour that move into and/or through Uptown Waterloo using King Street. The intersections all function at acceptable levels of service and the corridor is currently operating under capacity based on the current lane configuration. A comprehensive

traffic analysis conducted for the study area concluded that over the next twenty (20) years, King Street can continue to operate at an acceptable level-of-service if the lanes were reduced from four to two through lanes. This is due in part to the addition of new turning lanes at a number of key locations, the Region's continued arterial road network improvements (along alternative routes such as Weber Street), increasing trends in transit ridership and alternate modes of transportation.

A reduction in the number of through lanes from four to two would also match the lane configuration that will be in place immediately south of this project's limits, adjacent to the ION tracks.

On average, there have been sixty-three (63) collisions per year that have occurred over the last five years within this section of King Street. These collisions are twice the expected rate for comparable Regional roads and include some of the highest in the Region involving pedestrians and cyclists. Most of these collisions can be attributed to the substandard widths of the travel lanes which are as narrow as 2.75m (desirable minimum lane width is 3.25m). Examples of the collision types and their associated rankings Region-wide include:

- King Street, Willis Way to Erb Street - Ranks #1 for collisions involving a municipal bus;
- King Street, Erb Street to Dupont Street - Ranks #2 for side swipe collisions;
- King Street, Dupont Street to Princess Street - Ranks #1 for collisions with parked cars;
- King Street and University Avenue intersection - Ranks #2 for pedestrian collisions;
- King Street and Central Street intersection - Ranks #3 for pedestrian collisions; and
- King Street, Erb Street to Central Street - seven (7) reported collisions involving cyclists (5-year period).

The new travel lanes on King Street will be constructed wider to meet current standard lane width requirements and it is expected that the wider lanes will serve to reduce the number of collisions on King Street.

### **3.2 Underground Infrastructure**

The existing underground infrastructure is generally in fair condition. However, since the roadway is being reconstructed, it is timely to upgrade and/or replace storm, sanitary and water infrastructure to avoid future disruption or repairs. Additionally, the sewers and watermain sizes can be increased at this time to

accommodate the future capacity needs as this part of the City intensifies through new developments. It is anticipated that other utility agencies may wish to upgrade their infrastructure as part of the underground reconstruction and the scope of work/cost sharing arrangements will be confirmed during the detailed design phase of this project.

### 3.3 Cycling Needs

This section of King Street is identified as a designated “Constrained Corridor” cycling route in the Active Transportation Master Plan (ATMP) approved by Regional Council in 2014. Several types of cycling facilities were considered by the Project Team for King Street including conventional on-road bike lanes, buffered on-road bike lanes (separated from traffic by a painted buffer) and segregated bike lanes (separated from traffic by a 0.7m wide mountable “roll-over” curb and/or parked vehicles). Segregated bike lanes provide the greatest separation from traffic and as a result increase the level of comfort for cyclists. The Project Team is recommending segregated bike lanes as the most appropriate type of cycling facility for King Street to increase comfort for cyclists, promote ridership and encourage more use by average cyclists. The ATMP indicates approximately 60% of the population is “Interested but Concerned” about cycling. Very few of this demographic regularly ride a bike but would consider cycling if they felt safer on the roadways and if vehicles were slower and less frequent.

Cycling facilities can improve local economies: by increasing the number of street users who might stop and shop; by improving the pedestrian environment to encourage non-cyclists to shop in the area; and by changing the demographics and spending habits of some consumers. For example, a recent study was completed in November 2013 by the School of the Environment, University of Toronto on the economic impacts associated with cyclists, bike lanes and on-street parking. The study concluded that **“bicycle infrastructure can bring very positive economic impacts to business communities ... in urban shopping strips”**. Today, North American urban cyclists are a desirable demographic for local businesses, and cycling infrastructure is important to them. Therefore, cycling infrastructure is also important for businesses who want to attract them. The report concluded that in walkable urban cores, bicycle infrastructure is likely to provide a bigger boost to local businesses than on-street parking, especially where off-street parking exists nearby.

### 3.4 Pedestrian Needs

The width of the existing walking surface on King Street is considered quite narrow in places for pedestrians to walk side by side in a dense urban environment. The sidewalk width varies and is as low as 1.5m in some sections of the corridor adjacent to building entrances. Raised concrete planters have been constructed between Erb Street and Young Street and encroach into the sidewalk area creating

obstacles/tripping hazards for pedestrians. Sidewalks have been constructed mainly with concrete, with some sections of coloured paving stones. Additionally, paving stone crosswalks exist at the Bridgeport Road and Erb Street intersections which have settled and shifted creating an uneven walking surface.

Based on traffic counts completed in 2014, pedestrian movement in Uptown Waterloo is comparatively high, reaching up to one thousand and seven hundred (1,700) people crossing in an 8-hour period at the King Street and Erb Street intersection. Crossing pedestrians present potential conflicts with turning vehicles at signalized intersections and must be considered during detailed design to accommodate pedestrian crossings and traffic. The preferred pedestrian clearway width identified in the Region's Corridor Design Guidelines is 2.5m, in addition to any space designated for landscaping and street furniture. Wider sidewalks are one of the primary design objectives developed during the planning process for King Street as it will provide: additional space for pedestrians; the ability to construct accessibility ramps at building entrances; and opportunities for improved landscaping, outdoor seating, retail signage and other outdoor business uses.

### **3.5 Transit Needs**

A study completed by the University of Waterloo in August 2013 indicates that transit and non-motorized modes of travel are significant contributors to overall travel in Uptown Waterloo. In the PM peak period, about 33% of all person trips are made by transit which is significantly higher than the average in the Region. Grand River Transit (GRT) currently operates Route 7C, 7D, 7E and 200 iXpress along the King Street corridor in the north-south direction from University Avenue to the southerly boundary of Uptown Waterloo at Union Street. Additionally, Route 5 provides east-west connections and operates on King Street between Bridgeport Road and William Street.

Route 200 will be modified in the future once ION is operational although service will be maintained for Routes 5 and 7. Transit service is anticipated to be as frequent as six (6) buses per hour in each direction during the day with the late-night loop operating on King Street two evenings a week. GRT staff has identified a need for transit stop relocations at the Erb Street intersection to improve connectivity with the future ION station at Waterloo Public Square. GRT staff has also requested that the existing bus stops be upgraded with new bus shelters along the corridor south of University Avenue to improve the ridership experience and provide protection from inclement weather.

## **4.0 Public Consultation**

### **4.1 Public Consultation Centre (PCC) No.1 - June 29, 2010**

On June 29, 2010 the first Public Consultation Centre (PCC) for King Street

between Erb Street and Central Street was held to provide an introduction to the project and input opportunities for agencies, stakeholders and the public. The PCC display boards presented at this meeting primarily focused on questions pertaining to the frequency and purpose for visiting Uptown Waterloo, the preferred mode of transportation, responses to the project vision and guiding principles, improvement priorities for the street and general comments including likes or dislikes about the street. Responses were received on-line from one hundred and fifty-two (152) participants, plus an additional sixty-six (66) comments were received through on-street interviews.

Following the PCC, guiding principles were developed by the Project Team for King Street based on input received at the PCC and at stakeholder workshops held on August 31, 2010 and October 5, 2010. Some of these principles include:

1. Maintain an appropriate level of service for vehicles on King Street in Uptown Waterloo recognizing growth and destination traffic to area businesses;
2. Accept that the current travel lane widths on King Street are substandard and any reconstruction would require lane widening to meet minimum lane requirements;
3. Acknowledge traffic diversion potential based on changes to King Street and consider traffic calming measures on adjacent streets to discourage traffic infiltration into adjacent neighbourhoods;
4. Follow the Region's Corridor Design Guidelines and incorporate design elements recommended as part of the Neighbourhood Connector – Main Street classification;
5. Recognize the Region's Active Transportation Master Plan (ATMP) designation for King Street as a designated cycling route ("Constrained Corridor") and the desire to provide a comfortable space for cyclists where possible;
6. Maintain an acceptable traffic level of service at intersections and provide dedicated left turn lanes where warranted;
7. Focus on enhanced pedestrian/cycling crossing safety features on King Street at the Bridgeport Street and Erb Street signalized intersections;
8. Integrate dedicated taxi pick-up/drop-off areas where possible at convenient and accessible locations throughout King Street;
9. Recognize the potential for on-street double parking and the need for service vehicles to conduct pick-ups and deliveries for businesses; and
10. Identify the importance of maintaining transit service and traffic flow,

especially at key intersections. Consider requirements for transit including safe bus stops and integrated routes.

#### **4.2 Public Consultation Centre (PCC) No.2 - December 2, 2010**

The second PCC for this project was held on December 2, 2010 at the City of Waterloo's Council Chambers. The event was well attended with one hundred and nineteen (119) people providing contact information on the sign-in sheet. The display information included further information on the vision and guiding principles for the project, as well as the preliminary cross-section alternatives being considered by the Project Team for King Street between Erb Street and Central Street. These alternatives included:

- Alternative 1A: 4 Lane existing (i.e. "Do-Nothing");
- Alternative 1B: 4 Lane with standard widths and on-street parking;
- Alternative 2: 3 Lanes with on-street parking;
- Alternative 3: 2 lanes with on-street parking; and
- Alternative 4: 2 Lanes with on-road cycling lanes/on-street parking.

#### **4.3 Public Consultation Centre (PCC) No. 3 – November 13, 2013.**

Planning work for King Street was put on hold in 2011 until the route of the Region's ION project was determined and approved by Regional Council. The King Street project was re-initiated in 2013 following approval of the ION routing. This project's scope was expanded at that time to include a review of the section of King Street south from Erb Street to the newly approved ION track crossing. In addition, the project limits were extended north to University Avenue to ensure a coordinated planning approach for the entire 1.3 km section of King Street from the ION project limits south of Erb Street, northerly up to University Avenue.

The primary intent of PCC No. 3 was to present the Project Team's preferred cross-sections and conceptual plans (Erb Street to Central Street) for public feedback, and also to present the preferred cross-section and plans for the other sections of King Street, from Erb Street south to the ION tracks and from Central Street to University Avenue.

The meeting was held in the Hauser House at the Waterloo Memorial Recreation Centre and was well attended with one hundred and thirty-two (132) providing contact information on the sign-in sheet. Public comments from this PCC are provided in Appendix "C" and suggest that the priority of most attendees was on the type of cycling facilities being included in the preferred design alternatives. The Project Team's preferred design at PCC No. 3 had included 1.25m on-road bike lanes. Concerns were raised regarding the narrow width of these 1.25m on-road

bike lanes and potential conflicts with parked vehicles. Numerous responses were submitted at the PCC, and approximately one thousand and forty (1,040) names have been received to date from an on-line petition requesting changes to the proposed design alternatives. This feedback indicated a lack of support for the proposed on-road bike lanes in this type of environment and asked that the Project Team consider other alternatives to separate cyclists from traffic.

The main concern noted was that narrow bike lanes are not safe or comfortable for cyclists on a busy street in such close proximity to the adjacent traffic and parked vehicles. Many responders commented that if bike lanes on King Street are not safe and comfortable for users, they simply would not be used. In response, the Project Team has explored alternate cycling options to increase ridership and encourage all types of cyclists. Alternatives considered included wider bike lanes along each side of King Street, either on-road with a painted buffer or separated from traffic by parked cars and/or roll-over curbs.

Through this evaluation, the Project Team determined that a supplementary cycling design alternative was required and should be presented back to the public for further feedback on the associated impacts. Of all the alternatives considered, the option of two travel lanes with segregated bike lanes and parking on only one side of the street yielded the most opportunity to attract new cyclists and maintain sufficient space for sidewalks. A modified alternative was therefore developed by the Project Team and presented at PCC No. 4 for public feedback.

#### **4.4 Public Consultation Centre (PCC) No. 4 – May 29, 2014.**

PCC No. 4 for this project was held at the City of Waterloo City Hall, Atrium, 100 Regina Street South, Waterloo on Thursday, May 29, 2014.

Appendix “B” shows the new Design Concept presented at PCC No. 4 which includes segregated bike lanes and parking on only one side of the street. Seventy-eight (78) members of the public attended PCC No. 4 and provided contact information on the sign-in sheet. Seventy-four (74) comments supported the new Design Concept with parking removed on the west side of the street in Uptown Waterloo and segregated bike lanes between Erb Street and University Avenue. In opposition though, negative feedback was received in some of the public comments regarding the plans presented south of Erb Street and the lack of a cycling connection to access the new Waterloo Public Square ION station and the Waterloo Spur Trail.

The concept plans presented at the PCC No.4 excluded cycling facilities between Erb Street and the ION tracks at the Public Square. At that time, the Project Team felt that cycling facilities and on-street parking could not be justified because bike lanes are not planned south on King Street adjacent to the ION project, and that broader network connections would be provided as part of future improvements on

Erb Street. Based on public response at and following PCC No.4, the Project Team explored options to include cycling facilities south of Erb Street to the ION tracks.

The section of King Street south of Erb Street was originally approved under the EA completed for the ION project. The ION project EA did not include any provision for cycling lanes due to space limitations. In addition, parking commitments were made to the City and BIA which required parking to be retained on both sides of King Street south of Erb Street to maximize on-street Uptown parking opportunities.

Based on the requirement to maintain parking on both sides south of Erb Street, the Project Team determined there was no opportunity to provide segregated cycling lanes because of the limited width available. Accordingly, on-road cycling lanes are being proposed in this short section from Erb Street south to the ION tracks, which provides a cycling connection to the new ION station and to the new Waterloo Spur multi-use trail. Staff will continue to work with City and BIA staff during the detailed design phase to determine if parking spaces could be removed on the west side which would allow for segregated bike lanes through this section of King Street.

## **5.0 Main Public Issues and Project Team Responses**

Presentation of the various design alternatives to Uptown stakeholders and the general public has generated a number of questions and concerns about preferred changes to King Street from the ION Tracks to University Avenue. The Project Team's response to some of the main issues and concerns raised by the public through the public consultation process on this project are as follows:

### **a) Concern with the Loss of Parking in Uptown Waterloo**

Presently, there are 3,995 parking spaces located within the Uptown Waterloo BIA area. Of this, 2,433 or 60.9% are private off-street spaces, 1,308 or 32.7% are public off-street spaces provided in surface lots and garages managed by the City, and there are 254 or 6.4% on-street spaces. North of Erb Street, the Recommended Design Alternative requires removal of twenty-two (22) of the existing on-street spaces on the west side of King Street. This amount of parking represents 1.4% of the total public parking supply in the BIA area. The elimination of the parking on the west side is necessary to provide sufficient space to accommodate the wider sidewalks and segregated bike lanes separated from traffic. City staff is exploring opportunities to add more parking on streets adjacent to King Street and to increase the supply of off-street parking spaces as part of redevelopment projects in Uptown Waterloo.

South of Erb Street, parking is to be retained on both sides of King Street to satisfy commitments as part of the ION project for Uptown parking. In this area, five (5) spaces require removal to accommodate a GRT bus lay-by for two buses. In addition, if segregated bike lanes are included south of Erb Street, an additional six

(6) spaces would be removed on the west side of King Street.

**b) Concern with Road Capacity and Potential Traffic Diversion Into Neighborhoods**

Changes to transportation conditions were one of the primary issues considered as part of the lane configuration and traffic assessment for Uptown Waterloo. A comprehensive traffic analysis and forecast confirmed that King Street is currently operating under capacity, at approximately sixteen thousand (16,000) vehicles per day (Average Annual Daily Traffic - AADT) and would continue to operate effectively under a reduced lane configuration over the next 20 years. This conclusion is based on: the Region's growth forecasts; road capacity improvements on alternative travel routes (i.e. Weber Street); the addition of dedicated left turn lanes on King Street; and the growing trend in transit ridership or alternative modes of transportation. Transit use is relatively high along the King Street corridor with approximately 33% of person trips in the Uptown made by transit in the PM peak period.

It is anticipated that reducing the number of travel lanes will encourage some motorists to find alternative routes around Uptown Waterloo. A subsequent travel pattern survey indicates that approximately 33% of auto-trips on King Street south of Central Street are destined to Uptown Waterloo for business or work based trips. These type of trips are considered destination oriented and are expected to remain in the core although motorists may consider alternate routes adjacent to King Street, particularly Regina Street, Albert Street or Bridgeport Road. Secondly, the survey concluded that the other 66% of King Street traffic is through traffic and are not destined for Uptown Waterloo. It is important to note that 85% of businesses in Uptown Waterloo attract destination-based customers who are not considered impulse-buying customers who might stop while passing through the core.

**c) Preference for Segregated (vs. on-road) Bike Lanes**

Following the public comments received, the Project Team has evaluated a number of cycling facility alternatives to meet the needs of the community, increase ridership and encourage all types of cyclists. Some of the alternatives considered during the evaluation process include, conventional on-road bike lanes in constrained lane configurations; wider bike lanes with sidewalk widths reduced on each side of King Street; on-road bike lanes with a 0.5-0.7m painted buffer; and off-road segregated bike lanes separated from traffic by parked cars and/or roll-over curbs. One of the primary safety concerns considered during this evaluation was the interaction between cyclists and motorists entering or exiting parked vehicles. It was concluded by the Project Team that an additional 0.5m-1.0m was required adjacent to the bike lane in order to provide safe separation for each mode of transportation.

The cycling facility best suited to meet these requirements on King Street between Erb Street and University Avenue is segregated bike lanes on both sides of the street, separated from traffic by a 0.7 metre wide roll-over curb on the west side and parking with a roll-over curb on the east side. This segregated bike lane design alternative was presented to the Region's Active Transportation Advisory Committee (ATAC) and was fully endorsed given the context of the King Street corridor and objectives of the Project Team.

For this project, the capital cost of installing segregated bike lanes would be comparable to on-road bike lanes. On other projects like the recently approved Manitou Drive Improvements project, the cost of segregated bike lanes is more expensive than on-road bike lanes primarily because of the additional curb included behind the segregated bike lane (approximately \$115,000 more per km of road, compared to on-road cycling lanes). In Uptown Waterloo however, the Project Team felt that an additional curb would present more of a hazard and is not necessary or desirable due to the slower speeds and the presence of parked cars and pedestrians. In addition, the location of the segregated bike lane in Uptown Waterloo is behind the parking spaces and behind the bus stops and therefore does not require a design to support bus loading.

For information, on a typical project the unit cost used for budgeting purposes of on-road cycling lanes is estimated to be \$600,000 per km of road. The \$115,000 per km extra cost for segregated cycling lanes on the Manitou Drive project equates to a 19% premium compared to conventional on-road cycling lanes.

It is recognized that segregated bike lanes will require additional maintenance funding for snow clearing and sweeping. Conventional on-road bike lanes can be cleared/cleaned with the same equipment and in the same operation as the roadway. The annual cost for on-road bike lane maintenance averages approximately \$5,000 per km of road, which would equate to \$6,500 annually for this 1.3km section of King Street. Segregated lanes would require a separate operation after the initial roadway clearing. The frequency of snow removal in Uptown Waterloo would also likely be greater than on other bike lanes in the Region due to the nature and use of the corridor.

It is noted that the proposed reduction in travel lanes from 4 to 2 on this section of King Street would result in a decrease in maintenance costs payable to the City for summer and winter maintenance. The annual payment for road maintenance for this 1.3km length of King Street will be reduced from approximately \$31,000 to \$15,500, which would help offset the extra cost to maintain segregated bike lanes.

**d) Concern with Lack of Space for Emergency Vehicles and Deliveries**

The need for timely emergency response along King Street in Uptown Waterloo has been discussed with Waterloo Fire Rescue and renderings have been developed to

show space for emergency vehicles along the centre of the road. In an emergency scenario, motorists are required to stop, pull over to the side of the road and allow passage of an ambulance, police car or fire truck. The Recommended Design Alternative meets these requirements by providing sufficient lane widths to accommodate three (3) vehicles to pass side by side if necessary. The total width of the pavement is 7.6m and total available driving space is 8.4m including the gutter portion of concrete curbs. (Please refer to Appendix “B” for an illustration of the cross-section dimensions). The same philosophy applies for the movement of motorists around a stopped delivery truck or disabled vehicle on King Street.

#### **e) Desire for Improved Accessibility and Pedestrian Mobility**

The Recommended Design Alternative improves accessibility on King Street by increasing the width of the sidewalks and providing additional space for pedestrians, wheelchairs and people with mobility or visual impairments. The reconstruction of the road and sidewalk will create opportunities for the Project Team to elevate the surface, improve sidewalk sloping and remove steps into some businesses. If barrier-free access cannot be provided through the design of King Street, then wider sidewalks will provide business owners with the opportunity to consider wheelchair access ramps to entrances as part of the building permit process. Additionally, the reduced traffic lanes and narrowing of the street will provide shorter crossing distances, improved crosswalks and upgraded ramps with detectable warning plates at all intersections.

### **6.0 Recommended Design Alternative**

Based on a review of all of the comments received during public consultation and based on the technical information gathered during the preliminary design phase of the project, the Project Team conducted a thorough evaluation of the various design alternatives for this project. The evaluation process was based on criteria developed for the following areas of the design: Social Environment/Transportation; Social Environment/Streetscape; Natural Environment; Economic Environment; and Physical Environment.

Following this evaluation process, the Project Team has developed the Recommended Design Alternative for King Street as follows:

King Street, Erb Street to Central Street:

- One 3.8m travel lane in each direction (wider lanes to provide additional space for emergency service vehicles and stopped delivery vehicles);
- 3.0m left turn lanes at Erb Street, Bridgeport Road, Spring Street and Central Street;
- 2.0m on-street parking stalls on the east side of the street;

- 1.8m segregated bike lane with green asphalt surface on both sides of the street;
- 0.7m mountable roll-over curb;
- 4.0m sidewalk and amenity space with new street tree planting/landscaping;
- Accessibility ramps at some building entrances; and
- Opportunities to convert parking spaces into dedicated loading/unloading zones (to be considered further with BIA during detailed design).

King Street, Central Street to University Avenue:

- One 3.25m travel lane in each direction;
- 3.0m centre left turn lanes at side streets;
- Raised islands with landscaping and/or pedestrian refuge;
- 1.8m segregated bike lane with green asphalt surface on both sides of the street;
- 0.7m mountable roll-over curb;
- 2.4m sidewalk on the west side and 2.0m sidewalk on the east side of the street; and
- Adjustments to the eastbound right turn lane on University Avenue to include a new channelized right turn lane with pedestrian refuge island.

King Street, ION tracks to Erb Street:

- One 3.35m travel lane in each direction;
- One 3.25m transit lay-by on the east side of the street to accommodate two buses;
- 2.0m on-street parking stalls on both sides\*\* of the street (parking on both sides required to satisfy commitments to the BIA and City for Uptown parking as part of the ION project); and
- 1.5m on-road\*\* bike lanes on both sides of the street.

\*\* Staff will continue to work with City and BIA staff during the detailed design phase to determine if parking spaces could be removed on the west side which would allow for segregated bike lanes through this section of King Street.

Please refer to Appendix “B” for cross-sections of the Recommended Design

Alternative.

Property acquisitions are required from adjacent property owners as part of this project to accommodate transit stop upgrades at the Bridgeport Road intersection and sidewalk improvements on the west side of King Street between Central Street and Ezra Street. In addition, the existing sidewalk currently encroaches onto private property at several locations along King Street between Erb Street and Central Street. Narrow strips of road allowance widening will be acquired in these areas to formalize the road right-of-way and eliminate these sidewalk encroachments onto private property.

The existing trees between Erb Street and Central Street that are located in raised concrete planter beds will require removal to accommodate the Recommended Design Alternative. As shown on the typical cross-sections in Appendix "B", there is a proposed one metre wide "amenity space" included on both sides of King Street in this area which will contain new street trees, benches, bike racks and landscape planters. North of Central Street, a similar amenity space is available on the west side which will include new landscape plantings.

## 7.0 Project Cost

The Project Team has estimated the total engineering and construction costs based on the Recommended Design Alternative. The total project costs are estimated as follows:

Region of Waterloo (road reconstruction, roadway lighting upgrades, share of storm sewers, cycling lanes, traffic signal modifications, landscaping)	\$ 6,610,000
City of Waterloo (streetscaping, sidewalks, decorative lighting and sanitary sewer/watermain between Erb Street and Central Street)	\$ 3,620,000
Uptown Waterloo BIA (share of decorative lighting)	<u>\$ 250,000</u>
<b>Total Estimated Cost</b>	<b>\$10,480,000</b>

The City of Waterloo will also be contributing funding for any other sanitary sewer and watermain repairs/improvements that may be completed north of Central Street as part of this project, to be confirmed in advance of the City's 2016 capital budget process. Additionally, Wilfred Laurier University (WLU) representatives have expressed an interest in contributing financially towards possible enhancements within the corridor in the vicinity of WLU, which will be finalized during the detailed design phase. These would all be subject to Region of Waterloo permit approvals and could include improvements such as enhanced landscaping, pedestrian-level decorative streetlights and a pedestrian plaza with seating areas in the south-west corner of the University Avenue intersection.

## 8.0 City of Waterloo Council Approval

At its May 25, 2015 Council meeting, the City of Waterloo approved the City's streetscape improvements and the proposed new cross-sections on King Street between Erb Street and Central Street. Since King Street is a Regional road, final approval of the improvements on King Street for this joint project is through Regional Council. At this time, staff is recommending that Regional Council approve the Recommended Design Alternative as outlined in this report for King Street improvements from the ION Tracks south of Erb Street, to University Avenue. The recommendations in this report for the section between Erb Street and Central Street are the same as those that what were endorsed by City Council on May 25th. A copy of the staff report and the draft minutes from the City's May 25, 2015 Council meeting is attached in Appendix "E".

## 9.0 Construction Timing

Construction of this project is scheduled to start in 2017 following completion of the ION construction in Uptown Waterloo. Depending on confirmation of the scope of the City's underground repairs/replacements and other utility work to be included in the project, it could require up to three years to construct the work of this project. The Project Team has agreed to consult with BIA representatives in the near future to discuss construction timing as there may be merit in waiting until late 2017 or later to start construction, in order to provide the Uptown businesses with a construction-free period following ION completion.

It is currently proposed that the work of this project would proceed in the following four stages:

- Stage 1: ION Tracks to Bridgeport Road\*\*;
- Stage 2: Bridgeport Road to Central Street;
- Stage 3: Central Street to Marshall Street; and
- Stage 4: Marshall Street to University Avenue.

\*\* A portion of the work from the ION Tracks to Erb Street may be completed with the ION construction in 2016.

Staff feel that one-way traffic can be maintained in the southbound direction at all times during construction, with some closures required for short-term durations. Regional staff would endeavor to keep these closures to a minimum and require the contractor to work outside of normal business hours for specific types of operations, for example water service disruptions or sidewalk replacement. Temporary pedestrian access will be provided at all times during construction for business customers, staff and deliveries.

The impact on business deliveries and customer access during construction will be discussed during the detailed design stage, including further consultation with businesses, property owners and area residents. Stakeholders will have an opportunity to provide input through the design process in response to regular e-mail updates, newsletters, information provided by the BIA, one-on-one meetings and website updates.

## **10.0 Next Steps**

All members of the public who have expressed an interest in this project have been notified directly of the opportunity to comment before a final decision is made for this project. Subject to Regional Council approval of the Recommended Design Alternative, the Environmental Study Report (ESR) documenting the planning and decision process for the project will be completed and a “Notice of Study Completion” will be ‘filed’ in the public record for a thirty (30) day review period. This filing will be advertised by means of mail-outs and notices posted in the local newspaper.

If there are no significant unresolved objections following the thirty (30) day review period, the project will be considered approved in accordance with the Ontario Environmental Assessment Act (OEAA) and will proceed with detailed design in 2015/2016 and construction starting as early as 2017.

### **Corporate Strategic Plan:**

The Recommended Design Alternative proposed for King Street from south of Erb Street to University Avenue supports the Region’s Corporate Strategic Plan in the following Focus Areas, Strategic Objectives and Actions:

Focus Area 2.0 - Growth Management and Prosperity: Manage growth to foster thriving and productive urban and rural communities.

Strategic Objective/Action:

2.2 Develop, optimize and maintain infrastructure to meet current and projected needs.

2.2.1 Continue to prioritize and implement capital program projects required to meet community needs and ensure sustainability.

Focus Area 3.0 - Sustainable Transportation: Develop greater, more sustainable and safe transportation choices.

Strategic Objective/Action:

3.2 Develop, promote and integrate active forms of transportation (cycling and walking).

- 3.2.1 Work with Local Municipalities and other stakeholders to expand an integrated and safe network of regional, local and off-road cycling and walking routes.

**Financial Implications:**

The Region's 2015 Ten-year Transportation Capital Program includes funding in 2015-2018 of \$ 6,655,000 for improvements on King Street from south of Erb Street to University Avenue, to be funded from the Roads Rehabilitation Capital Reserve Fund.

**Other Department Consultations/Concurrence:**

The Planning, Development & Legislative Services Department has been consulted in the course of preparing this report.

**Attachments**

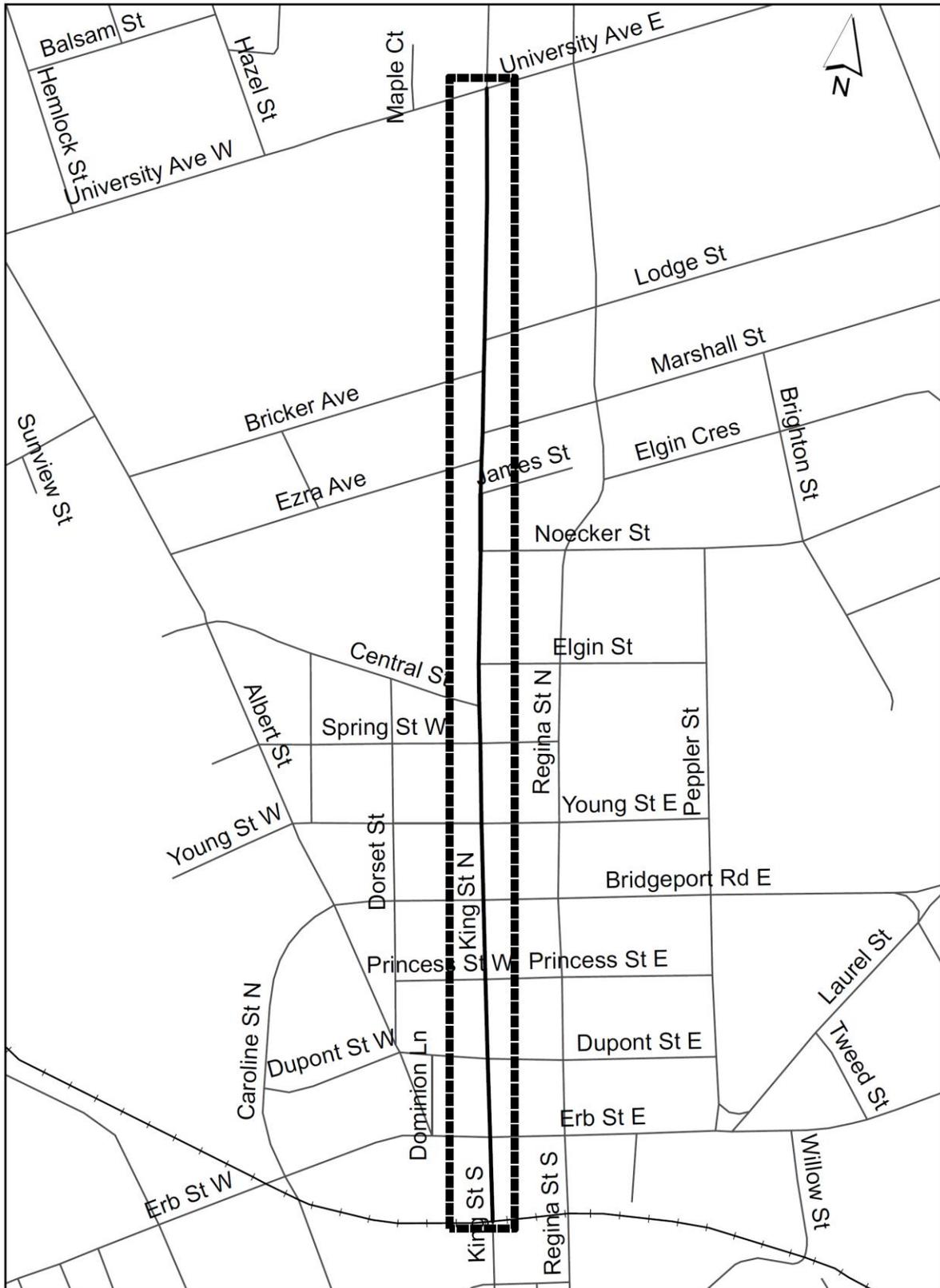
- Appendix A Key Plan
- Appendix B Recommended Design Alternative
- Appendix C Minutes of BIA Forum and Feedback from Public Consultation Centre No. 3
- Appendix D Cycling Petition Comments and Feedback from Public Consultation Centre No. 4
- Appendix E Draft Minutes of Meeting, City of Waterloo Council, Integrated Planning & Public Works Report, May 25, 2015.

**Prepared By:** Eric Saunderson, Project Manager, Design & Construction Division

**Approved By:** Thomas Schmidt, Commissioner, Transportation and Environmental Services

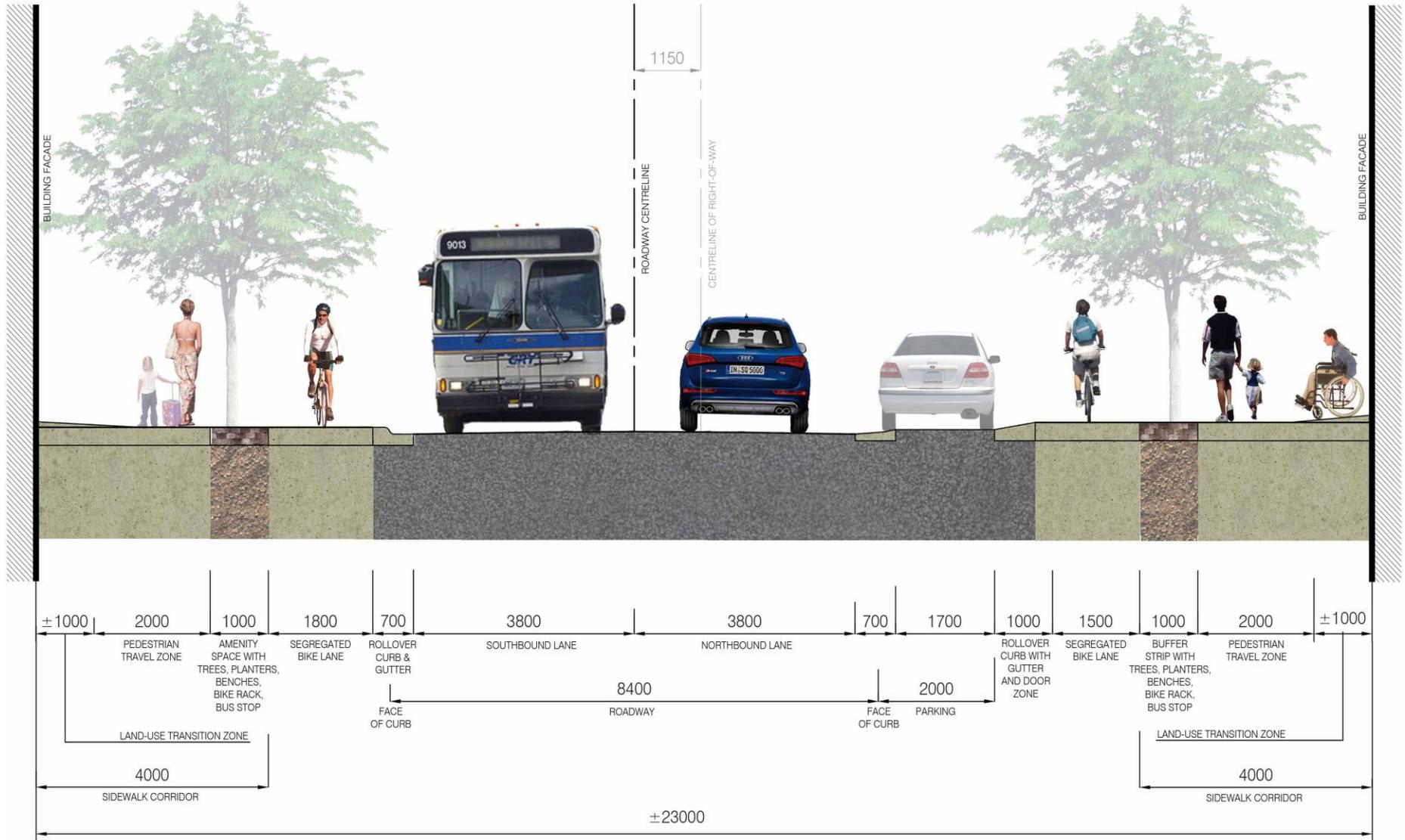
### Appendix A

### Key Plan



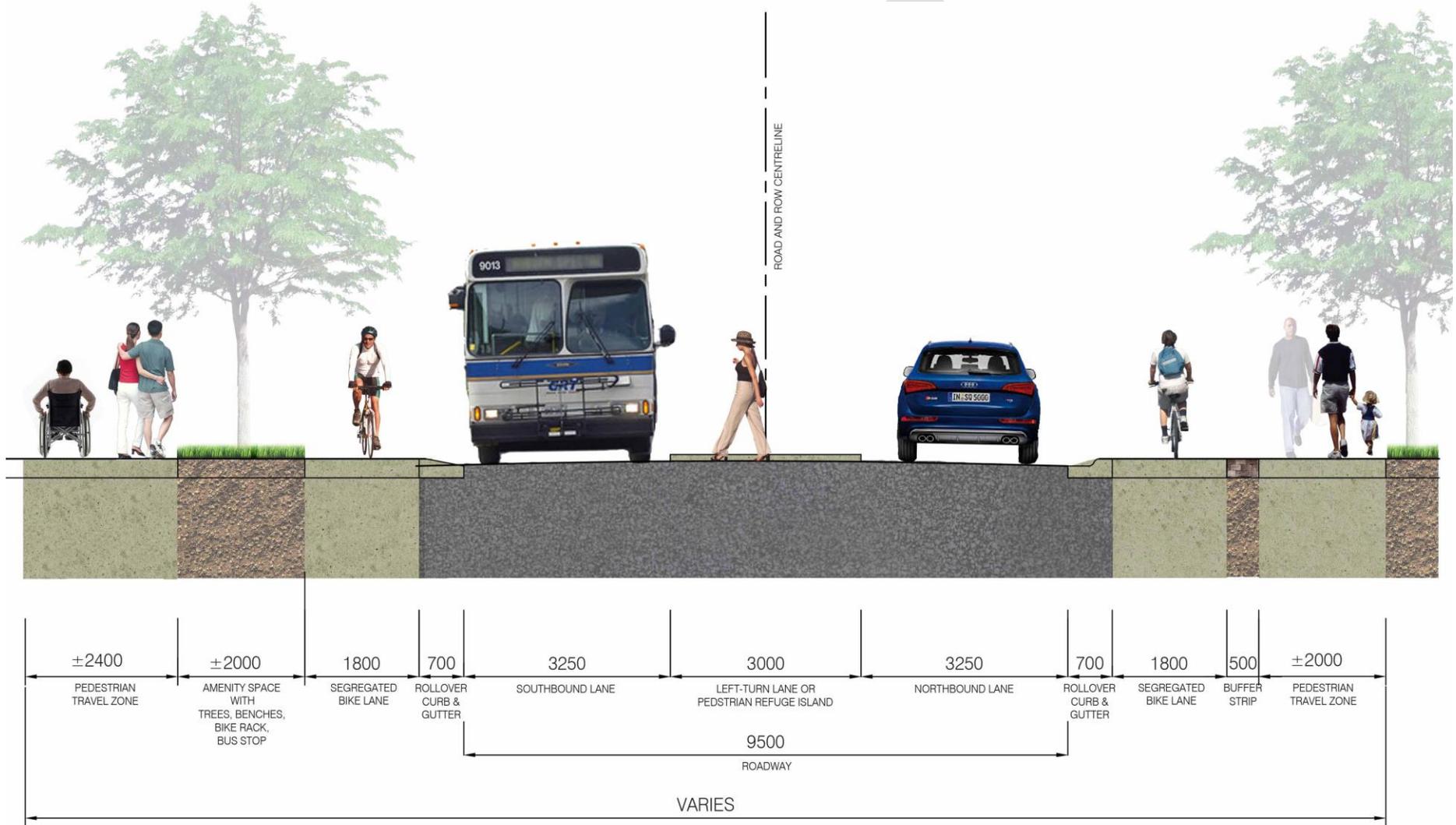
### Appendix B

#### Recommended Design Alternative (King Street, Erb Street to Central Street)



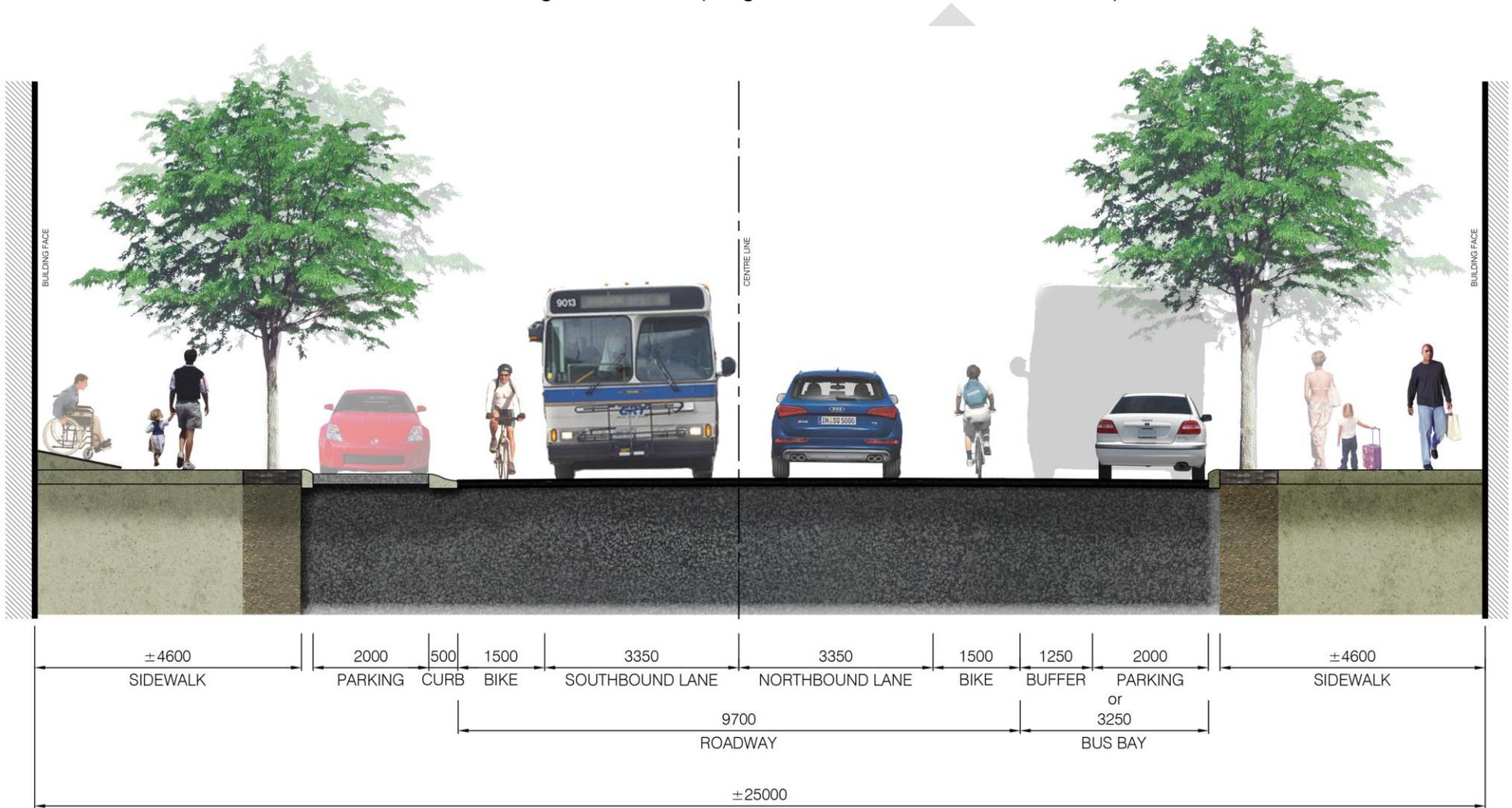
### Appendix B

#### Recommended Design Alternative (King Street, Central Street to University Avenue)



### Appendix B

#### Recommended Design Alternative (King Street, ION Tracks to Erb Street)



## Appendix C



**IBI Group**  
17–105 Lexington Road  
Waterloo ON N2J 4R7 Canada  
tel 519 585 2255  
fax 519 585 2269

### Minutes of BIA Forum

**To/Attention** Project File  
Project Team

**Date** October 4, 2013

**From** Don Drackley, IBI Group

**Project No** 28129  
**Steno** dd

**Subject** Uptown Waterloo Streetscape Improvement Project  
BIA Forum, October 2, 2013  
8:00 AM – 9:30 AM

**Present:** Barb Magee Turner, City  
Phil Hewitson, City  
Eric Saunderson, Region  
Geoff Keyworth, Region  
Don Drackley, IBI Group  
27 BIA Members

1. This Forum was arranged by the BIA to provide an opportunity for members to learn more about the Streetscape Improvement Project, ask questions and offer comments prior to the planned Public Consultation Centre on November 13<sup>th</sup>.
2. Patti Brooks, BIA Executive Director introduced the meeting and representatives from the Project Team. She asked that questions and questions be held until the presentation on the project status is completed. Barb Magee Turner from the City introduced the Project Team members in attendance and turned the presentation over to Don Drackley from IBI Group.
3. Don Drackley gave a presentation on:
  - a. Project Background
  - b. Project Objectives
  - c. Examples of Main Street in Comparable Cities
  - d. Proposed Changes to King Street in Uptown Waterloo
  - e. Six (6) Road Cross-Section Alternatives
    - Alt. 1A - Existing / Do Nothing
    - Alt. 1B 4 - Lane to Region Standards
    - Alt. 2 – 3 Lanes with Centre Turn Lane and Parking
    - Alt. 3 – 2 Lanes with Parking
    - Alt. 4 – 2 Lanes with Shared Parking/Bike Lanes
    - Alt 5 – Combined 2/3 Lanes with Shared Parking/Bike Lanes
  - f. King Street Reconstruction, Central to University, Region of Waterloo.

The following is a summary of comments offered by BIA members:

4. Include hydro on the street for on-street cultural programming.
5. Extend the bike lanes to connect with future lanes planned on Erb Street, and to the public square south of Erb.

6. Plant trees and include planter vegetation on the street.
7. The Uptown still needs a new parking lot located north of Bridgeport.
8. The question was asked whether merchants will have to pay for outdoor sidewalk use. Project Team representatives responded that management of outdoor sidewalk space as part of the streetscape improvements has not been addressed to date. The focus so far has been on the streetscape planning and design.
9. The question was asked whether the City or Region will provide compensation for lost business activity. The City responded that a claim for compensation could be made, and would require data on before and after sales and revenue.
10. One BIA members suggested that Westboro Village in Ottawa be considered as another good example of streetscape improvements.
11. Some merchants stated that they want four lanes of traffic on King Street between Princess and Dupont. Project Team members acknowledged this request and added that the final recommendations for King Street will be made based on the project objectives to make King Street more pedestrian friendly, safer and more of a complete street for all users. An extensive dialogue then followed by some BIA members of the merits of these objectives compared to support for their businesses on the street. Some requested information on business failure and new business startup in some example BIAs where similar objectives influenced streetscape improvements. IBI Group responded that contacts would be made with BIA contacts to see if this type of information can be made available.
12. Other members felt that effective signage during construction will be key to the project.
13. Don Drackley noted that the Region has prepared a Mode Share Report on the number of people in the Uptown who use transit, cycling and walking. He was asked if this report could be made available, and the Region responded that they would have to check on the status of the report.

TEAR OFF

# COMMENT SHEET

City of Waterloo - Regional Municipality of Waterloo  
PUBLIC CONSULTATION CENTRE – November 13, 2013

## UPTOWN WATERLOO KING STREET NORTH STREETScape IMPROVEMENT PROJECT and KING STREET NORTH RECONSTRUCTION



The personal information you provide in this Comment Sheet is gathered under the authority outlined in the Municipal Freedom of Information and Protection of Privacy Act (28-2) and will be used to assist the Project Team in making decisions on this project. All names, addresses and comments will be included in this material will be made available to the general public.

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this sheet home and mail, fax or e-mail your comments by **Wednesday, November 27, 2013** to:

Uptown Waterloo Streetscape Improvement:

Barb Magee Turner, O.A.L.A., C.S.L.A  
Landscape Architect, Engineering &  
Construction, Integrated Planning & Public Works  
Department, City of Waterloo  
100 Regina Street S, P.O. Box 337, Stn Waterloo  
Waterloo, ON N2J 4A8  
Phone: 519-747-8757  
Fax: 519-747-8523  
E-mail: [barb.mageeturner@waterloo.ca](mailto:barb.mageeturner@waterloo.ca)

King Street North Reconstruction:

Eric Saunderson, PMP CET EIT  
Project Manager, Design & Construction,  
Transportation and Environmental  
Services Department, Regional  
Municipality of Waterloo  
150 Frederick Street, 6<sup>th</sup> Floor  
Kitchener, ON N2G 4J3  
Phone: 519-575-4746  
Fax: 519-575-4430  
Email: [esaunderson@regionofwaterloo.ca](mailto:esaunderson@regionofwaterloo.ca)

**QUESTION 1:** What do you LIKE about the preferred plans for King Street North?

**From the Rapid Transit (Ion) Tracks to Central Street?**

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**From Central Street to University Avenue?**

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Turn Page Over

**QUESTION 2:** What do you NOT LIKE about the preferred plans for King Street North?

**From the Rapid Transit (Ion) Tracks to Central Street?**

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**From Central Street to University Avenue?**

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**Other comments or concerns regarding the projects:**

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**DEMOGRAPHIC INFORMATION (Optional)**

For purposes of data analysis, please provide your age, gender and interest. This is entirely optional:

Male     Female

under 19     19-34     35-44     45-54     55-64     65-74     75+

Your use of Uptown:

I work Uptown                       I live in Uptown                       I have a business Uptown  
 I live or work outside Uptown                       Other \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Email: \_\_\_\_\_

*Thank you for your time and input into this project*



City of Waterloo and Region of Waterloo

**PUBLIC CONSULTATION CENTRE #3  
UPTOWN WATERLOO STREETScape IMPROVEMENT  
PROJECT AND KING STREET NORTH RECONSTRUCTION**

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PCC SUMMARY REPORT

NOVEMBER, 2013



## DOCUMENT CONTROL

Client:	City of Waterloo and Region of Waterloo
Project Name:	Uptown Waterloo Streetscape Improvement Project and King Street North Reconstruction
Report Title:	Public Consultation Centre #3 Uptown Waterloo Streetscape Improvement Project and King Street North Reconstruction
IBI Reference:	28129 and 35132
Version:	
Digital Master:	
Originator:	Marianne Radue, Environmental Planner, IBI Group
Reviewer:	Don Drackley, Project Manager, IBI Group
Authorization:	Don Drackley, Project Manager, IBI Group
Circulation List:	
History:	

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## ENCLOSED APPENDICES

**Appendix A: Notice of Public Consultation Centre**

**Appendix B: Attendance Register**

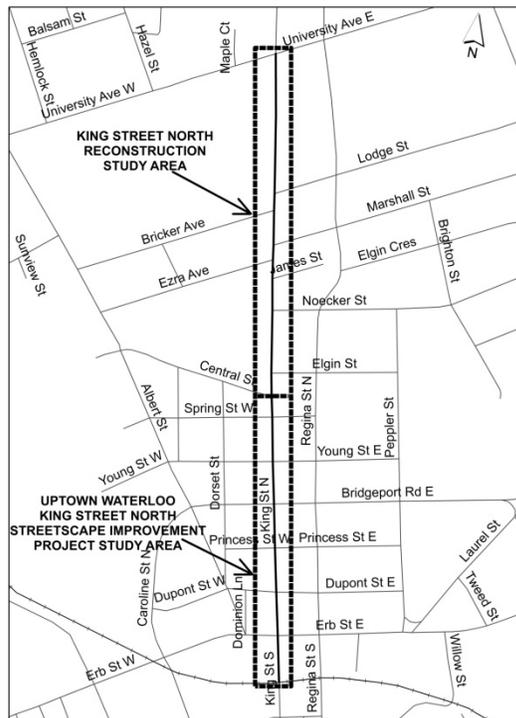
**Appendix C: Display Panels**

**Appendix D: Comment Forms**

# 1. INTRODUCTION

The City of Waterloo and the Region of Waterloo retained IBI Group to undertake the Class Environmental Assessment (Class EA) Study ‘Schedule ‘B’ for the Uptown Waterloo Streetscape Improvement Project and the King Street North Reconstruction (see Exhibit 1). The studies are being undertaken to improve the road for all users (cars, cyclists and pedestrians). It is proposed that King Street North between University Avenue and the Ion LRT tracks south of Erb Street be reduced to one lane in each direction, have bicycle lanes and wider sidewalks to attract all modes of local transportation – walking, cycling, transit, commercial vehicles and private autos. The studies are being conducted in accordance with the planning and design process for ‘Schedule B’ projects as outlined in the Municipal Engineers Association *“Municipal Class Environmental Assessment,”* (October 2000, as amended in 2011).

**Exhibit 1. Study Area**



This third Public Consultation Centre (PCC) for the Uptown Waterloo Streetscape Improvement Project, and the first PCC for the King Street North Reconstruction were held to provide information about the proposed street changes and discuss the issues to be addressed by the Class EAs. The public was encouraged to attend to learn more about the studies and engage in discussions with project representatives.

## 2. NOTICE OF PUBLIC CONSULTATION CENTRE

The Notice of PCC (**Appendix A**) was published in the Waterloo Chronicle on October 30 and The Record on November 1 and 9, 2013. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned PCC. The Notice of PCC was also posted on the City of Waterloo website (<http://www.waterloo.ca/en/living/uptownstreetscapeimprovement.asp>) and the Region of Waterloo website (<http://www.regionofwaterloo.ca/en/gettingAround/resources/5494-KingStreetReconstructionInfoSheet.pdf>) which was accessible to all external stakeholders and members of the public.

The Notice of PIC was mailed to residences and stakeholders within 300m of the study area, and mailed or e-mailed to contacts identified on the Project Contact List which was developed during the study. The list is updated regularly as required and includes the following groups:

- First Nation / Aboriginal Communities;
- External Agencies;
- Members of the Public; and
- Stakeholders.

## 3. PUBLIC CONSULTATION CENTRE

The PCC was a drop-in format where members of the project team were available to answer questions and address concerns. The session was held as follows:

<b>Date:</b>	Wednesday, November 13, 2013
<b>Time:</b>	Information Display Drop In: 5:00 p.m. to 8:00 p.m.
<b>Location:</b>	Waterloo Memorial Recreation Complex, "Hauser Haus" 101 Father David Bauer Drive Waterloo, Ontario N2L 6L1

A total of 132 individuals signed in and attended the PCC. The attendance register is available under **Appendix B**. Members of the project team were available to facilitate the understanding of information presented, including the Municipal Class EA process. The project team present at the PCC included the following individuals:

- Barb Magee Turner**, Project Manager, City of Waterloo
- Eric Saunderson**, Project Manager, Region of Waterloo
- Paula Sawicki**, Manager of Transportation Planning, Region of Waterloo
- Phillip Hewitson**, Active Transportation and LRT Manager, City of Waterloo
- Don Drackley**, Consultant Project Manager, IBI Group
- Marianne Radue**, Environmental Planner, IBI Group

The materials presented at the PCC, including comment forms, were made available on-line on the City of Mississauga website. The last day to receive public comment on the information presented was on **November 27, 2013**.

## 4. INFORMATION PRESENTED

Display panels were organized in a manner which effectively presented information on the project. The display boards listed in Exhibit 2 were on display at the PCC and can be viewed in full in **Appendix C**.

### Exhibit 2: Display Boards

<ul style="list-style-type: none"> <li>i. Welcome Board</li> <li>ii. Purpose of the Public Consultation Centre</li> <li>iii. Project Overview</li> <li>iv. Benefits of New Streetscape (3 boards)</li> <li>v. King Street North Alternatives LRT Ion tracks to Central Street</li> <li>vi. King Street North Alternatives LRT Ion tracks to Central Street - Preferred</li> <li>vii. Evaluation of Alternatives</li> <li>viii. King Street North Reconstruction Alternatives Central Street to University Avenue - Preferred</li> <li>ix. Preferred Streetscape – University Avenue to Bricker Avenue</li> </ul>	<ul style="list-style-type: none"> <li>x. Preferred Streetscape – Bricker Avenue to Central Street</li> <li>xi. Preferred Streetscape – Central Street to Princess Street</li> <li>xii. Preferred Streetscape – Princess Street to LRT (Ion Tracks)</li> <li>xiii. Streetscape Opportunities – LRT (Ion) Tracks to Central Street (2 boards)</li> <li>xiv. Development and Economic Opportunities – LRT (Ion) Tracks to Central Street</li> <li>xv. Proposed Approvals and Funding</li> <li>xvi. Next Steps</li> </ul>
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## 5. COMMENTS FROM THE PUBLIC

The public was requested to submit comments by **November 27, 2013**. Those who provided contact information were added to the project contact list to receive future notifications relating to the study. In total 46 comment forms were completed and submitted to the project team during or after the PIC along with 25 email responses. Exhibit 3 summarizes written comments/concerns received as of **November 27, 2013**. All comment forms and correspondence received is available in **Appendix D**.

### Exhibit 3: Summary of Comments/ Concerns

<p><b>Question #1 What do you like about the preferred plans for King Street North?</b></p> <p><b>From Rapid Transit (ION) tracks to Central Street?</b></p>
<ul style="list-style-type: none"> <li>• Wider sidewalks</li> <li>• Bike lanes</li> <li>• Lane reduction</li> <li>• Narrower road to cross</li> <li>• Left turn lane</li> </ul>

<ul style="list-style-type: none"> <li>• On street parking</li> <li>• Benches and trees</li> <li>• More pedestrian friendly</li> <li>• Nothing</li> <li>• Unsafe lane width</li> </ul>
<b>From Central Street to University Avenue?</b>
<ul style="list-style-type: none"> <li>• Bike lanes</li> <li>• Complete Street</li> <li>• Wider sidewalks</li> <li>• Pedestrian refuges</li> <li>• Medians</li> <li>• Slower speeds</li> <li>• Narrower road for crossing</li> <li>• Single lane of traffic in each direction</li> <li>• Designated left turn lane</li> <li>• Burying hydro lines</li> <li>• Removal of pedestrian lights in favour of a refuge</li> </ul>
<b>Question #2 What do you not like about the preferred plans for King Street North?</b>
<ul style="list-style-type: none"> <li>• Consider segregated/protected bike lanes</li> <li>• Put the bike lane next to the sidewalk, then parking and then traffic</li> <li>• Put a curb separating the bike lane from traffic</li> <li>• Painted bike lane is not safe for children, teens and elderly</li> <li>• Bike lanes too narrow</li> <li>• Need a door zone for the bike lane</li> <li>• No pedestrian crossing at Dupont, Princess, Erb, and Bridgeport</li> <li>• Need pedestrian refuge at King and Young Streets, many people use Young Street to get to Waterloo Park</li> <li>• Congestion on the Albert/Caroline corridor</li> <li>• Three lanes unsafe, will be confusing to visitors and in snowy conditions</li> <li>• Parallel parking unsafe, too many parking spots</li> <li>• No bus bays, could be frustrating for drivers</li> <li>• Lane reduction will cause gridlock</li> <li>• Degradation of other streets due to traffic diversion</li> </ul>
<b>From Central Street to University Avenue?</b>

<ul style="list-style-type: none"> <li>• No protected bike lanes</li> <li>• Buffer the bike lanes with parked cars</li> <li>• Bike lanes too narrow</li> <li>• Door zone for bike lanes</li> <li>• Make intersections safer for cyclists</li> <li>• Concerned about right turn lane and bike lane southbound on King Street</li> <li>• The approach southbound from Bricker is concerning for cyclists</li> <li>• Right turn from University Avenue looks risky for pedestrians</li> <li>• Getting out from the side streets onto King Street will be difficult due to the single lane of traffic, especially during rush hour</li> <li>• Don't take away light at Marshall</li> <li>• Need a bus shelter at Central Street</li> <li>• Unsafe shared direction centre lane for left turns</li> <li>• Eliminate left turn lane to free up space</li> <li>• Too many parking spots</li> <li>• Right turn lanes at King and University should be removed and crosswalks moved back from the intersection</li> <li>• Being stuck behind a bus</li> <li>• Northbound will be impacted by south bound traffic turning left to avoid gridlock at Erb Street</li> <li>• Degradation of other streets due to traffic diversion</li> </ul>
<p><b>Other comments or concerns regarding the projects:</b></p> <ul style="list-style-type: none"> <li>• Bike lanes should be standard 1.5 to 1.8m in width</li> <li>• Bike lanes should be integrated with the sidewalks</li> <li>• Bike lanes should be separated from the road</li> <li>• Turn parking into parking lots</li> <li>• Will negatively impact Uptown, people will avoid travelling in the area</li> <li>• Need shade trees and bus stops</li> <li>• A percentage of car parking spots should be changed to bike parking spots</li> <li>• Maintain extra parking spaces in front of Waterloo Taxi, designate taxi stands for bar traffic on Friday and Saturday from 11 pm to 3 pm</li> </ul>
<p><b>Response from Waterloo-North Hydro</b></p> <ul style="list-style-type: none"> <li>• Would like to discuss long-term plans with the Region (e.g., overhead pole lines and underground duct structures)</li> </ul>
<p><b>Email Responses</b></p> <ul style="list-style-type: none"> <li>• Have separate bike lanes</li> <li>• Bike lanes too narrow</li> </ul>

- Have a door zone
- Consider parklets instead of on-street parking
- Concern about increase in traffic on Albert Street and the MacGregor-Albert neighbourhood
- The removal of the right turn channel and pedestrian island on the WLU corner of King and University for reasons of pedestrian safety. The removal of one of the two southbound lanes on King to help meter traffic flow entering Uptown and reduce crossing distance. The removal of the right turn lane from King to Bricker due to lack of road capacity and weaving conflicts with cyclists. The shifting of crosswalks back from the intersection to shorten crossing distances and increase visibility.

## 6. COMMENTS FROM EXTERNAL AGENCIES

No comments were received from external agencies regarding the PIC, materials used, and the information presented.

# Uptown Waterloo King Street North Streetscape Improvement Project and King Street North Reconstruction PCC Comment Summary

## 1. What do you like about the preferred plans for King Street North?

### From Rapid Transit (ION) tracks to Central Street?

Name	Comment
Alain Francq	Bike lanes, left turn lane.
No name provided	One lane of traffic each way, bike lanes, on street parking, benches, and trees.
Alex Mereu	Bike lanes.
Mike Boos	Wider sidewalks and bike lanes.
Jonathan Baltrusaitis	Bike lanes, pedestrian and traffic improvements.
Eva	Calming traffic on King Street, making it more pedestrian friendly.
Andrew Morgan	Bike lanes and the attention to the pedestrian experience.
Seth Ratzloft	Bike lanes.
No name provided	Wider sidewalks, narrower road to cross, and bike lanes.
Daisy Arseneault	Larger sidewalks, landscaping and bike lanes.
Bruce Hawkings	Single lane of traffic.
Eleanor Grant	Bike lanes, wider lanes and walkways.
No name provided	Pedestrian friendly, reduced lanes will have cars slow lanes.
Chris Klein	Reduced traffic lanes, safety, bike lanes, and more room for pedestrians.
Adam Glauser	Bike lanes, sidewalk widening, and lane reductions.

Rob Heinbedler	More sidewalk space, left turn lane, and bike lanes.
Robert Drimmie	Nothing.
Graham Roe	Reduced car lanes, wider sidewalks, and bike lanes.
Kate Daley	Parking, bike lanes, wider sidewalk, and centre turn lane.
Narayan Ooralvson	Reduction in car lanes and increased cycling space.
Stephen Herzog	Unsafe, substandard lane width.
Urs Hengartner	Fewer car lanes, wider sidewalks, and bike lanes.
Jennifer Bleakney	Bike lanes.
Duncan Clemens	Narrow street width all the way to Bridgeport to two lanes.
Jamieson Cox	Sidewalk width, why narrowing from Bridgeport North?
No name provided	Sidewalk width, removing extra lanes, and bike lanes.
Robert Barnett	Northbound fine, south bound fails. The concept to drive vehicles to Weber by going down Central to Albert to Caroline to Erb is not plausible.
Kari Feldman	Wider sidewalks and driving lanes. Improved sight lines for crossing King.
	Does not like painted bike lanes, they should be segregated.
Bill & Dora Bean	Bike lanes. Concerned about impacts to trees.
Ray Millard	Landscape and walking space.
Craig Swann	Wide sidewalks.
No name provided	Cycling and pedestrian space.
Keith Dorken	On street parking.

### From Central Street to University Avenue?

Name	Comment
Alain Francq	Bike lanes through the corridor.
No name provided	Complete Street.
Alex Mereu	Bike lanes
Mike Boos	Medians and bike lanes.
Jonathan Baltrusaitis	Bike Lanes, pedestrian and traffic improvements.
Gerhard Griebenow	Move bike lanes onto the sidewalks for shared use. More lighting for people turning off side streets.
Andrew Morgan	Bike lanes and the pedestrian experience.
Seth Ratzloff	Bike lanes and pedestrian islands.
Tom Plan	Medians.
No name provided	Wider sidewalks, narrow road width for crossing, and slower speeds.
Daisy Arseneault	Pedestrian refuge and wider sidewalks.
Bruce Hawkings	Single lane of traffic in each direction.
Eleanor Grant	Bike lanes.
No name provided	No car parking on the street makes it easier for cycling. Bike lanes, pedestrian friendly, and slower car speeds.
Chris Klein	Reduced traffic lanes and improved pedestrian crossing. Space for bikes.
Adam Glauser	Bike lanes. Use landscaping to improve appearance.
Rob Heinbedler	More sidewalk space, designated left turn lane, and bike lanes.
Robert Drimmie	Nothing
Holmsn Yu	Will space be taken away in front of business affecting parking and wheelchair accessibility ramp? Parking has only one entrance, how long will this be blocked? Possible damage to paved parking?
Graham Roe	Reduce car lanes.
Kate Daley	Pedestrian refuge islands and sidewalks
Narrayan Ooralvson	Reduction in car lanes and bike lanes.
Stephen Herzog	Burying hydro lines.
Urs Hengartner	Lane reduction, wider sidewalks, bike lanes, and pedestrian islands.
Taylor Maavara	Lane reduction.
Jennifer Bleakney	Bike lanes.
Duncan Clemens	Pedestrian refuges and centre left lanes.
Jamieson Cox	Pedestrian islands and grass boulevard.
No name provided	Pedestrian islands, expanded sidewalk, lane reduction, and bike lanes.
Rob Barnett	There are a lot of lane changes and dedicated turn lanes. Snow may obscure the signage.
Kari Feldman	Pedestrian island and turning lanes.
Bill & Dora Bean	Bike lanes.
Craig Swann	Removal of crossing lights.

No name provided	More room for cyclists and pedestrians
Keith Dorken	Continuous left turn lane to avoid congestion. Removal of pedestrian lights in favour of a refuge.

## 2. What do you not like about the preferred plans for King Street North?

### From the Rapid Transit (ION) tracks to Central Street?

Name	Comment
Alain Francq	Consider segregated bike lanes. Put the bike lane next to the sidewalk, then parking, then traffic.
Alex Mereu	Consider segregated bike lanes. Put the bike lane next to the sidewalk, then parking, then traffic.
Mike Boos	Consider segregated bike lanes. Put the bike lane next to the sidewalk, then parking, then traffic.
Jonathan Baltrusaitis	The painted bike line is not safe for children, young teens and the elderly.
Eva	Absence of a protected bike lane, there should be a curb separating the bike lane from the traffic.
Andrew Morgan	Would like segregated bike lanes.
Seth Ratzloft	Bike lanes between parked cars and the traffic
No name provided	Unprotected bike lanes. No pedestrian crossing at Dupont or Princess.
Daisy Arseneault	Need protected bike lanes and a pedestrian refuge at King and Young. Many people use Young to get to Waterloo Park.
Bruce Hawkings	Prefer protected bike lanes.
No name provided	Prefer a barrier/protected bike lanes.
Chris Klien	Bike lanes too narrow and between a parked car and the traffic. Need pedestrian crossing at Erb and Bridgeport.
Adam Glauser	Bike lanes should be improved.
Rob Heinbedler	Congestion on the Albert/Caroline corridor.
Robert Drimmie	Everything.
Graham Roe	Bike lanes too narrow. Need a door zone for the bike lane. The parked cars are protected by the bike lanes.
Kate Daley	Nothing.
Narayan Ooralvson	1.25m bike lanes too narrow. Should buffer the bike lanes with parked cars.
Stephen Herzog	Unsafe, the three lanes will be confusing to visitors and in snowy weather. Parallel parking unsafe, automobile focused instead of pedestrian and bike focused.
Urs Hengartner	Narrow bike lanes, not protected from car lanes. Too many parking spots.
Jennifer Bleakney	Nothing.
No name provided	Great idea.
Duncan Clemens	Need more pedestrian refuges at the rail spur and between Dupont and Princess. Should put a bus stop at this location.
Jamieson Cox	Bike lane width and separation.
No name provided	Have wider bike lanes, separated from the road.
Robert Barnett	OK.
Kari Feldmann	No left turn lane for Dupont or Princess Streets. No bus bays, could be frustrating for drivers.

Bill & Dora Bean	Width of bike lane; 1.25 below standard. Concerned about the trees.
Ray Millard	The lane reduction will cause gridlock, and will stop shopping in the Uptown.
No name provided	Bike lanes too narrow, have protected bike lanes.

#### From Central Street to University Avenue?

Name	Comment
Alain Francq	Consider segregated bike lanes. Buffer the bike lanes with parked cars.
Mike Boos	Right turn lane from University looks risky for pedestrians.
Jonathan Baltrusaitis	Painted bike line is an improvement but only confident cyclists would use it. Not safe enough for children, teens and elderly.
No name provided	No protected bike lanes. Bike lane on the outside of lane for right turning cars (King/University). No bike box or other way of making the intersection safer for bikers.
Gerhard Griebenow	Getting out of the side streets onto King street will be more difficult due to the single lane of traffic. Will be difficult during rush hour.
No name provided	Need protected bike lanes. On street parking beneficial.
Bruce Hawkings	Protected cycle lanes preferred.
Eleanor Grant	Don't take away the light at Marshall. Need a bus shelter at Central.
No name provided	Prefer a barrier/protected bike lanes.
Chris Klein	Bike lanes too narrow and not buffered from the traffic. Concerned about the right-turn lane and bike lane southbound on King Street.
Adam Glauser	Need segregated bike lanes.
Rob Heinbedler	Student pedestrian traffic.
Robert Drimmie	Everything.
Graham Roe	Bike lanes too narrow. Parked cars protected by cycle lanes, door zone for bike lane.
Kate Daley	Nothing.
Narayan Ooralvson	Not enough separation between cyclists and cars. Bike lanes too narrow. Eliminate left turn lanes to free up space. The approach southbound at Bricker is concerning for cyclists.
Stephen Herzog	Unsafe shared direction centre lane for left turns.
Urs Hengartner	Narrow bike lanes, not protected from the cars. Too many parking spots.
Jennifer Bleakney	Nothing.
Duncan Clemens	Right turn lane at King and University needs to be removed and crosswalks moved back from the intersection. There should be no busses turning at this intersection.
Jamieson Cox	The bike lanes should be curb separated 0.15m width, or buffered by a painted zone. Get rid of the third lane for more space
No name provided	Widen the bike lanes and separate them from the road.
Kari Feldmann	Being stuck behind a bus, but the third lane will give you a chance to go around.
Bill & Dora Bean	Bike lanes are too narrow.
Ray Millard	The northbound will be impacted by south bound traffic turning left to avoid grid lock at Erb Street.
No name provided	Bike lanes too narrow. Bike lanes should be protected.

#### Other comments or concerns regarding the projects:

Name	Comment
Alain Francq	Is the president of Waterloo Cycling Club, with 400 members. Call

	anytime for input or support.
No name provided	Hope the undertaking will be built in conjunction with the LRT. It could be equivalent to the improvement at Waterloo Square.
Mike Boos	Will bike lanes be standard 1.5 -1.8 widths, otherwise they will be more dangerous than nothing at all. Opportunity to turn parking into parking lots?
Jonathan Baltrusaitis	Bike lanes should be integrated with the sidewalk. Need separation from traffic so all cyclists (including children) will be safe.
No name provided	Would like turn arrows on signals so the white man does not appear until it's safe to cross for pedestrians.
Eva	Route LRT from Erb via King to Conestoga Mall. Use shuttle buses between King and University of Waterloo.
Gehard Griebenow	Prefers sidewalks with designated bike lane. Distinguish pedestrian and cycling lanes by colour.
Andrew Morgan	Supports the project.
Seth Ratzloff	Separate the bike lanes.
Tom Plan	Project taking too long.
No name provided	Bike lanes need to be protected by a curb or parked cars. Approves of resizing King Street and widening the sidewalks.
Daisy Arseneault	Need a crossing refuge at Young Street and King Street.
Anne Childs	Will negatively impact Uptown, people will avoid travelling in the area.
Eleanor Grant	Need shade trees and bus stops. Approves.
Chris Klein	Need protected bike lanes.
Adam Glauser	Add a percentage of new car parking spots to bike parking instead.
Rob Heinbedler	Maintain extra parking spaces in front of Waterloo Taxi. Designate taxi stands for Friday and Saturday bar traffic 11pm to 3 pm.
Rob Dremmie	Does not approve of the project,
Graham Roe	Need segregated bike lanes. No need for on street parking.
Kate Daley	Approves of the project.
Agnes Stelley	Approves of changing King Street to two lanes. Need safer crosswalks for seniors.
Narayan Ooralvson	Consider separated bike lanes.
Stephan Herzog	There should be a centre boulevard with tree and grass, remove centre turn lane. Bus traffic will not be able to adhere to schedule with parallel parking. No objects such as pole and mailboxes should be on the sidewalks. Move lighting to the median. Albert Street should be protected from through traffic Central-Caroline. Remove on street parking and provide off street parking on cross streets. Planting trees in centre median will provide more space for roots, planting on the sidewalk will damage the pavement (not enough room for roots). Put bike lanes on Regina Street instead.
Taylor Maavara	Use buffered bike lanes (parked cars). Sharrow for the Uptown region. Where is the data backing up these decisions?
Jennifer Bleakney	Supports the project.
Duncan Clemens	Design of the pedestrian refuges need to be appropriate to volume of people crossing (at least 4m). Bike lanes are in the door zone and the width is insufficient. Narrow the road further and have a cycle tract on top of the curb between Central and ION tracks.

Jamieson Cox	Supports the project. Buffer the bike lanes with parked cars, or on curb bike lanes.
No name provided	Supports the project. Not concerned about parking in the Uptown.
Kari Feldmann	Supports the project. Good balance of transportation modes. Uptown residents and businesses have been vocal, but they have no more say or vote than the other residents in the City who come to the Uptown to shop, attend church, recreation etc.
Bill & Dora Bean	Supports the project.
Ray Millard	Turning 2 lanes into a single lane will cause gridlock and discourage traffic to travel to the store in the Uptown. Will not drive into an area where there is gridlock.
Craig Swann	Diversion of cars past school on Central Street a concern.
No name provided	Greater economic impact for local business with protected bike lanes. Will use the protected bike lanes, will not use a painted lane.
Keith Dorken	Consider future potential changes in automobile industry, driverless cars.

### Comment from Waterloo-North Hydro

Would like to discuss their long term plans with the Region RE: future of overhead pole lines and underground duct structures. The overhead plans are from University Avenue to Central Street. Double circuit on the east side of King (obstacles – building offsets from one side or both). The second issue is plans for underground duct structure from Central to Bridgeport or possibly Erb Street to the feeders on the overhead system that will be running east/west.

### Demographic Information

Male - 28      Female - 12

Under 19 - 0    19-34 - 16    35-44 - 10    45-54 - 3    55-64 - 7    65-74 - 3    75+ - 2

I work Uptown - 4

I live or work outside Uptown - 15

I live in Uptown - 17

Other - 13 General Interest

I have a business Uptown - 1

Shop in Uptown

Commute through uptown by bike

Visit to shop, go to restaurants and attend meetings

I frequent business Uptown

I visit Uptown for dining and shopping

I shop and travel through Uptown by cycling or driving

I grew up in Uptown, shop and recreate there

My church and library are Uptown

Shopping every week

I visit and travel through frequently

Entertainment, recreation

Attend Uptown church and other activities

Rarely, we live in Wilmot and require a car

### Email responses

Name	Comment
No name provided	Concerned about the design proposed for King Street North. Bike lanes south of Central are too narrow and should be wider. Lanes are too narrow for a bus. Drawings of sidewalks don't show the poles and trees. [submitted streetmix drawings of preferred concepts]. Consider

## Appendix D

Public Comments from Cycling Petition (1,040 participants total, 359 comments received to date):

Name	City	Signed On	Comment
Sam Lalonde	Waterloo	11/19/2013	The safety of my children.
Bianca Popescu	Waterloo	11/19/2013	It is important to make cycling accessible and safer for the citizens of Waterloo
Kevin Burt	Waterloo	11/19/2013	I'm an avid cyclist who has been in too many accidents and put in danger too often because of other drivers and lack of infrastructure. This will greatly help everyone from the skilled cyclist like me to the novice who would be in even worse danger.
Mark Zane	Kitchener	11/19/2013	Safety, allow for more access to the core
Sean Whelan	Kitchener	11/19/2013	I love biking! Way better than driving a car!
Susan Koswan	Kitchener	11/19/2013	Cars and bikes do not mix without jeopardizing the safety of the bike riders. If we are serious about reducing our carbon output, we must make it easier and safer for people to ride their bikes as a viable and safe mode of transportation.
kyle Rutsch	Kitchener	11/19/2013	I ride bikes you stupid landscape engineers, think things out thoroughly like wow. this is where all the money goes ,,,, fml
Barry Reville	Waterloo	11/19/2013	Safer, Greener, Healthier. Short term cost with long term benefit. If we are a 'smart city', let's start proving it!
Katrina Cove-Shannon	Kitchener	11/19/2013	My son has just learned to ride a bike this fall. I would love to ride around KW if it was safe.
Derek Gough	Kitchener	11/19/2013	My wife rides her bike to work and I am also considering doing this. I would like to have a safe route for her to go there. I've seen way too many drivers completely ignore cyclists and its far too dangerous.
Robert Davison	Kitchener	11/19/2013	As a frequent visitor and commuter through uptown on 2 wheels this is fundamentally an issue of safety for everyone.
carmen wahl	waterloo	11/20/2013	It's such a progressive way of incorporating the needs of all modes of transportation.
Erica Beck	Kitchener	11/20/2013	My family regularly uses our bikes for our commute
Perry Beck	Kitchener	11/20/2013	As a resident of Kitchener who occasionally works in North Waterloo I would like to feel safer as I cycle to work using King st.
Darren Kropf	Kitchener	11/20/2013	Segregated bike lanes in the Uptown would be a great asset to the entire region's cycling infrastructure, demonstrating how safe cycling can be when infrastructure is designed well, in a highly visible area. Can't wait to visit Uptown using these protected lanes!

michelle morin	waterloo	11/20/2013	we are a car free family and it can be difficult biking in the city when we are all out together! we need safer places for cyclists-the cars do not want us on the road, people do not want us on the sidewalk-where else are we supposed to go?
Sharon Schmidt	Kitchener	11/20/2013	safe biking through the middle of town is the way of the green, healthy future that I want
Erica Shelley	Waterloo	11/20/2013	My 14 year old rides everywhere and it would be nice to not have to worry about him finding space on the road.
Scott Kowalski	Pittsburgh	11/20/2013	Anything that protects cyclists is a good thing. I will support their right to ride in any city in any country
Jessica Ward	Kitchener	11/20/2013	This is a no brainer. I cycle all the time and have been injured too many times. We claim to want people to bike and walk and then our infrastructure prevents them from doing so. Let's put our money where our policies are.
Stacey Saunders	Waterloo	11/20/2013	With safer infrastructure I'll be able to get out of my car even more and enjoy the bike ride!
Jonathan Baltrusaitis	Waterloo	11/20/2013	I live and work in Uptown Waterloo and I bike everywhere. My two children are also learning to ride bikes; I need them to have safe routes.
Christopher Leishman	Waterloo	11/20/2013	Most people won't cycle because they do not feel safe riding with automobiles. Give cyclist their own infrastructure and you will be amazed at the number of new cyclists.
Thomas Reimer	Waterloo	11/20/2013	Biking shouldn't be an extreme sport!
April Patterson	Kitchener	11/20/2013	I bike, my children bike, and I want us to continue to do so, and do it safely.
Rupinder Mangat	Waterloo	11/20/2013	This is important to me because it will help bicyclists stay safe.
Alex Hughson	Waterloo	11/20/2013	I need to survive my bike trips around Waterloo when I visit. The parking on the side of the road is a little absurd and unnecessary, given that there are umpteen times as many spaces in the dedicated parking lots in the area.
Murray Baker	Kitchener	11/20/2013	I love biking and I think we need to promote the use of bikes over cars.
Stephanie Smith	Kitchener	11/20/2013	Too often, cyclist in the region have to choose between obeying the traffic act, or being safe. Segregated lanes will go a long way towards ensuring those two goals are not at odds with each other.
Levi Oakey	Kitchener	11/20/2013	Segregated Bicycle Lanes are the pinnacle of cycling and encourage us to live downtown.
Scott Bauman	Waterloo	11/20/2013	I want to feel safe cycling on the road while pulling my son in a trailer.
Marijana Tomic	Kitchener	11/20/2013	We need to consider the dangers faced by cyclists on the road as well as drivers. Let's make our drives safer.
Marc Iturriaga	Waterloo	11/20/2013	Health promotion, sustainability, and it's the right thing to do

Matthew Wiebe	Waterloo	11/20/2013	This is important for me because I bike some and would like to bike more, but the routes available to me aren't great and are often unsafe.
Isabel Urrutia	Kitchener	11/20/2013	Better infrastructure = safer bike commutes = more bikers = less traffic congestion
tim fisher	guelph	11/20/2013	If we want to make cycling a viable part of our transportation mix, then we need to give it road space.
Hartman Krug	Waterloo	11/20/2013	Less sidewalk cyclists!
Arden Court	Waterloo	11/20/2013	We want a safe place for our family to bike within the city.
Nikolas Koschany	Toronto	11/20/2013	Building a transportation around cars is not sustainable. Cycling increases public health, and is also an efficient method of transportation that needs to be accommodated.
dianne fries	waterloo	11/20/2013	safety
Mike Novo	Kitchener	11/20/2013	bike safety opens the option to leaving the car at home. so many benefits! Even cars will appreciate more empty parking spots!
Adam Glauser	Waterloo	11/20/2013	The City has an opportunity to lead the way in terms of promoting active transportation. It is critical to do what can be done to get this project right, due to its visibility and symbolic importance.
Bronwyn Lewis	Waterloo	11/20/2013	I feel cycling safety is the issue here. We just can't trust the drivers on the road to keep an eye out for cyclists.
Rachelle Ashcroft	Toronto	11/20/2013	Let's get on board with Ontario's Cycling Strategy!
Liana Creamer	Kitchener	11/20/2013	I cycle to work year-round and segregated bike lanes are really important to me. There are countless times a car tries to "squeeze" past me in a narrow roadway!
Jan Zak	Guelph	11/20/2013	I am a cyclist myself and I believe bicycles are the future of non-congested cities.
Carrie Stevenson	Waterloo	11/20/2013	As to the proposed bike lanes on King Street - As a mom who regularly tows her kids in a bike trailer, there is no way I'll do so between parked cars and moving traffic. Like many people, I think a better solution is to have a separate bike lane between the sidewalk and parked cars (and ideally, with a barrier between them).
Daniel Rapoport	Waterloo	11/20/2013	Accessible urbane bike routes are a great way to reduce car congestion, keep people healthy, improve quality of life and provide better economical success for small businesses that surround these routes!
Koleta Kwiecien	Kitchener	11/20/2013	I love biking but feel discouraged by the lack of safety on roads. Not only do I think that Cyclists should have their own lanes, I believe these lanes should be adjacent to sidewalks and not roads. If a cyclist hits a pedestrian they get bruised, if a care hits a cyclist they die.

Mary Stollery	Waterloo	11/20/2013	I have ridden my bike on roads where the bike lane is next to the traffic and the cars come very close to my bike and I do not feel at all safe, especially on fast, busy roads like Northfield Drive, Columbia Street, University Avenue. I would ride my bike more if I felt safe. Therefore I feel strongly that bikes and cars should be separated on King Street and ultimately on all busy roads.
Peter MacDonald	Kitchener	11/20/2013	This is important to me because, as a cyclist and bike mechanic, I know how important good infrastructure is for the safety of all road users. Good infrastructure is also important because it encourages more people to get on their bikes and ride towards a healthier lifestyle.
Charlotte Harrison	Kitchener	11/20/2013	My husband and sons bike as their main source of transportation. King Street is just one of the streets in need of becoming safer for cyclists.
Bryna Payne	kitchener	11/20/2013	I love biking and would love to bike places with my newborn, but the roads are much too dangerous, I almost got hit several times while pregnant and will not be taking that chance again with the roads like they are.
Jeanette Duncan	Waterloo	11/20/2013	I don't want any of my family members to be hit by a car and become a news story or a statistic.
Carrie Snyder	Waterloo	11/20/2013	I live and bike in uptown Waterloo with my family.
Nadine Hiemstra	Thorndale	11/20/2013	As a resident of KW and a seasonal cyclist who uses bicycles to move about in the warmer months, it's important to me to have safe options. On many of the main streets and especially on King St, I find the lack of bicycle lanes prohibitive. This means that I have to use other, less effective routes to get from place to place.
Meghan Harder	Kitchener	11/20/2013	I am commute daily around KW and would love to feel safer on the road and not worry about constantly being in the way of automobiles.
Robert Mason	Kitchener	11/20/2013	Bicycles offer a solution to three of the major issues that we face today: 1) carbon emissions, 2) health, 3) automobile related deaths. Unfortunately, the lack of bike infrastructure contributes to 3, which results in fewer cyclists, reducing the positive impact that cycling can have on 1 and 2. Moreover, it is unacceptable that cyclists, whether they cycle for health, for the environment, or because they cannot afford a car, are overlooked in favour of motor-vehicles and relegated to a de facto killable status. Bike lanes are sensible and they are a moral necessity.
Sam Dlugokecki	Kitchener	11/20/2013	It is simply logical to separate automobile and cycling traffic. We live in an age where distracted driving has practically become expected. Separate the traffic, or face the blood on your hands for not taking measures to prevent accidents.
michael wideman	Kitchener	11/20/2013	I'm a planning student at Uwaterloo, and I think this would be highly beneficial.

James Richardson	Guelph	11/21/2013	cycling is the best form of transportation, and we need to support this as much as possible.
Martin Hansen	Waterloo	11/21/2013	I bike every day, to work and around town. It's important for our infrastructure to grow in a way that is well thought out and supportive to the community.
deborah broughton	fonthill	11/21/2013	my son will possibly be attending university there next year and i would like to believe there is a safe means of cycling for him. and as a cyclist myself i have too many cyclist friends who have been injured by by automobiles by no fault of their own just negligence and lack visibility to the drivers, they were distracted and there is just no room for that kind of error!
stephanie penner	edmonton	11/21/2013	As a former resident of Kitchener Waterloo, I know how busy and narrow King street is. It is incredibly harrowing to bike on that main artery and biking on the sidewalks is forbidden. The Iron Horse trail is an incredible trail, however at nighttime when biking home from work, I never felt safe on the Iron Horse, as there were no lights. Kitchener Waterloo is a great area, and I think segregated bike lanes would just make it that much more appealing!
Jennifer Helmuth	Waterloo	11/21/2013	I commute to work by bike on a daily basis - year round - and have done so for almost 10 years. My route is straight North on King Street through Uptown to Conestoga Mall. However, I avoid King St, at all costs because of the dangers with traffic and parked cars on the streets and pedestrians on the sidewalks. We have an opportunity to support and encourage biking as an alternative by providing designated bike lanes.
Jamie Fowler	kitchener	11/21/2013	I commuted on my bike from downtown to Victoria/Lackner area for 5 years, and always wondered why they did not put in dedicated bike lanes or a multi-use path beside the road while they were repaving. I count myself lucky that I was only hit by a car once. It seems like common sense to include these small changes in huge infrastructure projects like the road work being done for LRT.
Julie Friesen	Waterloo	11/21/2013	I ride Uptown all the time with my children age 10 and 7. Segregated lanes are the safest alternative.
Piotr Musial	Waterloo	11/21/2013	Bikes are not vehicles. They need their own paths.
Ben Brubaker-Zehr	Waterloo	11/21/2013	Cycling has many benefits. It decongestants traffic, it helps reduce car pollution, it promotes activity and reduces obesity, it reduces noise pollution, etc... The problem is that King is a scary street to cycle on. It's busy and cars often fail to share the road.
Lori Strothard	Waterloo	11/21/2013	I want bikers to feel safe when they bike, which many do not now, and therefore end up on sidewalks. Bicycles must earn the status they deserve.

andrea hildebrand	waterloo	11/21/2013	because i value my safety, the environment and clean air. cyclist should be protected from traffic and people should be encouraged to drive less and bike more. by providing safe bike lanes more people will consider driving less.
Paige Inglis	Waterloo	11/21/2013	I was hit by a car while riding my bike in Waterloo. I feel like segregated bike lanes can increase safety for bikers and drivers.
Eleanor Grant	Waterloo	11/21/2013	Waterloo should take the lead on facilitating safe bicycle travel. Uptown is full of people who want to do their daily activities by bicycle. The new devlts on Elgin and Noecker will add hundreds more cyclists. We should encourage this and show the world how it's done!
Michael Frind	Waterloo	11/21/2013	I cycle everywhere, including to work throughout the winter.
Jessica Duke	Waterloo	11/21/2013	I bike everywhere and there is no room as it is on king. the area attracts too many people to not have bike lanes
Leanne Wiese	Waterloo	11/21/2013	Avid biker!
Madelaine Tortolo	Kitchener	11/21/2013	Safety and the environment.
Robert Horvath	Kitchener	11/21/2013	I am an avid bicycle rider (who signals properly, wears bright close, and follows all traffic rules :) Hopefully, establishing segregated bicycle lanes in Waterloo would cause the same in Kitchener on this major artery (King Street).
Emily Slofstra	Kitchener	11/21/2013	Done properly, separated bike lanes are so much safer! I'd love to be able to take my daughter in our bike trailer uptown.
Marlyn Fusek	Kitchener	11/21/2013	I am an avid cyclist and am in danger everyday. Having a segregated bike lane could save my life in the future.
Seth Ratzlaff	Floradale	11/21/2013	Good bicycle infrastructure makes healthy cities.
James Nye	Kitchener	11/21/2013	Let's do it right the first time.
Deb Swidrovich	Waterloo	11/21/2013	I know a number of people who's lives were drastically changed in one case by a city bus, and the others by cars through no fault of their own.

Nancy Forde	Waterloo	11/21/2013	So important to me because I do not feel safe biking with my toddler attached in the Chariot attachment I purchased for my bicycle. Climate change is real and the global warming crisis continues to grow. We need to have investment in getting out of our cars, getting exercise for our own health, the health of our planet. When I'm a pedestrian I hate that cyclists use the sidewalk. It's dangerous. When I cycle, though, I'm terrified to use the road. Segregated bike lanes are the safest answer for all involved (cars and cyclists and pedestrians). And I won't have to worry that either my life or my son's will be devastated by a negligent driver who is texting/tweeting at the wheel. PLEASE do the right thing and make us ALL safer and encourage bike use for the health of residents of this city and the good of the planet. Thank you!
Jens Morgan	ottawa	11/21/2013	As the Uptown steetscape changes with LRT and a pedestrian friendly mindset, the only way to fully achieve the desired results is to include safe, segregated bike lanes.
Gordon Nicholls	Kitchener	11/21/2013	Safety of our citizens should be of primary importance.
Marie Claire Brisbois	Waterloo	11/21/2013	I am extremely interested in not dying.
Brad Watson	Kitchener	11/21/2013	Bike safety is of the utmost importance to me and we need to make safe space for bikers in the KW region. Additionally, we need to support initiatives that move us beyond a car centred culture.
Sean Sinclair	Waterloo	11/21/2013	Biking is my main form of transportation around the city and I am regularly caught inbetween parked cars and passing buses / cars. It is not safe, especially for less experienced bikers.
Luke Zielinski	kitchener	11/21/2013	I've been riding all my life and commuting daily for the last 10 years. I've never been hit but have had plenty of close calls from drivers blindly opening their doors, or blasting by inches away so they could be first to wait at the red light ahead. There's no denying the physics of a ton of steel colliding with a cyclist. Separated bike lanes are simply safer. This precedent needs to be set, finally.
Chris Parsons	Waterloo	11/21/2013	Choosing between riding in the door zone or getting passed too close by frustrated drivers who think I'm taking too much of the lane isn't a fun choice. Waterloo need to make cycling more accessible to a wider group of people - fewer parking problems, less congestion, a healthier population, fewer emissions...there really aren't any good reasons not to do it...
Leonardo Passos	Waterloo	11/21/2013	I live in Waterloo and I am a biker :)
Katherine Spring	Kitchener	11/21/2013	Let's make Waterloo a truly bike-friendly city and bring it in line with other great North American and European cities where families want to live and thrive. Now's the time!

Shannon Dea	Kitchener	11/21/2013	Waterloo cyclists deserve a safe route!
Mike Boos	Kitchener	11/21/2013	Protected bike lanes are what works for enabling vibrant and safe cycling cultures worldwide. They merit proper consideration for the Uptown King Street redesign.
Belinda Ward-Campbell	Kitchener	11/21/2013	I bike with my children in a trailer, and a separate bike lane would do much to improve safety!
Nicholas Holmes	Waterloo	11/21/2013	I LIKE BICYCLES!
E N	Kitchener	11/21/2013	<p>Segregated bike lanes are a must. I spent a year in the Netherlands, and learned to bicycle just about everywhere that I didn't take a train. It was wonderful, and SAFE thanks to segregated bike lanes. I do not ride here in KW at all as it is far far too dangerous. Please be a leader and include segregated bicycle lanes in your design of the King Street (and any other) streetscape.</p> <p>Thank you. Emily N.</p>
Thomas Kirk	Waterloo	11/21/2013	<p>Considering the number of cyclists in Kitchener-Waterloo, bike lanes would help improve the safety of many people of all ages. The current bike lane system is pretty decent, however, dooring and driver recklessness remain a concern. While better bike lanes will help, these issues should also be combated by improved driver and cyclist education.</p> <p>While I am not entirely up to date on the proposed plan for King street, I would like to comment that the placement of a bike lane should not be necessarily be on a main street such as King but perhaps on secondary streets, which run parallel such as Albert, Dorset, or Regina. Montreal would be a good example of this, where more secondary streets with fewer businesses and no bus routes tend to have bike lanes. This model seems to work well, as the clash between bike lanes, bus routes, merchants, and pedestrians tends to be avoided.</p>
Ben Janzen	Waterloo	11/21/2013	We need to have a city that thinks ahead and integrates all transportation.
Michael Loubert	Waterloo,	11/21/2013	I have a bookstore right on King St.
Tim Mollison	Kitchener	11/22/2013	Like another poster, I too like less danger.
Stephanie Bell	Toronto	11/22/2013	As a WLU and UW alumni, I know that this will impact students in a very positive way.
Michael Robinson	Waterloo	11/22/2013	Bicycle lanes save lives.
Jen Love	Waterloo	11/22/2013	because my kids and i live and bike here!
Graham Moogk-Soulis	Waterloo	11/22/2013	So that I can be and feel safe biking Uptown.

Victoria Van Cappellen	Kitchener	11/22/2013	We need bike lanes to connect. Not just one segregated lane for 1 km. I would like to see this segregated bike lanes extended from Uptown to the Conestoga Mall.
Nancy Slofstra	Waterloo	11/22/2013	The city should take responsibility for the safety of all it's residents...cyclists, pedestrians and car drivers, but cyclists and pedestrians are more vulnerable to danger as drivers do not seem to pay attention to what is around them, so we need to take action because bicycles and pedestrians are here to stay.
steven thair	saskatoon	11/22/2013	every city needs safe bike lanes. i come to waterloo every year and ride a bike.
Jordan Moore	Burlington	11/22/2013	I went to university in waterloo and have friends who are still there. I know how crazy the roads can be an cyclists need space because drivers give them no respect. Being a university town I think these lanes would be well used
Zach Robichaud	Kitchener	11/22/2013	We've seen enough hit and runs lately to last us a lifetime, lets ensure our cyclists are safe.
Kate Dudek	Kitchener	11/22/2013	As a daily cyclist, I would feel much safer with segregated lanes.
Doris Hilker	Kitchener	11/22/2013	As a cyclist I am very aware of the challenges that exist when bikes & cars share a space.
Thomas Redekopp	Kitchener	11/22/2013	I bike to work every day, but biking between parked cars and moving cars on King St. would be just too dangerous!
Elizabeth Moore	Kitchener	11/22/2013	It is the future for transportation for we have done enough damage as a society in the way we get around on our streets. Lets reverse this while we still can.
John Beresford	Waterloo	11/22/2013	I commute to work and ride my bike whenever possible. Collisions with traffic are my top concern.  Dedicated lanes would encourage more people to use their bikes, thus increasing exercise in the community and even community spirit. Commuter Biking is a much more social activity than driving and when done safely and free from the stress of traffic collisions it can connect individuals more closely to the city and it's constituents.
Andy Cox	Waterloo	11/22/2013	I own a bike store on King street and herre of cyclist/automobile collisions on an almost daily basis.
Morten Schmidt	Waterloo	11/22/2013	Segregated bike lanes are the core design feature of cycling capitals such as Copenhagen and Amsterdam. There is no other way to make our city as biking friendly as those cities. With a big redesign like this on King, we cannot afford to compromise.
Kevin Scheerer	Baden	11/22/2013	For safety of all...cyclist's, driver's and pedestrians.

Alina Rehkopf	Hanover	11/22/2013	I bike around the city a lot and despite doing my best to follow traffic rules I have, more than a handful of time, almost been hit by drivers who are not looking out for bikes.
Lisa Weber	Waterloo	11/22/2013	Put the safety of everyone first - this is not only a safe idea for cyclists, but for motorists too.
Graeme Thomson	Waterloo	11/22/2013	Avid cyclist, and agree that there is too much risk riding the main streets of KW between cyclists and motorists based on my own personal experiences.
John Blumenthal	Waterloo	11/22/2013	the future of transportation infrastructure between autos and bicycles
Michael Druker	Kitchener	11/22/2013	<p>I've had enough of "bike lanes" that are a token gesture but do little to make biking safer. In my experience drivers pass with less room when they can let the bike lane paint do the thinking. It is simply dangerous to put a bike lane on a commercial street between busy traffic and busy parking.</p> <p>I want a complete street on King Street in Uptown and beyond instead of a highway, and I want to see protected bike infrastructure. That will do so much to make it a more pleasant and safer place to live and visit. Most of the population wants to bike more, and especially for short trips like coming to Uptown Waterloo, but they won't do it until the infrastructure makes them feel safe. Protected bike lanes will make people feel safe, and get more people riding - and the evidence is overwhelming that the best bike safety is through getting more people on bikes.</p>
Madelaine Kulcke	Waterloo	11/22/2013	I'm all for bike lanes to get the cyclists off the sidewalk and more people out of their cars and onto their bike. Drivers need education to learn to respect cyclists and watch out for them. Cars are heavy machinery that can kill people, not many realize that. Fines for distracted driving need to be higher, not just more money but suspension of the drivers license. My only question is how do you prevent cyclists being run over by turning cars if the bike lane is separated from traffic by parked cars? Cyclists move much faster than pedestrians but even those get run over by turning cars too many times.
John Verne	Kitchener	11/22/2013	I bike everywhere, and in all seasons. Uptown Waterloo is a major destination for me, and yet it is one of the most bike unfriendly zones in KW.
Quinn Hanam	Waterloo	11/22/2013	This would go a long way to get people commuting on bikes. The current plan to have bike lanes in the 'door' zone is far worse than having no bike lane at all.
Divyesh Mistry	Waterloo	11/22/2013	Because if I want to move back to KW, there needs to be the infrastructure I need to move around.

Ryan Anderson	Waterloo	11/22/2013	Waterloo and Kitchener need to get Intelligent about designing the proper infrastructure to encourage more people to ditch their cars and start cycling.
leanne baer	Kitchener	11/22/2013	I like to bike and want it to be a safe alternative for me and my growing children
Candice Young	Waterloo	11/22/2013	I ride my bicycle everywhere, except in the winter! Maybe it will encourage others to ride bicycles as well. :)
Janna Flaming	Waterloo	11/22/2013	Because I bike
Mark B Weber	Waterloo	11/22/2013	Because I am a cyclist and I feel I am at danger with the original proposal. We need segregated bike lanes.
Nathan Vexler	Kitchener	11/22/2013	This is could be on my daily commute. I often shop in the area and if the lanes were there I would shop more especially in the morning on the way to work.
Christopher rooke	Kitchener	11/22/2013	I ride my bicycle at least 3 times a week. and have been hit by cars.
Malcolm Steven	Waterloo	11/22/2013	Segregated bike lanes especially in a City with so many students will increase business in the Uptown Waterloo area plus keep riders safe as they make their way to the core of our beautiful City. Lets think about the next 30 years and be proactive in helping to increase cycling in our community.
Narayan Donaldson	Concord	11/22/2013	Separate cycling space should be just that. It should not be infringed upon by opening car doors, parking cars, and stopping buses. Segregated infrastructure accomplishes this goal while opening the possibility of improved safety.
Alina Ivchenko	Waterloo	11/22/2013	I cycle whenever I can, but am often choosing not to just because the current infrastructure makes cycling very unsafe.
Bruce Hawkings	Waterloo	11/23/2013	If we want to get more people cycling, you need to provide infrastructure that is safe to use for all ages!
Brandon Orr	York	11/23/2013	I want our community to grow healthy and sustainable
Wendy Janzen	Kitchener	11/23/2013	We like to bike to get around the city as much as possible rather than using our car.
Andrew Reid	Kitchener	11/23/2013	daily commuter and bicycle enthusiast. the need for healthy, safe alternative transportation is only going to rise in the future, so infrastructure now is a great investment!
Melissa Roe	Waterloo	11/23/2013	Protected bike lanes are the only way I'd cycle on King Street!
Rachel Schultz	Waterloo	11/23/2013	I'm a cyclist, pedestrian, and driver. I will not bike on King because of tight lanes and parked cars. Let's be progressive and show people that we actually want them to use alternative transport!
mathew gallagher	waterloo	11/23/2013	Avid cyclist with kids who like to ride. Would like to ride in more then just suburbia
Wayne Hwang	Kitchener	11/23/2013	Cyclists not being able to use sidewalks and not having their own lane forces traffic to slow down and puts them in danger.

Zac Young	Waterloo	11/23/2013	Waterloo has been a leader in Ontario in pushing for progressive transit infrastructure - let's keep growing that culture with improved bicycle routing. It works wonders where I am now in The Netherlands!
Kathryn Black	Waterloo	11/23/2013	It is safer and eco-friendly
Tine Nielsen	Waterloo	11/23/2013	I'm a dâne, and love biking, which is not safe in Canada :-)
Edith Baer	Waterloo	11/23/2013	Bicycle lanes provide a measure of safety for cyclists and should be provided on all busy streets. A segregated bicycle lane on King Street in Uptown Waterloo would show that this city is serious about promoting alternative means of transportation. The safer it is to ride a bicycle in congested areas, the more people will consider the option of leaving their car at home.
Michael Charland	Wellesley	11/23/2013	I would ride by bike on King Street.
Peter Samsonov	Waterloo	11/23/2013	I nearly died three times while biking on King Street, it's ridiculous how a major transport artery is so unfriendly to cyclists.
mohammad sepahi	waterloo	11/23/2013	Safety for cyclist
Adelio Pereira	Waterloo	11/23/2013	Safety. Plain and simple.
Marc Xuereb	Waterloo	11/23/2013	I'm a hardcore cyclist, so don't need extra incentive to ride. But most people feel unsafe riding on the streets. An investment in infrastructure is needed to help change people's behaviour, and we have a rare opportunity now that we're redesigning streets for the LRT.
Kelly Ellis	Waterloo	11/23/2013	Safety of cyclists and drivers as it keeps cyclists in their own lane and drivers won't get aggravated or pull too close
L.M. Spencer	Cambridge	11/23/2013	Carbon footprint, civility, safety, humanity, survival, need I go on?
Eric Buller	Waterloo	11/23/2013	I want to see safe, efficient ways for people to get around our city.
Allan Babor	Waterloo	11/23/2013	I am a daily Biker and use King Street regularly. Pot holes and street parking (especially near hospital) make it a dangerous journey.
Kelsey Waugh	Waterloo	11/23/2013	Because I would love to travel along King St on my Bike but am uncomfortable beside the fast moving vehicles.
Alan Jones	Cambridgre	11/23/2013	Increase the amount of cycle traffic and reduce the amount of cars on our roadways.
Matt Snider	Waterloo	11/23/2013	We need safe protected cycling lanes to encourage further cycling and enhance urban transportation.
David Kay	Kitchener	11/23/2013	Cycling safety and the concept of Complete Streets.
Peter Dedes	Kitchener	11/23/2013	Separated cycling facilities contribute to cycling safety and modal share.

john cooper	waterloo	11/24/2013	I am a cyclist, a runner and a motorist. Everyone needs to feel as well as be safe. I have recommended to Barb Magee Turner that the city/region adopt the Japanese design of wide sidewalks to accommodate cyclists and pedestrians. From personal experience I know that it works! The Japanese are very skilled cyclists and motorists. Getting bikes off the road and away from dangerous drivers, potholes and litter makes more sense.
Vanessa Mirabelli	Oakville	11/24/2013	My good friend commutes every day in Kitchener. His safety is important to me
Jane Veteo	Kitchener	11/24/2013	Safe T
Alex Rose	Welland	11/24/2013	I am a cyclist who commutes to work and school.
Lane Burman	Kitchener	11/24/2013	Active transportation needs to be recognized as a car alternative by our car centric Regional Traffic planners.
Lisbeth Berbarly	memphis	11/24/2013	I'd like to bike to work and feel safe about doing it. Also my loved ones bike and have had issues on our streets--so it would make me feel safer about them cycling.
Dave Martindale	Waterloo	11/24/2013	Many people who would use the segregated lanes would NOT use the roadside lanes due to safety concerns.
Bill Bulmer	Kitchener	11/24/2013	I have young children who cycle and we live in downtown Kitchener. King St is a dangerous place to ride a bike, even as an adult.
Ted Parkinson	Kitchener	11/24/2013	Biking is a good thing to do and cars will not be inconvenienced by another bike lane. In fact, it's better, from a driver's perspective, to know that bikes will be in their designated lane, so it's a 'win win' deal.
Neil Cavan	Waterloo	11/24/2013	I bike into uptown frequently, and avoid King St due to parked cars and traffic. When I bike on King, I use the sidewalks - less dangerous for me, more dangerous for pedestrians. Bike lanes on King St would make the Uptown area much more accessible to cyclists.
colin read	waterloo	11/24/2013	The safer we make biking, the more people will bike, and the less cars will be on the roads.
Karis Burkowski	Waterloo	11/24/2013	This is important to provide safety for cyclists, to reduce aggravation for drivers, and to encourage more people to use bicycles, thus contributing to the health of our community.
Rafael Olejniczak	Kitchener	11/25/2013	I am a cyclist and cycling safety is very important to me.
denise mcrae	Kitchener	11/25/2013	I would ride my bike more if I felt safer.
Kirk Peterson	Hamilton	11/25/2013	I support safe cycling lanes in all cities and towns
Mike Purvis	Kitchener	11/25/2013	I cycle to the market with my toddler in the trailer!

David Caldarelli	Waterloo	11/25/2013	Nobody can deny that North America is car-centric, and that this is a huge risk factor in the well-being of humanity in the future. Cycling infrastructure at the city level is one of the best investments for the short and long term well-being of the citizens, and all people on the planet.
Gaelen Merritt	Breslau	11/25/2013	I don't own a car.
Derek Rayside	Kitchener	11/25/2013	King Street's current design is too dangerous to use on bike. I bike to work, but take a longer route in order to avoid King Street.
Robin Grant	Kitchener	11/25/2013	I support any initiative that makes cycling in our streets safer, moving in the direction of less dependency and bias towards the automobile.
Tom Bishop	Waterloo	11/25/2013	I bike often and find this stretch dangerous.
Angela Webster	Kitchener	11/25/2013	For the safety of the cyclists.
Michael Peterson	Kitchener	11/25/2013	Because I am a cyclist and I want to ride safely and legally.
Lori Reiser	Kitchener	11/25/2013	These are an amazing addition in Montréal, and would be such a smart add to Uptown Waterloo. Lines alone don't keep you save.
Eric Weir	Baden	11/26/2013	As a cyclist AND a driver. I couldn't agree more that something need to be done to keep cyclists safe and a way from the
Michael Crosby	Waterloo	11/26/2013	Keep core streets accessible by bikes.
Brian McCaig	Waterloo	11/26/2013	This is important to me for safety reasons. I have had four near accidents, including being thrown off my bike, while biking in bike lands in KW. Cars and buses do not give enough attention to bike lanes as currently designed.
shane Cormier	waterloo	11/26/2013	i sick of being the person laying on the road bleeding because of a mindless driver dont look for us cyclists or respect us !and it will help the health of the urben growth!!!!
Kelly Birch-Baker	Waterloo	11/27/2013	I work at a childcare centre in the downtown core and many of our staff and families bike to the centre and then to work. I feel more people would do the same if the bike lanes were implemented.
Bonnie Zehr	Waterloo	11/27/2013	safety, encourage more people to cycle
F & S Latour	Waterloo	11/27/2013	safety on the road!
Craig Nowak	Waterloo	11/27/2013	This will help make the road safer for all cyclists (and cars too). It will help make the core even more vibrant, rather than just making it a corridor for cars to get through the Uptown on their way to somewhere else.
Brenda Solanki	Waterloo	11/27/2013	Having been hit by a truck as a pedestrian, I still love cycling but will avoid roads like King Street unless they have trails. Makes getting around a bit of an issue without them.

Tom Schnekenburger	Waterloo	11/27/2013	Avid Biker's need a safe place to commute, especially down the main artery of the cities.
Tommy Carpenter	Waterloo	11/27/2013	I am a cyclist and King street is deadly!
Dinah Murdoch	Kitchener	11/27/2013	For the safety of my family and the health of the environment.
Jacob Shelley	Kitchener	11/27/2013	In addition to biking around town, I pull my kids in a trailer - so safe lanes would be a massive asset. It would be a way to show KW's commitment to healthy living as well.
Leanne Ropp	Millbank	11/27/2013	I bike, and I want to do so safely. Segregated bike lanes are for the benefit of all road users!
pete dudek	kitchener	11/27/2013	Safety. If you build it people will use it.
Alex Kinsella	Kitchener	11/27/2013	With ION coming soon, bikes and cars will be sharing closer quarters - and we need to ensure that cyclists have a safe way to get around town and keep more cars off our roads.
S Keshav	Waterloo	11/27/2013	We really need to improve bicycling infrastructure in Waterloo.
Rebecca Binnendyk	Waterloo	11/27/2013	Because I commute to work. Although, I don't use King street very often, I would if it were safer. I also think that if we start somewhere (king street) that will spread to streets like Weber (where bike lanes would be SO beneficial). This is a student town and many students use a bike as their main mode of transport. I am not a student and I also use my bike more than my car. It would be nice to know that the city cares about our safety. There have been too many accidents and this is just one way we can improve safety and create community in Waterloo!
Megan Williams	Waterloo	11/27/2013	This will encourage people to ride, reducing traffic and obesity. It's a win for everyone!
Shane Mulligan	Kitchener	11/27/2013	We need more people on bikes to encourage a cleaner Region, and a healthier and more attractive culture. If we make it safer, people will bike more.
Benita Laing	Waterloo	11/27/2013	I'd like to be able to ride my bike in town and feel a bit safer, like I belonged on the road as well as all the cars
Margaret Williams	Kitchener	11/28/2013	I have children and live off King Street - it would be great to be able to safely bike uptown for dinner, movie, shopping or to the park. But safety is a concern, as King is a very busy street!
sharon woodley	Waterloo	11/28/2013	protected bike lanes have been proven to save lives
Steve Tulloch	Waterloo	11/28/2013	I cycle on King St all four seasons and feel like my life is in jeopardy every day!

Carolyn Gray	Waterloo	11/28/2013	Biking is my primary form of transportation. I want my commute to be made safe so that I can go about my life giving back to my body and the environment safely and with pride in our city's steps towards a city of the future - leading other North American cities along the path towards the wisdom of sustainability.
florian ong	Kitchener	11/28/2013	The other way to go safe would be educating car drivers, but this is nowhere close to happen!
nick moore	toronto	11/28/2013	Bike lanes provide safe routes for bikers
Jesse Maranger	Waterloo	11/28/2013	King Street is scary to bike on. I've almost been hit so many times. I would be able to ride my bike more if there were segregated lanes.
Neil KostECKi	Waterloo	11/28/2013	Because I have a 4 year old son and I want to be able to feel safe riding with him.
Trent Bauman	Kitchener	11/28/2013	I cycle many times uptown and now I take the whole lane to stay safe from doors being opened from parked cars. I feel that many times there are really only two functioning lanes for cars -it just looks like 4 lanes. The bike lane looks good to me.
Marcee Groen	Kitchener	11/28/2013	I just moved from Kitchener but plan to move back. I would bike more if I didn't feel entangled in traffic. Plus, I have dozens of friends whose major mode of transportation is a bike. I want to see them safe on the road!
Brodie Vissers	Waterloo	11/28/2013	I'm an urban planning student.
Hannah Carter	Waterloo	11/28/2013	I frequently feel unsafe cycling in Waterloo and while the law states that I ride on the road and follow the same laws a car would, it seems drivers in Waterloo have no interest in sharing the road. They honk, drive dangerously close behind me or beside me, yell...it is pretty unbelievable.
John Stewart	Kitchener	11/28/2013	safety for cyclists; encourage healthy lifestyle; make Waterloo less car-centric
Sara Funduk	Waterloo	11/28/2013	I want a safe way to ride my bike to Uptown Waterloo.
Stephanie Wilson	Kitchener	11/28/2013	Cycling is healthy and affordable. Let's make it safe too!
Nicole Greig	Waterloo	11/28/2013	Extremely Important!
Gabriela Secara	Waterloo	11/28/2013	Because I care about the air we breathe.
Janice Lee	Kitchener	11/28/2013	Be a smart city. Build safe, family friendly, sustainability-promoting roads.
Alexandra Olarnyk	Burlington	11/28/2013	I have been a cyclist for 4 years now, starting my first year at the University of Waterloo. The community has to promote safe cycling. Cycling on King Street is terrifyingly dangerous for cyclists and drivers. The community needs to see a change in the next couple of years because the current system for cyclists on king street is not a safe long-term system.
Krista O'Shaughnessy	Waterloo	11/28/2013	SAFTY!
Tryche O'Shaughnessy	Belleville	11/28/2013	helps the environment and we should be doing far more of that

Sarah Buisman	Waterloo	11/28/2013	I often bike from Laurier to uptown and am terrified for the whole ride because I have had some scary encounters with busses driving too close to my bike. Additionally, some vehicles don't seem to think bikes belong on the road and honk at me. Segregated bike lanes would make my trip safer and less frustrating.
Rianne Ranta	tToronto	11/28/2013	I'm a cyclist, and formerly a Waterloo cyclist. I'm still very fond of the city and a frequent visitor. Uptown needs this sort of planning and intelligent design to keep the area accessible and vibrant.
Ian Spence	Kitchener	11/28/2013	This needs to be extended all the way to Kitchener Downtown. The cities cores being connected will promote Bicycle use and visits within each place. Too long have they been segregated causing perception changes for each. Lets unite.
Matthew Grierson	KITCHENER	11/29/2013	Put VERY simply because I would love to cycle the short distance to my work, but I am afraid for my life in traffic.
Kirsten Yri	Kitchener	11/29/2013	We need to make bike lanes absolutely safe for everyone. We cannot have cars and buses traveling or passing through bike lanes. It is too dangerous. Many people already bike. But many more would bike as a family if there were dedicated lanes.
Kimberlee Walker	Stouffville	11/29/2013	I love biking! It's great exercise and better for the environment and sometimes faster than taking the bus! But it can also be really dangerous. Two years ago my friend Lindsay was hit by a truck and killed while biking outside of our hometown. Absolutely brutal. Making the roads safe for cyclists isn't just something that will be more convenient for them - it will actually save lives. I would LOVE it if these bike lanes happened. It would make us all safer!

Kevin Field	Waterloo	11/29/2013	<p>I choose to bike, walk, and bus as much as possible, and almost every day the past year I've witnessed a car driver doing something dangerous that indicated they weren't paying attention to a pedestrian or cyclist. In fact, a friend of mine was cycling in a bike lane when a car turned from the passing lane and broke my friend's arm. The result, my friend was charged and threatened with a lawsuit to recoup car damage costs.</p> <p>As someone with kids in his care, but even by myself, these ongoing anti-pedestrian and anti-cyclist events and culture lower my and my family's quality of life to the point that we're actively considering living somewhere else. Other thriving economic places on the planet have managed to realize the benefits of doing away with a car-centric culture, and if the so-called Most Intelligent Community in the World can't understand this, then despite establishing my life and relationships here for a decade, I'd rather find a place where I feel safer to walk and bike.</p>
Brian Carney	Waterloo	11/29/2013	The best cities in the world prioritize space for cars and cyclists. What type of a city are we?
Linda Ashfield	Waterloo	11/29/2013	This is just the obvious way to go - especially in a city where so many students and cyclists want to share the road with us. Safety and an encouragement to ride your bike!
Carrie McPherson	Kitchener	11/29/2013	I frequently drive through uptown Waterloo and the streets are so very narrow even without a bike lane. I think it's important to have a major overhaul done to King St to accommodate all users of the road to avoid accidents.
Skylar Rushton	waterloo	11/29/2013	I am a huge cyclist and although i usually feel comfortable with cars. A segregated lane would make it much safer
korrie belanger	amherst	11/30/2013	local bike rider
svebor sarich	kitchener	11/30/2013	safer biking for my friends and I!
Shawna MacDonald	Cambridge	11/30/2013	It encourages a more environmental city and protects those who are serious about healthy living for themselves and the land.
Maris Ozols	Waterloo	11/30/2013	Biking as a mode of transportation in Waterloo is very important to me. I wish the city would become more pedestrian and cyclist friendly.
Linda Oliver	Kitchener	11/30/2013	Safety. The more people riding bikes, the healthier we are and the healthier the environment is.

Sandra Bray	Elmira	12/1/2013	What matters the most to me is reducing our carbon footprint in the region..
Curtis Foran	waterloo	12/1/2013	I bike a lot around king and the traffic is some times to much for me to safely ride and I have to take side roads or the sidewalk
Todd Scheerer	Baden	12/1/2013	My father is an avid cyclist, this will help keep him safe when biking to work.
jon galea	waterloo	12/1/2013	Its just plain dangerous without a bike lane.
Greg Reale	Kitchener	12/1/2013	Segregated bike lanes would make it safer for cyclists and make the citycity core more accessible to people without cars. It is also important to implement strategies like segregated bike lanes to incentivize people to cycle instead of drive in an effort to reduce our CO2 emissions and work towards a more sustainable environment.
Duncan Class	Kitchener	12/1/2013	Cycling safety is being ignored by all levels of government by their refusal to properly fund (millions per year - not \$100,000 per year) cycling infrastructure improvements. As well children are not being taught cycling safety and cycling skills in schools from grade 3 and up. .
Linda Carson	Kitchener	12/1/2013	I bike. I drive. I walk. I ride the bus. I've been to Amsterdam and segregated bike lanes are not a hippy-dippy fantasy, they are a pleasant, healthy, practical, green reality.
Lisa Reh	Kitchener	12/1/2013	We need bike friendly lanes to promote safe and green travel in our region. In Germany, the lanes are incorporated into a biking lane on the sidewalk and everyone young and old make use of this effective way of travel in cities.
Daniel Ballantyne	Waterloo	12/2/2013	Making cycling more accessible is good for the environment and the well-being of the citizens in our community.
corrie Ballantyne	Waterloo	12/2/2013	For everyone's safety.
Heather Ramshaw	Guelph	12/2/2013	Keeping the bikes lanes away from traffic will help families and people like me who are terrified of biking feel comfortable biking around uptown!
Eva May	Waterloo	12/2/2013	I am cyclist and a responsible citizen of this community, keeping the safety of bikers in mind who choose to commute sustainably and reduce pollution in our environment.
Tom Miceli	Waterloo	12/2/2013	It is important not only to reduce car emissions but also to promote bicycling as another mode of viable transportation
Ningsih Dijong	Waterloo	12/2/2013	I have young children and want them to know that cycling is a SAFE and ideal form of transportation, and that we live in a wonderful city that supports it.
Jason Schattman	Waterloo	12/2/2013	I bike to work 5 days a week. I can't even count the number of near-misses I've had with cars almost clipping me on my left as they passed me. Bike lanes fix this problem.
Melanie Burrett	Waterloo	12/2/2013	My husband, daughter and I all like to cycle in the city. We need to be able to stay safe while we do so.

Daniel Root	Kitchener	12/2/2013	As a city, we should do what we can to promote bike use. This would be a great step.
Tony Radivoi	Waterloo	12/2/2013	Biking promotes a better and cleaner lifestyle as well as a more effective way of maneuvering down King Street.
Jennifer Konkle	Kitchener	12/2/2013	I bike to work and leisure activities whenever I can. I bike on the road, but often feel very unsafe. I think a segregated bike lane would encourage more bikers and help keep us safe! Plus, I would not have to make my kids bike on the sidewalk to keep them safe.
Darien Merrick	Waterloo	12/2/2013	Because I have been hit by a moving car while cycling. In the current bike lane system for most of the city with the lane beside traffic, I would rather drive than cycle 100% of the time. Protected bike lanes would make me feel safe enough to start cycling again.
Arnold Dyck	St. Agatha	12/2/2013	I would do more biking in uptown Waterloo to shop if there were better bike lanes.
Jason Jurchuk	Kitchener	12/2/2013	safety for cyclists, and a plan that works for everyone. This could also encourage more cyclists to use these lanes because of the increased safety.
Graham Poulin	Kitchener	12/2/2013	Bicycle enthusiast
Catherine Scott	Kitchener	12/2/2013	I would love to ride through this part of town and all over Kitchener-Waterloo without worrying about being hit by a car. At present I drive my car because cycling is too risky
Neil Bishop	Kitchener	12/2/2013	Kitchener-Waterloo needs a well thought-out alternative transportation system for cyclists and pedestrians. I believe that these proposed bike lanes are an excellent part of such a system.
Charles Peeren	Waterloo	12/2/2013	I use my bike as my main in city transportation mode. Current bike lines focus more a traffic calming than bicycle or pedestrian safety.
Gillian Martin	Waterloo	12/2/2013	I'm very excited about the city's redesign of King Street, and it's dedication to supporting alternate transit options like cycling, public transit and walking. I enjoy cycling and taking transit, and the two work hand in hand for me. With the implementation of segregated bike lanes, I know I will be more likely to choose transit and cycling as my modes of transit around KW. Please show Canada that Waterloo knows how to do this right.
Peter Johnson	Waterloo	12/2/2013	Separated bike lanes will make cycling in the city safer, allowing more citizens to choose bicycle vs. car transport. This will also help to beautify the downtown core.
Jeremy Ladan	Waterloo	12/2/2013	Having cycled in other cities with various types of lanes, separated lanes feel safer and more pleasant than other options.
Kevin Dolishny	Kitchener	12/2/2013	Feeling safe while riding through downtown is important to me and my family.

Andres Fuentes	Waterloo	12/2/2013	Because it encourages all cyclist to be comfortable with riding on the road. it also addresses the fact that stopped cars and buses often block bike lanes.
Beth B.	Breslau	12/2/2013	As a regular cyclist in Waterloo Region, and after many narrow escapes from incidents with aggressive motorists, the need for safer cycling infrastructure is one I can vouch for.
Kevin Barry	Waterloo	12/3/2013	Uptown Waterloo should be biker friendly.
trevor sabiston	Waterloo	12/3/2013	Safety concern, there also needs to be a bylaw to prevent vehicles from parking or stoping in bike lanes. When this happens the cyclist has to re enter the live lane and cause issues with cars
Lia Brown	Waterloo	12/3/2013	It can be very scary and dangerous to ride bikes around the city. This would help.
Lucas Coady	Waterloo	12/3/2013	I ride my bike as a main form of transportation in the summer, and often find myself avoiding King St. due to relatively busy traffic with no shoulder or bike lanes.
keenan reimer-watts	kitchener	12/3/2013	Safety biking is something I have always wanted...
Jesse McGinnis	Waterloo	12/3/2013	We need to make it easy and enjoyable to use non-car choices. Will help lower congestion, and massively improve safety and throughflow.
Samuel Lidstone	Kitchener	12/3/2013	I am an avid biker who owns a car but works downtown
Julie DeWolf	Victoria	12/3/2013	I bike everyday! This would make it so much better. I would also be more inclined to bike downtown more often, which means I would spend more time (/money!) on local businesses. Please do this!
Evaleen Hellinga	Waterloo	12/3/2013	It would be a step towards a more sustainable Waterloo, and would provide safer roads for those who already cycle.
Suzanne Gates	Guelph	12/3/2013	I have a sister with children living in this area and I like to visit and bike with them. How great it would be to have such a safe area to bike around. I'd definetly make more visits.
Mark Goody	Waterloo	12/4/2013	Three quick reasons: 1. Safety 2. Encourages active transportation 3. Biking is easier - sometimes faster and cheaper (no gas, parking costs and tickets, etc.), which together with a bike lane, will encourage more bikers and less congestion, emissions, accidents, thefts, etc.
Wendy Taylor	Waterloo	12/4/2013	Will encourage more cyclists in the city. This will improve the quality of life in the city. It will result in fewer car trips and healthier citizens!!!!
Randy Taylor	Waterloo	12/4/2013	Healthier citizens due to more people cycling.
Masaya Llavaneras	Caracas	12/4/2013	For the safety of all!

Zac Jones	Kitchener	12/4/2013	I am a cyclist, support cyclist and know it would save lives.
Dan Kent	Kitchener	12/4/2013	I bike, Kitchener as well as Waterloo and for that matter the region of Waterloo need to do more to ensure peoples safety.
James Janzen	Winnipeg	12/5/2013	Because I'm tired of almost getting hit by cars while commuting.
Brian Young	Waterloo	12/5/2013	While I drive often and I love it, I'm also a cyclist. I feel that in general our infrastructure is tilted unnecessarily in favour of cars. In particular the proposed UpTown improvements don't help nearly as much as they could. I believe fully segregated bike lanes would be a significant improvement (as described here <a href="http://waterloobikes.ca/2013/11/26/a-vision-for-king-street-in-uptown/" rel="nofollow">http://waterloobikes.ca/2013/11/26/a-vision-for-king-street-in-uptown/</a> ).  Cheers, Brian.
Donnie Rayome	Kitchener	12/5/2013	Regular bike commuter and avoid King due to high risk for collisions.
Erica Weller	Kitchener	12/9/2013	Cars just don't look. You take your life into your own hands should you "dare" to use King Street to commute. I avoid the uptown core because the risk just isn't worth it. If the city wants to promote greener alternatives for transportation, there needs to be safer alternatives for cyclists.
Bill Wilson	Kitchener	12/11/2013	Safety of cyclists and less problems for motorists
Cynthia Hiebert	Waterloo	12/11/2013	I want to bike more but I don't feel safe. I want my children to be able to bike more, in a useful way (school etc.) but because of not feeling safe, we attach our bikes to our car and drive to trails to have a bike excursion. It's a big production and the result of that is we don't bike as often as we want to.
Ann Lauzon	Kitchener	12/12/2013	I am an active cyclist and have had many experiences of near death caused by too-close proximity with cars.
Martha Lauzon	Waterloo	12/12/2013	I was struck by a car earlier this year when the driver neglected to check the bike lane behind her before making her right turn. Fortunately, I merely mangled my arm, and am not dead. Better infrastructure, please!
Samantha Powell	Waterloo	12/12/2013	safety of bikers and drivers

Andrew Grieve	Waterloo	12/20/2013	A segregated bike lane is so much more inviting!!  Reasons I don't like a non-segregated lane: 1. Risk of being doored 2. They are a pile of slush in the winter 3. Breathing in car exhaust.
James MacLean	Hawkestone	12/20/2013	Because KW is a *dangerous* place to bike, mostly due to inadequate and/or poorly thought out bike lanes.
Shantell Powell	Kitchener	1/3/2014	I am a cyclist and have had too many close calls.
jodi koberinski	kitchener	1/3/2014	My children live between Kitchener and Waterloo, week on week off, and cycle regularly between the two cities. My youngest attends grade school in uptown Waterloo At MacGregor. The addition of DEDICATED bike lanes improves the safety for my children immensely, and encourages more people to cycle. Waterloo Region's Sustainable Waterloo Region has set targets for the region. Cycling to work is one way we can achieve the GHG targets set out by this not for profit. Anything the City can do to make cycling a viable option for more residents is a necessary thing.
Robin Glennie	Waterloo	1/3/2014	Safe cycling is important for sustainable communities, and critical for university students.
Kathleen Maitland-Carter	Toronto	1/3/2014	I was recently hit by a car (a big SUV) while cycling in an unprotected bike lane. The more protected bike lanes, the more cyclists, the less cars & less congestion and less pollution.
Tibra Ali	Kitchener	1/3/2014	I am a cyclist who cycles the whole year round.
Angie Koch	Kitchener	1/3/2014	Please prioritize the safety of cyclists and make it easier for more local residents to bike commute whenever possible!
Carley Frigault	T.o	1/3/2014	Toronto is very much a pedestrian city . The streets were not designed for big traffic though all commuters must exist together and very busy roads. The cyclists bladders and boards all need to get some where just as much as any other vehicles and they need to be protected. Thankyou
Emily Adlam	Waterloo	1/3/2014	I have no car and am dependent on cycling to get from place to place in Waterloo
Erik Stuhlmacher	Waterloo	1/3/2014	So I can bicycle safely on the most direct route around town
Dustin Rhodes	kitchener	1/4/2014	Because women with nice bums ride bikes.
Emma Dines	Waterloo	1/4/2014	Bike safety is important if biking as a commuter option is to be attractive to more people. And the more people biking, the less pollution. I think we can all agree that that is important.

Hooman Safaee	Mississauga	1/4/2014	I ride my bike from King and University to work everyday in summer, spring, and fall
David Adams	Brampton	1/4/2014	Because I like to use my bicycle to travel across the city, not just ride dirt trails!!
David Marsh	Waterloo	1/4/2014	I ride my bike in KW often as my only means of transport.
Jamie Lauckner	Thunder Bat	1/4/2014	Because I ride.
Drew Armstrong	Montreal	1/4/2014	motivation and accessibility for biking as a pliable and safe option in the region.
ben buchenauer	Petersburg	1/4/2014	Safety
Beth Nenniger	Kitchener	1/4/2014	I'm young. I can't afford to drive all the time. I ride my bike everywhere, but am often scared riding on the busy roads in Waterloo and Kitchener. The most progressive cities around the world (Copenhagen, Amsterdam, Vancouver) have dedicated bike lanes, and Waterloo should be one of those cities.
Michael D Graham	Waterloo	1/4/2014	I cycle. I walk. I drive. all will be safer and more convenient for me and my family if we have dedicated bike lanes.
Jadyn Clasper	kitchener	1/4/2014	as the amount of bikers has risen and is still rising - i believe it will be beneficial for drivers and cyclists to have a safer way of sharing the road!
Desmond Collington	Kitchener	1/4/2014	I'm a cyclist
Sean Borman	Waterloo	1/6/2014	Best way to promote bike use in the downtown core.
Joe Benninger	Waterloo	1/6/2014	We try to get out of our cars and walk or bike as often as possible. Waterloo should strive to be as bike friendly as possible!
Dorothy Kohler	Kitchener	1/7/2014	Mainly for safety reasons. For years I have served as an ambulance communications supervisor in the 911 control centre for this coverage area. There will always be accidents, however I believe segregated bicycle lanes on King Street and any street in Waterloo Region would reduce the number of cyclists struck by vehicles. It would also encourage people to use pedal power instead of congesting the downtown core with vehicles. From my perspective, it is much more attractive and welcoming. Thank you for your consideration. Dot
Kathryn Ritz	New Hamburg	1/8/2014	Although I do not live in Waterloo, I support this proposal because it would make Waterloo an example to other communities when they make decisions about transportation.
Samantha Kristoferson	Waterloo	1/22/2014	Because bicycling is my main transportation!
Sarah Baxter	Waterloo	1/26/2014	Bike lanes in SOME places does not cut it. We need safe bike routes EVERYWHERE for Waterloo to truly be PRO-cyclist.
Samantha Davies	Waterloo	1/27/2014	Because many students ride bikes since it is a cheaper option than driving cars! This will increase the safety of the many students and residents of this area, and it will have to happen eventually. The sooner the better,

Brandon Pludwinski	Toronto	1/28/2014	As a Laurier student that bikes, it would be nice to have a separate lane to make my commute safer
Michele Cadotte	Waterloo	3/11/2014	If we are a smart city, we need to live up to that label. It's the right and responsible thing to do!
Carol Kraft	Kitchener	3/17/2014	safety, lower carbon foot print & less traffic congestion
John Doucette	Kitchener	3/18/2014	The best route from my home to work is along king street. I have near accidents in traffic often when commuting there, and have even sustained a broken elbow and thumb. Frustrated drivers who are stuck in traffic do not think about cyclist safety, and often take dangerous actions, like cutting into my lane to make a right turn without signaling, or passing when there isn't a safe distance. Protected bike lanes solve these problems. While re-education is a good long term solution, cyclists need safe infrastructure today.
Dan Patterson	Kitchener	3/24/2014	I used to enjoy bike rides until I moved to K-W. Just too dangerous to be on the roads.
Jennifer Bain	Halifax	3/24/2014	I have many friends in Waterloo with children, and I'd like those children to be safe. Segregated bike lanes should be a part of every city in Canada.
Susan Bain	Baddeck	3/24/2014	My husband bikes in Cape Breton, my daughter's friends and their children, as well as many students, bike in Waterloo--better for the environment, but not so good if the bikers aren't safe.
Svend Naumann	Hamilton	3/31/2014	Universal appeal to get people to create as little a carbon foot print as possible. Healthy pastime (biking) and will un-congest our cities. I'm for more bike lanes in all cities.
Enoch Noel	Kitchener	4/8/2014	make it safe for the bikers.
Chris Deck	Kitchener	4/10/2014	I regularly use trails between the cores of Kitchener and Waterloo and would like to see this as a logical extension that would be safe for me and my daughters to travel.
Daniel Brotherston	Kitchener	4/10/2014	I like to feel safe while biking.
Daniel Allen	Kitchener	4/11/2014	I bike daily and avoid King St. in Uptown and Downtown. I would like easier and safer commutes and opportunities to shop uptown/downtown on bike. Thanks.
Sam Toman	Kitchener	4/15/2014	Because I bike, and want to live to see 40.

Peter Lehman	Kitchener	4/29/2014	<p>I am a cyclist. My family cycles or rides the bus.</p> <p>Evidence in other North American cities points to a clear and positive return on investment of dollars into cycling infrastructure. Portland has demonstrated that it can be done on a large scale. Think of it this way: Imagine a bridge. A million dollars? More? How many kilometres of bicycle infrastructure can be developed for that cost? Portland has saved millions and millions by creating healthy bicycle infrastructure. Where are our bike corrals? Why do we continue to put the lives of our citizens at risk because we do not value them enough to create safe segregated bicycle friendly infrastructure? The City of Kitchener's goals for increasing ridership are, quite literally, a joke. How are the city of Waterloo's targets any better, and how are they being implemented? I ride a lot and I ride fast, but I do not feel safe in traffic until I am going 40 km/h and take my own lane. And I do go 40 km/h and I do take my own lane. I am upset with the people who ride on the sidewalk, because they should be on the road. But I am also upset because I need their help. I need them on the road WITH me, so that drivers learn to recognize that bicycles are part of the traffic. However, until the traffic laws and the infrastructure is developed to make cycling safe, people will continue to ride on the sidewalk. Safe, not "less dangerous". Safe means I can ride there with my 6 year old. By the way, he rode from Waterloo to Elora last summer. 4 hours. Camped for two nights and then rode home again. So did his sister, who was 7 at the time.</p> <p>The time is now.</p>
Kendra Leighton	Dartmouth	5/22/2014	<p>I used to live and cycle in Waterloo for years, and I never felt remotely safe riding on King Street. I would usually take a longer route to avoid it. King Street is a huge safety concern for cyclists, and I hope segregated lanes are implemented.</p>
Daniel Lizotte	Waterloo	5/29/2014	<p>I am a bike-commuter in Waterloo, and I do not believe the current proposed changes to King Street are safe.</p>
John Kokko	Waterloo	5/30/2014	<p>I have been hit by a car and appreciate the need to provide physical separation between cars and bikes. I have ridden in several cities that have segregated bike lanes and have experienced the pleasure of segregated bike lanes. I would suggest that we are going to encourage alternative transportation and a people friendly core we need to make it safe and appealing to ride. Segregated bike lanes are definitely a significant component of a vibrant city.</p>
amanda Booth	kitchener	6/10/2014	<p>I bike alot and am concerned about safety.</p>

Mary Louise McAllister	Waterloo	6/11/2014	Waterloo should catch up with other leading Canadian cities. It is important to community well-being.
heather dixon	Waterloo	6/11/2014	This is important to promote a healthy, safe, clean community for all our residents. Also to promote exercise which now we understand is important for all of us for so many reasons!
Kathy Gogos	Kitchener	10/10/2014	The only way to enable safe biking is with segregated lanes. This should be a standard for all major roads, but let's start by first protecting our biking students.
Jared Murphy	Newcastle	3/17/2015	I love biking and think that safety is key for those biking in the city.
Sam DesRoches	Kitchener	3/17/2015	I bike everywhere and specifically avoid king because its layout is ridiculous. Separated bike lanes are a must. Otherwise I'll just continue to bike on the sidewalk. And everyone loves that
Seth Burt	Waterloo	3/17/2015	I'm signing because I've been hit many times because there are no designated bike lanes. This has to stop. We need bike lanes!
Chris Reid	Kitchener	5/11/2015	If you build it( safe bicycle infrastructure) they (more bicycle users) will come... Waterloo region needs to complete its vision for cycling especially on key arterial roads
Shirley Jenkins	New Hamburg	5/13/2015	Safety of cyclists and for environmental and health reasons.

TEAR OFF

# COMMENT SHEET

City of Waterloo and Regional Municipality of Waterloo  
PUBLIC CONSULTATION CENTRE – May 29, 2014

## UPTOWN WATERLOO KING STREET NORTH STREETScape IMPROVEMENT PROJECT and KING STREET NORTH RECONSTRUCTION



The personal information you provide in this Comment Sheet is gathered under the authority outlined in the Municipal Freedom of Information and Protection of Privacy Act (28-2) and will be used to assist the Project Team in making decisions on this project. All names, addresses and comments will be included in this material will be made available to the general public.

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this sheet home and mail, fax or e-mail your comments by **Thursday, June 12, 2014** to:

Uptown Waterloo Streetscape Improvement:

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King Street North Reconstruction:

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**QUESTION 1:** What do you LIKE about the new alternative design concept for King Street North?

**From the Rapid Transit (ION) Tracks to Central Street?**

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**From Central Street to University Avenue?**

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Turn Page Over

**QUESTION 2:** What do you NOT LIKE about the new alternative design concept for King Street North?

**From the Rapid Transit (ION) Tracks to Central Street?**

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**From Central Street to University Avenue?**

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**Other comments or concerns regarding the projects:**

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**QUESTION 3:** Which design concept do you prefer?

- New alternative design concept with segregated bike lanes.
- Previously preferred design alternative with on-road bike lanes.

**DEMOGRAPHIC INFORMATION (Optional)**

For purposes of data analysis, please provide your age, gender and interest. This is entirely optional:

- Male     Female
- under 19     19-34     35-44     45-54     55-64     65-74     75+

Your use of Uptown:

- I work Uptown                       I live in Uptown                       I have a business Uptown
- I live or work outside Uptown       Other \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Email: \_\_\_\_\_

*Thank you for your time and input into this project*

Public Consultation Centre Summary

# Public Consultation Centre Uptown Waterloo King Street North Streetscape Improvement Project and King Street North Reconstruction

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DRAFT



Prepared for City of Waterloo and Region of Waterloo  
by IBI Group

June 2014

# Document Control Page

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# 1 Introduction

The City of Waterloo and the Region of Waterloo retained IBI Group to undertake the Class Environmental Assessment (Class EA) Study 'Schedule 'B' for the Uptown Waterloo Streetscape Improvement Project and the King Street North Reconstruction (see Exhibit 1). The studies are being undertaken to improve the road for all users (cars, cyclists and pedestrians). It is proposed that King Street North between University Avenue and the ION LRT tracks south of Erb Street be reduced to one lane in each direction, have bicycle lanes and wider sidewalks to attract all modes of local transportation – walking, cycling, transit, commercial vehicles and private autos. The studies are being conducted in accordance with the planning and design process for 'Schedule B' projects as outlined in the Municipal Engineers Association "*Municipal Class Environmental Assessment*," (October 2000, as amended in 2011).

**Exhibit 1: Study Area**



This fourth Public Consultation Centre (PCC) for the Uptown Waterloo Streetscape Improvement Project and the second PCC for the King Street North Reconstruction were held to provide information about the proposed street changes and discuss the issues to be addressed by the Class EAs. The public was encouraged to attend to learn more about the studies and engage in discussions with project representatives.

## 2 Notice of Public Consultation Centre

The Notice of PCC (**Appendix A**) was published in the Waterloo Chronicle on May 14 and 21, 2014 and The Record on May 23 and 27, 2014. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned PCC. The Notice of PCC was also posted on the City of Waterloo website (<http://www.waterloo.ca/en/living/uptownstreetscapeimprovement.asp>) and the Region of Waterloo website (<http://www.regionofwaterloo.ca/en/gettingAround/resources/5494-KingStreetReconstructionInfoSheet.pdf>) which was accessible to all external stakeholders and members of the public.

A newsletter (**Appendix B**) was mailed or e-mailed to contacts identified on the Project Contact List which was developed during the study. The list is updated regularly as required and includes the following groups:

- First Nation / Aboriginal Communities;
- External Agencies;
- Members of the Public; and
- Stakeholders.

## 3 Public Consultation Centre

The PCC was a drop-in format where members of the project team were available to answer questions and address concerns. The session was held as follows:

**Date:** Thursday, May 29, 2014  
**Time:** Information Display Drop In: 5:00 p.m. to 8:00 p.m.  
**Location:** City of Waterloo City Hall, Atrium  
100 Regina Street South  
Waterloo, Ontario N2J 4A8

A total of 170 individuals signed in at the PCC. Members of the project team were available to facilitate the understanding of information presented, including the Municipal Class EA process. The project team present at the PCC included the following individuals:

**Barb Magee Turner**, Project Manager, City of Waterloo

**Eric Saunderson**, Project Manager, Region of Waterloo

**Paula Sawicki**, Manager of Transportation Planning, Region of Waterloo

**Phillip Hewitson**, Active Transportation and LRT Manager, City of Waterloo

**Don Drackley**, Consultant Project Manager, IBI Group

**Norma Moores**, Active Transportation Engineer, IBI Group

**Marianne Radue**, Environmental Planner, IBI Group

The materials presented at the PCC, including an information package and comment sheet (**Appendix C**), were made available on-line on the City and Region's websites. The last day to receive public comment on the information presented was on **June 12, 2014**.

## 4 Information Presented

Display panels were organized in a manner which effectively presented information on the project. The display boards listed in Exhibit 2 were on display at the PCC and can be viewed in full in **Appendix D**.

### Exhibit 2: Display Boards

i. Welcome Board	ix. Public Response Summary (November 2013) New Alternative – 4 boards (May 29, 2014)
ii. Purpose of the Public Consultation Centre	x. Examples of Segregated Bikeways
iii. Project Objectives	xi. New Alternative Streetscape – Central Street to ION Tracks (May 29, 2014)
iv. King Street North Context	xii. New Alternative Streetscape – Central Street to University Avenue (May 29, 2014)
v. King Street North Alternatives - Rapid Transit ION Tracks to Central Street (Preferred November - 2013)	xiii. Comparative Benefits & Disbenefits – New Alternative
vi. King Street North Alternatives - Central Street to University Avenue (Preferred November - 2013)	xiv. Next Steps
vii. Streetscape – University Avenue to Central Street (November 2013)	
viii. Streetscape – Central Street to ION Tracks (November 2013)	

## 5 Comments from the Public

The public was requested to submit comments by **June 12, 2014**. Those who provided contact information were added to the project contact list to receive future notifications relating to the study. In total 78 comment forms were completed and submitted to the project team during or after the PCC along with 51 email responses. Exhibit 3 summarizes written comments/concerns received as of **June 16, 2014**. All comment forms and correspondence received is available in **Appendix E**.

### Exhibit 3: Summary of Comments/Concerns

<b>QUESTION 1: WHAT DO YOU LIKE ABOUT THE NEW ALTERNATIVE DESIGN CONCEPT FOR KING STREET NORTH?</b>
<b>From the Rapid Transit (ION) Tracks to Central Street?</b>
<ul style="list-style-type: none"> <li>• Segregated Bike Lanes (48 comments)</li> <li>• Plenty of space for bikes</li> <li>• Removes car door hazard from bike lanes (3 comments)</li> <li>• Wider Sidewalks (19 comments)</li> <li>• Bike Safety (6 comments)</li> <li>• More room for cyclists</li> <li>• The grade separation of the sidewalk, cycling track and vehicle lanes</li> </ul>

- Plenty of space for pedestrians/pedestrian friendly (6 comments)
- Ease of pedestrian crossing (2 comments)
- Reduction of traffic lanes (6 comments)
- No right turn lanes
- Turning lanes
- Left turn at Erb
- Wider car lanes
- Plenty of space for vehicles
- Plenty of space for transit
- Parking (9 comments)
- Improved bus shelters/bus stops (3 comments)
- Improvements to multi-modal transport
- Trees/gardens (11 comments)
- Promotes active transportation and transit
- Rollover curbs (2 comments)
- Road markings on side streets to denote pedestrian and bike traffic
- Accessibility (3 comments)
- Everything (2 comments)

**From Central Street to University Avenue?**

- Removal of pedestrian crossing lights (5 comments)
- Pedestrian islands (26 comments)
- Bike lanes (44 comments)
- Bike safety (3 comments)
- Plenty of space for bikes
- Wider sidewalks (5 comments)
- Safety for all road users
- Turning lanes (4 comments)
- No right turn onto Bricker
- Reducing lanes before Bricker
- Lane reduction
- Connects King and University as an urban hub
- Optional loading zones
- Bus shelters/bus stops (3 comments)
- Ease of pedestrian crossing (2 comments)
- Accommodates all modes of transportation
- Grass boulevard
- Pedestrian environment (2 comments)
- Trees/gardens/streetscaping (5 comments)
- No on-street parking
- Some parking left (2 comments)
- No impact on parking
- Amenity space buffering pedestrians from cyclists
- Raised pedestrian area
- Separate pedestrians and cyclists by trees
- Accessibility (2 comments)
- Everything (2 comments)

**QUESTION 2: WHAT DO YOU NOT LIKE ABOUT THE NEW ALTERNATIVE DESIGN CONCEPT FOR KING STREET NORTH?**

**From the Rapid Transit (ION) Tracks to Central Street?**

- No bicycle specific accommodations (2 comments)
- Bikes not visible behind parked cars (2 comments)
- The barriers between bike lanes and cars, with the trees, may make it dangerous when both a vehicle and bicycle are turning right/left (3 comments)

- At Bridgeport, south of King, vehicle traffic should be forced to stop behind bicycle traffic
- Mountable curbs for cycle track will result in parked cars blocking the bike path
- Bike lanes behind the parked cars
- Add flexible barriers to improve safety
- Protected bike lanes could be wider
- No space for cyclists
- Bike lanes should direct away from intersections not towards
- The segregated bike lanes end at Erb, are there any plans to connect to the trails along Caroline via Erb or the railway?
- Lack of bicycle infrastructure
- Place a cement beam between the bike lanes and traffic
- No bike lanes south of the ION/Erb (23 comments)
- Navigating intersections difficult for both vehicles and cyclists (2 comments)
- Old bike lane intersection design rather than using a setback
- Use the “Share the Road” idea, using downtown Kitchener as an example
- Longer pedestrian crosswalks
- Bike crossing at Erb and Bridgeport tricky
- Need clear separation between bike lanes and pedestrian lanes (2 comments), trees and benches should be between them
- One lane will cause congestion
- Does not support the removal of parking
- Too much on-street parking (3 comments)
- There should be no parking on the west side
- Remove on-street parking at the ION and encourage people to use the parking garage
- Bus stop locations (3 comments)
- Bus bay combined with on-street parking near Erb on King
- No bus bays
- Sidewalk space gets constrained due to bus stops
- Lane design could slow buses (2 comments)
- Nothing (3 comments)

**From Central Street to University Avenue?**

- Nothing (7 comments)
- Bus stops are blocked
- Buses will block traffic
- No smooth transition onto the southbound cycle track from north of University (5 comments)
- Protected cycle tracks
- Bike lanes could be wider (2 comments)
- Need facilities to make it easier for cyclists to make left turns
- Place a cement beam between the bike lanes and traffic
- Need a wider buffer between the bike lane and the road
- Need bike racks
- Need a bike box at the crossing on Central
- Have signage/pavement markings reminding pedestrians to watch for cyclists
- Intersection design – how are cyclists protected from turning cars cutting them off? (3 comments)
- Why are pedestrians to the left of the vegetation on the northbound side?
- Consider vegetation on the Central island
- Need smaller pedestrian islands
- Refuge crossings (2 comments)
- Longer crosswalk
- Bus stops avoiding pedestrian islands would encourage jaywalking
- Right turn ramp at the corner of King and University dangerous for pedestrians (3 comments)
- Need clear delineation between bike lane and pedestrian lane
- Need longer turn lanes

- Too many lanes at University
- Right turn lane
- Two way left turn lanes are unsafe, provide U turn options and ban left turns
- Single lane traffic/narrow lanes will cause congestion (2 comments)
- Narrow buffer strip
- Rollover gutter
- Use bollards at the northern end of the study area to create more of a physical barrier from cars
- Lack of trees
- South of University, two lane section should extend right to University, southbound one lane can become a right turn

**Other Comments or Concerns Regarding the Projects**

- New alternative is a positive step towards making Uptown a more people friendly core (3 comments)
- New alternative will attract new business
- New alternative an improvement from the old design
- Supports the new alternative (12 comments)
- Exciting opportunity to build a modern, attractive and functional streetscape
- Educating cyclists and motorists about integrating with traffic for left turns with segregated bike lanes
- The study team listened to the feedback concerning segregated bike lanes (2 comments)
- Bike lanes should be on Central and Albert
- Enhancements that should be used after infrastructure include benches, cafes and beautification
- Design should be implemented further south past Erb
- Supports segregated bike lanes (9 comments)
- New alternative safer for cyclists
- New alternative will integrate well with the LRT
- Consider safety at intersections
- Supports losing on-street parking in favour of bike lanes (3 comments)
- Does not like the encouragement of parking on side streets
- Extend bike lanes south of Erb/ION (5 comments)
- Need bike lanes north of University
- Add additional cycling infrastructure (e.g., bike boxes at intersection, more bike racks) (2 comments)
- Put both bike lanes on one side
- Have a bike priority light at University and King
- Loss of parking spots will not have a negative impact on business
- Cyclists should have the right-of-way when in the bike lane
- Can the bike lanes be maintained in the winter? (3 comments)
- Good compromised between different travel modes and parking
- Could use a lane for loading/unloaded between King and Regina
- Signage and painted lanes necessary at cross streets
- Have a bicycle left turn signal
- Bikes should not be allowed to make left turns
- Would prefer fully separated bike lanes/more protected bike lanes (2 comments)
- Concerned those who are blind not knowing when a dangerous (street/bike) area ends
- Intersection design – how are cyclists protected from turning cars cutting them off?
- Put in pedestrian scrambles at Erb/Bridgeport
- Have key maps for all the site plans and cross-sections
- Provide renderings of the alternative
- Need bus shelters
- Emergency vehicles should use Regina instead of King
- Concerned about traffic diversion onto Regina and Albert
- Provide temporary parking at the old post office

<ul style="list-style-type: none"> <li>• Snow removal should be considered. Snow should not be dumped in the bike lane.</li> </ul>
<b>QUESTION 3: WHICH DESIGN CONCEPT DO YOU PREFER?</b>
<ul style="list-style-type: none"> <li>• New alternative design concept with segregated bike lanes – 74 responses</li> <li>• Previously preferred design alternative with on-road bike lanes – 0 responses</li> </ul>
<b>E-mail responses</b>
<ul style="list-style-type: none"> <li>• Supports segregated bike lanes (37 comments)</li> <li>• Segregated bike lanes will make travelling safer for both cars and cyclists (2 comments)</li> <li>• Need physical separation of pedestrians and cyclists</li> <li>• Put a cycling speed restriction in place</li> <li>• Concerned about passengers exiting the right side of the car and dooring (2 comments)</li> <li>• How will the cycle lanes work at intersections, will there be separate traffic signals for bikes?</li> <li>• Supports the parking (4 comments)</li> <li>• Parking should be relocated underground, in garages and side streets</li> <li>• Does not support the removal of parking, will affect businesses (2 comments)</li> <li>• How far before the intersection would the bike lanes rejoin with the traffic?</li> <li>• Physical separation could make it difficult for drivers to see cyclists</li> <li>• There is a lack of cycling infrastructure south of Erb Street (2 comments)</li> <li>• Add a new crossing between King and Dupont</li> <li>• Relocate bus stops closer to Dupont/Princess</li> <li>• Business owner likes the idea of students from WLU being able to access Uptown more easily</li> <li>• How are left turns for cyclists being addressed?</li> </ul>
<b>Telephone responses</b>
<ul style="list-style-type: none"> <li>• Does not support wider sidewalks, prefers to see the space to move traffic</li> <li>• Move bike lanes onto Regina instead of King Street</li> </ul>

## 6 Comments from External Agencies

Comments were received from the Grand River Accessibility Advisory Committee and are summarized below:

- Segregated bike lanes:
  - Have sufficient separation between the sidewalk and bike lanes to ensure pedestrian safety;
  - Concerned about accessible parking spaces next to the bike lane, ramps used to disembark from the vehicle would go into the bike lane;
  - Provide one way bike lane on King, and an alternative bike lane on Regina; and
  - Provide two way bicycle lanes on one side of King Street only.
- Wider sidewalks:
  - Wider sidewalks preferred, more space provides improved access for people who use wheelchairs and service animals;
  - Designers should be mindful of wide open area, important to include elements that provide orientation as to where the path of travel is;
  - Ensure ramps are built along the side of the building rather than straight out to the sidewalk;
  - If patios are created ensure AODA regulations are met regarding enough sidewalk space for pedestrians;

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- Consider some guidelines for patios to ensure access around them; and
- Need to have cane detectable indicators for obstacles (e.g., chairs from outdoor patios, trees, garbage cans)
- Reduced street parking:
  - Mixed feedback regarding parking on one side of the street only;
  - Would more parking be allocated elsewhere to replace the spots removed; and
  - Some approved of the parking, sufficient parking in Uptown already.
- Accessible parking:
  - More accessible parking would be appreciated; and
  - Ensure no obstacles (e.g., trees, other landscaping) beside accessible parking spaces.
- Other comments:
  - Provide curb cuts at regular intervals, not just at intersections;
  - Include indicators where sidewalks and roadways meet at intersections;
  - Consider including tactile warning indicators along the edge of crosswalks at intersections; and
  - Avoid skewed intersections, ensure sidewalks are at 90 degrees on both sides of the intersection.

**Appendix E**

Draft Minutes of Meeting, City of Waterloo Council,  
Integrated Planning & Public Works Report, May 25, 2015



**Council Follow Up – King Street Streetscape Improvement Project Environmental Assessment – Erb Street to Central Street. (Barb Magee Turner & Phil Hewitson)**

Moved by Councillor Durrell, seconded by Councillor Vieth:

1. That Report IPPW2015-001 be approved.
2. That Council receive the Environmental Study Report (ESR) completed for the City & the Regional Municipality of Waterloo by IBI Group dated May 6, 2015.
3. That Council endorse the recommended King Street Streetscape Improvement design option outlined in staff report IPPW 2015-001 for King Street from Erb Street to Central Street and request that the Region of Waterloo approve this recommended streetscape design option for King Street between Erb Street and Central Street at a future Region of Waterloo Council meeting.
4. That Council request that staff file a Notice of Completion for the King Street Streetscape Improvement project Environmental Assessment (EA) between Erb Street and Central Street, in accordance with requirements of the Schedule C Municipal Class EA protocol, by means of advertisements in local newspapers, mailing to stakeholders, and placing the ESR on public record for a review period of 30 days, following Regional Council approval.
5. That Council approve the municipal cost sharing arrangement (City share 60% Regional share 40% based on ownership of the infrastructure impacted) for the design and construction components of this project and request that Council support in principle the estimated contributions by the Region for their share of underground infrastructure and surface works as per Table 2. These costs are based on preliminary estimates for the recommended concept.
6. That Council authorize City staff to initiate the detailed design process once the 30-day EA appeal period is completed.
7. That Council direct staff to return to Council prior to tender award if the project estimate is beyond the current funding approved in the Capital Budget for the City's share of the project. Tender to be awarded by Region of Waterloo in consultation with City staff.
8. That the City's capital funding for the King Street Streetscape Improvement project in the amount of \$1,734,000 funded \$204,000 from CIRRF, \$256,000 funded from Sanitary Sewer Utility Reserve, \$307,000 from Water Utility Reserve, \$202,000 from Stormwater Utility Reserve, \$765,000 from Uptown Development Reserve be approved as per the 2015 Approved Capital Budget ref #783.

**Council Follow Up – King Street Streetscape Improvement Project Environmental Assessment – Erb Street to Central Street. (Barb Magee Turner & Phil Hewitson)**

9. That Council recognize staff will review the 2016 Capital Budget allocations for this project during the 2016 budget process to address any other funding requirements.
10. That Council direct staff to continue to work with the BIA through the design and construction phases of the project to provide for business continuity in the Uptown.
11. That Council recognize the valuable work of the Citizen Task Force established for the King Street Streetscape Improvement Project and thank all members for their efforts.
12. That Council endorse in principle the Region of Waterloo's proposed streetscape plan for King Street from Central to University Avenue as outlined in staff report IPPW 2015-001 and authorize staff to continue to work with the Region of Waterloo to finalize the design and construction for 2018/19.

**Carried Unanimously**