Public Consultation Centre For

Transportation Master Plan Update

Information Package

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Hours</th>
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<tbody>
<tr>
<td>Tuesday, September 12, 2017</td>
<td>Cambridge Idea Exchange (Public Library), Front Foyer, 1 North Square, Cambridge</td>
<td>Drop in anytime 5–8 p.m. Presentations at 5:30, 6:30, and 7:30 pm.</td>
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<tr>
<td>Wednesday, September 13, 2017</td>
<td>Waterloo Recreation Complex, 2nd Floor, Hauser Haus Room, 101 Father David Bauer Drive, Waterloo</td>
<td>Drop in anytime 5–8 p.m. Presentations at 5:30, 6:30, and 7:30 pm.</td>
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<tr>
<td>Tuesday, September 19, 2017</td>
<td>Kitchener Public Library, Meeting Rooms D/E, 85 Queen Street N, Kitchener</td>
<td>Drop in anytime 5–8 p.m. Presentations at 5:30, 6:30, and 7:30 pm.</td>
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Welcome.

Please fill out the comment sheet at the end of this Information Package.

Please sign the study mailing list if you wish to be contacted further about this study.

1. What is the purpose of this public consultation centre?

The Region of Waterloo is here today to provide an update on Moving Forward, the Region’s transportation master plan update, and collect public input on:

- Waterloo Region’s future transportation trends;
- New mobility options;
- Key needs for Waterloo Region’s transportation system; and
- Alternative future transportation systems.

Our Study Team members are available at this public consultation centre to:

- Discuss these topics,
- Listen to your ideas, and
- Respond to your questions.

2. What is Moving Forward?

Moving Forward is the Region of Waterloo’s transportation master plan. The plan identifies policies and projects to meet the Region’s transportation needs over the next 25 years. These include where and how to invest in Regional road improvements, traffic controls, public transit service, cycling and walking facilities, and the management of travel demand. Moving Forward also considers other related transportation needs related to provincial highways within Waterloo Region, travel to and from Waterloo Region, emerging transportation trends, and passenger rail and air service.

3. Why is Moving Forward important to you?

Moving Forward affects everyone. It deals with the movement of people and goods in and around Waterloo Region. The need for mobility affects every resident, business and visitor in Waterloo Region. Mobility must be safe, convenient and affordable for all, while serving our travel needs and reducing impacts on our neighbourhoods and natural areas. It must provide for the types of travel choices expected by residents of Waterloo Region, be it walking, cycling, public transit or driving.
4. What is the vision for transportation in Waterloo Region?

The following vision statement for Waterloo Region’s transportation system over the next 25 years has been endorsed by the project Steering Committee made up of Regional Council, staff and key agency representatives. Input to the vision was also provided by the study’s General Public Panel, which is a cross-section of residents, and the Stakeholder Panel of agency representatives and community groups. It also aligns with other strategic planning visions developed by the Region.

“Waterloo Region will be a prosperous, sustainable and healthy community, with viable transportation choices for people of all ages and abilities, and for the goods supporting our economy.”

5. What are the goals for transportation in Waterloo Region?

To achieve the vision, the following goals for Waterloo Region’s transportation system are being continued from the 2010 Regional Transportation Master Plan (RTMP).

<table>
<thead>
<tr>
<th>Goals</th>
<th>How?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimize the transportation system</td>
<td>Make the most of what exists. Maximize the use of existing transportation services and facilities.</td>
</tr>
<tr>
<td>Promote transportation choice</td>
<td>Offer competitive choices to move people and goods in an integrated, seamless transportation system.</td>
</tr>
<tr>
<td>Foster a strong economy</td>
<td>Provide a transportation system that supports the retention of existing businesses and attracts sustainable economic activity.</td>
</tr>
<tr>
<td>Support sustainable development</td>
<td>Provide and maintain a transportation system that supports sustainable growth in both urban and rural areas and reduces transportation contributions to climate change.</td>
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6. What did we learn from the first series of public consultation centres in September 2016?

One of the outcomes from the first round of public consultation centres was overall broad support for the transportation goals (see chart on the next page). Although there was general agreement with all of the goals, the public expressed a strong interest in having travel choices that provide alternatives to personal car use, filling in gaps in the bike and the recreational trail network, and adding or enhancing transit service area and frequency.
7. How do we expect to travel in Waterloo Region by 2031?

In the 2010 Regional Transportation Master Plan, the Region considered a “road/car-oriented” alternative, to be achieved primarily by widening roads. This alternative would have favoured the use of personal cars but would not have achieved most of the Region’s transportation goals for the future, and would have imposed significant social and environmental impacts to communities. Instead, the Region focused on a “transit-oriented plan with strategic road improvements” alternative to achieve the 2031 goals of providing more options for transportation. This could achieve the Region’s transportation goals, with 15 percent of all afternoon peak hour trips made within Waterloo Region by transit, and 12 percent of trips by either cycling or walking. As shown below, these aggressive but achievable travel targets would result in a notable reduction in car use.

**PM Peak Travel Mode Shares (2011 Actual, 2031 Target)**

<table>
<thead>
<tr>
<th>Mode</th>
<th>2011 PM Peak Period (2:30 pm–5:30 pm)</th>
<th>2011 PM Peak Hour (4:30 pm–5:30 pm)</th>
<th>2031 PM Peak Hour (4:30 pm–5:30 pm)</th>
</tr>
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<tbody>
<tr>
<td>Auto Driver</td>
<td>68.3%</td>
<td>78.0%</td>
<td>58.0%</td>
</tr>
<tr>
<td>Auto Passenger</td>
<td>14.6%</td>
<td>14.0%</td>
<td>12.0%</td>
</tr>
<tr>
<td>Local Transit</td>
<td>5.7%</td>
<td>3.9%</td>
<td>14.8%*</td>
</tr>
<tr>
<td>School Bus</td>
<td>3.7%</td>
<td>0.1%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Cycle</td>
<td>0.8%</td>
<td>0.9%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Walk</td>
<td>6.4%</td>
<td>2.3%</td>
<td>9.0%</td>
</tr>
<tr>
<td>Other</td>
<td>0.5%</td>
<td>0.6%</td>
<td>0.5%</td>
</tr>
<tr>
<td><strong>Total Person Trips</strong></td>
<td><strong>307,643</strong></td>
<td><strong>110,119</strong></td>
<td><strong>183,513</strong></td>
</tr>
</tbody>
</table>

* Note: Some road corridors would have higher transit targets.
8. What trends are we seeing in regional transportation today?

Inter-regional travel is growing rapidly

Waterloo Region residents make approximately 1.1 million trips per day, of which 95 percent remain within Waterloo Region and 5 percent (about 55,000 trips) are made to destinations outside of Waterloo Region.

The City of Guelph accounts for over one-quarter of all inter-regional travel, and this may grow with completion of the new Highway 7 now under construction. Also, trips to Toronto are fewer than trips to Peel Region or Guelph. The implications for Moving Forward may be the need to support more inter-regional transit.

Internal travel within Waterloo Region is typical of most smaller urban areas

Car use in Waterloo Region is currently typical of smaller urban areas, with regular peaks in the morning and afternoon.

Shifting travel times to avoid congestion during the peaks has not become a major factor in Waterloo Region as in larger cities such as in the Greater Toronto Area. This means Waterloo Region generally has adequate road capacity to support existing travel patterns, and car users have little need to shift to other travel modes or times.

Commuters are still highly auto-dependent

Driving a car remains by far the dominant mode for commuting to work, representing 83 percent of work trips. Car passenger trips account for 8 percent of work trips, transit 4 percent, and active modes 5 percent, as shown in the next chart. High car reliance is likely a result of the dispersed employment centres across Waterloo Region and to Guelph and the Greater Toronto Area, historic land use patterns and relatively low density of the Region as a whole.
Transit ridership growth was strong, but peaked in 2013

As shown on the following chart, transit ridership grew significantly in Waterloo Region from 2006 to 2013, reflecting the Region’s strong investment in transit service hours since establishing Grand River Transit (GRT) and taking over municipal transit services in 2000. The subsequent decline in transit ridership is being seen across North America, and is the result of several non-local factors such as comparatively low gasoline prices, the emergence of new private transportation services (e.g. Uber, etc.), an increase in active transportation, and changes in teleworking-from-home habits. In Waterloo Region, other factors contributing to the transit ridership decline include transit detours due to ION LRT and road construction, local school boards shifting many high school trips to yellow buses, transit fare increases and some service cuts.
Residents continue to drive even for short trips less than two kilometres

For trips under two kilometers in Waterloo Region, 78 percent are made by car and 17 percent by walking. This can be attributed in small part to public perceptions about walking in Waterloo Region, but other factors such as density and urban form, availability and cost of parking, and a lack of variety of nearby destinations likely play a larger role in the use of cars for short trips that are generally walkable for most people.

![Mode Share for Very Short Distance Trips (0 to 2 kilometers)](image)

To reverse these trends and their associated negative impacts, and to meet the Moving Forward vision and goals for walking, cycling and public transit trips, continuous effort is needed to support transportation choices. This means creating urban spaces that support active transportation, and ensuring that they are integrated with the transit system to allow for seamless multi-model travel.

9. What are Waterloo Region’s future transportation needs?

Based on the technical review work and completed to-date, and what we have heard from the general public and our engagement panels, the Steering Committee has arrived at the following future needs:

1. Make cycling and walking safe and practical mode choices by continuing to build out the network, planning more transit-supportive and pedestrian-friendly land uses, and encouraging walking and cycling with programs targeted at all ages.

2. Improve connections to rapid transit for all modes, including completion of the iXpress bus network and more high-frequency routes, and extending service to low density areas and new suburban developments, where practical.

3. Take advantage of Waterloo Region’s strengths as an innovation hub by leveraging locally developed technologies and emerging private transportation services, and exploring opportunities through public private partnerships.

4. Support economic growth by expanding connections to destinations within and outside Waterloo Region (connections to local and international hubs).

5. Lessen environmental and health impacts of transportation by reducing air pollution and greenhouse gases, and supporting more physical activity to reduce chronic disease.
10. What alternatives are being studied?

The Moving Forward project is developing a list of Waterloo Region transportation infrastructure and policy needs to 2041. This work is based on future transportation conditions within the framework of the Region’s Moving Forward Vision and Goals. The following briefly describes the three future transportation scenarios being studied:

Scenario 1: Committed and Planned Projects (What is already planned to happen)

The Region’s 2010 Regional Transportation Master Plan includes a plan of improvement priorities to 2031. This scenario establishes a baseline for testing the two other alternatives, and includes projects with approved funding in the Region’s 10-year Transportation Capital Program and projects with a high likelihood of funding or implementation by 2031. Examples of committed projects are the River Road extension in south Kitchener and the GRT Business Plan. An example of a planned and likely project is ION Stage 2 in Cambridge.

Scenario 2: Transit and Active Transportation

This scenario would further reduce the emphasis on car trips by adding extensive new transit, walking and cycling investments in Waterloo Region. The purpose of this scenario would be to test a “best case” plan for funding these alternative transportation modes. Best performance projects will be identified, along with information on how to meet the aggressive mode split targets from the 2010 Regional Transportation Master Plan. These projects might include ION Stage 3 expanded light rail transit, all-day high-frequency transit network, more frequent off-peak transit, better transit access to low-density areas and more separated bike lanes.

Scenario 3: New Mobility

This scenario would further reduce the emphasis on “conventional” transportation (i.e. roads, transit and active transportation) and emphasize new mobility options including car sharing, high occupancy vehicles, on-demand public transit and automated vehicles. It will test a “what if” plan based on technological and social change and trends, and identify corresponding risks and opportunities such as an increase or decrease in vehicle use. This scenario would also determine how new mobility trends such as driverless cars, alternative fuels, protected automated vehicle or shuttle corridors, increased road capacity using intelligent infrastructure, and lower car ownership can help meet the Region’s goals.

11. How will these future transportation scenarios be evaluated?

The project Steering Committee plans on evaluating and comparing the three future transportation scenarios using an evaluation framework with attributes or elements that:

- Explore different aspects of each transportation goal;
- Measure or evaluate different characteristics of each scenario;
- Highlight differences (pros and cons) between alternative scenarios; and
- Supports “sensitivity testing”.

For each of the four goals in this study, the following attributes or elements are examples of what could be considered in evaluating the future transportation scenarios:
Draft Evaluation Framework

<table>
<thead>
<tr>
<th>Transportation Goal</th>
<th>Attributes/Elements</th>
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</thead>
<tbody>
<tr>
<td>Optimize the transportation system</td>
<td>• How is transportation supply managed?</td>
</tr>
<tr>
<td></td>
<td>• How is transportation demand managed?</td>
</tr>
<tr>
<td>Promote travel choice</td>
<td>• Equity: Can everyone travel?</td>
</tr>
<tr>
<td></td>
<td>• Are all transportation modes competitive?</td>
</tr>
<tr>
<td>Foster a strong economy</td>
<td>• Does the transportation system make the economy resilient?</td>
</tr>
<tr>
<td></td>
<td>• Does the transportation system promote a healthy workforce?</td>
</tr>
<tr>
<td>Support sustainable development</td>
<td>• Is the transportation system economically sustainable?</td>
</tr>
<tr>
<td></td>
<td>• Is the transportation system environmentally sustainable?</td>
</tr>
</tbody>
</table>

12. How can I get involved in Moving Forward?

- **Sign up for the study mailing list:** Your name and contact information will be added to the Moving Forward mailing list and you will then be notified about further public consultation events and opportunities.

- **Complete the attached Comment Sheet**

- **Go to the Study Web Site:** [www.regionofwaterloo.ca/MovingForward](http://www.regionofwaterloo.ca/MovingForward)
  Here you will be able to view and download study updates, public meeting notices, frequently asked questions and final study reports.

- **Contact the Study Representatives:** Moving Forward is expected to be completed in early 2018 when it will go to Regional Council for review and endorsement. The Region will be open to any and all input from the public regarding questions, comments and ideas for the future of the Waterloo Region transportation system.

Please contact:

<table>
<thead>
<tr>
<th>Geoffrey Keyworth</th>
<th>Region of Waterloo Project Manager</th>
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<tr>
<td></td>
<td>Phone: 519-575-4089</td>
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<tr>
<td></td>
<td><a href="mailto:gkeyworth@regionofwaterloo.ca">gkeyworth@regionofwaterloo.ca</a></td>
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<tr>
<th>Don Drackley</th>
<th>IBI Group Consultant Project Manager</th>
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<tbody>
<tr>
<td></td>
<td>Phone: 416-407-7212</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:ddrackley@ibigroup.com">ddrackley@ibigroup.com</a></td>
</tr>
</tbody>
</table>
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 visit engageregionofwaterloo.ca, or take this sheet home and mail, fax or email your comments by September 30, 2017 to:

**Geoffrey Keyworth**  
Project Manager, Region of Waterloo  
150 Frederick Street, 7th Floor, Kitchener, Ontario N2G 4J3  
Tel: 519-575-4089 Fax: 519-575-4453  
E-mail: gkeyworth@regionofwaterloo.ca

All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the Municipal Freedom of Information and Protection of Privacy (?) Act, personal information such as name, address, telephone number and property location included in a submission becomes part of the public record. Questions regarding the collection of this information should be referred to Geoffrey Keyworth at gkeyworth@regionofwaterloo.ca

**Future travel mode targets:** Do you think the regional travel mode targets discussed in Section 7 of this Information Package are attainable in the next 25 years, or should they be revised as part of the current Moving Forward update.
**Alternative Transportation Scenarios:** Do you have any comments about the alternative transportation scenarios being studied? Is there an important scenario missing?

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

**Evaluation:** Is the evaluation framework missing any important elements? What is important to you in Regional transportation?

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

**Promotion of this Public Consultation Centre:** How did you hear about this event (e.g. from friends, newspaper ad, Region website, Facebook, etc.)? How can we promote the study better?

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

**Do you have any other comments about Moving Forward?**

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________

Optional – Name: ____________________________________________________________

Street Address: ______________________________________________________________

City: __________________________ Postal Code: _________________________________

Email: __________________________

Thank you for your time and input into Moving Forward.