



Report: TES-DCS-19-21

Region of Waterloo

Transportation and Environmental Services

Design and Construction

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

Date: December 3, 2019

File Code: 05796(H), 7323(H)

Subject: **Ottawa Street Improvements - Fischer-Hallman Road to Alpine Road,
City of Kitchener**

Recommendation:

That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements to Ottawa Street from Fischer-Hallman Road to Alpine Road, in the City of Kitchener:

- a) Approve the proposed improvements to Ottawa Street from Fischer-Hallman Road to Alpine Road as presented at the June 26, 2019 Public Consultation Centre and as described in Report TES-DCS-19-21, dated December 3, 2019; and
- b) Amend the Traffic and Parking By-law 16-023, as amended, upon completion of construction to:
 - i) Remove from Schedule 22, Reserved Lanes, Ottawa Street (Regional Road 4), from International Place / Wilderness Drive to Williamsburg Road, Both Sides, Anytime;
 - ii) Add to Schedule 22, Reserved Lanes, Ottawa Street (Regional Road 4), from International Place / Wilderness Drive to Fischer-Hallman Road (Regional Road 58), Both Sides, Anytime;
 - iii) Add to Schedule 15, Lane Designation, Left-Though, Through-Right, Ottawa Street (Regional Road 4), Eastbound at Westmount Road (Regional Road 50);
 - iv) Add to Schedule 15, Lane Designation, Left-Though, Through-Right, Ottawa Street (Regional Road 4), Westbound at Westmount Road (Regional Road 50);

- v) Add to Schedule 15, Lane Designation, Left-Though, Through-Right, Westmount Road (Regional Road 50), Northbound at Ottawa Street (Regional Road 4); and
- vi) Add to Schedule 15, Lane Designation, Left-Though, Through-Right, Westmount Road (Regional Road 50), Southbound at Ottawa Street (Regional Road 4).

Summary:

The Region of Waterloo is considering improvements to Ottawa Street from Fischer-Hallman Road to Alpine Road in the City of Kitchener. The limits of the project are shown on the Key Plan included in **Appendix "A"** to this report.

Reconstruction of Ottawa Street from Fischer-Hallman Road to Alpine Road is required in order to address deteriorated pavement conditions, to improve operations at intersections, and to provide improved facilities for pedestrians and cyclists.

The planning for this project is being undertaken as a Schedule "A+" project in accordance with the requirements of the Municipal Class Environmental Assessment.

Plans for the recommended improvements were presented at a Public Consultation Centre ("PCC") held on June 26, 2019. The Project Team considered the comments received in preparing the design recommendations outlined in this report.

The Project Team is now recommending that Regional Council approve the proposed improvements to Ottawa Street from Fischer-Hallman Road to Alpine Road as presented at the June 26, 2019 Public Consultation Centre, described as follows:

- Reconstruction of the Ottawa Street / Westmount Road intersection as a new two-lane roundabout;
- Removal of the sidewalks on both sides of Ottawa Street and removal of the short section of cycling lanes from Williamsburg Road to Fischer-Hallman Road, in favour of construction of a new 3.0 metre wide asphalt boulevard multi-use trail on both sides of Ottawa Street from Fischer-Hallman Road to Strasburg Road;
- Construction of new bus stops to accommodate improved passenger amenities such as shelters, benches, and real-time information displays. Stops would be relocated as necessary to reduce crossing distances, transfer distances, and integrate with new active transportation infrastructure;
- Construction of new pedestrian refuge islands on Ottawa Street at Williamsburg Road, Howe Drive, Pinedale Drive, the pathway to Chandler Drive, Mowat Boulevard, Howland Drive and Elmsdale Drive;
- Reconstruction of the existing roadway base and asphalt pavement on Ottawa Street from Fischer-Hallman Road to Alpine Road;

- Construction of new designated eastbound left-turn lane on Ottawa Street at Howe Drive, Mowat Boulevard and Elmsdale Drive;
- Construction of new designated westbound left-turn lane on Ottawa Street at Williamsburg Road, Pinedale Drive and Howland Drive;
- Reconfiguration of the left turn lanes on Ottawa Street between Strasburg Road and the Laurentian Centre mall to improve storage and traffic capacity;
- Modifications to Strasburg Road near Ottawa Street to improve left turn capacity from Ottawa Street to Strasburg Road;
- Construction of new channelized right-turn lanes at the northeast and southeast corners of the intersection of Ottawa Street and Fischer-Hallman Road; and
- Replacement of the corrugated steel pipe culvert carrying Borden Creek under Ottawa Street with a new concrete culvert.

Please refer to **Appendix “B”** for drawings showing the proposed improvements to Ottawa Street.

Construction is currently scheduled to be completed from 2021 to 2023.

The Region's draft 2020 10-Year Transportation Capital Program includes funding of \$7,570,000 for this work (Project 5796 and Project 7323) in years 2019 to 2023 inclusive. This budget includes approximately \$700,000 for active transportation facilities.

Letters advising of the recommendations contained in this Report TES-DCS-19-21 were mailed or hand-delivered during the week of November 18-22, 2019 to area residents, businesses and property owners abutting the Ottawa Street project limits, and also to those who attended the June 26, 2019 Public Consultation Centre.

Traffic and Parking By-law 16-023 will require amendment, upon completion of construction of the proposed improvements to Ottawa Street to reflect the new designated left turn lanes on Ottawa Street at Howe Drive, Mowat Boulevard, Elmsdale Drive, Williamsburg Road, Pinedale Drive and Howland Drive, and the reconstruction of the Ottawa Street / Westmount Road intersection as a new two-lane roundabout.

Report:

1. Background

The Region of Waterloo is considering improvements to Ottawa Street from Fischer-Hallman Road to Alpine Road in the City of Kitchener. The limits of the project are shown on the Key Plan included in **Appendix “A”** to this report. The planning and design of the Ottawa Street improvements project is being directed by a Project Team consisting of staff from the Region of Waterloo and the City of Kitchener, as well as City of Kitchener Councillor Paul Singh. The Region has retained the consulting engineering

firm of MTE to assist with the planning, engineering design, and contract administration of this project.

2. Existing Conditions

The total length of the project is approximately 2.5 kilometres.

This section of Ottawa Street is currently constructed as a four-lane urban roadway with curb-and-gutter and sidewalks. There are no designated cycling facilities, except for an existing 300 metre section of bike lane on each side of Ottawa Street from Fischer-Hallman Road to Williamsburg Road.

There are no designated left turn lanes at several of the intersections along Ottawa Street, with the exception of the Ottawa Street / Westmount Road intersection, the Ottawa Street / Strasburg Road intersection, and the Ottawa Street entrance to the Laurentian Power Centre.

The current posted speed limit on Ottawa Street is 50 km/h from Fischer-Hallman Road to Howe Drive and 60 km/h from Howe Drive to Alpine Road.

The pavement structure is nearing the end of its useful life.

Abutting properties are a mix of residential and commercial uses. Most of the residential properties are back-lotted onto Ottawa Street.

The proposed improvements to Ottawa Street from Fischer-Hallman Road to Alpine Road are intended to address deteriorated pavement conditions, to improve operations at intersections, and to provide improved facilities for pedestrians and cyclists.

3. Project Planning Framework

This project is classified as a Schedule A+ undertaking in accordance with the planning process outlined in the Municipal Class Environmental Assessment and is therefore pre-approved to proceed to construction, subject to public notification in advance of construction.

Planning of the roadway improvements is being undertaken in accordance with the Regional Official Plan, Regional Transportation Master Plan, Regional Context Sensitive Corridor Design Guidelines, Regional Active Transportation Master Plan and other relevant Regional policies and practices.

The Regional Transportation Master Plan considered traffic volumes on Ottawa Street from Fischer-Hallman Road to Alpine Road, including projected volumes accounting for increased demand due to area growth and improvements to nearby alternate routes and expansion of the transit system. Based on these projected traffic volumes, four through lanes on this section of Ottawa Street will be adequate to convey traffic over a long-term planning horizon, provided that improvements are made to operations at the intersections.

The Context Sensitive Region Transportation Corridor Design Guidelines designate Ottawa Street as a “Neighbourhood Connector – Avenue” from Fischer-Hallman Road to Alpine Road. Avenues are intended to support active transportation including walking, cycling and transit and provide a high level of design and comfort for pedestrians and cyclists.

4. Preferred Design Alternative

4.1 Ottawa Street / Westmount Road Intersection

The existing signalized intersection experiences high levels of congestion and queues at various times of day.

The Project Team considered several signalized intersection improvement concepts, ranging from minor geometric improvements to major expansions. A traffic analysis of various alternatives indicated that even with a major expansion of the intersection, the underlying system constraints would prevent any meaningful improvement in the performance of the intersection. Additionally, pedestrian crossing distances and transfer distances for GRT users would increase substantially.

In contrast, a detailed traffic analysis indicated that the intersection performance could be increased substantially through implementation of a two-lane roundabout.

An Intersection Control Study (“ICS”) conducted to compare an expanded signalized intersection to a two-lane roundabout determined that the roundabout would offer a much higher overall level of service.

Additionally, a cost analysis indicated that the costs of the signalized intersection and roundabout configurations are not significantly different. The so-called “do nothing” approach (retaining the existing intersection configuration) has a similar cost for this project because the pavement structure is at the end of its service life and the intersection will need to be fully reconstructed regardless of which configuration were to be selected.

4.2 Ottawa Street / Strasburg Road Intersection

The existing signalized intersection functions satisfactorily at most times of the day; however, significant westbound congestion and queues are experienced in the late afternoon peak period. The Project Team determined that adjustments to the westbound left turn storage lane on Ottawa Street, in conjunction with geometric refinements to Strasburg Road in the immediate vicinity of Ottawa Street, would serve to improve left turn capacity and also improve westbound through-traffic capacity.

4.3 Other Ottawa Street Intersections

The existing un-signalized intersections of Ottawa Street at the various “T” intersections function satisfactorily at most times of the day; however, some queuing and reductions

of capacity are encountered when motorists make left turns from the combined through-left lanes. The Project Team determined that dedicated left turn lanes should be added to Ottawa Street at its intersections with Howe Drive, Mowat Boulevard, Elmsdale Drive, Williamsburg Road, Pinedale Drive and Howland Drive.

4.4 Multi-Use Trails

The Project Team considered the following points in its analysis of options for improved cycling facilities on Ottawa Street:

- Addition of cycling lanes to Ottawa Street would require significant additional removal and reconstruction of curb and gutter, resulting in significant and costly reconstruction of catchbasins, manholes and underground storm services. In some locations, this would also lead to a cascading need to relocate other utilities to accommodate the underground storm services;
- The recently constructed roundabouts at the intersection of Ottawa Street and Homer Watson Boulevard and at the intersection of Ottawa Street and Alpine Road incorporate multi-use trails at the roundabouts and also on Ottawa Street as far west as Strasburg Road;
- Recent construction work has implemented multi-use trails on Fischer-Hallman Road from Ottawa Street to Bleams Road, and a further extension of the multi-use trails to the south is also planned under pending projects;
- The reconstruction of Ottawa Street from Trussler Road to International Place is incorporating multi-use trails; and
- The multi-use trails have the broadest appeal to a wide range of users including commuters, families and less confident cyclists.

Accordingly, the Project Team recommended implementation of multi-use trails throughout the project zone.

5. Public Consultation

Plans for the recommended improvements and traffic staging were presented at a Public Consultation Centre (“PCC”) held on June 26, 2019. Notices for this meeting were hand delivered to property and business owners within the project limits and surrounding area. Notices were also placed in the local newspaper and on road-side signs. Staff from the Region of Waterloo and the consultant were available at the Public Consultation Centre to discuss the proposed improvements.

Approximately forty (40) local property owners, residents and business representatives attended the PCC. Twenty-two (22) written Comment Sheets or e-mail messages were received from those who attended the Public Consultation Centre. Verbal comments received at the PCC were consistent with the written comments received. Region staff

considered the comments received in preparing the design recommendations outlined in this report. The main issues raised by the public through written comments are summarized in **Appendix “C”**.

Staff also worked with the Region’s Active Transportation Advisory Committee (ATAC) to refine the proposed pedestrian and cycling facilities for the project.

6. Proposed Improvements

The Project Team is now recommending that Council approve the proposed improvements to Ottawa Street as presented at the June 26, 2019 Public Consultation Centre and as described as follows:

- Reconstruction of the Ottawa Street / Westmount Road intersection as a new two-lane roundabout;
- Removal of the sidewalks on both sides of Ottawa Street and removal of the short section of cycling lanes from Williamsburg Road to Fischer-Hallman Road, in favour of construction of a new 3.0 metre wide asphalt boulevard multi-use trail on both sides of Ottawa Street from Fischer-Hallman Road to Strasburg Road;
- Construction of new bus stops to accommodate improved passenger amenities such as shelters, benches, and real-time information displays. Stops would be relocated as necessary to reduce crossing distances, transfer distances, and integrate with new active transportation infrastructure;
- Construction of new pedestrian refuge islands on Ottawa Street at Williamsburg Road, Howe Drive, Pinedale Drive, the pathway to Chandler Drive, Mowat Boulevard, Howland Drive and Elmsdale Drive;
- Reconstruction of the existing roadway base and asphalt pavement on Ottawa Street from Fischer-Hallman Road to Alpine Road;
- Construction of new designated eastbound left-turn lane on Ottawa Street at Howe Drive, Mowat Boulevard and Elmsdale Drive;
- Construction of new designated westbound left-turn lane on Ottawa Street at Williamsburg Road, Pinedale Drive and Howland Drive;
- Reconfiguration of the left turn lanes on Ottawa Street between Strasburg Road and the Laurentian Centre mall to improve storage and traffic capacity;
- Construction of new channelized right-turn lanes at the northeast and southeast corners of the intersection of Ottawa Street and Fischer-Hallman Road;
- Modifications to Strasburg Road near Ottawa Street to improve left turn capacity from Ottawa Street to Strasburg Road; and
- Replacement of the corrugated steel pipe culvert carrying Borden Creek under Ottawa Street with a new concrete culvert;

Please refer to **Appendix “B”** for drawings showing the proposed improvements to Ottawa Street.

7. Traffic Staging During Construction

Full two-way traffic will be maintained at most times during construction; however, lane restrictions will be necessary. Full closures to motorized traffic may be required in some locations to complete portions of the work.

Reconstruction of the intersection of Ottawa Street and Westmount Road as a modern two-lane roundabout may require more extensive lane restrictions and closures.

Staging and required traffic restrictions will be examined more closely during detailed design. Where appropriate, detour routes will be provided. More detailed information will be made available prior to construction, through letters to adjacent property owners and tenants, sign boards and postings to the Region’s web site.

Pedestrian access, local and emergency access will be maintained at all times throughout the duration of the project.

8. Project Timing

Subject to Council approval of the recommendations of this Report TES-DCS-19-21, the tentative schedule for this project is as follows:

Detailed Engineering Design	Fall 2019 to Fall 2020
Property Acquisition	2020 / 2021
Utility Relocations	2020 and 2021
Construction Start	Spring 2021
Construction Completion	Fall 2022
Surface Asphalt and Landscaping	Fall 2023

Estimated Project Cost

The estimated project cost including road works, culvert works, multi-use trails, sidewalks, engineering, utility relocations, property acquisition and associated costs is \$7,570,000. This estimated cost includes approximately \$700,000 for active transportation facilities.

Corporate Strategic Plan:

This project supports the 2019-2023 Corporate Strategic Plan objectives to increase participation in active forms of transportation and improve road safety for all users.

Financial Implications:

The Region's Draft 2020-2029 Transportation Capital Program includes funding of \$7,570,000 for this work (Project 05796 and Project 07323) in years 2020 to 2023 inclusive, to be funded from the Roads Rehabilitation Reserve Fund and the Development Charge Reserve Fund.

Other Division / Department Consultations / Concurrence:

The Transportation Division and Transportation Planning Division of the Transportation and Environmental Services Department was consulted in the preparation of this report.

The Council and Administrative Services Division of the Planning, Development and Legislative Services Department will be required to prepare the amending By-law to reflect the formal left-turn lane designations on Ottawa Street at Howe Drive, Mowat Boulevard, Elmsdale Drive, Williamsburg Road, Pinedale Drive and Howland Drive, and reconstruction of the Ottawa Street / Westmount Road intersection as a new two-lane roundabout.

Attachments:

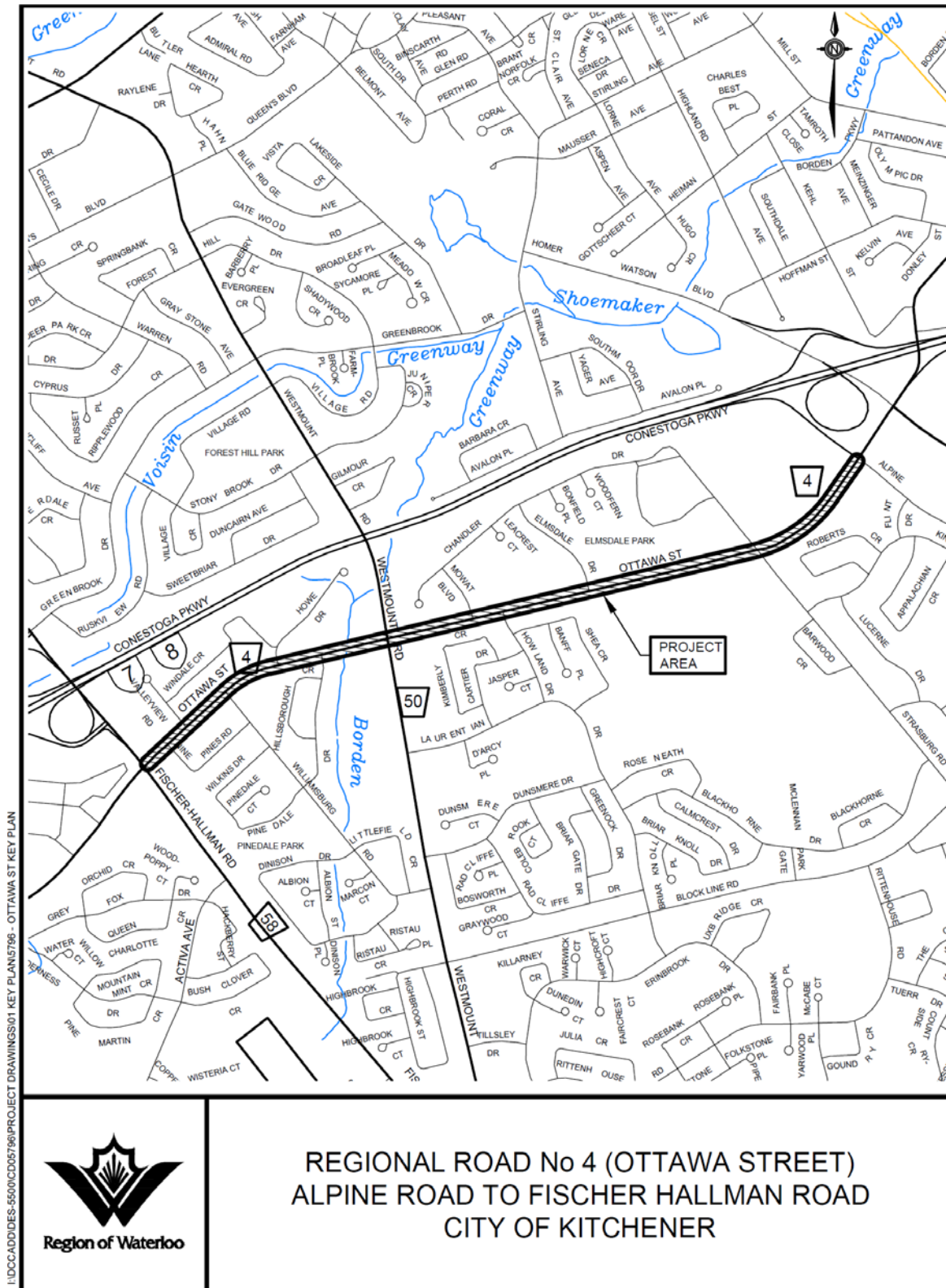
- Appendix A Project Key Plan
- Appendix B Drawings of the Proposed Improvements
- Appendix C Summary of Issues and Project Team Responses
- Appendix D Comments Received at Public Consultation Centre
- Appendix E Required Property Acquisition

Prepared By: **John Stephenson**, Senior Project Manager, Design and Construction

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

Appendix A

Key Plan Showing Ottawa Street from Fischer-Hallman Road to Alpine Road



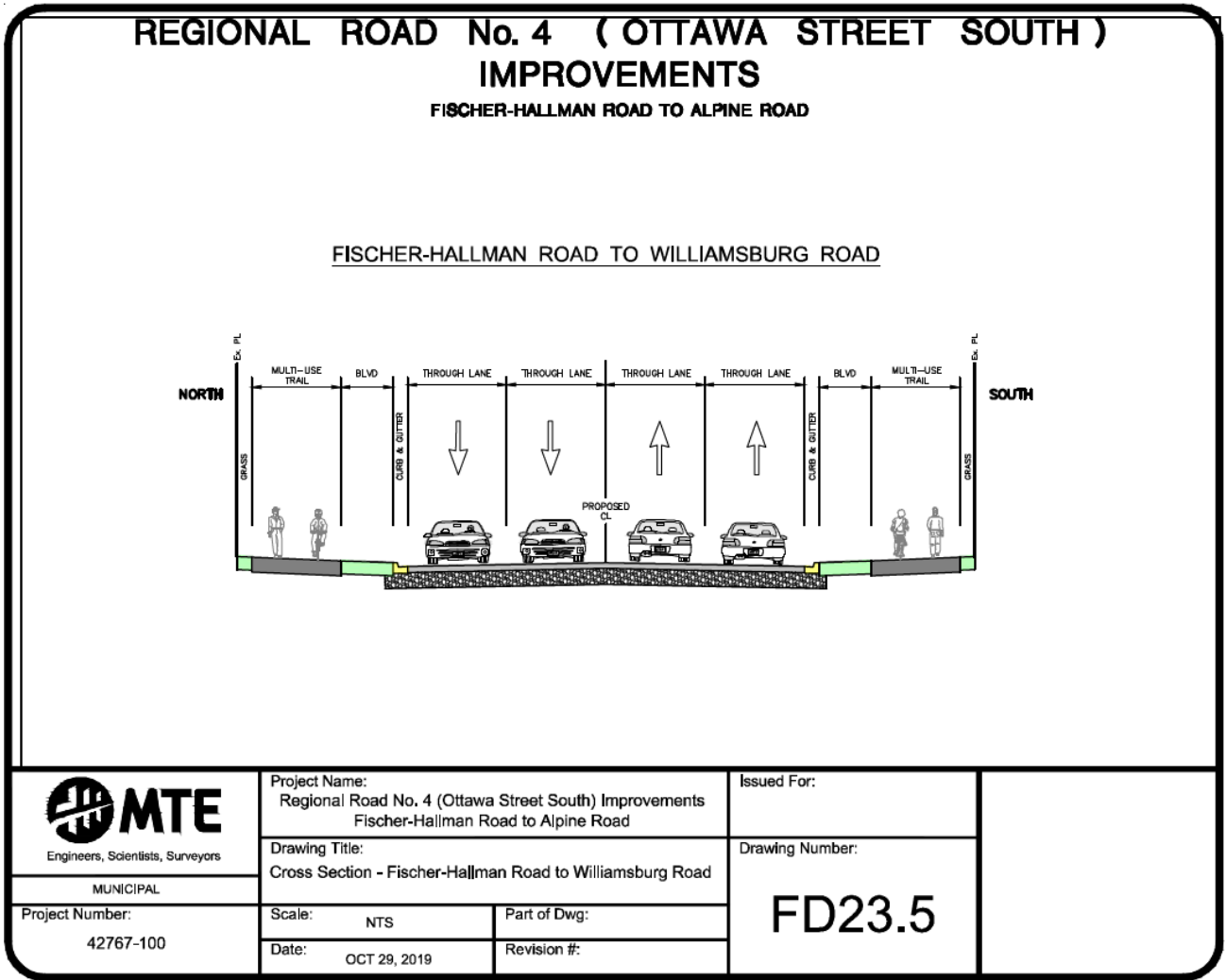
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REGIONAL ROAD No 4 (OTTAWA STREET)
ALPINE ROAD TO FISCHER HALLMAN ROAD
CITY OF KITCHENER

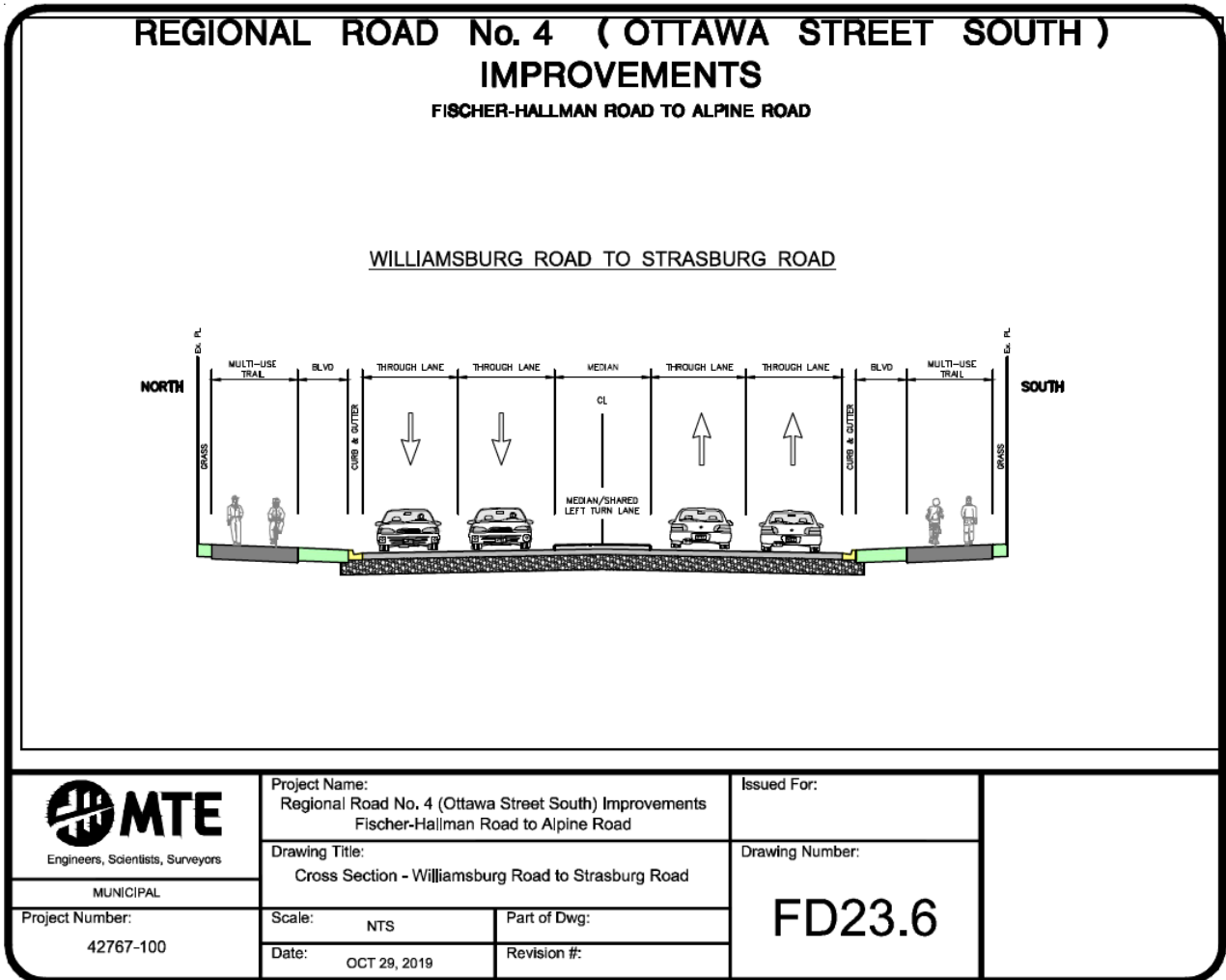
Appendix B

Recommended Design Concept (continued)



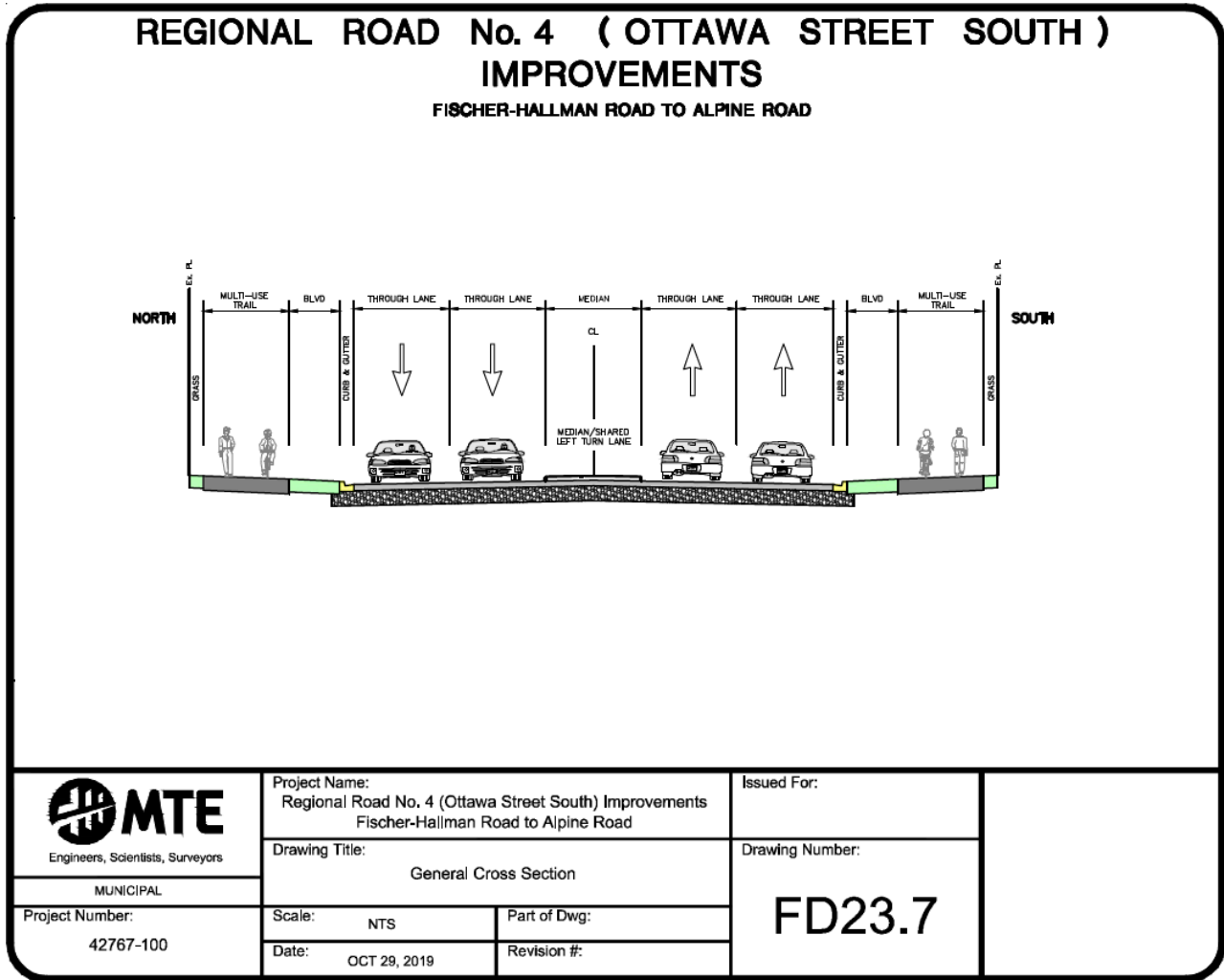
Appendix B

Recommended Design Concept (continued)



Appendix B

Recommended Design Concept (continued)



Appendix C

Summary of Issues and Project Team Responses

Region staff considered the comments received in preparing the design recommendations outlined in this report. The main issues raised by the public through written comments are summarized as follows:

Issue #1: Seven (7) comments expressed opposition to, or concern with, the proposed roundabout, with regards to pedestrian crossing, use by large vehicles, centre island landscaping, traffic flow, accident rates and driver confusion. Three (3) of the comments expressed concern that the success of roundabouts at moving traffic might hinder the ability to turn onto Ottawa Street at other intersections.

Project Team Response: Roundabouts have been demonstrated to be safer for pedestrians and motorists than traffic signals. Roundabout crosswalks are placed in a location where the speed of traffic is slowest. Roundabout crosswalks are also placed as close as practical to the pedestrian crossing desire lines. Pedestrians who do not wish to cross Ottawa Street at the roundabout will also be able to use the nearby pedestrian refuge islands that are also being implemented under this project. The Region's roundabouts are designed to accommodate large vehicles through the ability to straddle lanes and the use of the central apron. Central island landscaping is designed to prevent drivers from seeing the headlights of oncoming vehicles at night. It gives drivers a clear indication that there is an obstruction in the roadway and that they cannot drive straight ahead. Drivers entering a roundabout should look to the left, not across the roundabout, to see what traffic is approaching. Staff does not anticipate that traffic flow on Ottawa Street will hinder the ability to turn onto Ottawa Street at other nearby intersections. Driver understanding will be facilitated by signage that is consistent with current practice for signage at roundabouts along with ongoing public education efforts.

Issue #2: Six (6) comments expressed concern with the intersection of Ottawa Street and Williamsburg Road, with regard to sight lines, bus stop placement, pedestrian crossing safety, left turn challenges (from Williamsburg Road to Ottawa Street), and requests for signalization.

Project Team Response: Region staff has assessed the need for a traffic signal at Ottawa Street and Williamsburg Road, based on past performance of this intersection, projected traffic volumes, and the proposed modifications to the intersection. The traffic volumes at this intersection do not meet the established warrant levels for signalization. The proposed pedestrian refuge islands will enhance pedestrian crossing safety. Bus stop locations will be reviewed to provide the best balance of accessibility and safety for GRT users and drivers.

Appendix C

Summary of Issues and Project Team Responses (continued)

Issue #3: Four (4) comments expressed concerns with the intersection of Ottawa Street and Fischer-Hallman Road. It was noted that some motorists make an eastbound-to-westbound U-turn on Ottawa Street just east of Fischer-Hallman Road in order to bypass the left turn queue from Ottawa Street eastbound to Fischer-Hallman Road northbound. It was also suggested that the signals on Ottawa Street and the signals on Fischer-Hallman Road at the Expressway (Highway 7/8) might be better coordinated. Placement of bus stops on traffic islands was noted as a concern by one person. One (1) person noted that pedestrians crossing Fischer-Hallman Road on the north side of Ottawa Street interfere with motorists making right turns from Ottawa Street to Fischer-Hallman Road.

Project Team Response: Under the Highway Traffic Act, U-turns are generally permitted when safe to do so unless signed otherwise. There was only one (1) documented accident involving a U-turn movement at this location in the ten year period from 2008-2017 (inclusive) and no injuries were recorded as a result of this accident. Accordingly, prohibition of U-turns at this location is not generally warranted. The Region will investigate opportunities to reduce the above-noted left-turn queuing as a means of reducing the demand for U-turns. Staff will review coordination of signals as part of their ongoing review program. Bus stop locations will be reviewed to provide the best balance of accessibility and safety for GRT users and drivers. The traffic islands on the east side of the intersection will be reconfigured as part of this project to moderate the speed of right-turning motorists and to provide safer and more formal pedestrian crossings.

Issue #4: Two (2) comments expressed support for the proposed roundabout at Westmount Road, noting that it will slow traffic at Westmount Road, reduce traffic noise and facilitate movement of GRT buses.

Project Team Response: The Project Team acknowledges these comments.

Issue #5: Two (2) comments expressed concern with traffic speeds on Ottawa Street between Fischer-Hallman Road and Westmount Road.

Project Team Response: The addition of medians and pedestrian islands along Ottawa Street will provide a constriction that should serve to create some traffic calming and improve crossing safety for pedestrians.

Issue #6: Two (2) comments expressed concern with the placement of Grand River Transit (GRT) bus stops, with regard to accessibility, safety for GRT users, and sight lines for drivers at intersections.

Project Team Response: Bus stop locations will be reviewed to provide the best balance of accessibility and safety for GRT users and drivers.

Appendix C

Summary of Issues and Project Team Responses (continued)

Issue #7: Two (2) comments expressed concern with traffic noise levels at residential properties abutting the Ottawa Street corridor.

Project Team Response: The Ottawa Street improvements are operational in nature and are not an expansion of Ottawa Street. Accordingly, the Region's Noise Policy does not mandate noise attenuation measures such as noise walls for reconstruction where no system expansion is involved. The Region's Noise Policy does include a process for providing noise attenuation measures such as noise walls for existing roads, with residents sharing the cost for a noise wall should certain criteria be met.

Issue #8: One (1) comment asked whether Strasburg Road was going to be widened to two lanes in each direction from Ottawa Street to Block Line.

Project Team Response: The refinements to Strasburg Road will be limited to the immediate vicinity of the Strasburg Road / Ottawa Street intersection. These refinements are intended to improve the capacity for westbound left turns from Ottawa Street to Strasburg Road and reduce queues on Ottawa Street.

Issue #9: One (1) comment expressed support for the proposed pedestrian refuge islands, especially the proposed island across from the apartment complex on Chandler Drive.

Project Team Response: The Project Team acknowledges this comment.

Issue #10: One (1) comment expressed support for the implementation of multi-use trails and the connectivity that they will bring.

Project Team Response: The Project Team acknowledges this comment.

Issue #11: One (1) comment requested additional green signal time to make left turns from Howland Drive to Ottawa Street.

Project Team Response: Staff will review signal timing as part of the detailed project design.

Issue #12: One (1) comment expressed concern with a potential loss of driveway access to a property on Ottawa Street near Fischer-Hallman Road.

Project Team Response: There are no plans to close any existing driveways that access Ottawa Street.

Appendix C

Summary of Issues and Project Team Responses (continued)

Issue #13: One (1) comment expressed concern with a potential increase in difficulty in accessing the front-lotted residential driveways between Fischer-Hallman Road and Williamsburg Road, as a result of the elimination of the on-road cycling lanes and resulting loss of “buffer space”. Elimination of the raised curbs from Fischer-Hallman Road to Williamsburg Road was suggested as a remedy.

Project Team Response: The challenges of backing into a driveway from a busy arterial road, or backing out of a driveway onto a busy arterial road are acknowledged. Bicycle lanes are not intended for uses other than cycling. Drivers using a cycling lane as a partial turn lane may induce trailing drivers to attempt to squeeze around them resulting in encroachment into the adjacent lane. At certain semi-detached residences, Region staff has observed motorists pulling onto the sidewalk and then reversing into the driveway. Elimination of raised curbs would likely exacerbate this behaviour.

Issue #14: One (1) comment expressed concern with a potential reduction in snow storage and garbage/recycling storage for residents with front-lotted driveways as a result of the elimination of the on-road cycling lanes and narrowing of the boulevard to accommodate multi-use trails.

Project Team Response: The existing grass boulevards represent a very small fraction of the available snow storage on the subject properties. Implementation of multi-use trails may reduce the width of the boulevard in some locations; however, the total available space for snow storage will not change appreciably. Sufficient boulevard space for garbage and recyclables will be provided. Additionally, it is noted that the existing sidewalks must be shovelled by the property owners, whereas the proposed multi-use trails will be plowed by the City of Kitchener.

Please refer to **Appendix “D”** for a compilation of all written comments received.

Appendix D

Comments Received at Public Consultation Centre

(Please refer to Appendix "C" of this Report for a summary of issues and responses)

1	Concern re people crossing if Westmount and Ottawa become roundabout. Many children going to school plus people going to Tim Hortons and FreshCo - many people with wheelchair and walkers.
2	We back onto Ottawa Street. Over the years we have noticed the noise level has increased due to more traffic. We would like some sort of noise barrier installed. There are times during the day you cant hear a person talking while sitting beside you. The traffic has increased and will continue to do so with the new development and improvements to the road. Can a noise study be done?
3	<ul style="list-style-type: none"> - Do not put in a roundabout at Ottawa and Westmount - More Accidents - Find Roundabouts very confusing - I avoid the roundabout on Ottawa to get to Fairview mall
4	<p>I really like the proposed plans.</p> <ul style="list-style-type: none"> - The Roundabout at Ottawa and Westmount will slow the traffic and lessen the noise. Less Stopping and Starting Noise. - The Pedestrian island at the Chandler cut-through is a great idea. There is quite a bit of jaywalking there.
5	<p>East Bound bus stop at Ottawa-Williamsburg is too close to intersection. Groups of people at stop block view of oncoming eastbound traffic. If a bus shelter is added, drivers exiting Williamsburg will be completely blind. Should be moved westward one hydro pole.</p> <p>Light at northbound Fischer-Hallman at eastbound expressway needs to be better synced with Ottawa Street lights.</p>
6	<ol style="list-style-type: none"> 1. I oppose the roundabout for Westmount / Ottawa intersection based on: <ol style="list-style-type: none"> a) Pedestrian traffic to and from high rise apartments and Mowat most of residents are of a young age. b) Will make left turn from Pinedale and Williamsburg difficult due to constant traffic flow. 2. Bus stop moved to northside of Ottawa/Williamsburg would need a pedestrian activated crossing lights to cross Ottawa. Again constant traffic flow from proposed roundabout would make crossing difficult.
7	<ul style="list-style-type: none"> - Need traffic calming between Fischer-Hallman and Westmount. - Sight like poor for making left turn off Williamsburg onto Ottawa. - lot of young pedestrian traffic crossing at Williamsburg and Ottawa

Appendix D**Comments Received at Public Consultation Centre (continued)**

(Please refer to Appendix "C" of this Report for a summary of issues and responses)

8	I fear for the safety of people crossing Ottawa at Williamsburg. Now that the bus stop has been moved more people will be crossing Ottawa. Would it be feasible to put a signal pedestrian crossing to cross Ottawa.
9	There desperately needs to be lights at Williamsburg. Traffic has trouble now turning left onto Ottawa from Williamsburg. The only way is to wait for a break from the lights. With the roundabout there will be no break. Pedestrian also will not have an easy time crossing and it is on an area used to cross for school. Traffic has a chance to build to a high speed between Fischer-Hallman and Westmount.
10	There need to be lights at Williamsburg Road to stop traffic so there is opportunity to turn left from Williamsburg to Ottawa Street. We wait for lights from Westmount or Fischer-Hallman so there is time to turn left on Ottawa. With a roundabout there will be no time to turn left because all the round-a-bout will do is slow down traffic so there will be steady traffic - no breaks - for much pedestrian traffic to wait for cars to allow people to cross the road.
11	Howland Left Turn Lane - extent the time to make left turn Great plan of multi-use on both sides - connect to trail at Nine Pines, on Westmount to Concordia Trail.
12	<p>Ottawa by Valley view - remove curbs - make flat. It will be a challenge to plow snow, it will pile up on our driveway - region plows 3 x /day, multi-use trail won't be walkable.</p> <ul style="list-style-type: none"> - roads will be too tight by removing extra side of road....there is multiple car accidents due to left turn onto Valley view while people come off at Highway still driving highway speeds. People are impatient about the left turning cars and speed around to the right. - it is already hard to turn into my driveway without being rear-ended. At least now I have a little bit of road to get out of the way of the speedy impatient drivers. - where will garbage be placeable? - What are you going to do about the people U-turning from the double left turning right in order to get onto the highway?

Appendix D**Comments Received at Public Consultation Centre (continued)**

(Please refer to Appendix "C" of this Report for a summary of issues and responses)

13	<p>Test program for roundabout crossing to be moved back, also adding rumble strips - roundabout flashing lights for crossing.</p> <p>Research turning of Fischer-Hallman west bound road to Ottawa South.</p> <p>Drain in front of 660 Fischer-Hallman road reconstruction.</p> <p>I have a few ideas on this project above. If any question call me or come talk to me, at [address provided].</p>
14	<p>Living on Shea Crescent since 1969. The noise has become very loud. We definitely need a fence. My neighbour and I are quite willing to get a list of people that are in agreement with this.</p>
15	<p>I have lived on Hillsborough Crescent for 33 years and have experienced no traffic problems at Ottawa and Westmount even though I drive it constantly, turning left onto Westmount with the advanced green light (allows 9 cars to turn).</p> <p>The real problem is that they don't have the advanced green signal on most of the time at Westmount and Blockline Road. The technology is there but it is not turned on, so only one or two cars can make a left turn at Blockline Road.</p> <p>I think this roundabout at Ottawa and Westmount will be a disaster because there is constant pedestrian traffic at this corner. People will have to stop in the roundabout for pedestrian constantly and the traffic will just back up and people will be changing lanes.</p> <p>I think you need to do a lot more research before you adopt their plan.</p>
16	<p>As a Regional Driver I find that putting bus stops on islands is more of a hazard. Already people are running from all directions and having the island at a busy intersection is asking for trouble. I have had many close calls with people running in front of my bus because they think they are entitled.</p> <p>Unfortunately, in bigger cities people do have to walk a bit to get to a bus or train, why are we making things more difficult for drivers?? As I said I am out in this area everyday and feel this will make it even scarier. The roundabout will help but no stops on islands.</p>
17	<p>I do not believe the roundabout will solve the problem as there will still be accidents. I believe options 1 and 2 is a better solution to solving the problem. My Main reason for that are as follows: (1) with option 1 and 2 you do not have to rip up the road to move utilities; (2) It would take the pressure off the other roads i.e. Greenbrook, Stoneybrook and Fischer-Hallman; (3) It would solve the headaches of not having to put in a roundabout and cause more accidents; (4) What about snow ploughing.</p>

Appendix D**Comments Received at Public Consultation Centre (continued)**

(Please refer to Appendix "C" of this Report for a summary of issues and responses)

18	<p>I was at the consultation on the 26th, and provided some comments on paper. I looked at the printed material I took with me, and noticed something else.</p> <p>At the intersection of Strasburg and Ottawa, the proposed changes include changing the lanes on Strasburg south of the intersection. Currently, Strasburg south of Ottawa to Bleams has one lane in each direction, plus bike lanes and space for some parking. Northbound traffic gets a left turn lane which appears just before arriving at the commercial properties at the Strasburg/Ottawa intersection.</p> <p>South of the intersection, your proposal shows two lanes in each direction plus bike lanes at the curb. I know the proposed changes needs to be finalized, but if you plan to have two lanes in each direction along Strasburg south to Block Line, that would be a substantial change, which should be communicated to the neighborhood.</p>
19	<p>Country Hills Church is located near the North-East corner of Fischer Hallman and Ottawa St South. We have a single driveway to and from Ottawa St S. to our parking lot which is used daily by properties at 1280 Ottawa St S and 1284 Ottawa St S. On Sundays in particular there is a lot of traffic both in and out of the driveway.</p> <p>With regard to the Notice of Public Consultation for Ottawa St Improvements Fischer-Hallman Rd to Alpine Rd, Kitchener, we were unable to attend the Consultation on June 26. However, we are seeking additional information, especially as it regards our driveway access to and exit from our property, and ability to turn both left and right on Ottawa Street as is currently needed.</p> <p>We are also wondering if pedestrians will still be allowed to cross over Fischer Hallman from the North side corner of Ottawa going west towards the Sunrise Centre, as crossing in that direction can be hazardous when drivers are turning right at that corner.</p> <p>How do we find out more information and/or give our input to this process?</p>

Appendix D**Comments Received at Public Consultation Centre (continued)**

(Please refer to Appendix "C" of this Report for a summary of issues and responses)

20	<p>Most of the proposed changes seem to be desirable and, although I do not look forward to the construction process and its accompanying inconveniences, I suppose that, for the most part, the end result will be worth it.</p> <p>The one major exception is the creation of yet another roundabout, this time at Ottawa and Westmount. No education program can ever reach every single driver that will ever use a roundabout, and at other multi-lane roundabouts throughout the region I have encountered too many drivers who just do not know what to do. I do not appreciate the near misses. The centre or "island area" of many of the Region's roundabouts are packed with thick vegetation which makes it difficult to judge traffic approaching and entering the roundabout from various entry points. I would prefer to have high visibility all the way around (no visual obstructions) so it is easier to pick an entry point, which is especially important for vehicles that are slow to start moving from a stop, such as tractor-trailers (which I drive). During high-traffic volume times it can occasionally be frustrating to pick a safe entry point into a roundabout, especially a multi-lane roundabout, when driving a slow-moving heavy truck. As a pedestrian I now simply go out of my way to avoid roundabouts. Drivers get tunnel vision and sometimes seem to forget that the possibility exists that they may encounter a pedestrian along the way. Too often they do not see me crossing until they too close while travelling at too high a speed for comfort. As I live at Ottawa and Westmount I have to say that I absolutely do not want to contend with a roundabout as a pedestrian. They are an unnecessary danger and not at all an improvement for pedestrian safety. The argument that roundabouts are good because collisions in them tend to be low speed and thus less severe has lost all its sway with me.</p> <p><u>So to recap:</u> As a driver of both a car and a tractor-trailer, I dislike multi-lane roundabouts. As a pedestrian, I detest all roundabouts. Nothing short of putting some sort of electronic traffic control within the roundabout (which I have heard exists in Michigan although I have not encountered) will change my mind. I would much prefer the intersection of Ottawa and Westmount either be left alone or, maybe, changes be made to the lane layout and / or traffic light timing and sequence.</p>
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Appendix D**Comments Received at Public Consultation Centre (continued)**

(Please refer to Appendix "C" of this Report for a summary of issues and responses)

21	<p>I am unable to attend the meeting this Wednesday but would like to have my comments heard... I feel that this is a very bad place for a roundabout, there are simply too many pedestrians using this intersection 4 schools in the area means there are lots of kids crossing this street – we would have to pay crossing guards, it simply would not be safe – I think we learned that with the one at Block Line – Ottawa /Westmount has much younger children crossing making it very dangerous for them – a huge additional expense to the taxpayer. We have lots of handicapped people – lots of scooters and people in wheelchairs crossing. Lots of people with people with baby carriages crossing I know that someone will say it's safe to cross – IT IS NOT!!!!!!! - I've seen able bodied people run across in a roundabout due to safety concerns and I urge you to reconsider doing this street – it simply is not a good choice for a roundabout – if you want a roundabout location – look at Laurentian and Block Line – that 4 way stop NEEDS a roundabout. The vegetation planted in the centre is an obstruction – you won't be able to see them and even if the car can stop , the one behind may not be able to ... I hope the city comes to its senses about this location – there will be injuries – there is no doubt in my mind – at any given time there are 10 people crossing and it will slow down traffic and create a pedestrian hazard.</p>
22	<p>Good afternoon,</p> <p>Following the Notice of Public Consultation on the above noted project, I would like to bring to your attention the very frequent issue of vehicles performing a U-Turn on Ottawa Street, west of the Nine Pines Rd intersection. The maneuver is as follows: Vehicles heading eastbound on Ottawa, proceed through the Fischer-Hallman intersection and pull a U-Turn just east of the concrete center island to then turn right onto Fischer-Hallman, all in order to avoid the left turn signal. I can count as many as 6+ vehicles performing this move while sitting through one light cycle. A few near misses have been witnessed here.</p> <p>Thank you for taking this into consideration.</p>

Appendix E

Required Property Acquisition

Construction of the proposed improvements to Ottawa Street will require acquisition of approximately six (6) small parcels of land from adjacent commercial property owners. The required properties are listed as follows:

Property Address	Temporary Easements	Permanent Acquisition
645 Westmount Road East (Ottawa Westmount Centre)	659 m ²	413 m ²
294 Chandler Drive (Apartment Building)	104 m ²	105 m ²
1001 Ottawa Street South (Funeral Home)	226 m ²	118 m ²
675 Westmount Road East (Condominium Townhomes)	67 m ²	30 m ²
City of Kitchener Property (Between 6 Pinedale Drive & 675 Westmount Road)	259 m ²	25 m ²
1284 Ottawa Street South (Currently Unoccupied)	137 m ²	122 m ²