

Appendix K – Agency Consultation

**Region of Waterloo – University Avenue EA
Stakeholder Consultation Summary Table**

Date	Submitter Name	Comment Summary (see Appendix Communications Record)	Date / Response	Actions / Commitments
<p>The following tabulation is intended to summarize consultation activities with stakeholders. All comments received, responses made, and actions/commitments are detailed in this table with a complete Communications Record prepared as an Appendix of the Environmental Screening Document.</p>				
2019-08-08	<p>Martin Jones St. Michael Parish 80 University Avenue West Mjones7260@gmail.com</p>	<p>Can you also add Father F. Freitas to the Study Mailing List? (cc'd on this email). Father Freitas is the Pastor at St Michael Parish, 80 University Avenue W.</p>		<p>Added to mailing list.</p>
2020-08-25	<p>Jeff Henry Councillor (Ward 6, Central-Columbia) City of Waterloo 100 Regina St. S. PO Box 337, STN Waterloo Waterloo, ON N2J 4A8 C: 519.998.5883 F: 519.747.8500 TTY: 1.866.786.3941 jeff.henry@waterloo.ca</p>	<ul style="list-style-type: none"> • Alternative 3's approach to separating cycling infrastructure is proposed to be similar to Columbia St (King to Hagey) in the region's pilot project. Has the data collected to date (counts and surveys of users) suggested this form of separation is preferred over the other three approaches in the pilot? • Alternative 3a's approach to separating cycling infrastructure is proposed to be similar to Columbia St (Fischer-Hallman to Erbsville), which uses a roll-curb/gutter. The voice-over in the presentation describes this as a curb as a physical barrier. If this is a raised curb that is higher than the level of both the roadway and the cycle track, it would act as a physical barrier. If it isn't, that would be similar to Columbia (FH-E) and University (Keats Way to Erb). Which description is most accurate about the intent? <ul style="list-style-type: none"> ○ This is a stretch of road where vehicle drivers are likely to want to stop (drop-off, delivery, parking) and would see a raised but not physically blocked area as a good place to do so. This behavior resulted in a retrofit on King St. in Uptown with flexible bollards being installed to clarify the intent of the space. While not a problem on University (Keats Way to Erb) and Columbia (F-H to Erbsville) due to the backlotted, suburban context, it would be a problem in this corridor. • How would you describe the turning radii in the proposed design(s) relative to the existing turning radii? Are they 	<p>Yes, the majority voted in favour for this treatment by a large margin.</p> <p>The physical barrier would consist of a full height barrier curb. The Project Team is currently evaluating specific curb alternatives.</p> <p>Comment noted. The Project Team is currently evaluating all alternatives. The preferred alternative will be presented at PCC #2.</p> <p>The turning radii will be determined during detail design.</p>	

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		<p>tighter (and by how much) or the same size? Are they measured to the travel lane or to the curb/outside edge of the cycling lane?</p> <ul style="list-style-type: none"> • How does the design facilitate cyclists making left turns safely? I do not see bike boxes or spaces for two-stage left turns in the design (both of which are features of the Region’s current pilot project, and, as you do not always reach an intersection at a red signal, both are useful at each signalized intersection). Albert, King, and Regina either have cycling infrastructure or are designated cycling routes and so should actively facilitate safe left turns. Non-signalized intersections would also benefit from a clear way to turn left from the cycling lanes (by waiting in a designated space at the cross-street, for example) and users would benefit from safe ways to get across the street (I am speculating difficulty in crossing to get to the safe infrastructure in their direction of travel is one reason we see cyclists going the wrong way in protected cycling lanes – their origin and/or destination is on the “wrong side” of the road). • The detailed drawings for Alternative 3 provided show a King St cross-section both north and south of University Ave. On the north side of the intersection, bike lanes are shown where there currently is sidewalk, and there does not appear to be remaining space in the right-of-way on the west side for any sidewalk (and on the east side, the sidewalk would run over privately owned surface parking at 256 King St N. How far north of the King-University intersection is within the scope of this project? <ul style="list-style-type: none"> ○ I note positively that the slip lane for right turn movements from EB University to SB King is no longer in the design. • The rationale for not installing a pedestrian scramble at King-University appears to rest on AODA concerns, including concerns that persons with visual disabilities would be delayed due to making a two-stage crossing. This is the case today, so the concern over a delay is 	<p>The intersections and crossing will be further evaluated during detail design.</p> <p>University Avenue Improvement project is generally limited to just past the curb returns. There is also currently planned works underway in the design stages for King Street. These designs will be coordinated and integrated with this project for connectivity and transitions.</p> <p>Comment noted.</p> <p>Scrambles have a massive impact on operations and do not necessarily result in safety improvements. They usually need to be supplemented with full-out left and right turn prohibitions to enhance safety. A few years ago, this</p>	

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		<p>confusing. I expect those interested in this issue will not be persuaded these are sufficient concerns given Toronto's implementation. I would suggest further review is helpful. No right turn on red, which was supposed to be part of the Region's separated cycling pilot but was not actually implemented, would be a positive addition to this intersection regardless to promote safety of all road users, including protecting cyclists undertaking two-stage left turns.</p>	<p>intersection underwent pedestrian safety improvements which included offset crosswalks, enhanced lighting and pedestrian countdown signals which have actually enhanced safety quite significantly compared to past operations. Other further safety enhancements that we are assessing, given the constraints at this intersection, could include items such as left-turn phasing and leading pedestrian intervals to enhance pedestrian comfort and safety. Turn prohibitions are what actually enhances pedestrian safety. Thus, scrambles will not necessarily achieve enhanced safety and operational benefit.</p>	
2020-03-21	<p>Jeff Henry Councillor (Ward 6, Central-Columbia) City of Waterloo 100 Regina St. S. PO Box 337, STN Waterloo Waterloo, ON N2J 4A8 C: 519.998.5883 F: 519.747.8500 TTY: 1.866.786.3941 jeff.henry@waterloo.ca</p>	<ol style="list-style-type: none"> 1. maintaining 3.35/3.25 width lanes was presented as a feature of the design. We're narrower lanes considered or technically possible? (Thinking about maximizing potential sidewalk width, given volumes will still fill 2.1m easily at many times of day) 2. further to the above, to what extent, if any, did the potential routing of LRT Phase 3 along part of this corridor factor into decisions around lane width/number of travel lanes (eg preserving sufficient space for converting middle lanes to centre running trains) 3. How did the team decide on maintaining slip lanes for right turns at Weber. These are challenging to navigate, can present AT collision safety concerns at usual design speeds, and are potentially space constrained (Conestoga college volumes) as well as extra winter maintenance (adjacent property owner doesn't maintain). 	<ol style="list-style-type: none"> 1. The lane widths follow the Region's Transportation Corridor Guideline for this classification of roadway. We have considered lane widths lower than the standard 3.65m curb lane. The 3.35m curb lane is the narrowest curb lane width we can consider that accommodates larger vehicles such as buses that will make frequent stops along the corridor as well as for snow maintenance operations. <p>We understand the high pedestrian volumes along this corridor, especially students accessing the university and local shops. While the south side of the roadway is very constrained on space due to property restrictions, there are additional amenity spaces provided on the north side of the street. Through detailed design, a review of how to best use the amenity space will be conducted to allow for an enhanced pedestrian realm.</p> <p>The available boulevard on the north side is limited by the existing pole line. The available boulevard on the south side of the roadway is</p>	

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			<p>only limited by property taking (and some existing uses like parking lot). We can provide an even more enhanced sidewalk width of 2.4m, however it would be only at select segments where it is possible to do so.</p> <p>2. This corridor is identified for potential LRT routing in the time horizon past 2041. This current University Avenue project stretch that overlaps this proposed LRT route (King Street to Albert Street) will require future road reconstructions prior to this. If a future proposed LRT is selected for this corridor then the future reconstructions will review and address this. We do however see a mutually beneficial outcome from the preferred alternative in this regard. The proposed placement of the concrete sidewalk and asphalt bike lane as far away from the centreline of the road as possible results in additional active transportation comfort and provides as much boulevard and road platform width as possible for the potential cross sectional changes needed due to LRT accommodation.</p> <p>3. The channelized right-turn lanes on the north side of the University/Weber intersection have been maintained in response to high right turn volumes southbound to westbound and westbound to northbound. The traffic analysis compared the status quo conditions (RT slip lane) to a modified intersection (removed RT slip lane) with an added pedestrian leading signal interval. From a traffic operations perspective, removing the right turn slip lanes results in a notable decrease in the LOS and an increase in queue lengths in all directions.</p>	

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			<p>We have never had a systemic collision issue involving pedestrians or cyclists in right turn channel lanes. We've revised our standard right turn channel design to mitigate free flowing traffic to further enhance pedestrian and cyclist safety. The channel is known as a smart channel design. Additionally, standardizing channels to a smart channel design was supported by GRAAC several years ago as a mechanism to help persons with visual impairments negotiate.</p>	



March 21, 2022

Andrew Doman
Senior Engineer
Region of Waterloo
150 Frederick Street, 6th Floor
Kitchener ON N2G 4J3
adoman@regionofwaterloo.ca

Kelly Cobbe
Consultant Project Manager
IBI Group
410 Albert Street, Suite 101
Waterloo ON N2L 3V3
kcobbe@ibigroup.com

**Re: University Avenue Improvements Class Environmental Assessment
University Avenue (Weber Street to Albert Street), Waterloo**

Dear Mr. Doman and Ms. Cobbe,

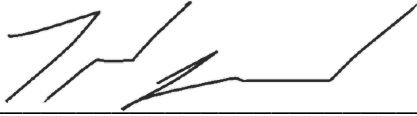
The Grand River Conservation Authority (GRCA) is in receipt of Public Consultation Centre 2 materials for the above-noted Class Environmental Assessment (Class EA).

The east end of the project area contains the Laurel Creek floodplain, but is outside of the floodway portion of the floodplain. As such, we do not anticipate any negative impacts to the flood hazard upstream or downstream of the project area due to grade changes, and we have no concerns at this time.

We would advise that portions of University Avenue and Weber Street east and south of their intersection are affected by depths and velocities that do not meet GRCA's residential safe access criteria, which in turn prohibits residential or overnight accommodation (e.g. hotel / motel) uses on the adjacent properties. We recommend consulting with the City of Waterloo about potential floodplain depth improvements within and outside of the Class EA study area.

Please continue to include the GRCA on the project mailing list. If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2292 or theywood@grandriver.ca.

Sincerely,



Trevor Heywood
Resource Planner
Grand River Conservation Authority

Attachment

c.c. Robyn McMullen, City of Waterloo

Julianna Arcese

From: Andrew Doman <ADoman@regionofwaterloo.ca>
Sent: April 6, 2022 12:22 PM
To: Jeff Henry
Cc: Dave Jaworsky; kcobb@ibigroup.com; Julianna Arcese; Marcos Kroker; Phil Bauer; Steve van De Keere; Mike Henderson
Subject: RE: University Ave
Categories: University

Good Day Mayor Jaworsky and Councillor Henry,

Thanks for your patience as we reviewed our questions, responses are below:

Councillor/Mayor Questions	Staff Responses
<p>maintaining 3.35/3.25 width lanes was presented as a feature of the design. We're narrower lanes considered or technically possible? (Thinking about maximizing potential sidewalk width, given volumes will still fill 2.1m easily at many times of day)</p>	<p>The lane widths follow the Region's Transportation Corridor Guideline for this classification of roadway. We have considered lane widths lower than the standard 3.65m curb lane. The 3.35m curb lane is the narrowest curb lane width we can consider that accommodates larger vehicles such as buses that will make frequent stops along the corridor as well as for snow maintenance operations.</p> <p>We understand the high pedestrian volumes along this corridor, especially students accessing the university and local shops. While the south side of the roadway is very constrained on space due to property restrictions, there are additional amenity spaces provided on the north side of the street. Through detailed design, a review of how to best use the amenity space will be conducted to allow for an enhanced pedestrian realm.</p> <p>The available boulevard on the north side is limited by the existing pole line. The available boulevard on the south side of the roadway is only limited by property taking (and some existing uses like parking lot). We can provide an even more enhanced sidewalk width of 2.4m, however it would be only at select segments where it is possible to do so.</p>
<p>further to the above, to what extent, if any, did the potential routing of LRT Phase 3 along part of this corridor factor into decisions around lane width/number of travel lanes (eg preserving sufficient space for converting middle lanes to centre running trains)</p>	<p>This corridor is identified for potential LRT routing in the time horizon past 2041. This current University Avenue project stretch that overlaps this proposed LRT route (King Street to Albert Street) will require future road reconstructions prior to this. If a future proposed LRT is selected for this corridor then the future reconstructions will review and address this. We do however see a mutually beneficial outcome from the preferred alternative in this regard. The proposed placement of the concrete sidewalk and asphalt bike lane as far away from the</p>

	<p>centreline of the road as possible results in additional active transportation comfort and provides as much boulevard and road platform width as possible for the potential cross sectional changes needed due to LRT accommodation.</p>
<p>How did the team decide on maintaining slip lanes for right turns at Weber. These are challenging to navigate, can present AT collision safety concerns at usual design speeds, and are potentially space constrained (Conestoga college volumes) as well as extra winter maintenance (adjacent property owner doesn't maintain).</p>	<p>The channelized right-turn lanes on the north side of the University/Weber intersection have been maintained in response to high right turn volumes southbound to westbound and westbound to northbound. The traffic analysis compared the status quo conditions (RT slip lane) to a modified intersection (removed RT slip lane) with an added pedestrian leading signal interval. From a traffic operations perspective, removing the right turn slip lanes results in a notable decrease in the LOS and an increase in queue lengths in all directions.</p> <p>We have never had a systemic collision issue involving pedestrians or cyclists in right turn channel lanes. We've revised our standard right turn channel design to mitigate free flowing traffic to further enhance pedestrian and cyclist safety. The channel is known as a smart channel design. Additionally, standardizing channels to a smart channel design was supported by GRAAC several years ago as a mechanism to help persons with visual impairments negotiate.</p>

Thank you and happy to discuss further,

Andrew Doman, P.Eng.

Senior Engineer, Transportation Expansion
 Design & Construction Division
 Region of Waterloo
 519-575-4400 x3183
ADoman@regionofwaterloo.ca

From: Andrew Doman
Sent: March 30, 2022 12:03 PM
To: Jeff Henry <jeff.henry@waterloo.ca>; kcobb@ibigroup.com
Cc: Dave Jaworsky <Dave.Jaworsky@waterloo.ca>
Subject: RE: University Ave

Hello Councillor Henry and Mayor Jaworsky,

Thanks for the questions, I will get back to you with responses by next week.

Thanks again for your involvement in this project.

Andrew Doman, P.Eng.

Senior Engineer, Transportation Expansion
 Design & Construction Division
 Region of Waterloo
 519-575-4400 x3183

From: Jeff Henry <jeff.henry@waterloo.ca>

Sent: March 21, 2022 7:55 PM

To: Andrew Doman <ADoman@regionofwaterloo.ca>; kcobb@ibigroup.com

Cc: Dave Jaworsky <Dave.Jaworsky@waterloo.ca>

Subject: University Ave

Hi Andrew, Kelly:

Having had more time to reflect on the preferred alternative and see some commentary from the public, I had a couple of additional questions:

- maintaining 3.35/3.25 width lanes was presented as a feature of the design. We're narrower lanes considered or technically possible? (Thinking about maximizing potential sidewalk width, given volumes will still fill 2.1m easily at many times of day)
- further to the above, to what extent, if any, did the potential routing of LRT Phase 3 along part of this corridor factor into decisions around lane width/number of travel lanes (eg preserving sufficient space for converting middle lanes to centre running trains)
- How did the team decide on maintaining slip lanes for right turns at Weber. These are challenging to navigate, can present AT collision safety concerns at usual design speeds, and are potentially space constrained (Conestoga college volumes) as well as extra winter maintenance (adjacent property owner doesn't maintain).

Thanks!

Cheers, Jeff

Sent from my Bell Samsung device over Canada's largest network.

Julianna Arcese

From: Andrew Doman <ADoman@regionofwaterloo.ca>
Sent: May 10, 2022 11:42 AM
To: Jake Herring
Cc: Kelly Cobbe; Julianna Arcese
Subject: RE: Public Consultation Center #2

Hello Jake,

Not a problem, we're happy to receive feedback from Waterloo Fire.

Responses below, and if you folks have any questions/concerns as this project progress, please contact any one of us!

Thanks,

Andrew Doman, P.Eng.
Senior Engineer, Transportation Expansion
Design & Construction Division
Region of Waterloo
519-575-4400 x3183
ADoman@regionofwaterloo.ca

From: Jake Herring <Jake.Herring@waterloo.ca>
Sent: April 11, 2022 10:54 AM
To: Andrew Doman <ADoman@regionofwaterloo.ca>; kcobbe@ibigroup.com
Subject: Public Consultation Center #2

Hi Andrew and Kelly,

I apologize but I seem to have missed the deadline for the comments on the consultation surrounding the University Ave improvements. I am not sure if you will still accept any comments, but here they are:

1. We don't have a great deal of special needs. We are always conscious of the potential to increase response times, however the lanes are adequate for our vehicles.
Noted.
2. If we had a preference, the physical barrier would not be in place on alternative 3a. If the bike lane remains without the barrier, vehicles can move to the side more easily to allow our responding units to pass.
Two lanes of traffic in each direction will be maintained and allow for emergency vehicle passage.
3. No general comments other than the ones provided above.
Noted.

If possible I would like to be on the mailing list to be kept apprised of the project. My address is below in the signature.
You've been added to the mailing list, and will receive all future correspondence about this project. You can also register to the EngageWR project site for updates about the project.

One item we'd like to note, we will coordinate with the City to make sure that proposed fire hydrant placement is clear of the proposed transit shelter encroachment and are accessible by the Fire Department.

Thank you very much and have a great day!

-Jake.



Jake Herring (he/him)

Deputy Chief - Operations

Waterloo Fire Rescue

470 Columbia Street West

PO Box 337, Station Waterloo

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E: jake.herring@waterloo.ca

www.waterloo.ca

www.twitter.com/citywaterloo

www.youtube.com/c/citywaterloo

www.facebook.com/citywaterloo



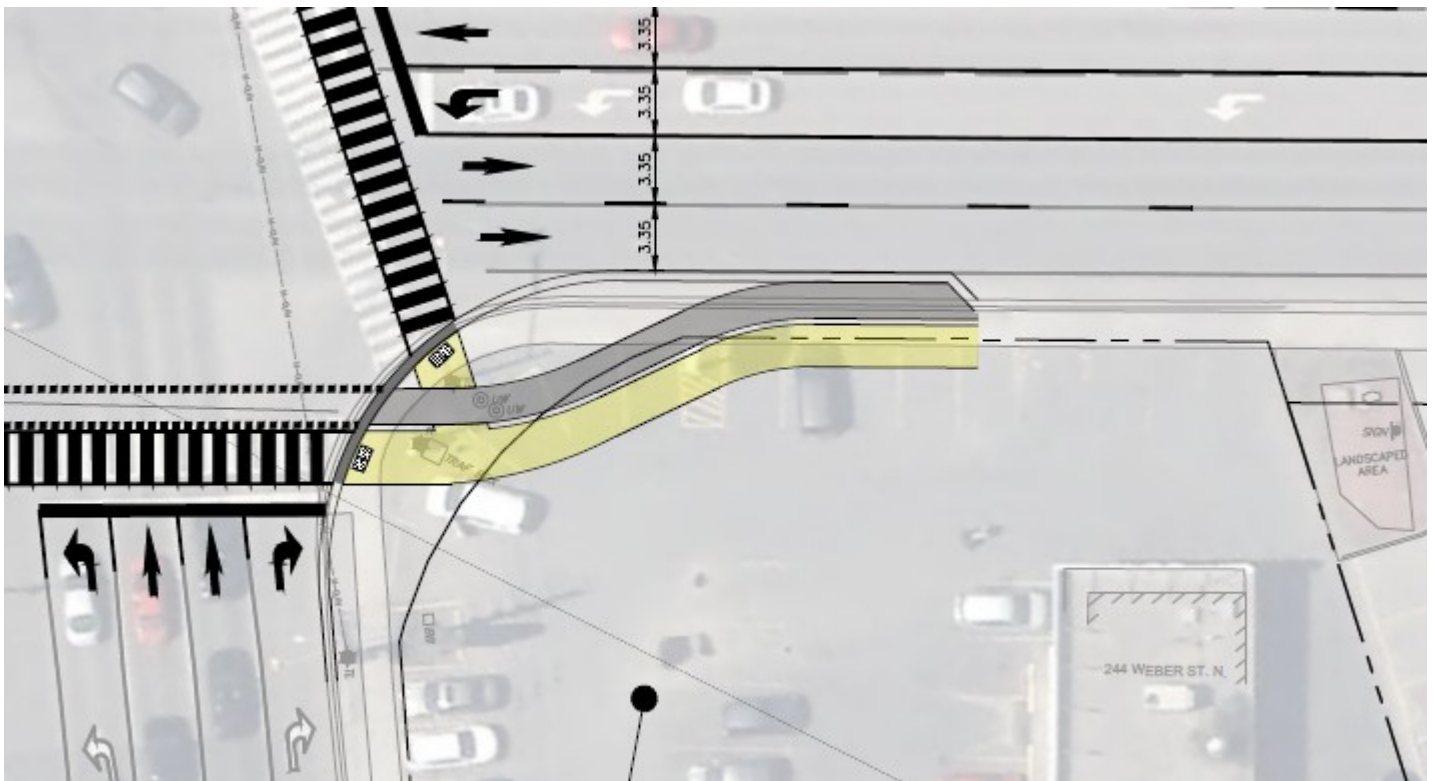
Julianna Arcese

From: Andrew Doman <ADoman@regionofwaterloo.ca>
Sent: May 2, 2022 1:48 PM
To: 'shawncarnahan@gmail.com'
Cc: Kelly Cobbe; Julianna Arcese
Subject: RE: Weber & University

Categories: University

Hello Shawn,

The recommended concept alternative does identify impacts on the DQ/Fresco corner:



With the conclusion with PCC#2 we will now proceed with detailed engineering design. Our aim here will be to minimize encroachment and impact onto this property. When we have done so, we will want to meet with the owner of this parcel to discuss the details.

For example, we will see how much we can swing the new cycle track and sidewalk coming from the intersection to tie into the existing facilities on University Avenue east of the Weber Street intersection. If we can do this, it will pull back the cycle track to on road cycle lane before your video signboard.

There aren't any current plans to upgrade the existing on road cycling lanes on University Ave between Weber and Lincoln Road. There are plans in progress to construct a new cycling lane on University Ave between Lincoln Rd and Bridge St (crossing the highway).

Please let me know if you have any questions/concerns and I will be in contact with you as well in the coming few months.

Thanks,

Andrew Doman, P.Eng.

Senior Engineer, Transportation Expansion

Design & Construction Division

Region of Waterloo

519-575-4400 x3183

ADoman@regionofwaterloo.ca

-----Original Message-----

From: Shawn Carnahan <shawncarnahan@gmail.com>

Sent: April 10, 2022 4:48 PM

To: Andrew Doman <ADoman@regionofwaterloo.ca>

Cc: Shawn Carnahan <shawncarnahan@gmail.com>

Subject: Weber & University

Hello Andrew,

Looking for some clarity on the construction on the Dq/Fresco's corner. From the drawings will the property will be affected or just on the Petro Canada side & if so to what extent. We have a Video street sign very close to the sidewalk within a meter & already a lack of parking that am concerned about.

Also are there plans of extending this cyclist path further towards the highway in the future?

Thanks Shawn Carnahan (Owner/Operator Dq) 519 57212