Regional Municipality of Waterloo Strategic Planning and Budget Public Input Committee Addendum Agenda

Date: Wednesday, November 6, 2024

Closed Session: 6:00 p.m.

Location: Council Chambers/Electronic

Should you require an alternative format please contact the Regional Clerk at Tel.: 519-575-4400,

TTY: 519-575-4605, or regionalclerk@regionofwaterloo.ca

Pages

- 1. Call to Order
- 2. Land Acknowledgement
- 3. Declarations of Pecuniary Interest under the "Municipal Conflict of Interest Act"
- 4. Delegations
 - *4.1 Andrew Reeves, Kitchener

Re: House of Friendship Whistleblower Report and the 2025 Regional Budget.

4.2 Jaime Stief, Waterloo

Re: The Erb's Road Report and the 2025 Regional Budget

4.3 Terra-Lynn Weber, Kitchener

Re: Living conditions at the 100 Vic encampment and the 2025 Regional Budget

4.4 Alexandra Oestreicher, Vice President, Conestoga Students Inc.

Re: Need for continued investments and improvements in Public Transit including service to Reuter, Doon Transit Terminal, Bus Stop Infrastructure, and the LRT.

*4.5 Rodney Chan and David Teresi, TriTAG members

Re: Public Transit Funding - GRT Operations, Fares, Frequent Transit Network, Phase 2 ION, Transit Hub, Vision Zero

- *4.6 Jim Moss, Co-Chair, Children and Youth Planning Table (CYPT)

 Re: Data to share from Children and Youth Planning Table that applies to budget discussions and decision making.
- *4.7 Shiva Subramanian, Waterloo

Re: Funding transit/active transportation

- 5. Call for Delegations
- 6. Communications

3

6.1 Pred Gutovic, Re: 2025 Budget Feedback for the Region Received for Information

- 7. Other Business
- 8. Adjourn

Recommended Motion:

That the meeting adjourn at x:xx x.m.

We're Back!



Overview

- What TriTAG has been up to
- Transit Funding for:
 - Frequent Transit Network
 - Keeping fares affordable
- Kitchener Central Transit Hub
- Vision Zero
- Phase 2 ION to Cambridge
- University Avenue Reconstruction

Canada Transit Week

Join the country wide movement calling for better public transit funding!

O Waterloo Public Square
Saturday October 19 1-3pm

Other Actions in:

- O Vancouver
- O Edmonton
- O Windsor-Essex
- O Toronto





TriTAG: Canada Transit Action Week











Call on the Federal Government to:

- Speeding up the Canada Public Transit Fund.
- Allowing its funding to be used for transit service; to hire more drivers, mechanics, and workers to keep buses, trains, and LRTs running smoothly.
- Increasing its amount to help meet transit needs across the country.

Transit Funding

- While higher levels of government have the responsibility to pitch in, the Region must invest more in transit to create a <u>frequent transit network</u>
- Transit investments are key to social, economic, and environmental goals in climate, equity, housing, access, and employment

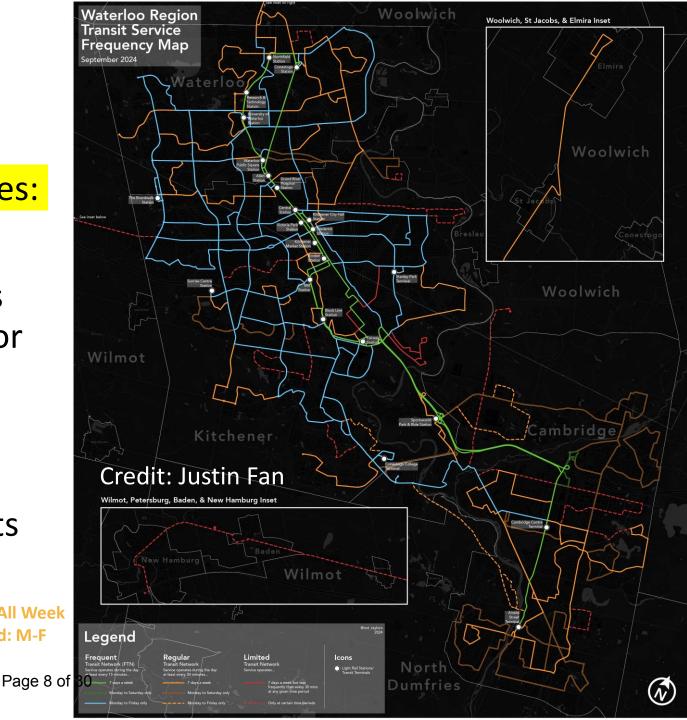
Current Frequencies:

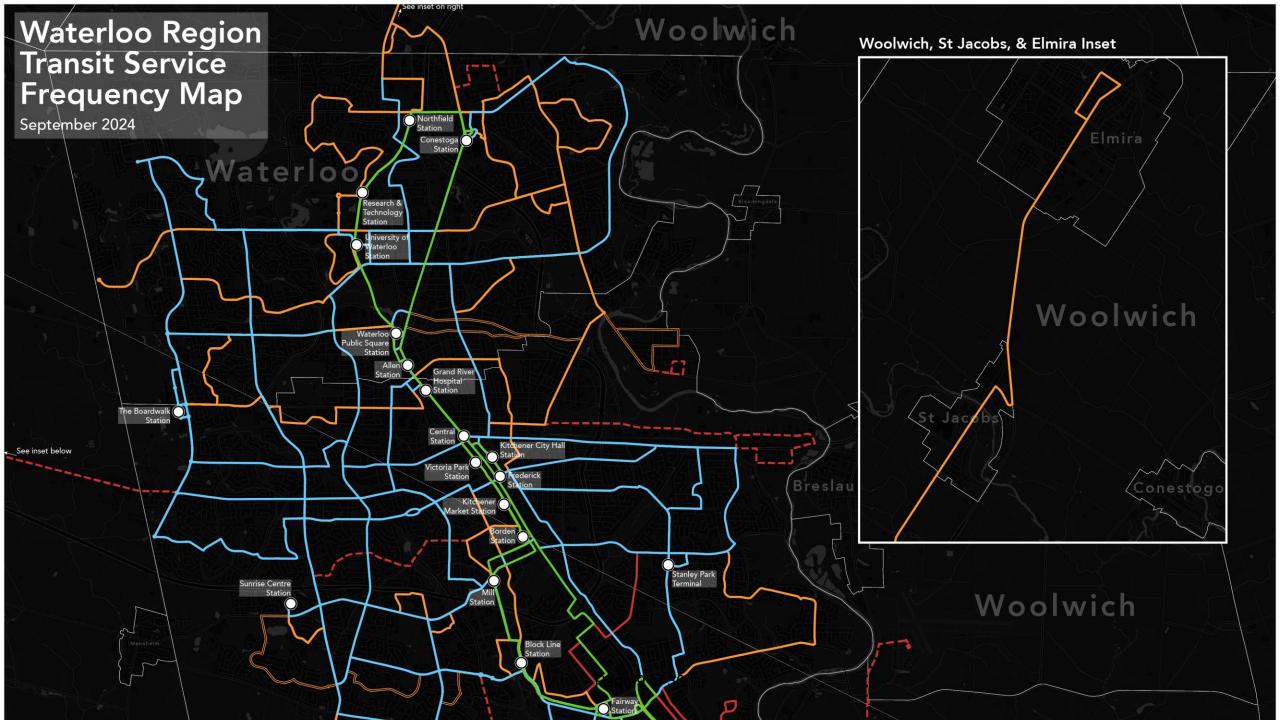
- Waterloo Region only has
 TWO 15 min or better all week routes:
 The ION LRT/Bus & the 7 King Bus
- Many other routes including iXpress are close, but need more weekend or evening service
- Opportunity for a 15 min, all day, all week, <u>Frequent Transit Network</u> for slight strategic service improvements

Green: 15 min* All Week Orange: 30 min* Solid: All Week Dashed: M-F

Blue: 15 min* M-F Red: Limited Service

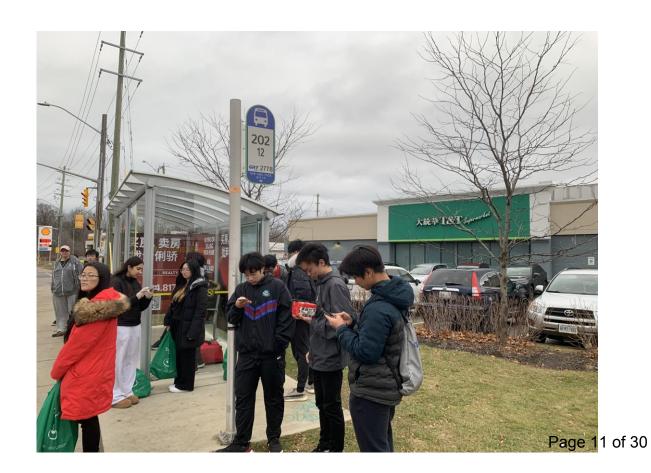
*or better







Waiting for the 202 iXpress bus (every 30 minutes on weekends) Saturday, December 9, 2023 - 3:02pm





Moving Forward: 2018 Transportation Master Plan

 A frequent transit network is in line with the Region's Transportation Master Plan



STRATEGY 3:

Develop a Frequent Transit Network

- Extend ION rapid transit to Cambridge as part of stage 2 of the project
- Implement an all-day frequent transit network using existing and new iXpress routes
- Identify additional corridors for future rapid transit
- Encourage intensification along transit corridors
- Include transit priority measures in capital budgets
- Investigate smaller scale, more flexible transit types in underserved areas

Frequent Transit Networks Examples Elsewhere

Frequent Transit Network route 1. Toronto: TTC 10 min or better Bus Rapid Transit route Black River Road TTC Line 1 Subway extension 2. York Region: YRT 15 min or better COUNTY GO train line Smith Boulevard Policek Road Snotten Road Shill Shillah Road Herold Road DURHAM REGION TORONTO TRANSIT COMMISSION Proposed Ten Minute or Better Surface Route Network 30 TTC SP 15-07-2014 DRG, No. 12304 mag not to ecale

2. Frequent Transit

Network (FTN)

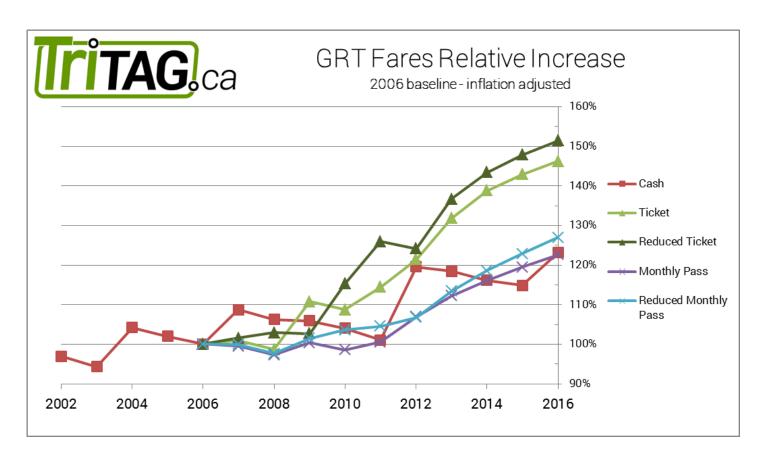
LEGEND

15 min frequency or less, 6 days a week

Keep Fares Affordable!

- No fare increases
 - \$3.75 is already nearing \$4.00
- Need more fare options: debit/credit or adopt presto







Kitchener Central Transit Hub

Rendering of Phase 1

Project timeline



Detailed Design to be completed by December 2024

Construction to start — TBD

Project Updates — June 2024

18 Jun 2024

The transit hub station name has been changed to Kitchener Central Transit Hub.

Construction Updates

The Region and Metrolinx are working on a collaborative schedule for the construction of Phase 1. A more complete construction schedule is anticipated this fall. Construction is expected to be a collaborative process between Metrolinx and the Region due to the complex nature of the project and the closeness of the two sites. The Region knows its residents have been waiting for improvements in this area for several years and is hopeful that with the province and Metrolinx's support, will be able to expedite and confirm the schedule in the coming months.

Any updates? Any budget allocation?

Man seriously injured after pedestrian hitand-run crash in Waterloo



The roundabout at at Erb Street W



A Waterloo Regional Police vehicle blocks the road as part of a collision investigation on Roseville Road age 17mof 30d Ayr on August 27, 2024. (Shelby Knox/CTV News)

WATERLOO REGION

Youth cyclist suffers serious injuries after collision in Cambridge

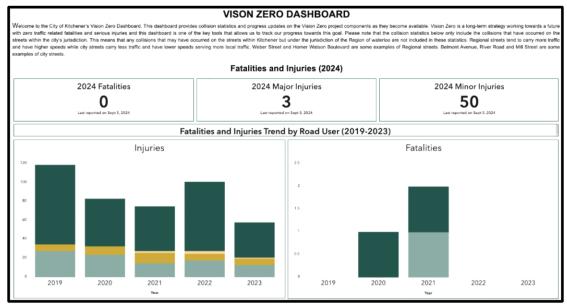
Charges pending against driver after 11-year-old girl struck by vehicle.

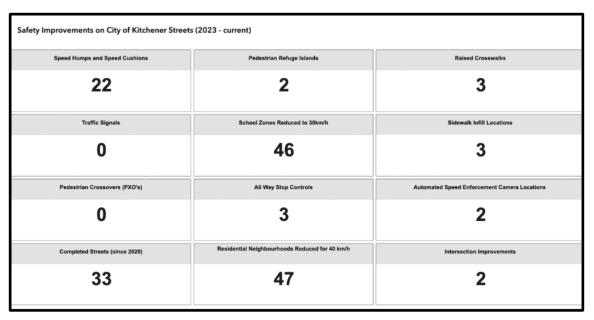
@Updated July 23, 2024 at 4:01 p.m. | July 23, 2024 | @1 min read | []

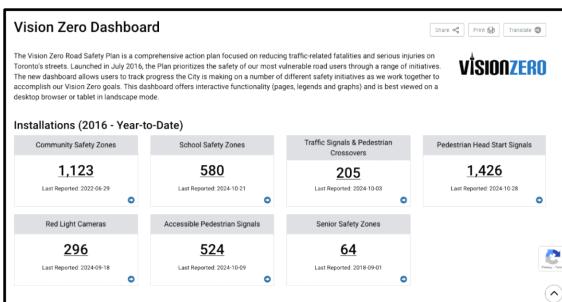


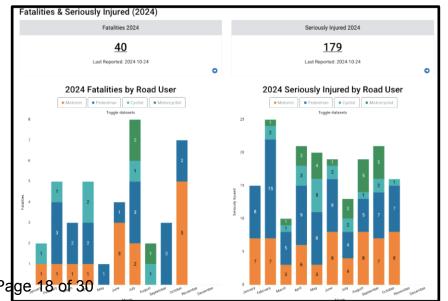
Waterloo Regional Police are investigating a collision between a cyclist and a vehicle in Cambridge.

Vision Zero Dashboards: Kitchener, Toronto, York Region









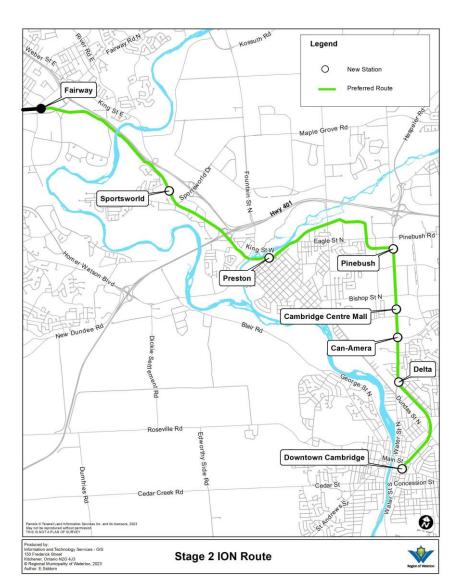
York Region to develop a dashboard in its 2024-28 Vision Zero Traveller Safety Plan

Stage 2 ION to Cambridge: Keeping Costs Under Control

- Why is there only one staff overseeing the project?
- Are there any opportunities to fund a Stage 2 ION team to expedite the project and control costs?
 - The longer we wait the more costs will inflate
- Consulting everything out increases costs and the Region has less scrutiny over design decisions and

cost estimates





https://www.engagewr.ca/University-Ave

Waterloo: University Avenue Reconstruction









This project supports the Region of Waterloo's strategic focus area(s):













and engaging

Improvements along University Avenue (Regional Road 57) are being considered to improve roadway and underground infrastructure, active transportation facilities and traffic operations along the corridor.

The Region's Transportation Capital Program has identified this section of roadway for major rehabilitation to address deteriorated pavement structure and provide



active transportation and intersection improvements, Also, the City of Waterloo's watermain and sanitary sewer systems require replacement.

The Region's Transportation Master Plan has identified the road section on University Avenue from King Street to Weber Street for cycling infrastructure installation to complete cycling network connectivity in this area.

We are currently undertaking a Schedule "C" Municipal Class Environmental Assessment (Class EA) for improvements to the University Avenue (Regional Road 57) corridor from Albert Street to Weber Street in the City of Waterloo. The Municipal Class EA is a planning and decision-making process approved under the Environmental Assessment Act that is used by municipalities to plan public infrastructure projects so that potential environmental impacts are considered before a project is approved. It requires consultation with the public, involved stakeholders and agencies to consider alternatives and their impacts on the project environment.

Public Consultation Centre # 2 Feedback is now CLOSED.

Please refer to the document section on this page for Public Consultation 2 Summary Report for a summary of comments received from Public Consultation 2.

Feedback can be provided online by asking a question under the guestions tab.

Use the subscribe button on this page to receive an email notification with future project updates.

Notice of Revision of Environmental Study Report.



Timeline



Public Consultation Centre #1 and Survey Responses



Project Team Review Comments and Determine Preferred Design Concept (Winter 2021)



Public Consultation Centre #2 (Spring 2022)

The Project Team will present the preferred alternative at the second Public Consultation Centre.



Review Feedback from PCC #2

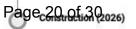
Comments are always welcome for the duration of the study.



Report to Regional Planning and Works Committee for Approval of Preferred Design Concept (Winter 2023)



Detailed Design (2023)



University Avenue Reconstruction





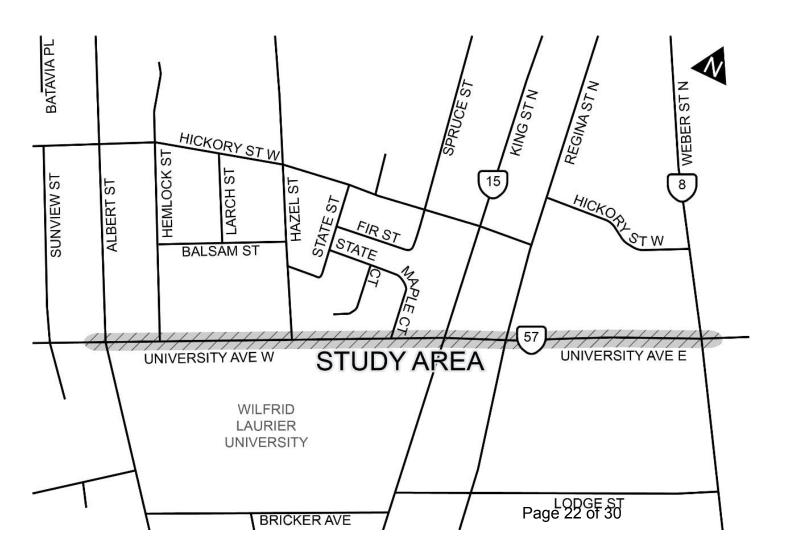
Has the detailed design been released and if not when?

In Conclusion:

- We need Transit Funding for:
 - Frequent Transit Network
 - Keeping fares affordable
- Kitchener Central Transit Hub needs a public schedule
- Vision Zero improvements on regional roads + dashboard
- Phase 2 ION to Cambridge needs more staff to expedite
- University Avenue Reconstruction needs updates and bus lanes

Thank you for your time and consideration!

University Avenue Redesign →Opportunities



Timeline



Public Consultation Centre #1 and Survey Responses



Project Team Review Comments and Determine Preferred Design Concept (Winter 2021)



Public Consultation Centre #2 (Spring 2022)

The Project Team will present the preferred alternative at the second Public Consultation Centre.



Review Feedback from PCC #2

Comments are always welcome for the duration of the study.



Report to Regional Planning and Works Committee for Approval of Preferred Design Concept (Winter 2023)

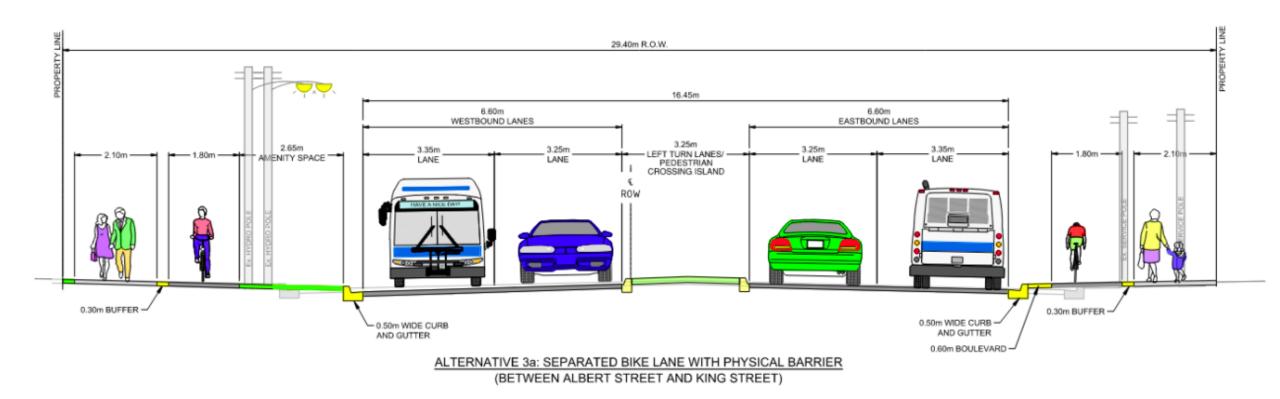


Detailed Design (2023)



Construction (2026)

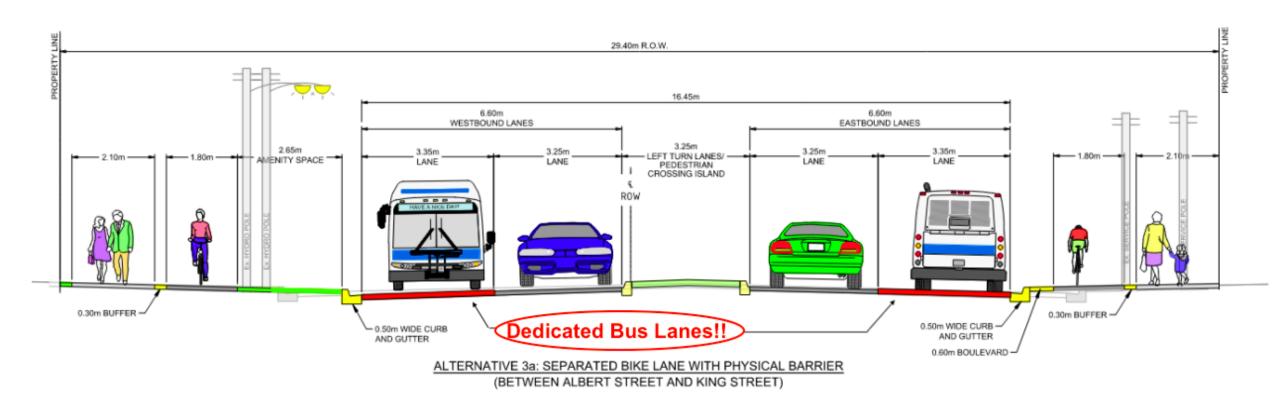
University Avenue Redesign Current Preferred Alternative:



From Public Consultation 2 Summary Report :

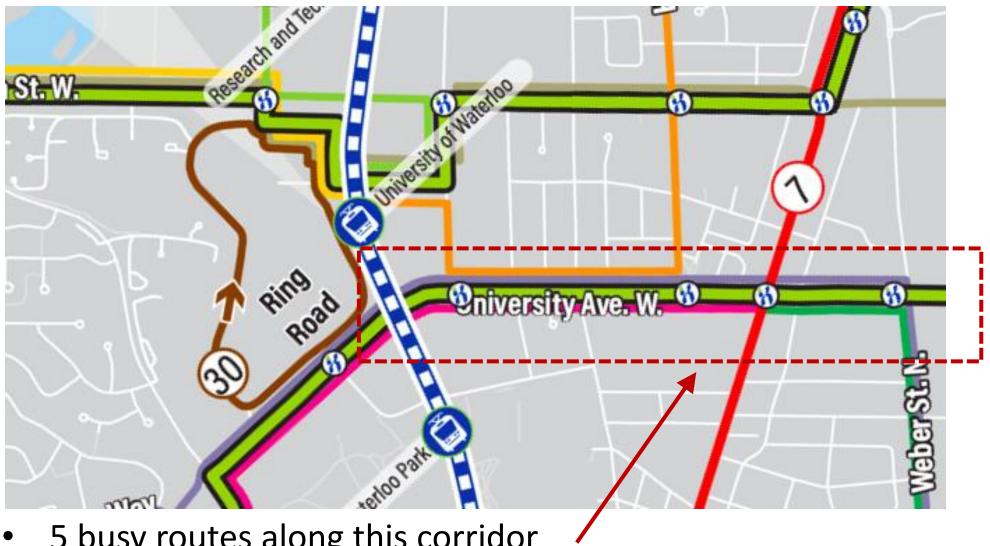
https://www.engagewr.ca/12664/widgets/50351/documents/83739

University Avenue Redesign Alternative: Bus Lanes!



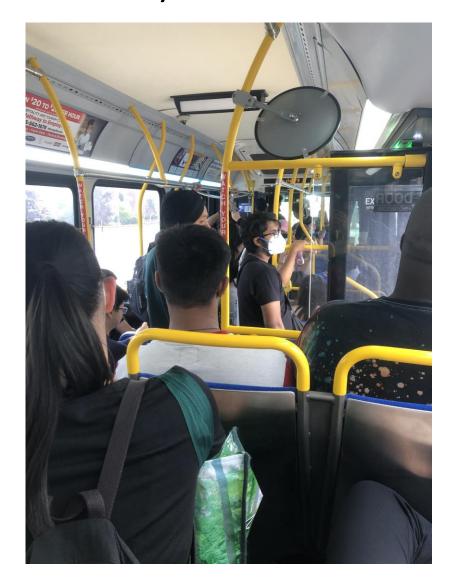
- Every mode gets its own space
- Better reflects the mode share of University Avenue
- Just a low initial capital cost of paign t₄ +₃ signage

Why Bus Lanes on University Ave?



- 5 busy routes along this corridor
- Many chronically overcrowded and late routes

Bus on University Ave Weekday Afternoon



University & King Facing West, on Crosswalk Sep 17, 2022 at 4:26pm





In Conclusion:

- We need Transit Funding for:
 - Frequent Transit Network
 - Keeping fares affordable
- Kitchener Central Transit Hub needs a public schedule
- Vision Zero improvements on regional roads + dashboard
- Phase 2 ION to Cambridge needs more staff to expedite
- University Avenue Reconstruction needs updates and bus lanes

Thank you for your time and consideration!

Subject: 2025 budget feedback for the region

From: Predrag Gutovic

Sent: October 20, 2024 1:02 AM

To: Regional Clerk < Regional Clerk@regionofwaterloo.ca>

Subject: 2025 budget feedback for the region

As a resident of Kitchener, I am increasingly concerned about the decisions made by the current council regarding the region's growth and expansion plans. The hidden costs associated with population growth are real and significant and must be acknowledged. Essential services are rapidly declining as budgets are stretched thin. It is crucial to identify, assess, and manage growth costs effectively. Our continued expansion is placing an undue burden on the community and jeopardizing the ability of future generations to remain in the communities they call home. We continue to borrow from our children's future.

Expanding the transit system, bike lanes, and increasing housing capacity are positive initiatives, but it is essential to consider the impact on existing services and infrastructure. The city must implement comprehensive plans to simultaneously expand roads, hospitals, emergency services, and community services to accommodate the growing demand.

For sustainable growth, it is imperative that services expand rather than contract. We need more healthcare professionals, emergency responders, hospital capacity, and law enforcement personnel. Additionally, increasing the number of bylaw officers is essential to enforce regulations that enhance the quality of life for all residents. We cannot allow our community to deteriorate or let irresponsible behavior undermine our progress.

I question how cutting \$8 million from the city budget will facilitate any improvements.

To support growth, the region must develop strategies to generate additional revenue, including appropriately adjusted development fees aligned with growth plans. Those who benefit from growth should contribute to its funding, rather than placing the financial burden on those trying to make ends meet.

We must not allow provincial and federal governments to impose detrimental decisions on our communities, as seen over the last decade. It is essential to prioritize the well-being of our current population before accommodating new residents.

City council must advocate for fair treatment from provincial and federal governments in addressing the challenges posed by increased immigration and housing demands. Seeking funding related to developments will alleviate the burden on municipalities, ensuring that services improve with each new resident rather than diminish. The council must hold our government accountable for its decisions and learn to push back when necessary.

6.1

Before pursuing further growth, the region MUST prioritize creating a robust financial plan. We should learn from other cities, such as Milton and Brampton, that have expanded too quickly and are now facing significant challenges.

In recent years, it has become evident that our city is not adequately prepared for population growth. This is reflected in our daily experiences, whether struggling to secure spots in recreational programs for our children or experiencing longer and longer traffic delays as we question how our infrastructure will meet future demands.

We witness reckless driving through our neighborhoods, while we are told that there is a 20-year plan for traffic calming, yet only see compliance on streets with installed speed cameras. Our streets are littered with garbage and abandoned shopping carts, issues we should not ignore. The growing presence of homelessness and tent cities requires urgent action rather than mere discussion. Our downtown area has become a place to avoid rather than enjoy.

The rise of tent cities in our region is alarming, with first responders dedicating more time than ever to these areas. While we aim to expand affordable housing, we are losing more units than we are adding. Mandate for small percentage of affordable homes in new developments will never be able to fill the demand.

Unlike our federal and provincial govermnets have, we must not accept escalating crime rates, such as car thefts and home robberies, as the new norm. It is time to halt this trend and approach future decisions with careful consideration. We should lead and not follow. We should set examples by overfunding our police services to get things back into control.

While growth can be beneficial when managed effectively, there is currently a lack of concrete goals to address the many challenges we face daily.

As I write this, I hope there are still individuals within the council who can advocate for reasoned discussions and encourage informed decision-making. We need to challenge our provincial and federal

governments to do better and support the growth they seek. We need to challenge ourselves to do better.
Thanks for your efforts

Pred Gutovic

Kitchener, ON.