

# Regional Municipality of Waterloo

## Planning and Works Committee

### Agenda



Date: Tuesday, February 7, 2023  
Regular Session: 1:30 p.m.  
Location: Council Chambers

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#### Pages

The Planning and Works Committee will start immediately following closed session

1. Call to Order
2. Land Acknowledgement
3. Motion to Reconvene into Open Session  
Recommended Motion:  
That the Planning and Works Committee reconvene into open session.
4. Declarations of Pecuniary Interest under the “Municipal Conflict of Interest Act”
5. Presentations
6. Delegations

6.1 Jeff Stager, Director, Waterloo Federation of Agriculture  
re: snapshot about agriculture in the ROW

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#### 7. Consent Agenda

Items on the Consent Agenda can be approved in one motion of Committee to save time. Prior to the motion being voted on, any member of Committee may request that one or more of the items be removed from the Consent Agenda and voted on separately.

#### Recommended Motion:

That the Consent Agenda items be received for information and approved.

#### 7.1 Strategic Focus - Sustainable Transportation

7.1.1 PDL-LEG-23-006, Authorization to Expropriate Lands (1st Report) for Installation of Farmer's Market Trail and Associated Works, in the City of Waterloo

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#### Recommended Motion:

That the Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect

to the expropriation of lands for the remaining Farmers Market Trail Construction (Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection), in the City of Waterloo, as outlined in PDL-LEG-23-006, dated February 7, 2023.

1. Complete application(s) to the Council of The Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for construction and access of the multi-use trail along Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection, in the City of Waterloo, and described as follows:

Fee Simple Partial Taking:

- i. Part of Lot 10, German Company Tract, being Parts 1, 2, 4 and 5 on 58R-21590, (Part of PIN 22281-0356 (LT)), City of Waterloo, Regional Municipality of Waterloo (580 Weber Street North, Waterloo). Temporary Easement – Grading: The right and easement, being a temporary easement in gross, for the free and unobstructed, right, interest and easement terminating on the 31st day of December, 2024, for itself, its successors and assigns, and anyone authorized by it, on, over, under and through the following property for the purposes of excavation, construction, installation, replacement, alteration, grading, and landscaping as required in connection with the construction and access of the multi-use trail along Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection, and all related improvements, and works ancillary thereto and for such purposes, the free, unimpeded and unobstructed access to the lands at all times by employees, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:
  - ii. Part of Lot 10, German Company Tract, being Part 3 on 58R-21590, (Part of PIN 22281-0356 (LT)), City of Waterloo, Regional Municipality of Waterloo (580 Weber Street North, Waterloo).
2. Serve notices of the above applications(s) required by the Expropriations Act (the “Act”);
3. Forward to the Chief Inquiry Officer any requests for a

hearing that may be received within the time prescribed by the Act;

4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;

5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed or if otherwise deemed appropriate in the opinion of the Commissioner of Engineering and Environmental Services and the Regional Solicitor; and

6. Do all things necessary and proper to be done and report thereon to Regional Council in due course.

## 8. Regular Agenda

### 8.1 Strategic Focus - Sustainable Transportation

- 8.1.1 TSD-TRP-23-001, Review of the Posted Speed Limit on New Dundee Road (Regional Road 12), from 400 metres west of Robert Ferrie Drive to 550 metres west of Homer Watson Boulevard (Regional Road 28), in the City of Kitchener 21

#### **Recommended Motion:**

That the Regional Municipality of Waterloo lower the posted speed limit on New Dundee Road from 80 km/h to 60 km/h from 400 metres west of Robert Ferrie Drive to 550 metres west of Homer Watson Boulevard at the completion of the proposed roundabout at Robert Ferrie Drive currently planned for 2024, in the City of Kitchener, as outlined in Report , dated February 7, 2023.

- 8.1.2 TSD-TRS-23-003, 2023 Proposed Transit Service Changes 34

#### **Recommended Motion:**

That the Regional Municipality of Waterloo endorse and forward to the Strategic Planning and Budget Committee the proposed Public Transit service changes as set out in the Preliminary 2023 Grand River Transit Budget and as further described in report TSD-TRS-23-003, dated February 7, 2023, including:

- The addition of 41,400 net annual transit service hours in 2023 at an incremental 2023 property tax levy impact of \$3,518,000 (\$4,897,000 annualized), serving over 440,000 projected additional annual rides.
- The implementation of the Cambridge network redesign by Fall 2023
- The extension of the Route 79 Breslau pilot to the end

of 2023

- The removal of two low-ridership transit routes (2 and 73) and the redeployment of those resources to service restoration and new service implementation.

8.1.3	TSD-TRS-23-004, Transit Services Fare Structure, Discounts and Revenues	49
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**Recommended Motion:**

That the Regional Municipality of Waterloo take the following action with respect to Grand River Transit fares as set out in report TSD-TRS-23-004, dated February 7, 2023:

- a. Endorse the continuation of the affordable transit program (ATP) that provides a discount on fares for individuals and families whose income falls below the existing threshold of 15% above the poverty line as measured by Statistics Canada for a community in Ontario greater than 500,000 persons; and
- b. Approve a 2.5% general public transit fare increase effective July 1, 2023 as set out in the preliminary 2023 Public Transit Operating Budget; and
- c. Direct staff to mitigate the impact of any fare increase for individuals and families eligible for ATP by increasing the discount from 48% to 50% effective July 1, 2023 with a net 2023 property tax levy increase of \$20,500; and
- d. Approve the creation of an extended family day pass applicable every day of the week, decreasing the cost of travel for accompanied youth; and
- e. Direct staff to bring forward a comprehensive review of age-specific fare for seniors and youth discounts forward as part of the new Grand River Transit Business Plan; and
- f. Forward the approved resolutions to the Strategic Planning and Budget Committee for consideration.

8.1.4	Staff Presentation: Region of Waterloo Road Safety Program	59
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**8.2 Strategic Focus - Environmental and Climate Action**

8.2.1	EES-WMS-23-003, Curbside Waste Collection Changes	131
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**Recommended Motion:**

That the Regional Municipality of Waterloo take the following action with respect to the next contract for curbside waste collection as set out in report EES-WMS-23-003, dated February 7, 2023:



- a. Maintain existing service levels and collection frequencies for garbage, organics, bulky and large metal items, yard waste and Christmas trees for single-family homes, duplexes, 3 to 6 unit buildings, and multi-family units and townhouses that meet truck-access criteria
- b. Convert to automated cart collection for garbage and green bin organics. (Items such as bulky or large metal items, yard waste and Christmas trees will continue to be collected manually)
- c. Include requirements for alternative fuel sources for collection vehicles to reduce greenhouse gas emissions
- d. Change the current service level of a five day collection week to a four day collection week (Tuesday to Friday); and,

That staff be directed to examine the level of service for curbside waste collection for Industrial, Commercial and Institutional (IC&I) properties that currently receive curbside collection and report back to Committee with options for consideration.

**9. Information/Correspondence**

**9.1 Council/Committee Tracking List**

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**10. Other Business**

**11. Next Meeting- March 7, 2023**

**12. Adjourn**

**Recommended Motion:**

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

# Agriculture at a Glance

AS OF 2021

## Local Snapshot

Waterloo Region  
CENSUS DIVISION



**1,409**  
farms



**210,055**  
acres of farmland



**149 acres**  
is the average sized farm



## Local Farm Sales



**11**  
farms operate a CSA  
(Community Supported Agriculture)



**41** farms sell  
at farmers' markets



**243** farms sell directly from their  
farm, at stands, or pick-your-own

## Economic Contributions in 2021

### Local Impact



The local agri-food sector  
employed **33,390** people  
through **4,152** local agri-food  
business establishments

### Farm Cash Receipts



**\$652 million**  
in Farm Cash  
Receipts



- Cattle
- Dairy
- Grains & Oilseeds

### Across the Province

Farm cash receipts  
generated by local farms  
supported **\$1.4 billion**  
in GDP and **21,450**  
employees in the agri-food  
sector from farm to fork  
across Ontario

## Farm Facts



**22.5%**  
generate renewable  
energy, including  
solar, bioenergy and  
wind power



**28.3%**  
of farm  
operators  
are female

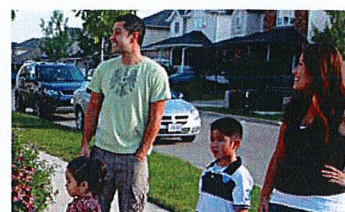
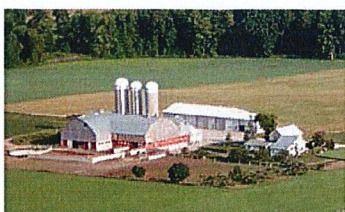


**43.4%**  
are small farms  
(less than \$100,000  
in revenue)



Source: Ontario Ministry of Agriculture, Food and Rural Affairs (2021) County Profiles.





Region of Waterloo

# Census

BULLETIN | 2016

## Agriculture

The **Census of Agriculture** is defined by Statistics Canada as providing “a statistical portrait of Canada’s agriculture industry and its farm operators and families”

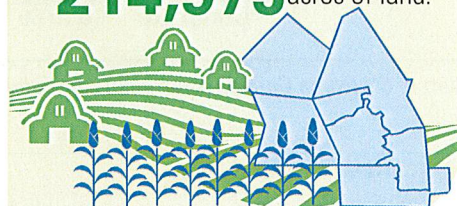


### Farm operations

In 2016, there were 1,374 farms headquartered in Waterloo Region, covering 214,975 acres of land. Compared to 2011, there were increases to the number of farms in Cambridge, Kitchener-Waterloo, and Wilmot Township, totalling 59 additional farms. Overall, there were 15 fewer farms (one per cent) compared to 2011, and a decrease of 6,112 acres of farmland associated with farms headquartered in the region. This one per cent decrease of farms in Waterloo

Region was considerably lower than the decreases at both the provincial level (five per cent of farms) and the national level (six per cent of farms) and may be attributed to farm consolidation.

In 2016, there were  
**1,374**  
farms headquartered in  
Waterloo Region covering  
**214,975** acres of land.



Statistics Canada assigns all data for an agricultural operation to the geographic area where the farm headquarters are located, regardless of the actual location of land being farmed. As a result, the data could include land located outside Waterloo Region. Conversely, land farmed in Waterloo Region may be reported with a farm headquarters located outside the region.

**Table 1: Total number of farms reported for Waterloo Region and its municipalities, 2006-2016**

Name	Total number of farms headquartered in the region			Absolute change 2011-2016	Per cent change 2011-2016
	2006	2011	2016		
<b>Waterloo Region</b>	<b>1,444</b>	<b>1,389</b>	<b>1,374</b>	<b>-15</b>	<b>-1%</b>
Cambridge	31	21	42	21	100%
Kitchener-Waterloo*	35	16	33	17	106%
North Dumfries	117	124	108	-16	-13%
Wellesley	518	502	486	-16	-3%
Wilmot	247	234	255	21	9%
Woolwich	496	492	450	-42	-9%
Ontario	57,211	51,950	49,600	-2,350	-5%
Canada	229,373	205,730	193,492	-12,238	-6%

\*To ensure confidentiality, data for the small number of farms located in the City of Waterloo and the City of Kitchener have been combined

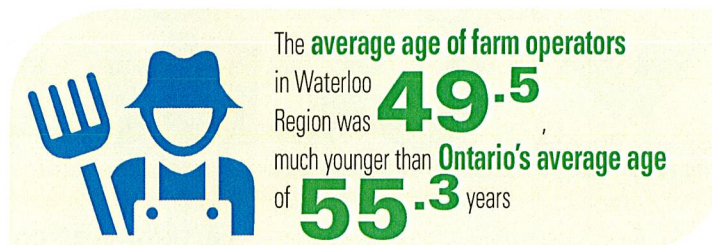
Source: Statistics Canada, Census of Agriculture, 2006-2016



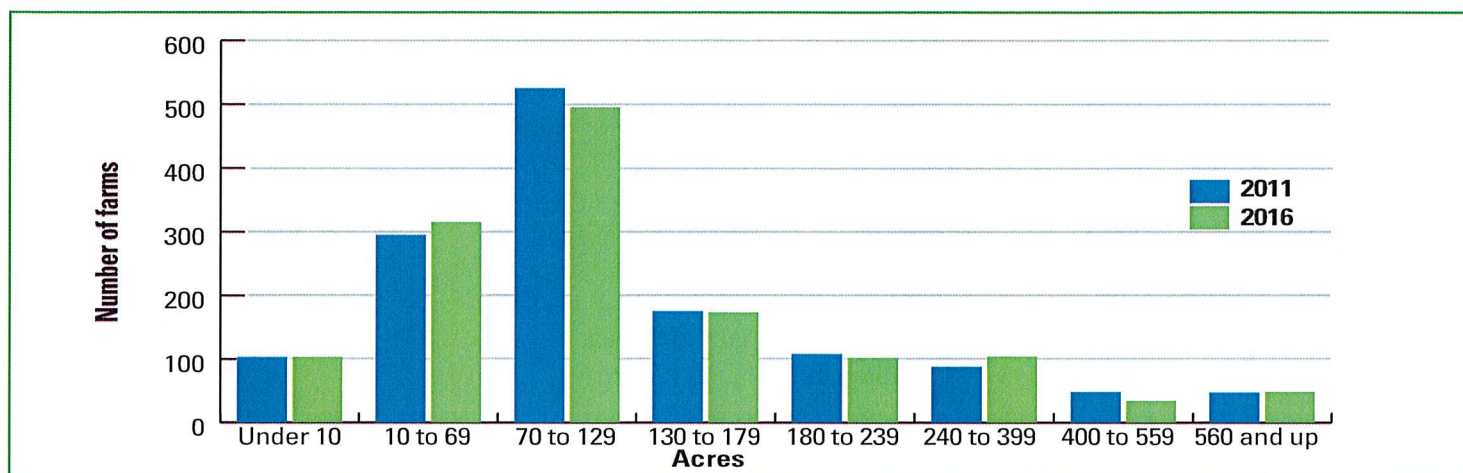
The average size of farms headquartered in Waterloo Region was 156 acres, considerably smaller than the average size in both Ontario (249 acres) and Canada (820 acres). On average, the smallest farms were located in Kitchener-Waterloo. Similar to 2011, roughly one in three farms headquartered in the region were between 70 and 129 acres, most of which were in Woolwich or Wellesley (Figure 1).

In 2016, the average age of farm operators was younger in Waterloo Region than the averages for both Ontario and Canada. Of the 1,985 farm operators across the region, the average age was 49.5 years old, much younger than Ontario's average age of 55.3 years. The average age of farm operators did increase

from 48.4 years as reported in 2011. The amount of time farm operators spent working on farms has also decreased steadily over the last 10 years. While in 2006, 51 per cent of farm operators spent 40 hours or more per week working on their farms, in 2016, this number had dropped to 42 per cent.



**Figure 1: Size of farms in Waterloo Region, 2011-2016**



Source: Statistics Canada, Census of Agriculture, 2011 and 2016

## Agricultural land area

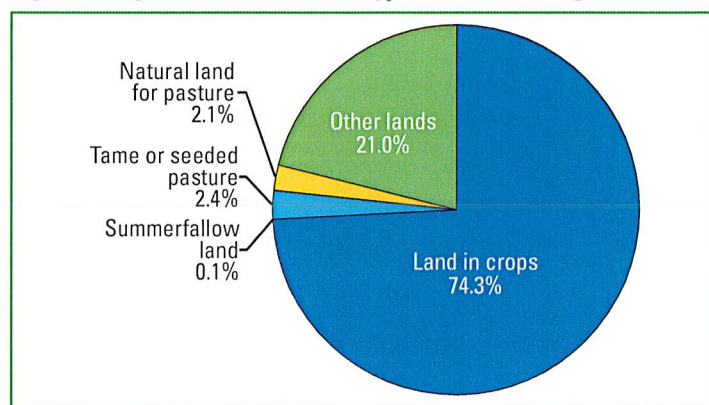
In 2016, 74 per cent of agricultural land in Waterloo Region was used for crops; for example, field crops, hay, fruits, field vegetables, and sod or nursery crops (Figure 2). The remaining proportion of agricultural land was used for pasture or was classified as 'other lands' including woodlands and wetlands. For the most part, agricultural land use in the region has remained unchanged from the 2011 Census period. In comparison to Ontario, Waterloo Region used a greater percentage of agricultural land for croplands than Ontario, which used 65 per cent of its total agricultural land for crops.

## Livestock and crop farms

Similar to 2011, the majority of farms headquartered in Waterloo Region in 2016 were livestock farms, which made up 69 per cent of all farms (Table 2). Of these, cattle farms, which included dairy farms, were by far the most prevalent and comprised 40 per cent of all farms in the region. While the numbers of all other livestock farms declined between 2011 and 2016, the number of cattle farms actually increased by nine per cent or by 45 farms over these five years.

By far, the most widespread crop farms in the region were oilseed

**Figure 2: Agricultural land use type, Waterloo Region, 2016**



Source: Statistics Canada, Census of Agriculture 2016

and grain farms, which comprised 256 farms or 19 per cent of all farms. This farm type, along with 'other crop' farms, both saw increases between the 2011 and 2016 Census periods. Oilseed and grain farms increased by 17 farms (seven percent) between 2011 and 2016, and 'other crop' farms, which included hay farms, maple syrup production, as well as combination farms, had increased by 12 per cent (12 farms) over this five year period. The number of vegetable farms, fruit and tree nut farms, as well as greenhouses,



nursery and floriculture production farms represented only about five per cent of local farms, and all decreased over this span. Although organic farms made up a very small percentage of the total number of farms, the numbers of these farms did increase

In **2016**, **45** farms sold certified organic products



between 2011 and 2016. In 2016, 45 farms sold certified organic products, an increase of five

farms or 12.5 per cent from the 2011 Census year. A further 48 farms sold uncertified organic products and six farms were in the process of adopting practices in order to comply with organic farming standards.

**Cattle farms** made up **4** out of **10** farms in the region




Table 2: Farm types in Waterloo Region, 2011-2016

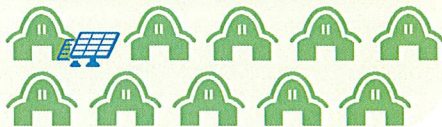
Farm type	2011	2016		Per cent change 2011-2006
	No. of farms	No. of farms	Per cent of total farms	
Livestock Farms				
Cattle ranching and farming	508	553	40%	9%
Hog and pig farming	99	76	6%	-23%
Poultry and egg production	89	81	6%	-9%
Sheep and goat farming	35	32	2%	-9%
Other animal production	240	205	15%	-15%
Crop Farms				
Oilseed and grain farming	239	256	19%	7%
Vegetable and melon farming	30	22	2%	-27%
Fruit and tree nut farming	17	12	1%	-29%
Greenhouse, nursery and floriculture production	34	27	2%	-21%
Other crop farming	98	110	8%	12%

Source: Statistics Canada, Census of Agriculture, 2011 and 2016

### Renewable energy


In Waterloo Region in 2016, 148 farms used some form of renewable energy producing systems, totalling 11 per cent of all farms. This proportion is comparable to Ontario, where 10 per cent of farms used renewable energy. In fact, at both the provincial and regional levels, a significantly higher proportion of farms used renewable energy producing systems compared to Canada as a whole where only five per cent of farms did. By far the most common type of renewable energy systems used on farms headquartered in Waterloo Region were solar panels, which accounted for 91 per cent of these systems (Figure 3). After solar panels, wind turbines made up seven per cent of the renewable energy systems on farms and were present on 11 farms in the region. This is a somewhat smaller proportion compared

**1** in **10** farms in the region used renewable energy producing systems in 2016.



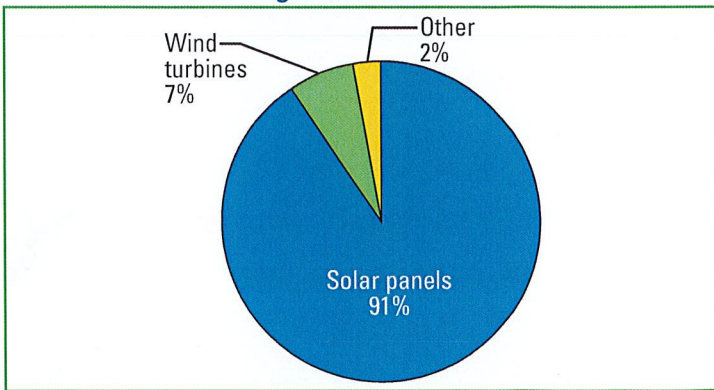
to the provincial level, where wind turbines comprised 16 per cent of the renewable energy systems on farms. In Waterloo Region, other renewable energy

systems, such as anaerobic bio-digesters used to produce fuel, were used on four farms.



2016 was the first year that Census data was collected on farms' renewable energy producing systems

Figure 3: Renewable energy systems on farms in Waterloo Region, 2016



Source: Statistics Canada, Census of Agriculture 2016



## Farm business

One in four farms headquartered in Waterloo Region sold their products directly to consumers. This rate was higher than the provincial average where approximately one in seven farms sold their products in this way. Of these farms in Waterloo Region, the majority (324 farms) used farm gate sales, stands, kiosks or U-pick to sell their products. Forty-nine farms also sold their products at farmers' markets and 11 farms sold farm shares

In 2015, **gross farm receipts** in Waterloo Region totalled **563.6 million**, a **\$90.7 million increase** compared to 2010.



to community members who in return received a portion of the farm's harvested crops. The high number of regional farms selling their products directly to consumers may in part be a reflection of the prevalence of smaller, family-run farms in this area as well as many regional farms' proximity to urban centres.

In 2015, farms in Waterloo Region generated significant revenue through the sale of agricultural commodities as well as through farm subsidies. This revenue, referred to as gross farm receipts, totalled \$563.6 million in 2015 and represented an overall increase of \$90.7 million from 2010 (Table 3). Over this period, farmers also spent significant funds operating their businesses. Between 2010 and 2015, the total expenses of farms in Waterloo Region increased by \$93 million, totalling

**338**  
farms in the  
region sold  
their products  
directly to  
consumers.



\$483 million. The expense-to-receipt ratio was 0.86 in 2015, which represents the average amount spent on operating expenses for every dollar in farm receipts.

**Table 3: Farm receipts and expenses for Waterloo Region, 2010-2015**

Municipality	Gross farm receipts (\$ millions)			Total expenses (\$ millions)		
	2010	2015	Absolute change	2010	2015	Absolute change
<b>Waterloo Region</b>	<b>472.9</b>	<b>563.6</b>	<b>90.7</b>	<b>390.0</b>	<b>483.1</b>	<b>93.0</b>
Cambridge	3.5	16.0	12.5	3.5	14.8	11.3
Kitchener-Waterloo	13.8	9.0	-4.8	12.0	5.9	-6.0
North Dumfries	66.7	34.5	-32.2	59.5	29.3	-30.3
Wellesley	128.9	177.1	48.3	108.8	158.7	49.9
Wilmot	110.5	139.7	29.2	94.3	120.0	25.6
Woolwich	149.5	187.3	37.8	112.0	154.4	42.5

Source: Statistics Canada, Census of Agriculture 2016

## Census facts

- The term Census in this document refers to the Census of Agriculture conducted by Statistics Canada every five years. The most recent Census of Agriculture was conducted in May of 2016, in conjunction with the Census of Population.
- The 2016 Census reported income data for the 2015 tax year
- 2016 was the first year that Census data was collected on direct marketing.



For further information please contact:



Region of Waterloo  
PLANNING, DEVELOPMENT  
AND LEGISLATIVE SERVICES

Planning Research and Analytics  
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**Region of Waterloo**

**Planning, Development, and Legislative Services**

**Legal Services**

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**To:** Planning and Works Committee

**Meeting Date:** February 7, 2023

**Report Title:** Authorization to Expropriate Lands (1st Report) for Installation of the remaining Farmers Market Trail Works, in the City of Waterloo

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**1. Recommendation**

That the Regional Municipality of Waterloo direct and authorize the Regional Solicitor to take the following actions with respect to the expropriation of lands for the remaining Farmers Market Trail Construction (Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection), in the City of Waterloo, as outlined in PDL-LEG-23-006, dated February 7, 2023.

1. Complete application(s) to the Council of The Regional Municipality of Waterloo, as may be required from time to time, for approval to expropriate land, which is required for construction and access of the multi-use trail along Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection, in the City of Waterloo, and described as follows:

Fee Simple Partial Taking:

- i. Part of Lot 10, German Company Tract, being Parts 1, 2, 4 and 5 on 58R-21590, (Part of PIN 22281-0356 (LT)), City of Waterloo, Regional Municipality of Waterloo (580 Weber Street North, Waterloo).

Temporary Easement – Grading:

The right and easement, being a temporary easement in gross, for the free and unobstructed, right, interest and easement terminating on the 31st day of December, 2024, for itself, its successors and assigns, and anyone authorized by it, on, over, under and through the following property for the purposes of excavation, construction, installation, replacement, alteration, grading, and landscaping as required in connection with the construction and access of the multi-use trail along Northfield Drive West from the railway corridor to the Northfield Drive / Parkside Drive intersection, and all related improvements, and works ancillary thereto and for such purposes, the free, unimpeded and unobstructed access to the lands at all times by employees, agents, contractors, workers and anyone authorized by it, and vehicles, supplies and equipment at all times and for all purposes and things necessary for or incidental to the exercise and enjoyment of the right and easement:



- ii. Part of Lot 10, German Company Tract, being Part 3 on 58R-21590, (Part of PIN 22281-0356 (LT)), City of Waterloo, Regional Municipality of Waterloo (580 Weber Street North, Waterloo).
2. Serve notices of the above applications(s) required by the Expropriations Act (the “Act”);
3. Forward to the Chief Inquiry Officer any requests for a hearing that may be received within the time prescribed by the Act;
4. Attend, with appropriate Regional staff, at any hearing that may be scheduled;
5. Discontinue expropriation proceedings or any part thereof, in respect of the above described lands, or any part thereof, upon the registration on title of the required documentation to complete a transaction whereby the required interests in the lands are conveyed or if otherwise deemed appropriate in the opinion of the Commissioner of Engineering and Environmental Services and the Regional Solicitor; and
6. Do all things necessary and proper to be done and report thereon to Regional Council in due course.

## **2. Purpose / Issue:**

Council approval is sought to commence the expropriation process: (i) in compliance with the requirements of the Expropriations Act, and (ii) in furtherance of the Project’s timeline by expropriating the required lands and interests.

## **3. Strategic Plan:**

The Farmers Market Trail aligns with the 2019-2023 Strategic Objectives to increase participation in active forms of transportation (cycling and walking).

## **4. Report Highlights:**

### **a) Project Overview**

The trail serves as a high quality active transportation connection between Farmers Market Road in the Township of Woolwich, and the Research and Technology ION Station in the City of Waterloo (connecting to the existing Laurel Trail), with the potential to: (i) improve high-frequency transit access for residents and workplaces near the corridor; (ii) increase ridership outside of traditional peak periods; (iii) mitigate traffic concerns and travel/parking demand on market days; (iv) realign the Trans-Canada Trail route to make it easier to navigate; and (v) foster local tourism.

### **b) Project Timing**



Construction of the trail is proceeding in two (2) stages. Stage 1 consists of the trail section along the railway line between Northfield Drive and Farmers Market Road; which work was completed in 2021 and opened to the public in 2022. Stage 2 consists of the trail section between the intersection of Northfield Drive and Parkside Drive and the railway line (behind the Fire Hall). The property that is the subject of this Report is required for Stage 2; which work is scheduled to commence in 2024.

c) Properties Impacted

The installation of the trail directly impacts two (2) properties, which necessitates land acquisitions from each property. A map of the property that is the subject of this Report is attached as Appendix “A”. The Region will acquire (i) a fee simple interest and temporary easement from one of the properties (i.e. 580 Weber St. N.) for construction / connection of the trail, and associated works, from the railway corridor to the Northfield Dr. / Parkside Dr. intersection, and (ii) a permanent easement from the other property (i.e. 600 Weber St. N. / 97-103 Randall Dr.) to install a ditch inlet for drainage purposes. Regional staff has entered into an agreement with the owner of the latter property for the required easement interest, thus avoiding the need to expropriate.

**5. Background:**

Regional Council approved the implementation of the said trail, on June 16, 2020, as outlined in Report TES-TRS-20-17.

**6. Area Municipality Communication and Public/Stakeholder Engagement:**

The Region of Waterloo, in collaboration with the City of Waterloo and Township of Woolwich, initiated the “Farmers’ Market Trail Feasibility and Design Study” in July 2017, with staff from each municipality participating on the project team.

The project team conducted extensive consultation with members of the public and local stakeholders on the preferred trail alignment. Public consultation events included a formal Public Information Centre, an informal “pop up” consultation at St. Jacobs Farmers’ Market, workshops with adjacent property owners and community stakeholders, and presentations to the Grand River Accessibility Advisory Committee and both City of Waterloo and Regional Active Transportation Advisory Committees.

The affected property owners, or their representatives, have been contacted by Legal Services Real Estate staff by one or more of the following means: in-person meeting, telephone, written correspondence and/or e-mail to discuss the required acquisitions and have been informed of the Region’s intention to commence the expropriation process, including this Report going forward to ensure project time lines are met. All property owners have been provided with the Region’s Expropriation Information Sheet

explaining the expropriation process. A copy of the Expropriation Information Sheet is attached as Appendix “B”. The owners have further been advised it is the Region’s intention to seek a negotiated settlement prior to completion of the expropriation process and that the process has been commenced only to ensure possession of the required lands by the date set by Project staff in order to keep the project timeline in place.

Should a negotiated settlement be reached with any of the property owners and a conveyance of the required acquisition be completed before the expropriation process is complete, the expropriation process with respect to such lands would be discontinued by the Regional Solicitor.

## **7. Financial Implications:**

The Preliminary 2023-2032 Grand River Transit Capital Program includes a budget of \$310,000 in 2023 for the Farmers Market Northfield Station Trail (project # 66125), to be funded from the Investing in Canada Infrastructure Program (73%, \$226,000), the Transit Capital Reserve (16%, \$49,000) and the Transit Regional Development Charges Reserve Fund (11%, 35,000).

## **8. Conclusion / Next Steps:**

Subject to Council approval, Regional staff seek authorization to commence the expropriations process in furtherance of the proposed Farmers Market Spur Line Multi-use Trail Construction (Northfield Drive West from the railway corridor to the Northfield Dr. / Parkside Dr. intersection), in the City of Waterloo, to further this active transportation connection between a provincially significant tourist destination, major employment areas, and high frequency transit.

## **9. Attachments:**

A list of the corporate owners of the fee simple interest in the subject lands is attached as Appendix “C”. Regional staff have conducted corporate profile searches of affected corporate property owners and the directors and officers are listed for each. This list does not include tenants, easement holders or holders of security interests in the subject lands.

Appendix A: Map of the Subject Lands

Appendix B: Copy of Expropriation Information Sheet

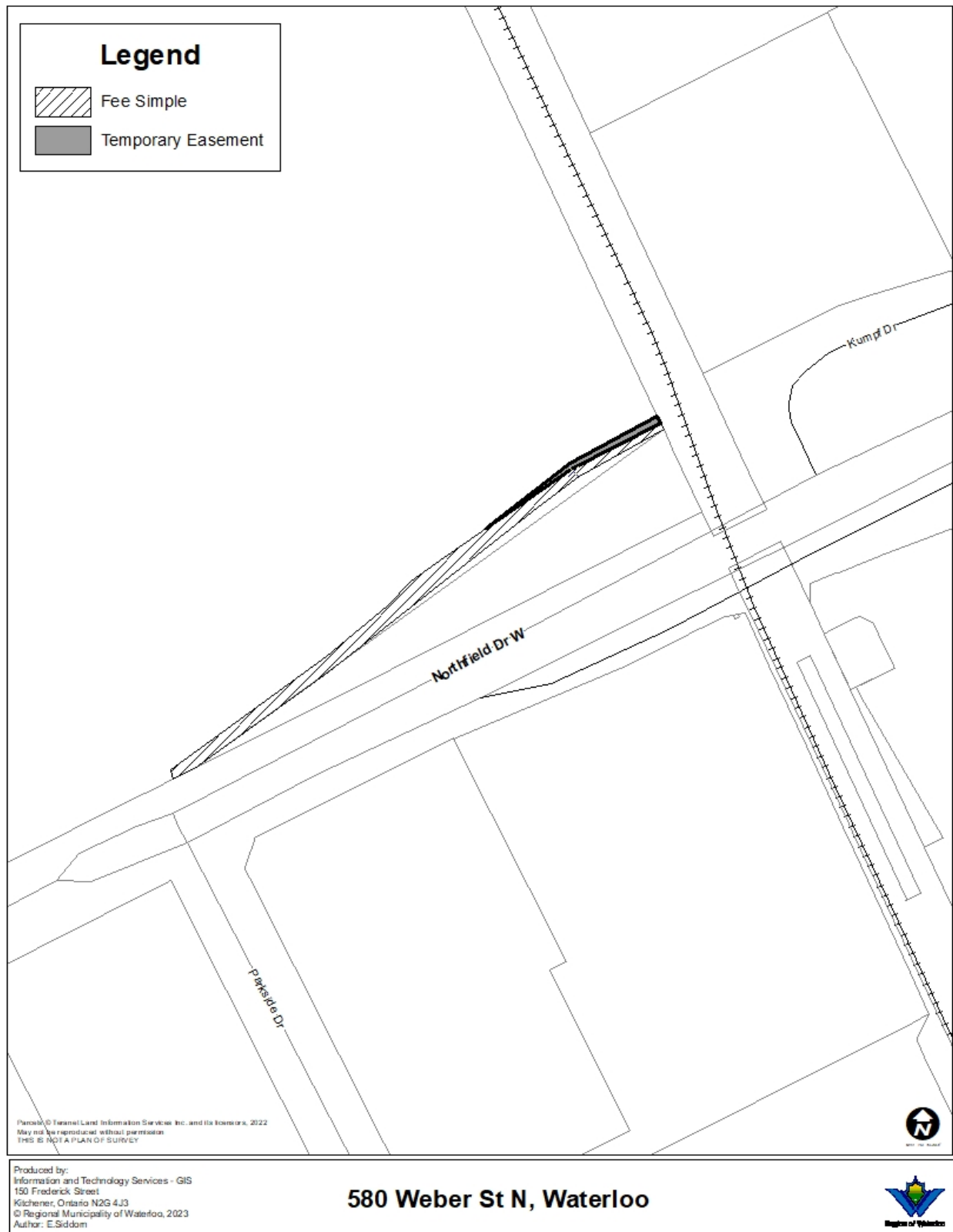
Appendix C: Corporate Profile of Corporate Owner

**Prepared By:** Quinn Martin – Real Estate Consultant

Andy Gazzola – Solicitor, Property

**Approved By:** Jeff Schelling – Director of Legal Services and Regional Solicitor

## Appendix "A" – Map



## Appendix “B” – Copy of Expropriation Information Sheet



**The following information is provided as a general overview of the expropriation process and is not legal advice. For complete information, reference should be made to the Ontario Expropriations Act as well as the more detailed information in the Notices provided under that Act.**

### **Expropriation Information Sheet**

#### **What is Expropriation?**

Governmental authorities such as municipalities, school boards, and the provincial and federal governments undertake many projects which require them to obtain land from private property owners. In the case of the Regional Municipality of Waterloo, projects such as the construction or improvement of Regional Roads sometimes require the purchase of land from private property owners. In many cases, the Region of Waterloo only needs a small portion of the private property owner's lands or an easement for related purposes such as utilities, although in certain instances, entire properties are required.

Usually the governmental authority is able to buy the land required for a project through a negotiated process with the affected property owners. Sometimes, however, the expropriation process must be used in order to ensure that the land is obtained within a specific timeline. Put simply, an expropriation is the transfer of lands or an easement to a governmental authority for reasonable compensation, including payment of fair market value for the transferred lands, without the consent of the property owner being required. In the case of expropriations by municipalities such as the Region of Waterloo, the process set out in the Ontario *Expropriations Act* must be followed to ensure that the rights of the property owners provided under that *Act* are protected.

**IMPORTANT NOTE:** The Region of Waterloo tries in all instances to obtain lands needed for its projects through a negotiated agreement on mutually acceptable terms. Sometimes, the Region of Waterloo will start the expropriation process while negotiations are underway. This dual approach is necessary to ensure that the Region of Waterloo will have possession of all of the lands needed to start a construction project on schedule. However, it is important to note that Regional staff continues to make every effort to reach a negotiated purchase of the required lands on mutually agreeable terms while the expropriation process is ongoing. If agreement is reached,

expropriation proceedings can be discontinued and the land transferred to the Region of Waterloo in exchange for payment of the agreed-upon compensation.

What is the process of the Region of Waterloo under the Expropriations Act?

- Regional Council considers a request to begin an application under the *Expropriations Act* to obtain land and/or an easement for a specific Regional project. No decision is made at this meeting to expropriate the land. This step is simply direction for the Region of Waterloo to provide a “Notice of Application for Approval to Expropriate” to affected property owners that the process has started to seek approval to expropriate the land.
- As stated in the Notice, affected property owners have 30 days to request a Hearing to consider whether the requested expropriation is “fair, sound and reasonably necessary in the achievement of the objectives” of the Region of Waterloo. This Hearing is conducted by a provincially-appointed Inquiry Officer. Prior to the Hearing, the Region of Waterloo must serve the property owner with a Notice setting out its reasons or grounds for the proposed expropriation. **Compensation for lands is not determined at this Hearing.** The Inquiry Officer can order the Region of Waterloo to pay the property owner up to \$200.00 as compensation for the property owner’s costs in participating in this Hearing, regardless of the outcome of the Hearing.
- If a Hearing is held, a written report is provided by the Inquiry Officer to the property owner and the Region of Waterloo. Council must consider the Report within 90 days of receiving it. The Report is not binding on Council and Council may or may not accept the findings of the Report. After consideration of the Report, Council may or may not approve the expropriation of the land or grant approval with modifications. A property owner may wish to make written and/or verbal submissions to Council at the time that it is considering the Report.
- If no Hearing is requested by the property owner, then Council may approve the expropriation of the land after expiry of a 30 day period following service of the Notice of Application for Approval to Expropriate.
- If Council approves the expropriation then, within 3 months of this approval, the Region of Waterloo must register a Plan at the Land Registry Office that describes the expropriated lands. The registration of this Plan automatically transfers title of the lands to the Region of Waterloo, instead of by a Deed signed by the property owner.
- Within 30 days of registration of the Plan, the Region of Waterloo must serve a Notice of Expropriation on the affected property owner advising of the expropriation. Within 30 days of this Notice, the property owner may serve the Region of Waterloo with a Notice of Election selecting the valuation date under the *Expropriations Act* for calculation of the compensation.

- In order to obtain possession of the expropriated lands, the Region of Waterloo must also serve a Notice of Possession setting out the date that possession of the land is required by the Region of Waterloo. This date has to be 3 months or more from the date that this Notice of Possession is served on the affected property owner.
- Within 3 months of registration of the Plan, the Region of Waterloo must provide the affected property owner with payment for the full amount of the appraised fair market value of the expropriated land or easement and a copy of the appraisal report on which the value is based. If the property owner disagrees with this amount, and/or claims other compensation and/or costs under the *Expropriations Act*, the compensation and/or costs matter may be referred to the Ontario Land Tribunal (OLT) in an effort to reach a mediated settlement and if no settlement is reached an appeal may be made to the OLT for a final decision. In any event, the Region of Waterloo continues in its efforts to reach a negotiated settlement with the affected property owner prior to the OLT making a decision.

## **Appendix “C” – Corporate Profiles of Corporate Owner**

1. Property: 580 Weber Street North, Waterloo  
Owner: Northfield Equities Inc.  
Address: 333 Bay Street, Suite 2400, Toronto, Ontario M5H 2T6  
Directors/Officers: U. Dwight Chase, Mark R. Cooksley, Matthew G. Sych, Jeffrey D. Tripp  
Annual Return: June 10, 2022



**Region of Waterloo**  
**Transportation Services**  
**Transportation**

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**To:** Planning and Works Committee

**Meeting Date:** February 7, 2023

**Report Title:** Review of the Posted Speed Limit on New Dundee Road (Regional Road 12), from 400 metres west of Robert Ferrie Drive to 550 metres west of Homer Watson Boulevard (Regional Road 28), in the City of Kitchener

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**1. Recommendation:**

That the Regional Municipality of Waterloo lower the posted speed limit on New Dundee Road from 80 km/h to 60 km/h from 400 metres west of Robert Ferrie Drive to 550 metres west of Homer Watson Boulevard at the completion of the proposed roundabout at Robert Ferrie Drive currently planned for 2024, in the City of Kitchener, as outlined in Report TSD-TRP-23-001, dated February 7, 2023.

**2. Purpose / Issue:**

The purpose of this report is to provide recommendations on the current and future speed limit on New Dundee Road from 550 metres west of Homer Watson Boulevard through the Robert Ferrie intersection. In response to some resident concerns about current high operating speeds on New Dundee Road, Regional Council, at the April 12, 2022 Planning and Works Committee meeting, requested staff to consider reducing the existing posted speed limit on New Dundee Road from 80 km/h to 60 km/h in advance of planned construction of a roundabout at Robert Ferrie Drive in 2024.

**3. Strategic Plan:**

This initiative meets Strategic Objective 2.4 - Improve safety for all users – drivers, cyclists, pedestrians, horse and buggies.

**4. Report Highlights:**

- A survey of 12,663 vehicles shows that the average travel speed on New Dundee Road is 80 km/h within the posted 80 km/h zone, indicating that motorists are largely adhering to the existing 80 km/h posted speed limit;
- The existing 80 km/h speed limit is aligned with the Region's practice for setting speed limits which is likely to result in optimal safety and fewer

collisions;

- It is anticipated that changing the posted speed limit ahead of the New Dundee Road reconstruction will have minimal impact on reducing average travel speeds; and
- It is anticipated that the planned construction of a roundabout at Robert Ferrie Drive, along with planned improvements to the New Dundee Road alignment through Pinnacle Drive to Executive Place, will have a natural traffic calming effect on travel speeds in both directions along New Dundee Road, supporting a posted speed limit change at the completion of the planned construction.

## **5. Background:**

### **5.1 Planned 2024 New Dundee Road Construction**

In 2024, the Region's 2023 DRAFT 10-year Capital Program includes the construction of a roundabout on New Dundee Road at Robert Ferrie Drive, replacing the existing temporary traffic signals. Upon reviewing staff's Project Approval Report presented at the April 12, 2022 Planning and Works Committee, Regional Council requested that staff consider reducing the posted speed limit along New Dundee Road ahead of the planned road works in 2024.

### **5.2 Review of Existing Posted Speed Limit**

A travel speed survey undertaken in April 2022 along New Dundee Road 300 m east of Robert Ferrie Drive shows that the average travel speed of motorists is 80 km/h within the posted 80 km/h speed zone in both directions.

The current Regional practice is to set the posted speed limit at or about the average speed because this is most likely to produce a uniformly moving traffic stream. Traffic flowing at uniform speed results in safety benefits and fewer expected collisions. With uniform speed, drivers are less impatient, pass less often, and are less likely to follow too closely, which reduces both head-on and rear-end collisions. The posting of an appropriate speed limit also simplifies the work of enforcement officers because most of the traffic is moving at or near the posted speed. With an appropriate speed limit, blatant speeders are easily spotted, safe drivers are not penalized, and police officers are not asked to enforce and defend posted speed limits which generally produce very low driver compliance.

In general, it is very difficult to control speed. Staff experience shows that simply installing lower speed limit signs has minimal effect in slowing down traffic. In the case of New Dundee Road, there are no visual cues or physical roadway features to effectively advise drivers that they need to slow down. There are farms and fields along

both sides of New Dundee Road with infrequent intersections and private accesses. This type of roadway environment does not provide visual cues to drivers that they should reduce their speed and this lack of physical features renders it very difficult to control driver speeds.

Research has shown that most drivers travel at a speed they consider to be comfortable in relation to the surrounding roadway environment, regardless of posted speed limits. Studies, undertaken “before” and “after” revised speed limits have been posted in the Region of Waterloo, have shown that there are no significant changes in average travel speeds following the posting of the signs. Research elsewhere indicates similar results.

### 5.3 Planned Traffic Calming

It is anticipated that the planned construction of a roundabout at Robert Ferrie Drive would have a natural traffic calming effect on travel speeds in both directions approaching the roundabout. Additional elements of reconstruction of New Dundee Road will be undertaken east of the future Robert Ferrie Drive roundabout, including modifications to the horizontal curve between Pinnacle Drive and Executive Place which will help to influence lower travel speeds through that section. For this reason, it is the recommendation of staff that the posted speed limit on New Dundee Road be reduced to 60 km/h from 400 metres west of Robert Ferrie Drive to 550 metres west of Homer Watson Boulevard at the completion of the construction of the roundabout and New Dundee Road improvements when physical features will be in place to help achieve the lower travel speeds. This would result in a continuous 60 km/h speed limit from 400 metres west of Robert Ferrie Drive to 550 metres west of Homer Watson Boulevard and be in alignment with the Region’s practice for setting speed limits.

Reducing the speed limit along New Dundee Road to 60 km/h also legally permits the Region to install Level 2 Pedestrian Crossovers for pedestrians on all entries and exits of the roundabout. Appendix A includes Report TES-DCS-22-09 outlining the details of the construction. Appendix B shows the existing and proposed speed limit changes.

## 6. Area Municipality Communication and Public/Stakeholder Engagement:

City of Kitchener staff are in agreement with the information and recommendation provided in this report.

Delegations who have previously expressed interest in the New Dundee Road at Robert Ferrie Drive Roundabout Project, and who were present at the April 12, 2022 Committee meeting have been provided notification of the upcoming staff recommendation around posted speed limits along New Dundee Road.

## 7. Financial Implications:

NIL

**8. Conclusion / Next Steps:**

NIL

**9. Attachments / Links:**

Appendix A: Project Approval Report for a Roundabout at New Dundee Road and Robert Ferrie Drive (DOCS 3869167 & 3983038)

Appendix B: Existing and Proposed Speed Limits

**Prepared By:** Satinderjit Bahia, Engineering Technologist, Traffic

Darryl Spencer, Manager, Transportation Engineering

**Reviewed By:** Steve van De Keere, Director, Transportation Engineering

**Approved By:** Mathieu Goetzke, Commissioner, Transportation Services

**Region of Waterloo**

**Transportation and Environmental Services**

**Design and Construction**

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

**Meeting Date:** April 12, 2022

**Report Title:** Project Approval Report for a Roundabout at New Dundee Road (Regional Road No. 12) and Robert Ferrie Drive.

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**1. Recommendation:**

That the Regional Municipality of Waterloo approve the recommended design alternative for a proposed double lane roundabout at New Dundee Road (Regional Road No. 12) and Robert Ferrie Drive in the City of Kitchener, as described in Report TES-DCS-22-09, dated April 12, 2022.

Upon completion of construction, that The Regional Municipality of Waterloo amend Traffic and Parking By-law 16-023, as amended to:

- a) Remove from Schedule 17, Rates of Speed, 80 km/h on New Dundee Road (Regional Road 12) from 500 m east of Fischer-Hallman Road (Regional Road 58) to 550 m west of Homer Watson Boulevard (Regional Road 28);
- b) Add to Schedule 17, Rates of Speed, 80 km/h on New Dundee Road (Regional Road 12) from 500 m east of Fischer-Hallman Road (Regional Road 58) to 400 m west of Robert Ferrie Drive;
- c) Add to Schedule 17, Rates of Speed, 60 km/h on New Dundee Road (Regional Road 12) from 400 m west of Robert Ferrie Drive to 550 m west of Homer Watson Boulevard (Regional Road 28);
- d) Add to Schedule 15, Lane Designation, on New Dundee Road (Regional Road 12) southbound at Robert Ferrie Drive, Left and Right;
- e) Add to Schedule 15, Lane Designation, on New Dundee Road (Regional Road 12) eastbound at Robert Ferrie Drive, Through/Left and Through;
- f) Add to Schedule 15, Lane Designation, on New Dundee Road (Regional Road 12) westbound at Robert Ferrie Drive, Through/Right and Through;
- g) Add to Schedule 10, Level 2 Pedestrian Crossover, on New Dundee Road (Regional Road 12) at Robert Ferrie Drive, On All Entry and Exits

**2. Purpose / Issue:**

A double lane roundabout is recommended at New Dundee Road and Robert Ferrie Drive to address safety concerns and reduce delays to motorists.

**3. Strategic Plan:**

Approval of the Recommended Design Alternative meets the 2019-2023 Corporate Strategic Plan objectives under Strategic Focus Area 2, Sustainable Transportation to improve road safety for all users – drivers, cyclists, pedestrians, horse and buggies and to increase participation in active forms of transportation (cycling and walking).

**4. Key Considerations:**

The recommended roundabout would replace temporary traffic signals that were installed as an interim measure in 2019.

The main issues raised by the residents, tenants and property owners have been summarized into the following themes: high operating speeds on New Dundee Road; volume of commercial truck traffic; cost and impacts of roundabout construction; illumination and education for roundabout users.

The roundabout will factor into providing reduced speeds, as pending Council approval, the posted speed along New Dundee Road will be reduced from 80km/h to 60km/hr between Executive Place and Reichert Drive. The proposed double lane roundabout, including the entrance and exit to the roundabout would be designed geometrically to adequately accommodate all types of large commercial vehicles. The proposed roundabout would have a lower life-cycle costs, and reduce idling times, resulting in fuel savings and reduced vehicle emissions. It also provides a gateway feature and traffic calming into the Doon South community.

**5. Background:**

The original T-intersection included stop control on Robert Ferrie Drive and through traffic on New Dundee Road. Temporary traffic signals were subsequently installed as an interim measure in 2019. The intersection has experienced 7 collisions, 1 resulting in injury and 6 resulting in property damage between 2014 and 2018. Based on consideration of safety performance, traffic capacity and total life-cycle costing, staff are recommending the implementation of a double-lane roundabout. A roundabout would result in fewer injury collisions and reduced delays to motorists than the existing traffic signals.

**6. Area Municipality Communication and Public/Stakeholder Engagement:**

**Area Municipality Communication:** A copy of the Engage survey notification letter was mailed to Christine Michaud, Kitchener Ward 4 Councillor and staff at the City of Kitchener were informed of the proposed scope and timing of the project.

**Public/Stakeholder Engagement:** Engage survey notification letters were mailed to residents, tenants and business owners within the immediate vicinity of the intersection. Signs within the project limits were installed to direct the public to the Region of Waterloo's EngageWR website. The EngageWR website recorded that a total of 97 users participated in the survey and provided input.

Further information regarding the EngageWR survey public consultation and responses is provided in Attachment C.

## **7. Financial Implications:**

The Region's approved 2022-2031 Transportation Capital Program includes a budget of \$2,945,000 in 2022-2025 for New Dundee Road at Robert Ferrie Drive Roundabout (project #07284) to be funded from the Regional Roads Development Charges Reserve Fund.

## **8. Conclusion / Next Steps:**

Subject to Council approval, Regional staff would initiate the property acquisition process, finalize detailed design and coordinate required utility relocations, with construction planned for 2024

### **Attachments / Links:**

Attachment A - Key Plan

Attachment B - Preliminary Design Drawing

Attachment C - Engage Survey Public Consultation and Responses (Docs # 3983038)

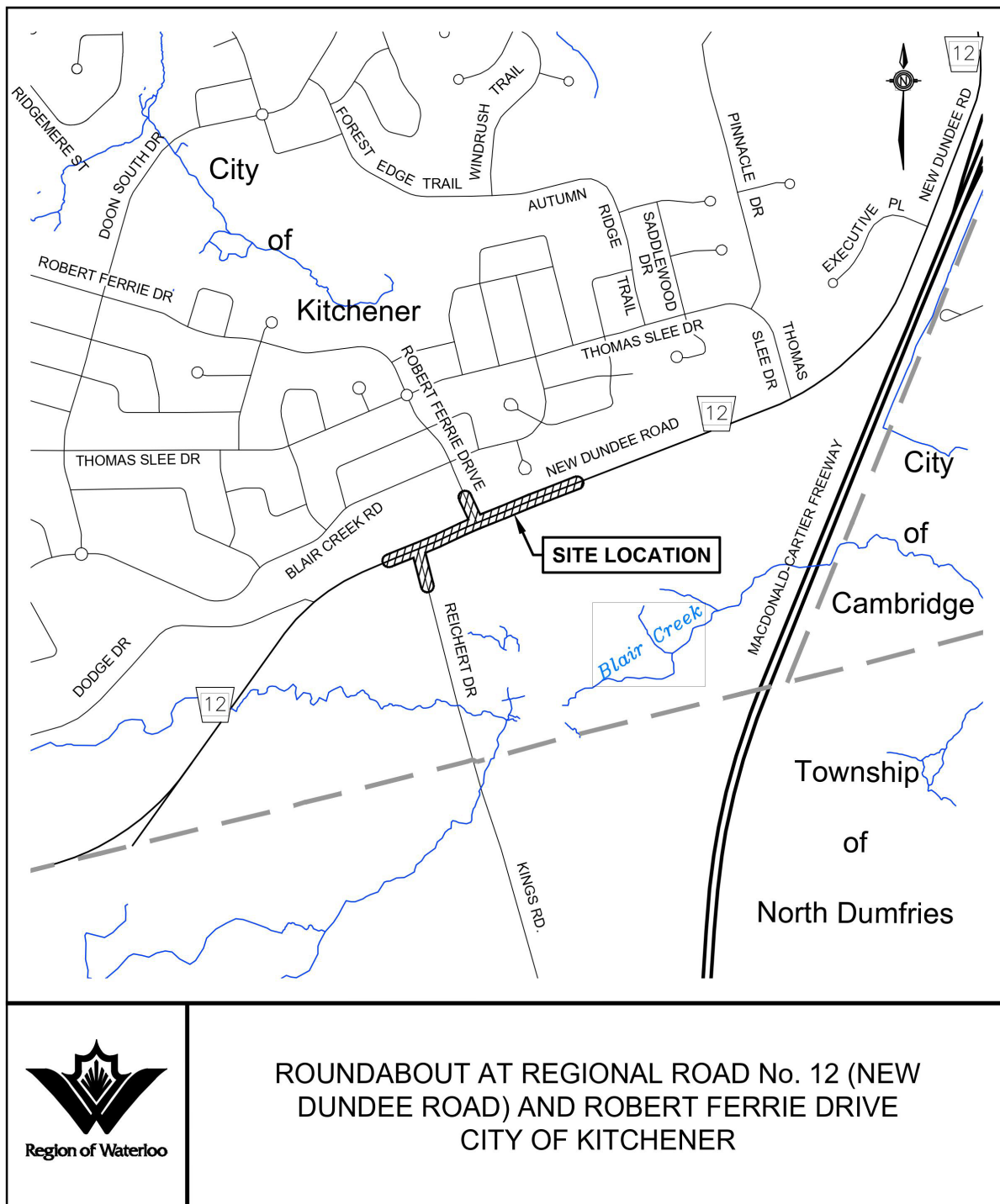
**Prepared By:** **Saman Ajamzadeh**, Engineering Intern, Design and Construction

**Marcos Kroker**, Head, Design and Construction

**Reviewed By:** **Phil Bauer**, Director, Design and Construction

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

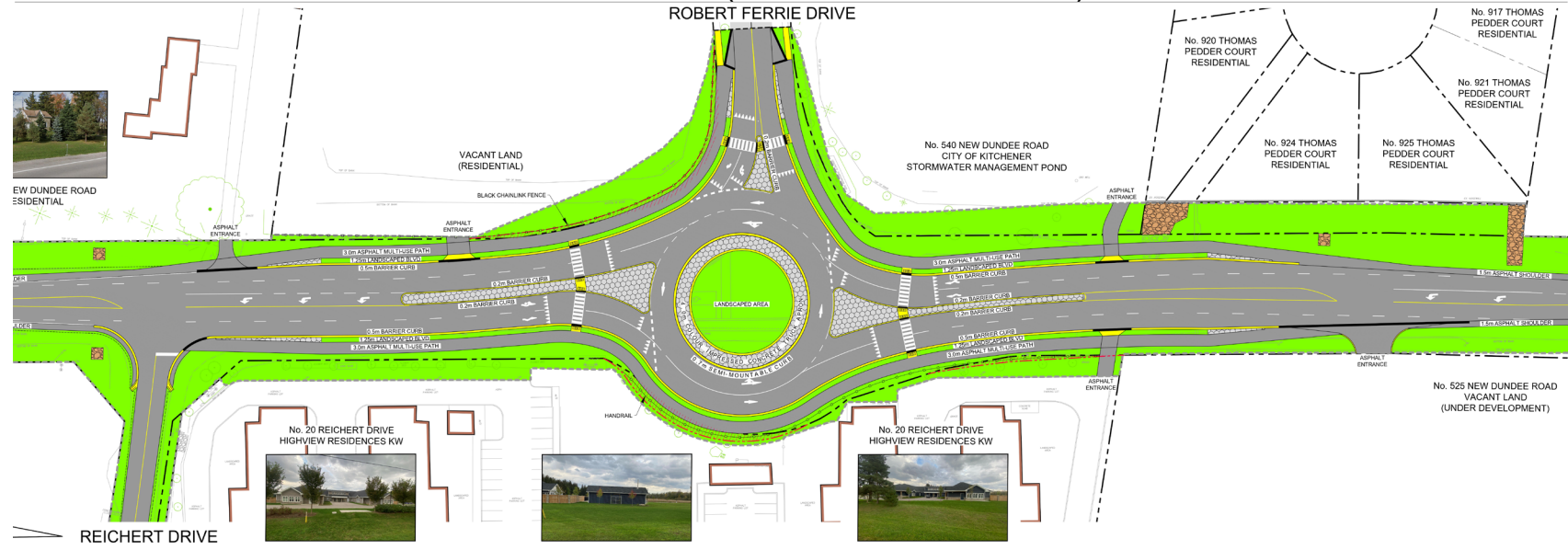
## Attachment - A Key Plan





## Attachment B - Preliminary Design Drawing

## ROUNDAABOUT AT REGIONAL ROAD No. 12 (NEW DUNDEE ROAD) AND ROBERT FERRIE DRIVE



**Attachment C – Engage Survey Public Consultation and Responses**

As part of the preliminary design process for this project, staff sought public input on the roundabout. Letters were mailed to residents, tenants and business owners within the immediate vicinity of the intersection, dated January 7, 2022.

Email correspondence, face-to-face meetings and phone discussions were held with the impacted property owners as follows:

- Highview Residences (20 Reichert Dr) – February 23, 2022,
- northwest quadrant vacant land and 628 New Dundee Road – February 25, 2022

Project notification signboards were placed at all three legs of the existing intersection from January 12<sup>th</sup> to February 11<sup>th</sup>, 2022.

Project information is available on the Region’s Engage website, including contacts for appropriate Region of Waterloo staff, and the opportunity to subscribe for project updates. The Engage website provided the opportunity to participate in a public survey regarding the project from January 12<sup>th</sup> to February 11<sup>th</sup>, 2022.

Ongoing discussions have taken place with City of Kitchener Engineering/ Transportation and Parks Staff, regarding project scope and property impacts on northeast quadrant of the intersection (storm pond). The Region will be relocating “Topper Woods” subdivision sign in coordination with City Parks Staff outside of the construction limits.

**Main Issues Raised by the Public and Adjacent Property Owners**

The Engage website recorded that a total of 97 users participated in the survey. From the Engage website there were 47 survey responds in favour of implementing a roundabout at this location, 42 that were not in favour, and 8 that were neutral or did not provide a response, when asked, “What do you like about a proposed roundabout at this location?” 72 survey responders live in the Doon South Neighbourhood, 81 drive through the intersection and 46 either walk or cycle through the intersection. The main issues raised by the public and adjacent property owners have been summarized into the following themes:

**a) High Operating Speeds on New Dundee Road**

One of the advantages of a roundabout is the lower speeds of all vehicles using the roundabout. The operating speed of the roundabout would be designed in the range of 30km/hr to 49 km/hr. The Region’s current practice is to lower posted speeds on Regional Roads to 60km/hr in each direction, within 400m of approach to a roundabout. The Region will make a recommendation to Council that the posted speed on New Dundee Road, from Executive Place to Reichert Drive be lowered from the existing 80km/hr to 60km/hr.

**b) Volume of Commercial Truck Traffic**

It is typical for commercial truck traffic to make use of roundabout intersections throughout the Region of Waterloo. The proposed double lane roundabout, including the entrance and exit to the roundabout would be designed geometrically to adequately accommodate all types of large commercial vehicles. Roundabout design will include a turning apron with a mountable curb on the central island to compensate for a larger vehicle's off-tracking and reduce the points of conflict in the roundabout.

**c) Cost and impacts of Roundabout Construction**

Regional staff acknowledge there is an immediate cost for roundabout construction at this location. The proposed roundabout would reduce injury collisions, reduce delays, have lower life-cycle costs, and reduce idling times resulting in fuel savings and reduced vehicle emissions.

Traffic that uses this intersection will be impacted during roundabout construction. Upon completion of detailed design, construction staging and appropriate detours will be established based on a detailed assessment of construction scope and traffic management options. Regional staff will work with the City of Kitchener staff and emergency services personnel to develop staging and detour plans and will effectively communicate these plans to the public well in advance of construction.

**d) Illumination**

As part of the detail design, the Regional Illumination Policy will be reviewed and applied to ensure the roundabout is illuminated appropriately. Typically roundabouts have higher illumination levels than signalized intersections.

**e) Education for Roundabout Users**

Prior to completion of the roundabout construction, the Region will mail educational pamphlets to area residents, tenants and business owners promoting roundabout safety. Signs will be posted in advance of construction, informing motorists, cyclists and pedestrians of the upcoming roundabout and instructions on where to obtain educational online tools on the Safe Roads Waterloo Region website.

**f) Provisions for Active Transportation**

The roundabout design includes a 3.0m wide paved shared multi-use path facilities on the north and south sides of New Dundee Road. Per the Region's 2018 Transportation Master Plan, the Region plans to widen the road platform to include 1.5m paved shoulders on both sides of New Dundee Road, extending from the east limit of the roundabout to

Executive Place. This will provide the missing link of paved shoulders on New Dundee Road between Fischer-Hallman Road and Homer Watson Boulevard.

g) Impact to Heritage Lands

Regional staff met with the property owners at 628 New Dundee Road to discuss this project. They expressed concern as to how their home would be impacted during construction. The Region acknowledges their home is a Municipally Registered property under the Ontario Heritage Act. The historic yellow brick dwelling is listed on the City of Kitchener register. Regional work will not impact the property at 628 New Dundee Road, as the scope of work is contained to the existing right-of-way. Regional Cultural Heritage Staff will be kept informed as this project progresses, to ensure the site is properly protected. This will include a preconstruction survey of the home and property, along with any additional mitigation requirements, as outlined by Cultural Heritage Staff. The Region's scope will require land acquisition from the vacant land at the northwest quadrant of the intersection of New Dundee Road and Robert Ferrie Drive (directly east of 628 New Dundee Road).

## Appendix B

### Existing and Proposed Speed Limits



**Region of Waterloo**  
**Transportation Services**  
**Transit Services**

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**To:** Planning and Works Committee  
**Meeting Date:** February 7, 2023  
**Report Title:** 2023 Proposed Transit Service Changes

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**1. Recommendation**

That the Regional Municipality of Waterloo endorse and forward to the Strategic Planning and Budget Committee the proposed Public Transit service changes as set out in the Preliminary 2023 Grand River Transit Budget and as further described in report TSD-TRS-23-003, dated February 7, 2023, including:

- The addition of 41,400 net annual transit service hours in 2023 at an incremental 2023 property tax levy impact of \$3,518,000 (\$4,897,000 annualized), serving over 440,000 projected additional annual rides.
- The implementation of the Cambridge network redesign by Fall 2023
- The extension of the Route 79 Breslau pilot to the end of 2023
- The removal of two low-ridership transit routes (2 and 73) and the redeployment of those resources to service restoration and new service implementation.

**2. Purpose / Issue:**

This report provides a review of the 2023 transit budget proposals related to service levels, their impact on riders and responds to questions asked by Council during Plan and Budget Committee on January 18, 2023.

**3. Strategic Plan:**

The restoration and expansion of transit service levels supports Sustainable Transportation Objective 2.1: Enhance the transit system to increase ridership and ensure it is accessible and appealing to the public.

**4. Report Highlights:**

The 2023 GRT Service Plan proposed as part of the 2023 budget process serves to achieve several objectives:



- the restoration of services that were temporarily removed during the pandemic due to low ridership;
- adding resources back that were previously removed due to traffic patterns, as during the pandemic, traffic levels were lower and fewer resources were needed to maintain headways on certain routes; and
- implementation of services that were identified as part of the GRT Business Plan 2016-2021, as approved by Council (TES-TRS-17-15, dated August 22, 2017) and adjusted for postponed implementation due to the pandemic (TES-TRS-22-09, dated June 7, 2022).

In total, 41,400 net annual service hours are proposed to be added during 2023, representing approximately 5% more service than in 2022, at an incremental 2023 property tax levy impact of \$3,518,000 (\$4,897,000 annualized). Some expansions to meet service demands were effective in January while further service increases are planned to occur in June and September. The Cambridge network redesign is planned for Fall 2023 and the extension of Route 79 Breslau pilot to the end of 2023 has also been included. Two routes (2 and 73) are proposed to be removed due to low ridership in order to redeploy resources to serve more users through service restoration and new service implementation. Specifics related to service changes can be found in the Background section of this report.

## **5. Background:**

The 2017-2021 GRT Business Plan service improvements were centred around a network redesign that emphasized several elements:

- Seamless connections to ION
- New express routes running on key corridors
- More frequent service on busy routes
- More direct routes supporting a grid network
- Fast and convenient electronic fare payment
- More comfortable rides, stops and stations

By implementing services that complete the essential elements of the last Business Plan, the structure of the service is well-positioned to handle the continuing increase in ridership and as a basis for the next Business Plan that is slated to begin in 2023.

In preparation of the 2023 operating budget proposal, staff projected that inflation (in particular increase in fuel costs) and service reinstatements that Council had directed to implement in 2023 would increase transit costs by over \$12M. In order to mitigate this impact, staff reviewed the proposed reinstatements in order to stagger their implementation based on customer demand, and identified proposals to discontinue routes with lowest ridership and limited customer impacts.

The service plans proposed as part of the 2023 budget process are generally for three purposes:

1. the restoration of services that were temporarily removed during the pandemic due to low ridership;
2. the realignment of bus schedules which had been adjusted due to low traffic levels, in order to achieve customer expectations in terms of on-time performance; and
3. the implementation of services that were identified as part of the GRT Business Plan 2016-2021, as approved by Council (TES-TRS-17-15) and had their implementation postponed due to the pandemic (TES-TRS-22-09).

The implementation of the service plan is staggered, with service improvements to respond to critical overcrowding starting January 2, while more structural changes would be implemented in the fall of 2023.

As the level of transit usage is considered, it should be noted that two terms are used – Boardings and Ridership. Boardings are a count of every time a passenger boards a bus or ION LRT which will reflect how loaded the vehicles are. Ridership reflects the overall journey of a passenger including when they pay a fare and all the transfers the person makes. A journey that includes one transfer from one bus to another would be counted as two boardings but only one ride.

#### **Winter 2023 service changes and ridership impacts**

- GRT reinstated 10-minute peak service to 201 and 202 iXpress routes starting January 2nd, 2023 to address overcrowding issues.
- Throughout the month of November, routes 201 and 202 met high demand leading to 20 to 25 trips per week with critical overcrowding (more than 55 customers per bus), accounting for more than half of the overcrowded trips across the network
- As of January 20th, both routes combined to additional 691 daily boardings, continuing an upward ridership trend with a 6% increase over fall 2022 levels.
- Staff project the service reinstatement to contribute at least 153,611 boardings for the whole year of 2023, corresponding to 109,953 new trips and 43,658 new transfers.



Route	Daily Boardings (fall 2022)	Daily Boardings (winter 2023)	% Change	2022 Boardings	Projected 2023 Boardings Increase	Projected 2023 Ridership Increase
201	7,814	8,369	7%	1,745,333	123,965	88,015
202	3,998	4,134	3%	871,523	29,647	21,938
<b>TOTAL</b>	<b>11,812</b>	<b>12,503</b>	<b>6%</b>	<b>2,616,856</b>	<b>153,611</b>	<b>109,953</b>

### **Fall 2023 service changes and ridership impacts**

- GRT is proposing service changes for fall 2023 that would involve redesigning its Cambridge area network and improving midday/weekend service on priority routes.
- In order to mitigate the increase in costs due to inflation and to these service increases, the budget proposal also includes the removal of two bus routes which serve the lowest number of customers on our network.
- The service changes are expected to gain 633,353 annual boardings and lose 122,217 from service removals. The net impact would be a gain of 511,136 annual boardings.

Proposed Service Changes	Annualized Boardings Impact	Annualized Ridership Impact
Fall 2023 Cambridge Service Expansion	216,846	136,613
Fall 2023 Off-Peak Service Improvements	416,057	287,860
Fall 2023 Service Removal	- 122,217	-91,859
<b>TOTAL</b>	<b>511,136</b>	<b>332,614</b>

### **Fall 2023 service changes: Cambridge service expansion**

- In report TES-TRS-22-09, Council confirmed direction to staff to implement changes to the Cambridge network, to improve services to east and north Galt and Preston and make better use of the 10-minute service on ION bus, albeit on a delayed schedule
- Staff projected daily boardings for modified Cambridge service expansion based on a medium growth scenario.

- The proposed route modifications will be presented in detail to Council in a subsequent report, in March 2023
- Weekday boardings are expected to increase by 8%, while Saturday and Sunday boardings are expected to increase 40% and 93% respectively.
- Staff project 216,846 annual boardings would be gained from implementing modified Cambridge service expansion (corresponding to 136,613 net new trips). Staff expect further ridership increases as new travel patterns develop in 2023 and 2024.

Day Type	Current Daily Boardings	Projected Daily Boardings	Difference	% Change	Projected Annual Boardings Impact	Projected Annual Ridership Impact
Weekday	4,513	4,891	378	8%	94,828	59,742
Saturday	2,553	3,575	1,022	40%	53,141	33,479
Sunday	1,426	2,751	1,325	93%	68,877	43,392
<b>TOTAL</b>					<b>216,846</b>	<b>136,613</b>

### Fall 2023 service changes: off-peak service improvements

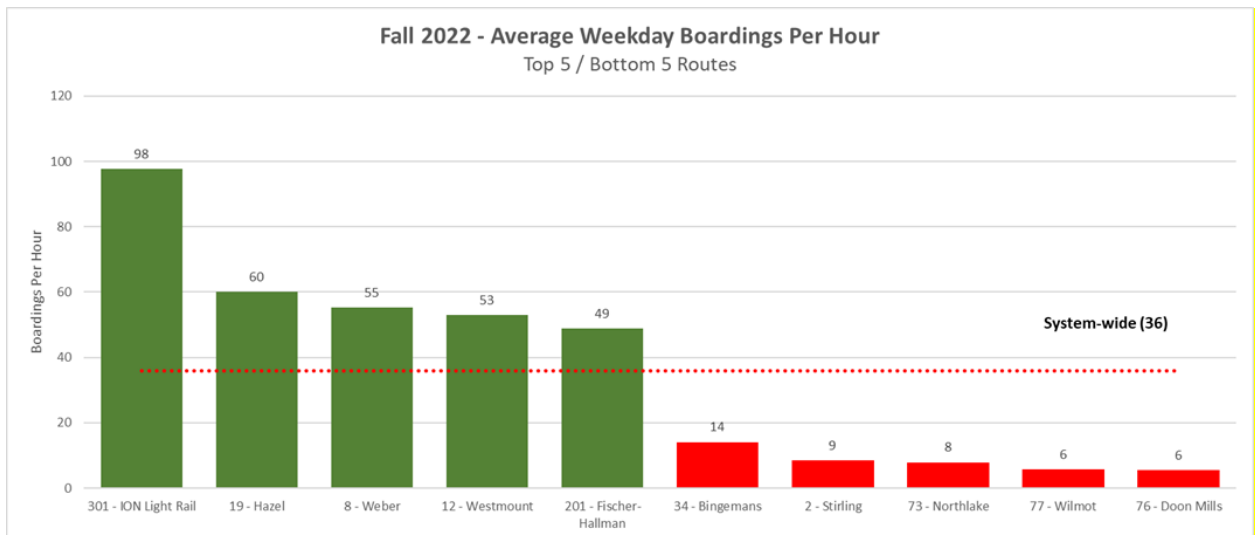
- Staff projected daily and annual boardings for individual service improvement items based on projected boardings hours.
- Staff project the service improvements would result in an increase of 897 weekday boardings, 1920 Saturday boardings, and 1,760 Sunday boardings.
- Staff project an increase of 416,507 annual boardings from the service improvements, corresponding to 287,860 net new trips.
- Service improvements on routes 31 and 33 would respond to the #1 customer request on our network (Appendix A), while improvements on routes 8 and 12 would attenuate crowding observed in Fall of 2022

Route	Description of Service Improvement	Service Type	Daily Hours	Projected Boardings Per Hour	Projected Annual Boardings	Projected Annual Ridership
8	15 min headway in midday	Weekday	11	30	82,830	57,153
12	15 min headway in midday	Weekday	14	30	105,420	71,686

31	Saturday service 645am-645pm, 30' headway	Saturday	48	20	49,920	38,438
31	Sunday service - 745-645pm, 30' headway	Sunday	44	20	45,760	35,235
33	Saturday service 645am-645pm, 30' headway	Saturday	36	20	37,440	23,213
33	Sunday service - 745-645pm, 30' headway	Sunday	33	20	34,320	21,278
36	Saturday service 645am-645pm, 30' headway	Saturday	12	20	12,480	8,611
36	Sunday service - 745-645pm, 30' headway	Sunday	11	20	11,440	7,894
Varied	Late Evening Service	Weekdays	15	10	36,897	24,352
<b>TOTAL</b>					<b>416,507</b>	<b>287,860</b>

### Fall 2023 service changes: proposed service removals on low ridership routes

- In order to mitigate impacts of inflation and service improvements on the transit operating budget, staff reviewed all bus routes and identified routes 2 and 73 as candidates for removal. The savings realized on these two routes will enable the team to reallocate resources to other routes serving more customers.



- Local bus route 2 [Stirling] was identified as it is one of the bus routes that has the least recovered ridership from the pandemic (70% throughout the fall versus 95% network wide) and the lowest number of boardings per hour for a local route (in November 2022, an average of 8.4 customers boarded the bus every hour, versus 33 on average across all local bus routes). An analysis of impacts shows that a majority of customers currently served by route 2 could access the transit

network with nearby higher-frequency bus routes 201, 205, 1, 3, 12, and 16. Appendix B shows that only a fraction of the areas currently served is not within 450m of another bus route, and Appendix C shows that only 3 out of 46 impacted stops with no transit alternative are located in a lower-income area.

- BusPLUS route 73 [Northlake] was identified as it is the BusPLUS route which has the least recovered ridership from the pandemic (73% throughout the fall versus 150% for all BusPLUS routes) and a low number of boardings per hour (in November 2022, an average of 8.5 customers boarded the bus every hour, versus 12.4 on average for BusPLUS), and part of the neighbourhood is also served by alternate routes 9 and 19. An analysis of impacts shows that the Southeastern part of the neighbourhood can be served by route 9 (Appendix D), which starts service earlier in the morning and ends later at night, and provides higher peak and midday frequencies. Appendix E shows that none of the stops impacted are located in lower income areas.
- Staff project removing routes 2 and 73 would impact 443 weekday boardings, and 212 Saturday boardings. The annualized impact would amount to 122,217 boardings, which are significantly less than the additional boardings forecasted by reallocating the resources to the service improvements mentioned above.

Route	Description of Service being Removed	Service Type	Daily Boardings Impact	Annual Boardings Impact	Annual Ridership Impact
2	Weekday service	Weekday	386	96,886	69,758
2	Saturday service	Saturday	212	11,024	7,937
73	Weekday service	Weekday	57	14,307	14,164
				<b>122,217</b>	<b>91,859</b>

## 6. Area Municipality Communication and Public/Stakeholder Engagement:

**Area Municipality Communication:** None

**Public/Stakeholder Engagement:** Public consultation was held for the Cambridge network redesign. Service changes related to the Business Plan were reviewed through consultation during that process. Restoration needs were often identified as potential needs through public feedback on the service.

Opportunities for further customer outreach will be set up after Council approval of the 2023 budget, to inform and assist with service changes.

## 7. Financial Implications:

The operating costs for the proposed route adjustments are noted below. Note that the revenue estimated from the ridership changes are not included. The annualization of service re-instatements are based on the services that have been introduced in September 2022 and January 2023.

	Service Hours	2023 Impact (\$000's)	Annualized Impact (\$000's)
<b>2022 Approved Budget</b>	<b>830,000</b>		
In-year adjustments per TES-TRS-22-09			
University/ College Service Reinstatement, iXpress Route 201/202 Reinstatements	3,100		
Deferral of Cambridge Redesign	(8,000)		
<b>2022 Approved Service Hours, as amended by Council</b>	<b>825,100</b>		
Annualization of in-year University/ College Service Reinstatement, plus iXpress Route 201/202 Reinstatements per TES-TRS-22-09	20,800	\$1,783	\$1,783
Operational adjustments to maintain service levels January 1, 2023	10,500	\$717	\$869
Service Expansion June 26, 2023	1,500	\$122	\$122
Service Expansion September 4, 2023	6,100	\$503	\$1,510
Cambridge Redesign Modified Plan (Change from Spring to Fall)	6,000	\$494	\$1,480
Extend Route 79 Breslau Pilot (past March 2023)	1,500	\$312	\$373
Route removal (Rt. 2 and 73)	(5,000)	(\$413)	(\$1,240)
<b>Subtotal 2023 Proposed Service Adjustments</b>	<b>41,400</b>	<b>\$3,518</b>	<b>\$4,897</b>
<b>2023 Proposed Service Hours</b>	<b>866,500</b>		

**8. Conclusion / Next Steps:**

Any recommendations or motions approved by Committee will be forwarded to the Strategic Planning and Budget Committee for consideration as part of budget approval scheduled for February 22, 2023.

**9. Attachments:**

Appendix A - Customer Service Requests.docx

Appendix B - Route 2 Service Coverage Impact.pdf

Appendix C - Route 2 Income Characteristics with Community Housing Identified.pdf

Appendix D - Route 73 Service Coverage Impact.pdf

Appendix E - Route 73 Income Characteristics.pdf

**Prepared By:** Blair Allen, Acting Manager, Transit Development  
Neil Malcolm, Acting Director, Transit Services

**Reviewed By:** Neil Malcolm, Acting Director, Transit Services

**Approved By:** Mathieu Goetzke, Commissioner, Transportation Services

## Appendix A - Customer Requests for Service

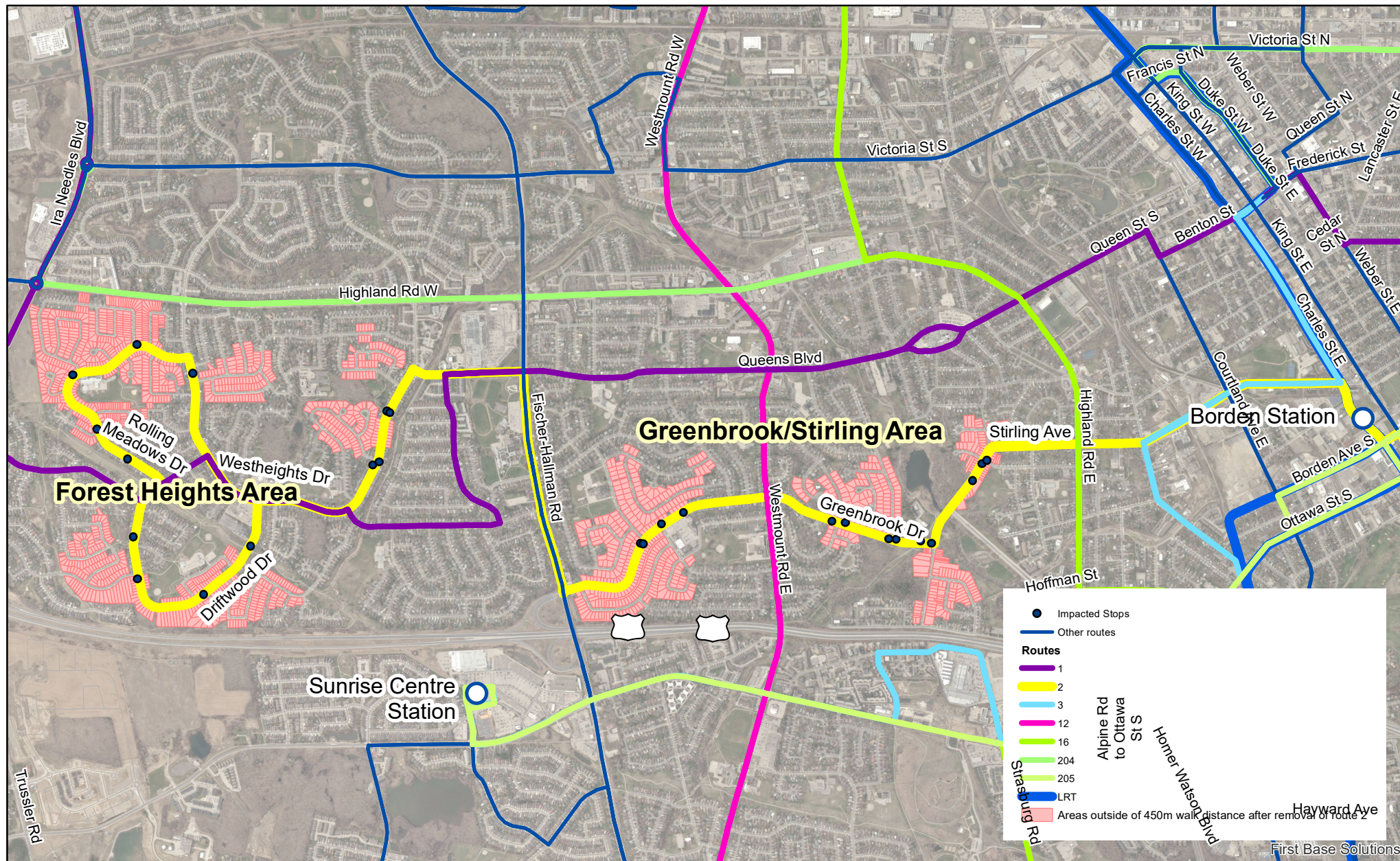
### 1. Customer requests by Service Issue

Categories	Customer Requests
Weekend Service	60
Service to New Area	46
Earlier/Later Service	38
Stop Change	32
Routing Change	17
Higher Frequency	14
Response to Planned Changes	5
Time Adjustment	5
Service Improvement	1
Grand Total	218

2. Customer requests by route/area

Categories	Route / Area	Customer Requests
New Weekend Service	33	23
	36	22
	23	6
	57	3
	Other	4
Earlier / Later Service	21	7
	23	5
	36	3
	System Wide	2
	Other	21
Service to New Area	Vista Hills	9
	River Mill Community	5
	Laurentian West	4
	Breslau	4
	Conestoga College Reuter	3
	Royal Oak / Speedsville, CAM	3
	Kiwanis Park	2
	Mannheim	2
	Ottawa / Trussler	2
	Other	12





Areas outside of 450m walk distance after removal of route 2:  
 1710 parcels  
 4973 population  
 106 daily boardings  
 89 daily alightings

Forest Heights Area:  
 1105 parcels  
 3271 population  
 46 daily boardings  
 32 daily alightings

Greenbrook/Stirling Area:  
 605 parcels  
 1702 population  
 60 daily boardings  
 57 daily alightings

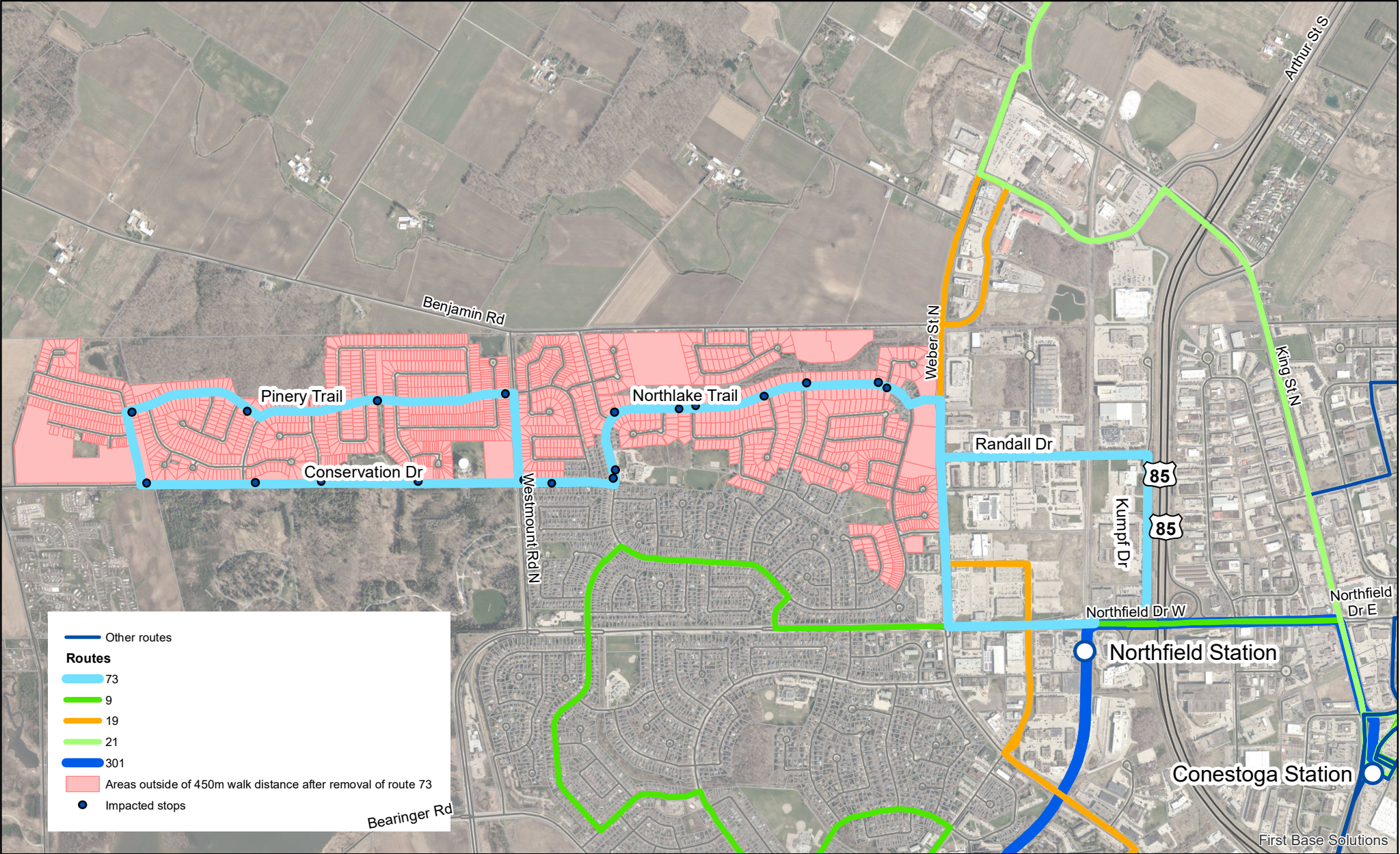
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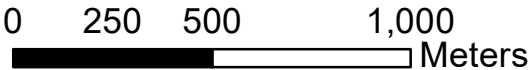


Source: Statistics Canada, Census 2021 by Dissemination Area (DA)

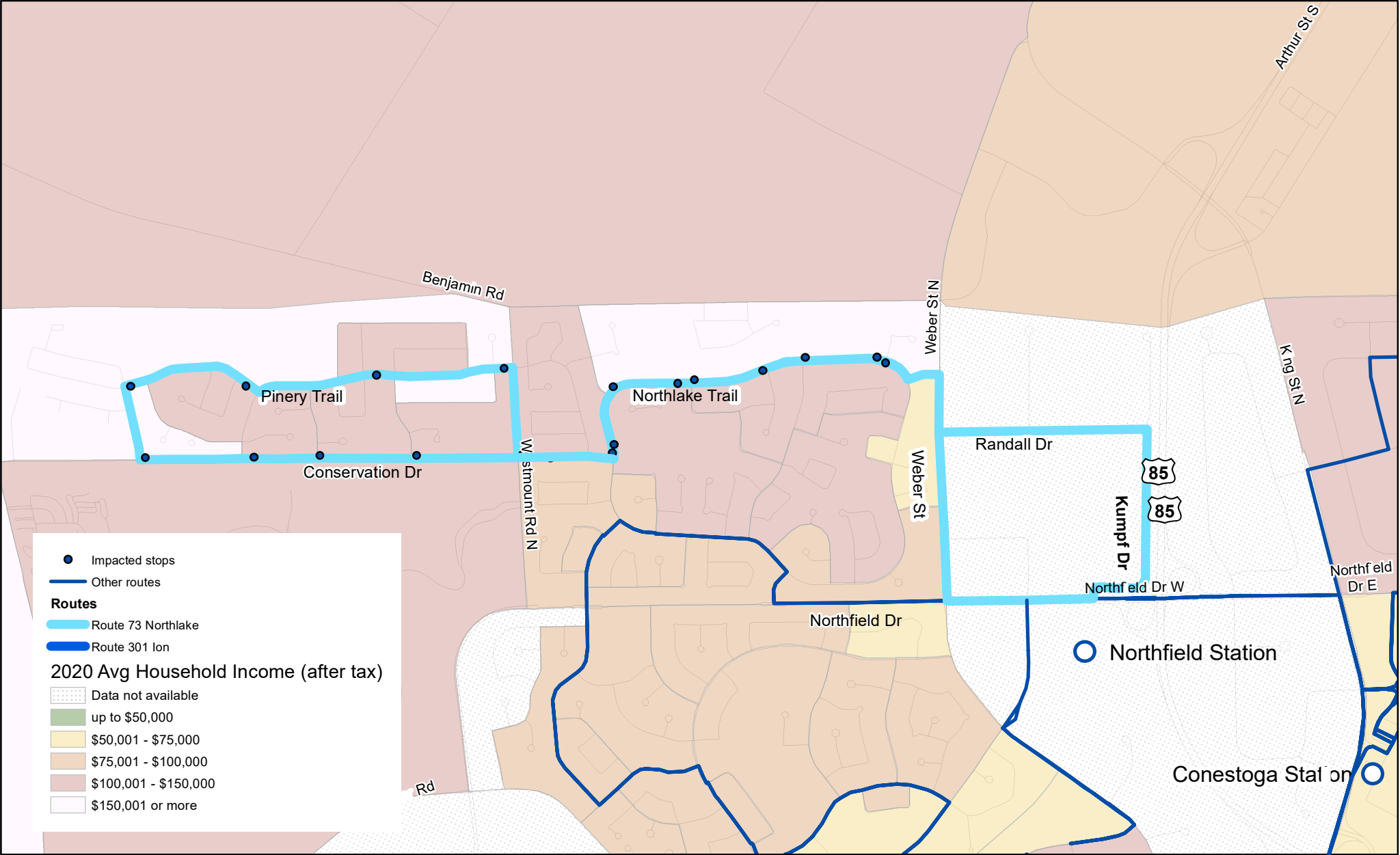




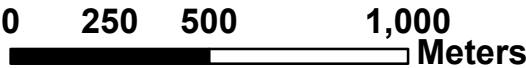
Areas outside of 450m walk distance after removal of route 73:  
1733 parcels  
5414 residents







Source: Statistics Canada, Census 2021 by Dissemination Area (DA)



**Region of Waterloo**  
**Transportation Services**  
**Transit Services**

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**To:** Planning and Works Committee  
**Meeting Date:** February 7, 2023  
**Report Title:** Transit Services Fare Structure, Discounts and Revenues

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**1. Recommendation**

That the Regional Municipality of Waterloo take the following action with respect to Grand River Transit fares as set out in report TSD-TRS-23-004, dated February 7, 2023:

- a) Endorse the continuation of the affordable transit program (ATP) that provides a discount on fares for individuals and families whose income falls below the existing threshold of 15% above the poverty line as measured by Statistics Canada for a community in Ontario greater than 500,000 persons; and
- b) Approve a 2.5% general public transit fare increase effective July 1, 2023 as set out in the preliminary 2023 Public Transit Operating Budget; and
- c) Direct staff to mitigate the impact of any fare increase for individuals and families eligible for ATP by increasing the discount from 48% to 50% effective July 1, 2023 with a net 2023 property tax levy increase of \$20,500; and
- d) Approve the creation of an extended family day pass applicable every day of the week, decreasing the cost of travel for accompanied youth; and
- e) Direct staff to bring forward a comprehensive review of age-specific fare for seniors and youth discounts forward as part of the new Grand River Transit Business Plan; and
- f) Forward the approved resolutions to the Strategic Planning and Budget Committee for consideration.

**2. Purpose / Issue:**

This report outlines staff's review of the transit budget proposals and options related to fares and provides a preliminary response to Councillors submissions relating to alternative fare proposals.

**3. Strategic Plan:**

The restoration and expansion of transit service levels and appropriate fare structure

supports the delivery and funding of Sustainable Transportation Objective 2.1: Enhance the transit system to increase ridership and ensure it is accessible and appealing to the public.

#### 4. Report Highlights:

- Transit equity is best supported through access to reduced fares based on income through the affordable transit program (ATP), as documented in previous Council decisions leading up to the implementation of this innovative program (see TES-TRS-19-13/CSD-EIS-19-04 and TES-TRS-19-20/CSD-EIS-19-11).
- The 2023 preliminary transit operating budget assumes an average fare increase of 2.5% effective July 1, 2023. Due to price elasticity of demand, it is anticipated that notionally 106,000 fewer rides will be taken as a result of the fare increase, which is four times less than the number of projected rides generated by the service increases proposed for 2023.
- The ATP offers a 48% discount on fares for individuals or families whose income falls below a certain threshold. In 2021, the threshold was set at 15% above the poverty line as measured by Statistics Canada for a community in Ontario greater than 500,000. The proposed 2.5% fare increase is estimated to result in approximately 17,000 fewer ATP rides due to affordability. This could be mitigated by increasing the discount to 50%, resulting in a 2023 revenue reduction of approximately \$20,500, with an annual impact of \$41,000, which would need to be covered by the property tax levy.
- As directed by Council, staff have reviewed options to offer free transit to certain age categories:
  - a. Youth aged 5-12 years of age: It is estimated that 76,000 fare-paid rides by youth are taken annually. If transit service were offered free to this age category, it is estimated that \$150,000 in fare revenue will be foregone that would need to be covered by the property tax levy. An alternative to offering free transit for youth would be to implement a new family day pass at \$10 for 5 family members. The revenue for the proposed family pass would roughly offset the fare revenue loss in other categories while having a long-term revenue growth potential.
  - b. Seniors aged 65+ on Wednesdays and Sundays: It is estimated that approximately 150,000 fare-paid rides by seniors are taken on these days annually. If transit service were offered free on these days, it is estimated that approximately \$306,000 in revenue would be foregone that will need to be covered by the property tax levy. There may be additional impacts

of changes in seniors' behaviour to ride on days when transit is free, but those impacts are difficult to quantify at this time.

- Although affordability is not a specific barrier to transit use among seniors, who are three times less likely than the general population to have low incomes in the Region, understanding how the system works can be an issue for seniors who only travel occasionally. Staff recommend extending the Ride-A-Bus program to encourage seniors to learn how to use the transit system. This would require additional staff time but have no budget impact.
- Development of the 2023-2027 GRT business plan is underway and the plan will be presented to Council in Spring 2024. Staff intend to undertake a comprehensive review of the fare structure as part of that planning process and include recommendations when that plan comes forward for Council approval.

## **5. Background:**

Transit fares are a critical component of revenue to support required transit service levels. With ridership levels back to pre-pandemic levels, fare revenue is expected to exceed \$40M in 2023, covering 31% of the system costs. Given the significant increase in fuel costs, as well as staff's proposal to increase service on key routes where ridership is growing in order to mitigate crowding, fare levels have a critical impact on the transit operating budget.

Transit fares are not the barrier for most residents in terms of their decision-making in choosing to take transit more. Improved service levels are the primary factor to support more residents in making transit their mode of choice for travel. As shown in Appendix B, a very low proportion of riders suggested the fares were too expensive compared to a number of other identified issues. While 8% felt it was getting more expensive from 2017 to 2019, far more issues were identified as needing to be addressed, particularly on-time performance.

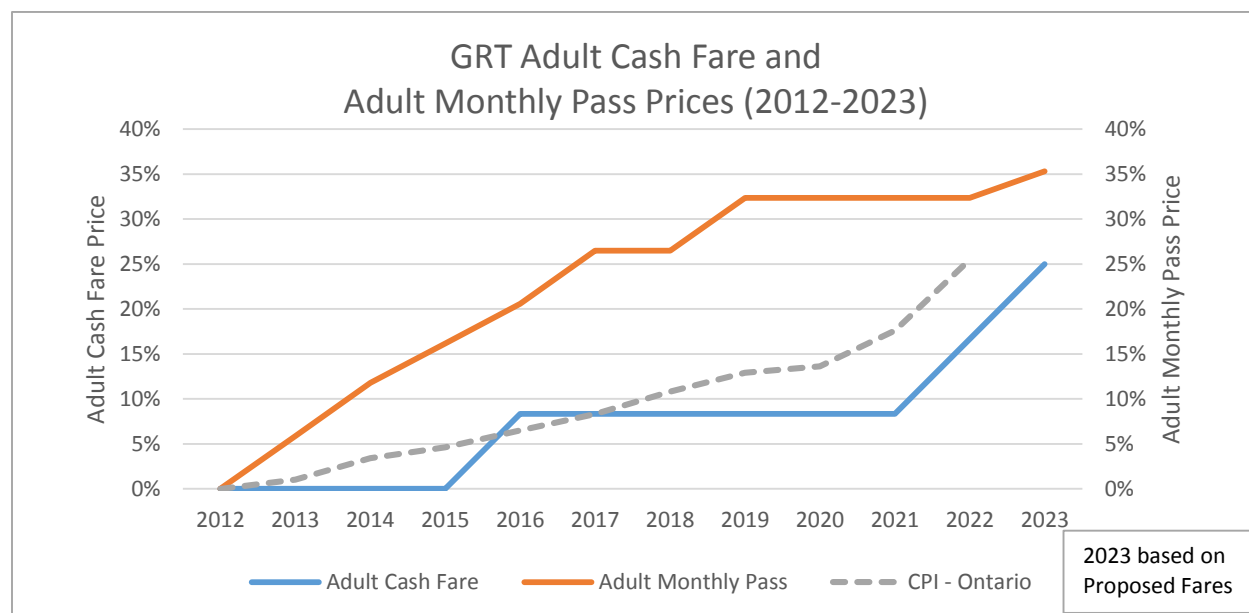
The GRT fare structure includes a wide range of products, adapted to different customers depending on frequency of use, age, income levels, etc. The most popular fares used by our customers in 2022 was Pass (51%), U-Pass (20%), Stored Value (18%) and Cash (6%). The complete table of fares and passes can be provided in Appendix A.

In preparation of the 2023 operating budget proposal, staff projected that inflation (in particular increase in fuel costs) and service reinstatements that Council had directed to implement in 2023 would increase transit costs by over \$12M. In order to mitigate this impact, and following the guidance of Council to provide options to reduce impacts on the 2023 tax levy, staff developed different scenarios for fare adjustments.

**GRT fare levels**

GRT fares are usually adjusted each year to cover part of the increases in operating costs. Over the last decade, fares have generally increased by 2% on average per year, except in 2020 and 2021 where fares remained flat to take into account the impact of the pandemic on the community and reflect some reductions in service that were implemented due to low ridership. Fares increased on average by 2% in June 2022.

Year	Fare Increase (Average)	Ontario CPI	Canada CPI
2018	0%	2.4%	2.3%
2019	3.0%	1.9%	1.9%
2020	0%	0.7%	0.7%
2021	0%	3.5%	3.4%
2022	2.0%	6.8%	6.8%
2023 (proposed)	2.5%	-	-





In the 2023 budget proposal shared with Council on February 18, staff presented three scenarios for fare increases, all below inflation.

	Current Fares	2023 Budget Scenario 1 2.5% Fare increase	2023 Budget Scenario 2 5% Fare increase
Cash Fare	\$3.50	\$3.75	\$4.00
Stored Value Payment	\$2.92	\$2.98	\$3.07
Monthly Pass	\$90.00	\$92.00	\$95.00
Annual Revenue Increase		\$545,000	\$1,193,000
Incremental Revenue in 2023 (fare increases effective July 1, 2023)		\$272,500	\$596,500
Net Ridership Change		-106000 (~0.5% ridership loss)	-255000 (~1.1% ridership loss)

The effects of the fare increase on ridership are notional figures forecasted based on average demand elasticity for each fare category. These impacts are evaluated “all other things being equal”, so they do not take into account the increased ridership generated by reallocating resources to increase service on high-demand routes. Report TSD-TRS-23-003 on transit services highlights that proposed service adjustments are expected to support more than 440,000 additional annual rides, which is significantly more than the ridership loss forecasted in any of the fare increase scenarios.

Ridership decreases associated with the proposed 2.5% fare increase is estimated at about 106,000 rides or approximately 0.5% of 2023 projected ridership. The largest impacts are on cash riders with about 47,000 fewer riders and on monthly pass users with about 39,000 fewer riders. ATP pass uses would decrease by about 17,000 rides, which could be mitigated by increasing the discount level of the ATP pass from 48% to 50%, at an estimated annual cost of approximately \$41,000.

Beyond 2023, as part of the 2023-2027 GRT Business Plan, staff will examine the benefits and costs of gradually decreasing fares over a five year period to below 75% of the current annual adult pass.

### **Equity impacts and the affordable transit program**

In 2019, Council endorsed the new low-income transit program that was put forward in report TES-TRS-19-20/CSD-EIS-19-11. Based on extensive research and a randomized control study whose results were reported in TES-TRS-19-13/CSD-EIS-19-04, a dedicated discount program was established and gradually implemented in 2020 and 2021.

This program provides a 48% discount to households with income below a given threshold. The thresholds were initially based on the Market Based Measure, which

refers to Canada's official measure of poverty based on the cost of a specific basket of goods and services representing a modest, basic standard of living developed by Employment and Social Development Canada (ESDC). This measure is priced for 53 different geographical areas, and the reference used by GRT is that related to “Ontario – large urban population centres with 500,000 persons or more”. In 2021, eligibility to the program was expanded, and current thresholds are 15% above the Market Based Measure (see table below).

Household size	1 person	2 people	3 people	4 people	5 people	6 people
Household income after taxes	\$26,625.95 or less	\$37,654.78 or less	\$46,117.50 or less	\$53,251.90 or less	\$59,537.43 or less	\$65,219.99 or less

### **Youth fare discounts**

Today, children 4 years old and less ride free. Youth aged 5-12 years old benefit from the family day pass, which enables them to travel for free with an accompanying adult on week-ends and winter and March break.

Council directed staff to examine a proposal brought forward by a delegation, to provide free transit for all youth aged 5-12 years old. While the number of children between 5 and 12 can only be estimated as the Region doesn't track riders by age, it is estimated that approximately 76,000 children are currently riding the system with a revenue of approximately \$150,000. While there may be a slight increase in usage if no fare was charged, further analysis would be needed. Most children this age would still be riding while accompanied by an adult. Staff recommend that this proposal be studied in more detail as part of the GRT business plan.

In the meantime, staff recommend the creation of an extended family day pass, to enable adults and youth from the same household to travel together any day of the week for \$10. This new product could be implemented on July 1, 2023. The increased revenue for the proposed family day pass would roughly offset the fare revenue loss in other categories while having a long-term revenue growth potential.

### **Senior fare discounts**

Today, seniors do not benefit from any specific discounts on GRT.

Council directed staff to examine a proposal brought forward by a delegation, to provide free transit for seniors (defined as 65 years old and over) on Wednesdays and Sundays.

Staff estimate that about 155,000 seniors are riding on those days, generating a revenue of \$306,000. It is anticipated that some current riders will move to Wednesday from other weekdays along with any increase in ridership. There are an estimated 2.9%

of GRT riders that are seniors based on the farecard activity from 2019 when it was last possible to track seniors as a separate group.

As noted in the last budget presentation, a smaller proportion of seniors (2.9%) are below the low-income threshold compared to those 18 to 64 (7.2%). From an equity perspective, staff therefore do not recommend implementing a specific discount for seniors.

However, in order to facilitate access for seniors to the transit system, it is proposed to extend the Ride-a-bus program to have additional sessions to assist seniors with learning how to use the current transit system.

## **6. Area Municipality Communication and Public/Stakeholder Engagement:**

**Area Municipality Communication:** None

**Public/Stakeholder Engagement:** Opportunities for input are through the on-going 2023 Budget public input sessions.

## **7. Financial Implications:**

Total Grand River Transit use fee revenue is estimated at \$43M in 2023. The 2023 Preliminary Public Transit operating budget assumes an average fare increase of 2.5% effective July 1, 2023. This would generate \$272,500 in incremental revenue in 2023 (approximately \$545,000 on an annualized basis).

Mitigating the average fare increase for households eligible for the Affordable Transit Program would decrease the revenue by approximately \$41,000 on an annualized basis.

The creation of a new extended family day pass is not expected to have any measurable financial impacts, with new revenues offsetting fare revenue loss.

Should Council direct staff to implement new age-based discounts in 2023, the financial impacts are estimated as follows:

- Free transit for youth aged 5-12 years of age: annualized revenue loss of \$150,000 in fare revenue
- Free transit for Seniors aged 65+ on Wednesdays and Sundays: annualized revenue loss of \$306,000 in fare revenue

**8. Conclusion / Next Steps:**

Any approved Committee recommendations will be forward to the Strategic Planning and Budget Committee for final consideration on February 22, 2023. Development of the 2023-2027 GRT business plan is underway and the plan will be presented to Council in Spring 2024. Subject to direction from Council, staff intend to undertake a comprehensive review of the fare structure as part of that planning process and include recommendations when that plan comes forward for Council approval.

**9. Attachments:**

Appendix A: Table of fares and passes

Appendix B: Grand River Transit Customer Satisfaction Survey (2019)

**Prepared By:** Blair Allen, Acting Manager, Transit Development  
Neil Malcolm, Acting Director, Transit Services

**Reviewed By:** Neil Malcolm, Acting Director, Transit Services

**Approved By:** Mathieu Goetzke, Commissioner, Transportation Services

## Appendix A – Table of Fares and Passes

### Proposed 2023 Fare Change - 2.5% average increase

Fare Type	2022 Fare	2023 Proposed Fare
Cash/TVM Ticket/Single Ride	\$ 3.50	\$ 3.75
Mobile Payment Single Ride (future)	\$ 3.50	\$ 3.75
Multi-Ride (e-Rides)	\$ 3.25	\$ 3.50
Stored Value	\$ 2.92	\$ 2.98
ATP Stored Value	\$ 1.52	\$ 1.55
Corporate Stored Value (NEW)	\$ -	\$ 2.53
Monthly Pass	\$ 90.00	\$ 92.00
ATP Monthly Pass	\$ 46.80	\$ 47.84
Day Pass	\$ 8.50	\$ 7.50
Family Pass (NEW)	\$ -	\$ 10.00
Mobile Payment Day Pass (future)	\$ 7.00	\$ 7.50
Corporate Pass	\$ 76.50	\$ 78.20
High School Pass	\$ 450.00	\$ 460.00
Summer Pass	\$ 150.00	\$ 156.40
College Pass	\$ 306.00	\$ 306.00
U-Pass	\$ 107.61	\$ 113.30

## Appendix B: Grand River Transit Rider Satisfaction Survey 2019

Rank order by total score	Total	Gotten better	Stayed the same	Gotten worse
On schedule/efficient/reliable	15%	25%	3%	1%
Often late/off schedule/not reliable	13%	8%	10%	41%
Good number of routes & buses	11%	19%	1%	1%
Easily accessible (locations, buses, services)	10%	17%	1%	1%
Good customer service/friendly	8%	12%	3%	2%
It's good (General)	8%	10%	6%	1%
Poor customer service/not friendly	7%	3%	4%	29%
Do not feel qualified to comment	6%	3%	16%	--
Poor weekend/evening/rural hours	4%	5%	2%	5%
Services are outdated/not well kept	4%	2%	3%	14%
Transfer time too short/bad connections	4%	3%	3%	11%
Need more routes/too many removed	4%	3%	2%	11%
Services are updated/well kept	4%	6%	1%	1%
Need more buses/stop frequencies	4%	3%	4%	5%
Coming LRT system	3%	3%	2%	7%
Tap to pay is a positive	3%	4%	1%	1%
Too expensive	2%	1%	2%	8%
Feel unsafe at times	2%	1%	--	8%
Too busy/crowded	2%	1%	1%	7%
Tap pay is a negative	1%	--	1%	4%
It's bad (general)	1%	--	--	4%
Don't know	19%	6%	53%	5%



Region of Waterloo

# **Region of Waterloo Road Safety Program**

## **Council Information Session**

### **February 7, 2023**

# Overview

- Overview of Regional road network
- 2020 Collision Statistics
- Principles and Myths



# Overview

- Road Safety Program - Specifics
- Traffic calming
- Roundabouts – Common concerns and misconceptions
- What's coming

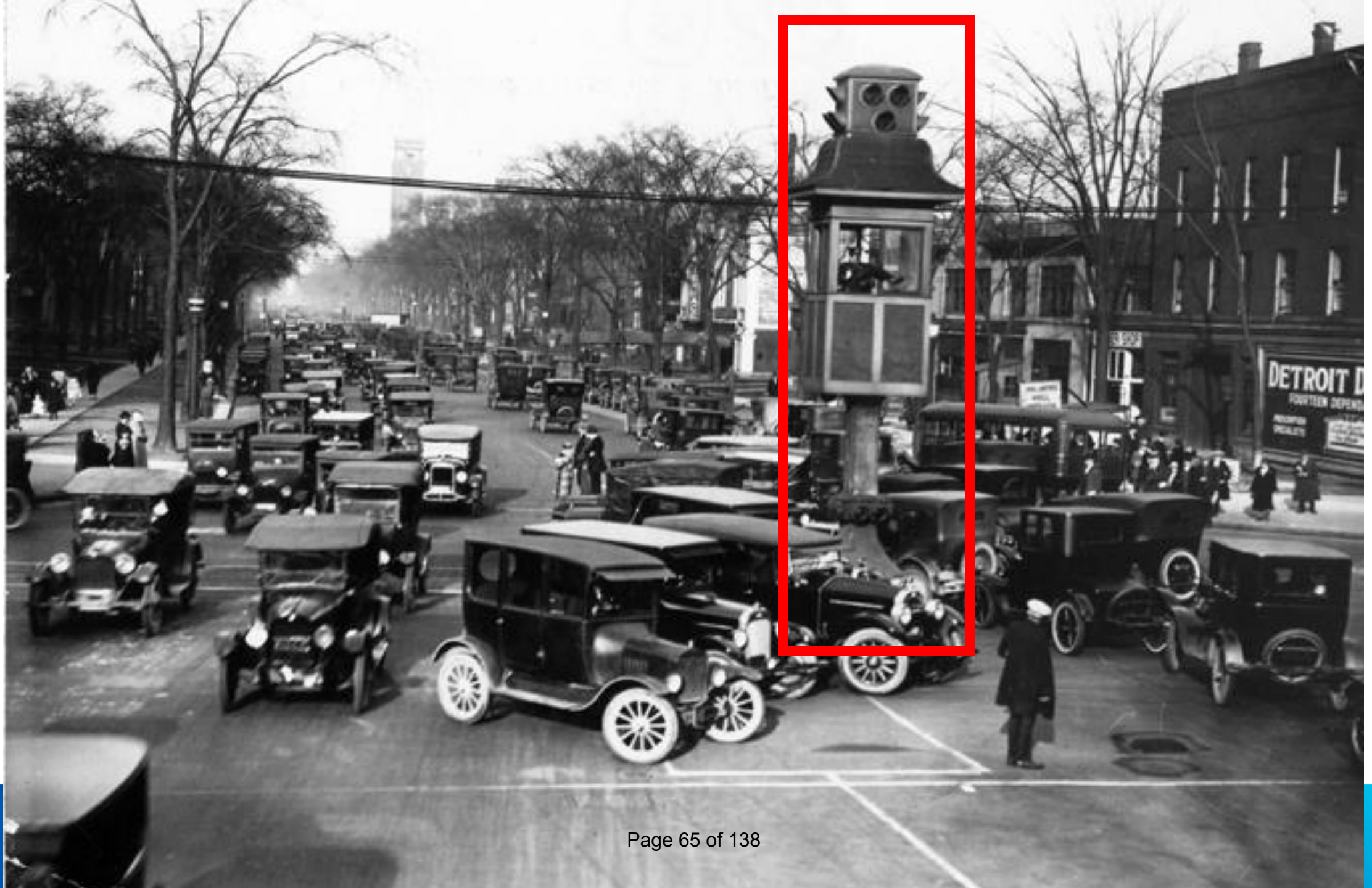
# Overview of Regional Road Network

# Overview of Regional road network

- 700 centreline kilometres - Main arterial roads
- Franklin Blvd, Homer Watson Blvd
- University Avenue, Erbs Road
- Roseville Road, Arthur Street
- Main purpose:
  - Move large volumes of people and goods
  - Connectivity

# Overview of Regional road network

- 534 traffic signals (incl. local roads)
- 37 roundabouts
- 33,000 road signs
- 170 bridges
- 350 km of storm sewers
- 2,500 km of pavement markings
- 3,300 road sections and intersections monitored



# 2016 - 2020 Collision Statistics

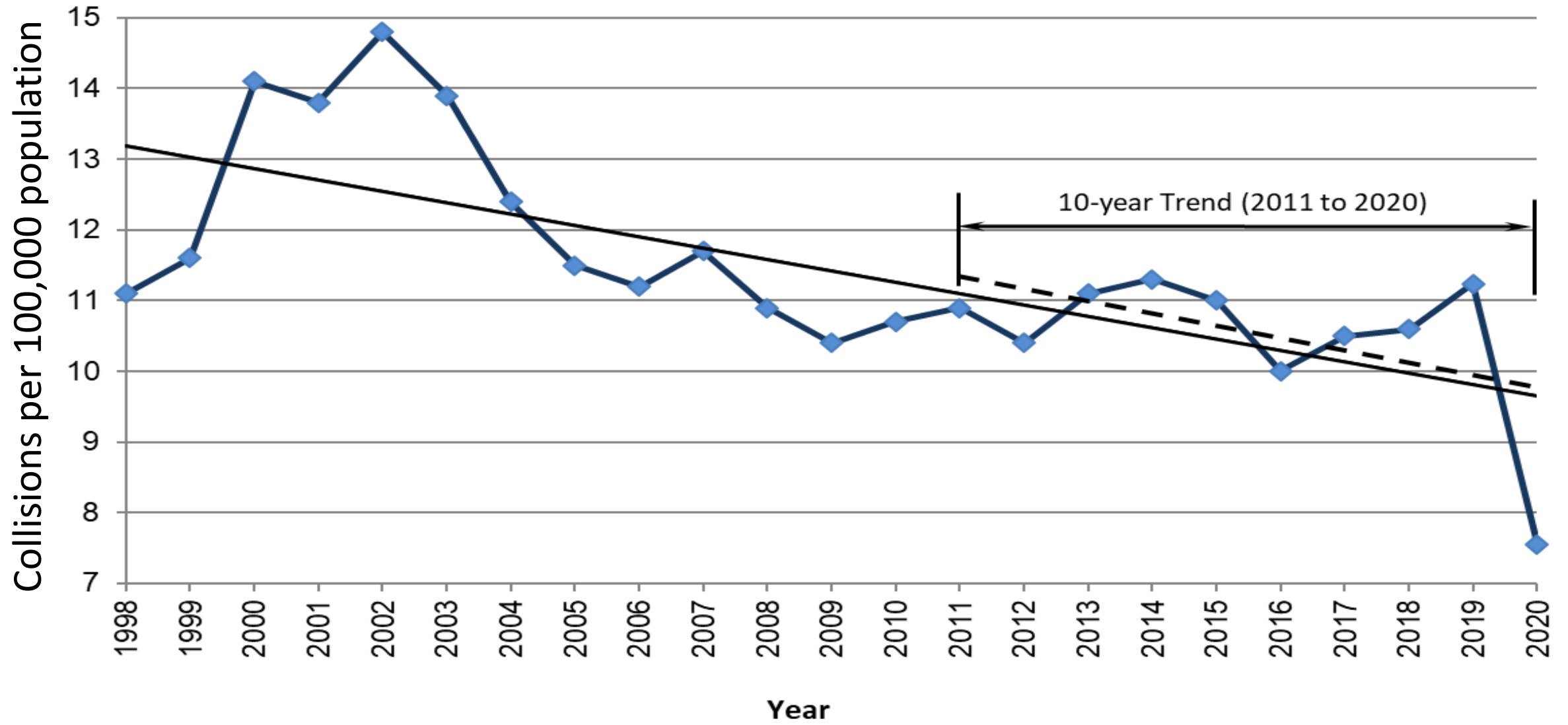


# 2016-2020 Collision Statistics

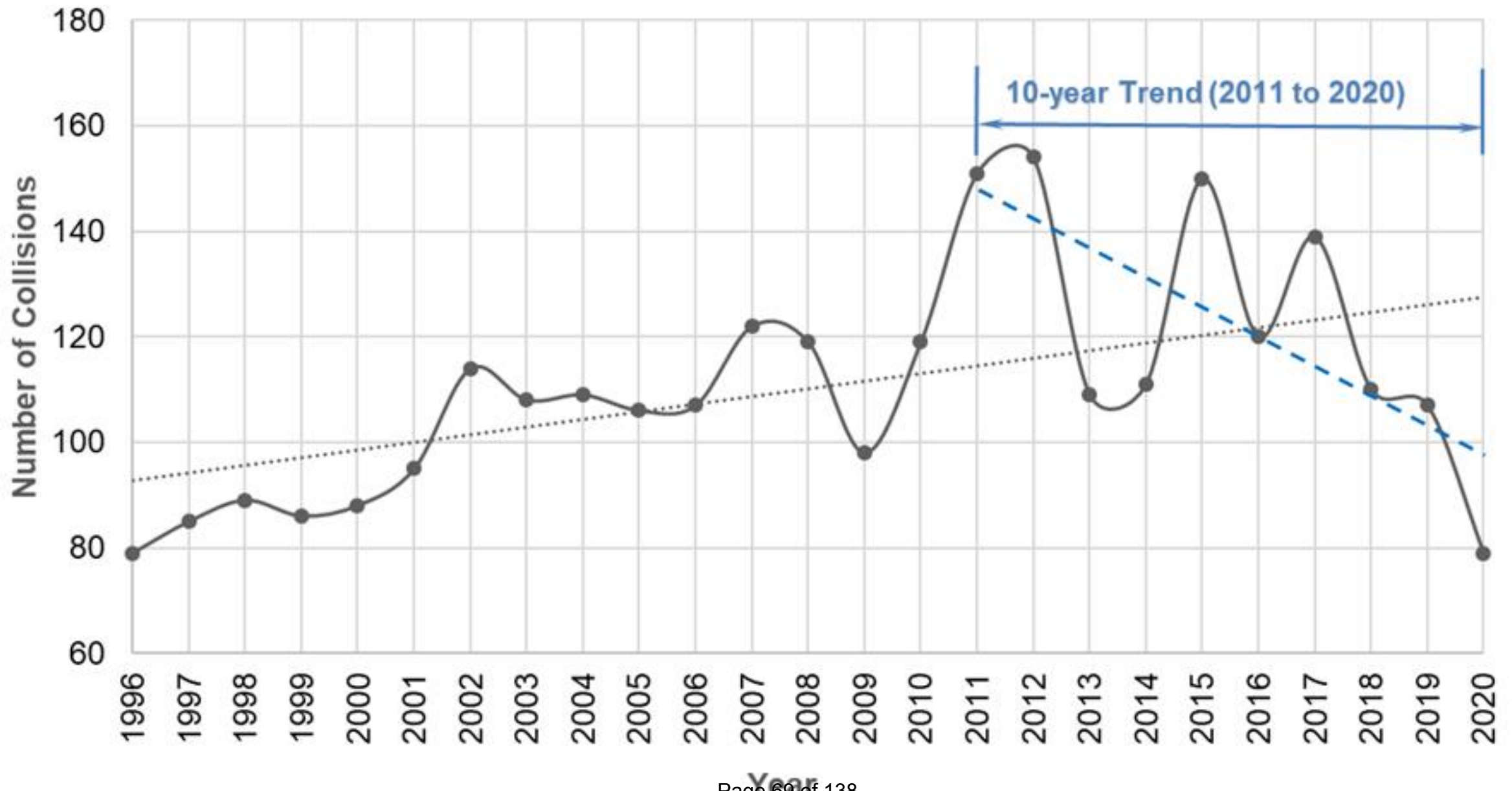
## Each Year

- 6000 reported collisions
- 1500 injury collisions; 4 every day
- 110 pedestrian collisions
- 90 cyclist collisions
- 6 fatal collisions

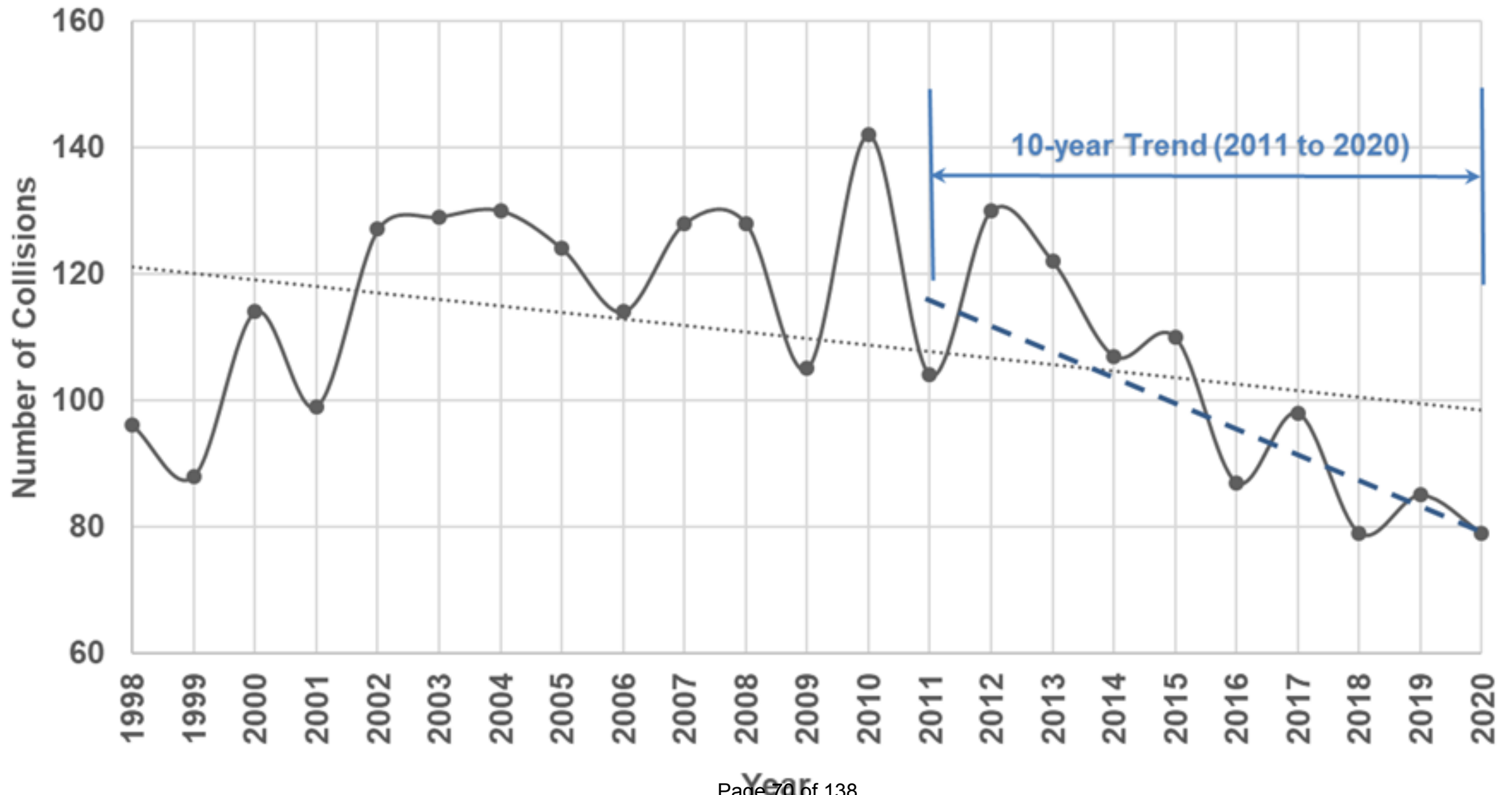
## Motor Vehicle Collision History



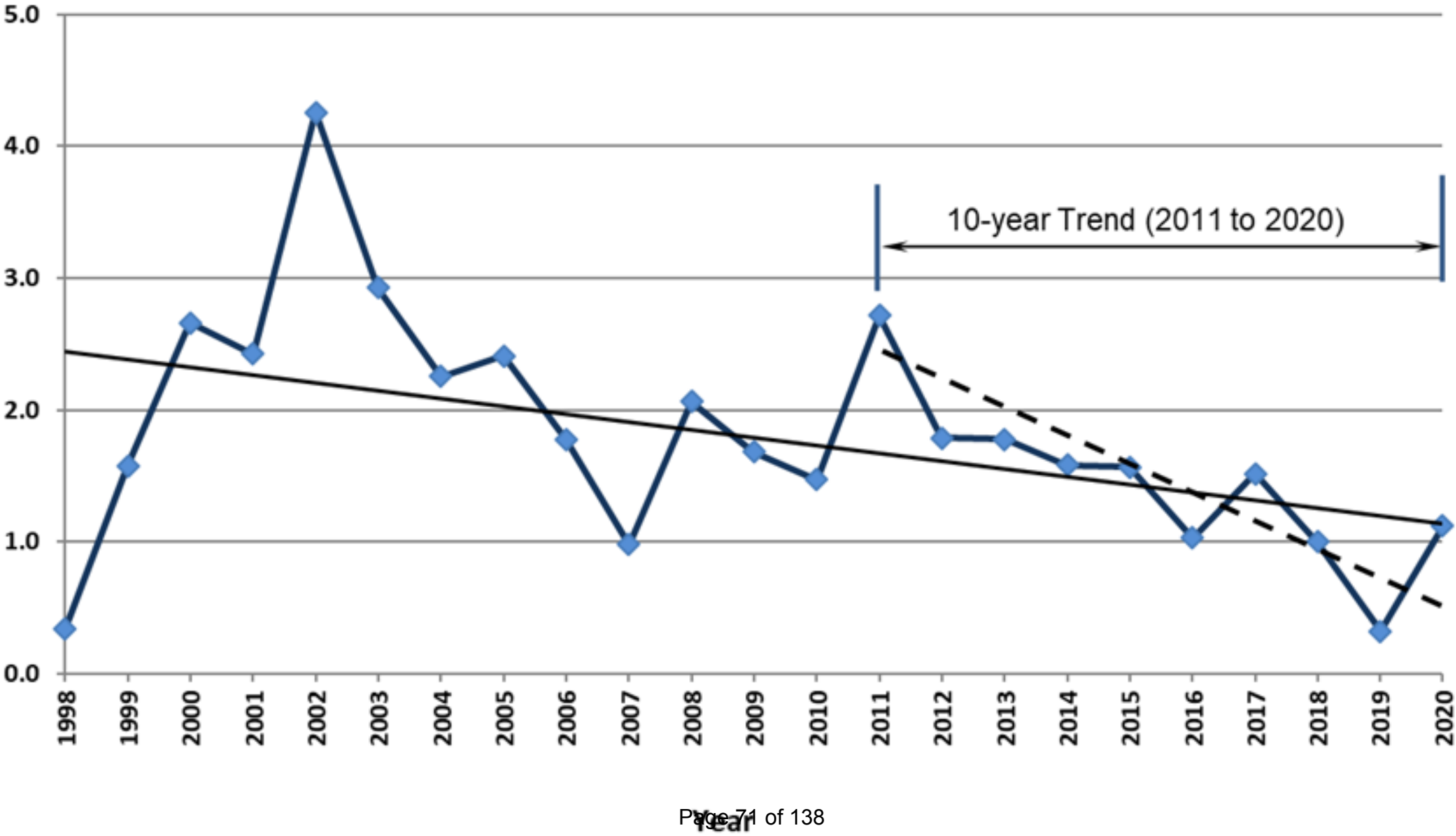
## Pedestrian Collisions



## Cyclist Collisions



# Fatal Collisions per 100,000 Population



# Principles and Myths



# Principles – What is Safe?

Definition:

Not likely to be hurt or harmed in any way

## Is a road ever safe?

# Principles – Subjective VS Objective Safety

## Subjective Safety

- How safe you feel

## Objective Safety

- Is a quantitative measurement
- Example: frequency of collisions, severity of collisions

# Myths - True or False

Installation of traffic signals reduces collisions

False

- In almost every case where we have installed a traffic signal, collisions have increased after installation
- Why?

# Myths - True or False

On busy arterial roads, unmarked crosswalks are safer for pedestrians than marked crosswalks

True

- Why?
- Pedestrians are more careful

# Myths - True or False

If you lower the posted speed the road will be safer

False

- Average operating speeds will stay the same
- With a few compliant drivers, speed differential increases

# Myths - True or False

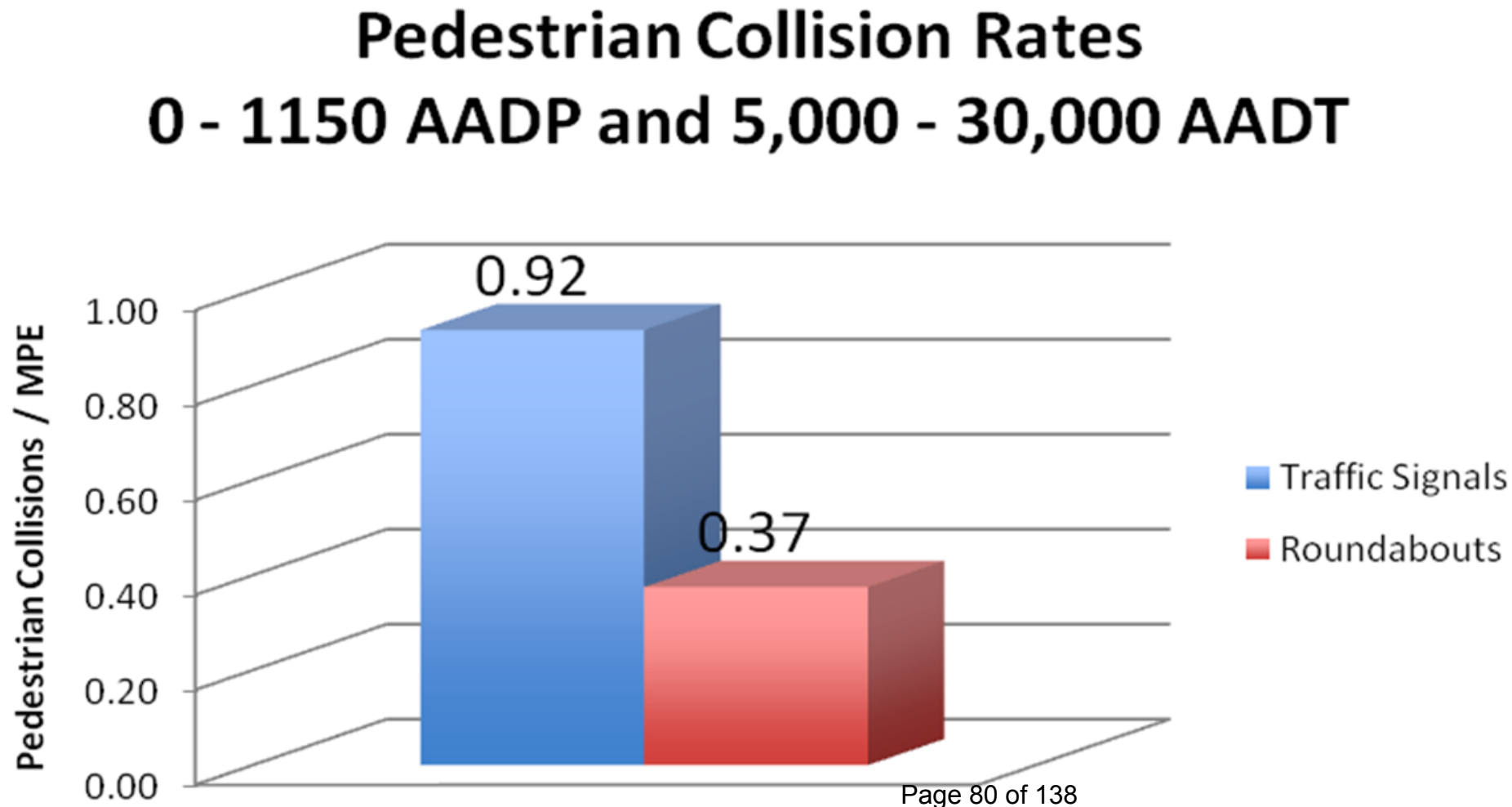
Traffic signals are safer for pedestrians than roundabouts

# Traffic signals are safer for pedestrians than roundabouts - **False**

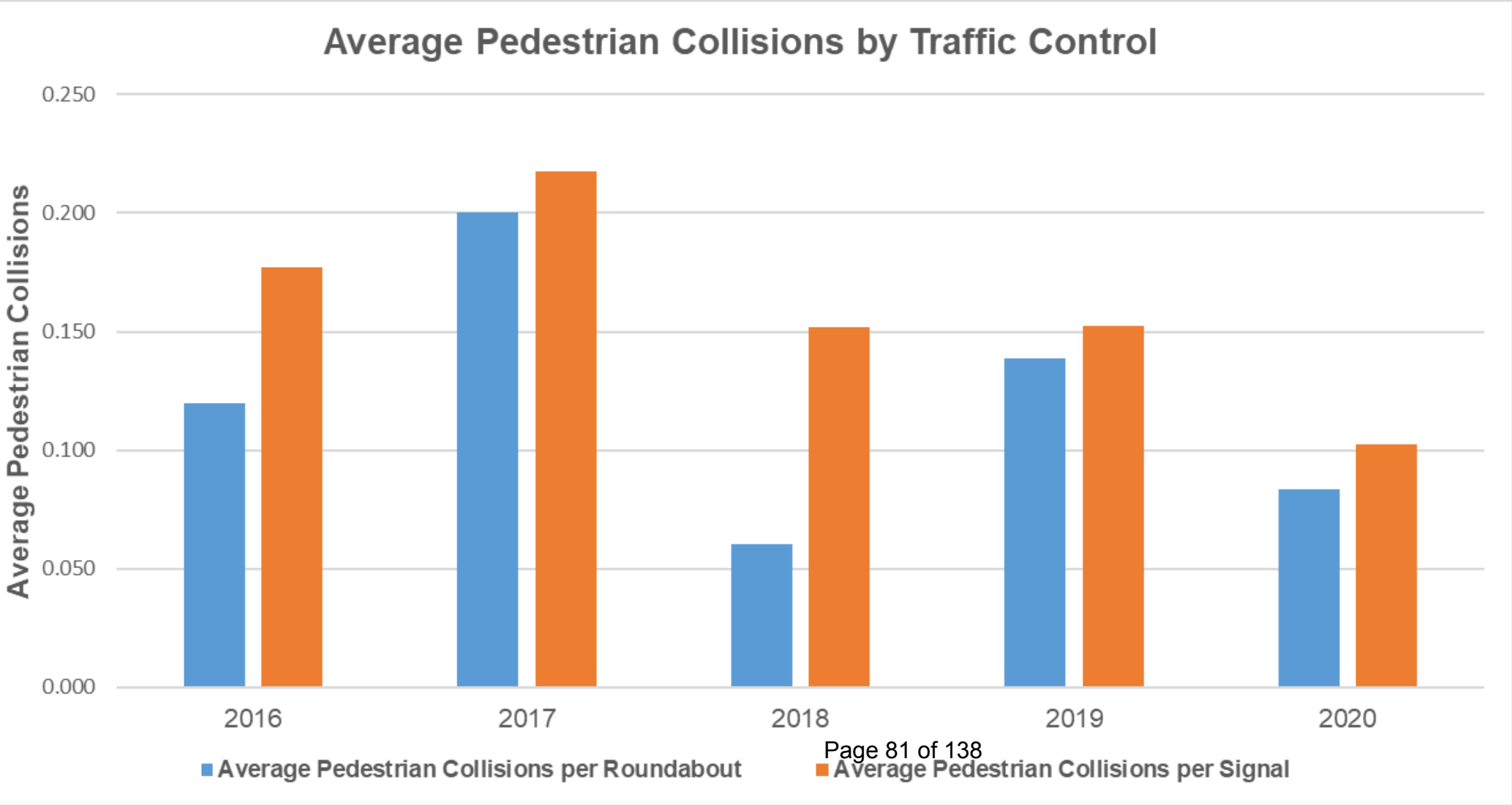




# Traffic signals are safer for pedestrians than roundabouts - **False**



# Traffic signals are safer for pedestrians than roundabouts - **False**



# Region of Waterloo Road Safety Program

# Road Safety Program

- Committed to making Regional roads as safe as possible for all users
- In-line with Vision Zero Principles

Objective: Reduce or eliminate all serious injuries and fatalities, with particular emphasis on vulnerable users

# Road Safety Program

Strategic Vision that recognizes:

- All collisions are preventable;
- Collisions are a result of user behavior and road design;
- All users make mistakes, resulting in collisions;
- Everyone has a part to play in road safety

# Road Safety Program

Key elements of the Road Safety Program:

- Science based
- Data driven
- Follows the 3 "E" model



# Road Safety Program - Engineering

- Network Screening
- Annual Collision Report
- Road Safety Countermeasures Program

# Road Safety Program - Engineering

- Collision Ranking by Impact Type
- Fatal Collision Reviews
- Safety Improvements in Capital Program

# Road Safety Program - Engineering

- Policies
- Systemic Safety Programs
- Ongoing research
- Ongoing assessments of current policies and practices
- Pilot projects

# Road Safety Program - Education

- Driver education and pedestrian safety campaigns
  - Drive to Stay Alive
  - The Glare
  - Extra-Sec Check – Safe Roads
    - <https://www.regionofwaterloo.ca/en/safe-roads/roundabouts.aspx>
  - Numerous roundabout education campaigns

# Road Safety Program - Education

- Driver education and pedestrian safety campaigns
  - Radio spots, TV, Kitchener AUD Jumbotron
  - Videos, pamphlets, bus back and bus stop ads
  - In-business and school outreach
  - Social media

# Road Safety Program - Education





# Road Safety Program - Enforcement

## Ongoing collaboration with Regional Police

- Selective Traffic Enforcement Program (STEP)
- Enhance enforcement at identified sites

# Road Safety Program - Enforcement

## Camera-based Automated Enforcement

- Red-Light Cameras Program
- Automated Speed Enforcement (ASE)
- Monitoring/Researching School-Bus Stop-Arm Camera

# Road Safety Program - Collaboration

## Traffic Coordinators Committee

- Eight municipalities and Police Services
- Mandate:
  - Information sharing
  - principles alignment
  - Consistency in approach to traffic engineering matters

# Traffic Calming

# Traffic Calming

- Historically in general, not applicable to Regional roads (speed bumps, chicanes, etc.)
- Need to consider urban VS rural context

# Traffic Calming – What Does Not Work

- Lowering posted speed limits
- Adding traffic control (AWS, signals)
- Localized police enforcement
- Community safety zones
- Driver feedback signs
- Special pavement markings



# Driver Feedback Signs



# Traffic Calming – What Does Work

- Urbanizing road (curbs, sidewalks, etc.)
- Roadway right-sizing
- Narrower lanes
- Raised medians and refuge islands
- Driveways
- Development close to road

# Raised Median/ Pedestrian Refuge Island



# Traffic Calming – Other Tools

- Vertical speed "bumps" – not applicable
- Chicanes - under review
- Raised intersections – under review
- Gateway features – under review
- Flexible bollards/signs on rural roads – under review



# Speed Bump

Not applicable



# Speed Hump or Speed Table

Under review





# Chicane

Under review





# Raised Intersection

Under review





# Raised Median Gateway Feature

Under review





# Flex Bollards Pilot Project

Under review



# Roundabouts : Common Concerns and Misconceptions



# "Region's roundabouts are too small They are bigger in Europe"





# "Region's roundabouts are too small They are bigger in Europe"





# "Region's roundabouts are too small They are bigger in Europe"





# "Region's roundabouts are too small They are bigger in Europe"





# Central Island Landscaping



**"Landscaping in the middle makes it dangerous because drivers can't see the other side"**





**"Landscaping in the middle makes it dangerous because drivers can't see the other side"**

Why add landscaping in the middle?

- Excessive sight distance can lead to high vehicle speeds, especially at the entries
- Central island landscaping also makes a roundabout more visible, especially at night

**"Landscaping in the middle makes it dangerous because drivers can't see the other side"**

- Landscaping in the middle should be high enough to screen traffic on the other side and prevent a “see through” problem
- It should not pose a hazard to errant motorists



**"Landscaping in the middle makes it dangerous because drivers can't see the other side"**



# What A Driver Needs To See





# Region Roundabout Landscaping



# "Crosswalks are located too close to the roundabout"



# **"Crosswalks are located too close to the roundabout"**

## Design Guidance

- Most roundabout design guides recommend crosswalk set back 1-2 car lengths
- UK standards dictate that all pedestrian crossings be located within 5m to 20m



# **"Crosswalks are located too close to the roundabout"**

## Safety Studies

- 2012 study by New Zealand Transport revealed most ped crashes were occurring at crossing far away, in part due to higher speeds
- Recommended setback < 20metres
- Region design 12 metre setback (OTM)

# What's Coming?

## Upcoming Road Safety Program Report

# What's Coming – 2023-2024

- Review of flexible bollards for traffic calming
- Planned expansion of ASE
- New education campaign

# What's coming – 2023-2024

- Review of need for flashing beacons at roundabout pedestrian crossings
- Review of lighting at existing roundabouts





# What's coming – 2023-2024

- Study on traffic calming in rural hamlets
- Review of warrants for All-Way Stop (AWS) in rural/local context
- Review of additional control for pedestrian crossings

# What's coming - Ongoing

- Evolving intersection design (protected intersections)
- Participation in provincial and national traffic-safety guidelines
- Annual Road Safety Program reports



# QUESTIONS????



# References

- Region of Waterloo 2020 Collision Report
  - <https://www.regionofwaterloo.ca/en/living-here/resources/Documents/Future-Construction/2020-Annual-Collision-Report.pdf>
- Transportation Association of Canada: Canadian Roundabout Design Guide, January, 2017
- Auckland Transport: Improved multi-lane roundabout designs for urban areas, May 2012
- FHWA: Safety Effects of Marked VS Unmarked Crosswalks at Uncontrolled Locations, September, 2005

**Region of Waterloo**  
**Engineering and Environmental Services**  
**Waste Management**

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**To:** Planning and Works Committee  
**Meeting Date:** February 7, 2023  
**Report Title:** Curbside Waste Collection Changes

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**1. Recommendation**

That the Regional Municipality of Waterloo take the following action with respect to the next contract for curbside waste collection as set out in report EES-WMS-23-003, dated February 7, 2023:

- a. Maintain existing service levels and collection frequencies for garbage, organics, bulky and large metal items, yard waste and Christmas trees for single-family homes, duplexes, 3 to 6 unit buildings, and multi-family units and townhouses that meet truck-access criteria
- b. Convert to automated cart collection for garbage and green bin organics. (Items such as bulky or large metal items, yard waste and Christmas trees will continue to be collected manually)
- c. Include requirements for alternative fuel sources for collection vehicles to reduce greenhouse gas emissions
- d. Change the current service level of a five day collection week to a four day collection week (Tuesday to Friday); and,

That staff be directed to examine the level of service for curbside waste collection for Industrial, Commercial and Institutional (IC&I) properties that currently receive curbside collection and report back to Committee with options for consideration.

**2. Purpose / Issue:**

The purpose of this report is to receive approval on service level changes which will inform the new curbside collection contract, and provide Council preliminary information about upcoming curbside waste collection changes in March 2026.

**3. Strategic Plan:**

This supports the Corporate Strategic Plan's Environment and Climate Action Focus Area: Strategic Objective 3.3: Direct more waste away from landfill, improve recycling



and better manage organic waste, and Objective 3.1: Reduce greenhouse gas emissions

#### 4. Report Highlights:

- A new curbside waste collection contract is required to be in place by March 2026 to align with the end of the existing contract.
- Given lead times of up to two years are now required by service providers to obtain new collection vehicles, it is necessary to factor in potential delays with supply chains and resources, therefore a Request for Proposal (RFP) will be required to be advertised by the end of Q3 of 2023. This will allow sufficient time for service providers to submit bids and staff to award the contract to align with the end of the existing contract.
- Existing service levels and collection frequencies are recommended to remain the same for garbage, organics, bulky and large metal items, yard waste and Christmas trees for single-family homes, duplexes, 3 to 6 unit buildings, and multi-family units and townhouses that meet truck-access criteria.
- Based on a jurisdictional scan and industry best management practices, staff recommend:
  - Converting to automated cart collection for garbage and organics. This greatly reduces contractor resourcing, as well as improves safety. Items such as bulky or large metal items, yard waste and Christmas trees will continue to be collected manually
  - Alternative fuel sources be required for collection vehicles to reduce greenhouse gas emissions. This aligns with the Region's Environment and Climate Focus Area
  - A service level change from a five day collection week to a four-day collection week (Tuesday to Friday). This reduces collection on statutory holidays (most being Mondays), while building in more redundancy to manage unplanned collection interruptions such as inclement weather
- Under the current contract, a small number of IC&I customers receive curbside collection at a cost of approximately \$625,000 per year. As municipalities are not required to provide waste services to businesses under the Municipal Act, continuation of this service should be evaluated further. Staff will continue to review this level of service and report back to Council later in 2023.
- Pending Council approval, an extensive communication campaign will be prepared to inform and educate impacted residents, businesses, and properties

about the upcoming curbside waste collection changes.

## **5. Background:**

### **Existing Level of Service**

The Region of Waterloo provides curbside collection service to approximately 161,000 single-family homes, duplexes, and 3 to 6 unit buildings and 8,500 multi-family units and townhouse complexes that meet truck-access criteria. Most of the collection is done manually, by lifting waste materials and placing them into the collection trucks.

Curbside waste collection is contracted out, with Miller Waste Systems providing service in the Tri-Cities, and Emterra Environmental providing service in the Townships. The existing contract is for seven years, and commenced in March 2017. In April 2022, under the terms and conditions described in Report TES-WMS-16-01, dated January 12, 2016, Council approved a two-year contract extension until March 2, 2026. The extension was required for staff to understand the potential implications of the Blue Box Transition process, and allow sufficient time to develop, assess, and award a new curbside waste collection contract. The current collection contract for 2023 is budgeted at \$24 million in the 2023 operating budget.

Single-family homes, duplexes, and 3 to 6 unit buildings properties receive:

- Bi-weekly garbage collection with a three bag limit (ten bags for 3 to 6 units)
- Weekly blue box and green bin collection with no limit
- Bi-weekly bulky item collection with a three item limit (ten items for 3 to 6 units)
- Seasonal bi-weekly yard waste collection with no limit
- Seasonal Christmas tree collection following the holidays

41,000 multi-family units receive recycling services only, using larger capacity (360 litre) carts on a weekly basis.

Businesses within the Downtowns in Cambridge (Galt, Hespeler, Preston), Kitchener and Waterloo currently receive a premium service with six day a week garbage collection, with a ten bag limit and weekly recycling collection. Downtowns in the Townships, with the exception of Wellesley, as well as Belmont Village in Kitchener, receive weekly recycling and weekly garbage collection. There are approximately 1500 businesses which receive this service. This service is funded from the tax levy.

### **Blue Box Transition**

It is now understood that blue box and cart recycling collection will transition to full producer responsibility as of March 2024, and continue until December 31, 2025 with either the Region or Circular Materials Ontario (CMO) administering the service as

described in Report EES-WMS-23-001. However, beyond transition (post 2026) staff are still in discussion with producers to determine if the Region will administer blue box collection services on behalf of producers as part of the next curbside collection contract.

### **Challenges with Manual Waste Collection**

There are on-going and evolving changes for the waste industry with major challenges around staff recruitment and retention for manual waste collection. Specifically challenges exist due to:

- A limited labour pool as the work requires extensive physical labour
- Working in adverse conditions due to nuisances, weather, type of work, and negative perceptions
- Health and safety risks with on-going lifting of heavy waste materials, and slips, trips and falls from exiting and entering a truck

Based on industry research, it will be difficult to receive competitive bids from service providers to continue to provide manual waste collection for garbage and organics. Items such as bulky or large metal items, yard waste and Christmas trees will continue to be collected manually due to the variable quantity of waste, and size limit of a cart for large items.

### **Proposed Level of Service and Contract Requirements**

#### **Automated Cart Collection**

Staff recommend following industry best management practices, and collecting garbage and organics in carts. By converting collections, there will be improvements to:

- Health and safety to reduce injuries for workers
- Efficiencies for stop times curbside which introduces opportunities for efficiencies in route logistics
- Mitigating safety risks by having the driver inside the vehicle, using 360 degree cameras to view the area outside of the truck
- Reduce litter from windy days, and pests
- Create consistency in containers and aesthetics curbside
- Staff recruitment for contractors, while diversifying the workforce. This also aligns with the Region of Waterloo's Strategic Plan: Create a competitive business-supportive community to help attract, retain and grow employers, talent and investments in Waterloo Region (Thriving Economy Focus Area Objective 1.1)

#### **Alternative Fuels**

Alternative fuel sources such as compressed natural gas or renewable natural gas will be recommended, due to unpredictable fuel costs for diesel, and to align with the Region of Waterloo's Strategic Plan: Reduce greenhouse gas emissions (Environment and Climate Action Focus Area Objective 3.1) by reducing the production of the organizations Green House Gas emissions through the introduction of an alternative fuel powered fleet.

This mandatory contract requirement will support the Region's 2023 Plan and Budget: Building World Class as presented on November 30, 2022.

Other municipalities in Ontario are using similar fleet and fuel sources for their waste collection.

### **Four-Day Collection Schedule**

Changing waste collection from five days (Monday to Friday) to four days (Tuesday to Friday) will:

- Reduce collection on statutory holidays which typically are on Mondays
- Build in a back-up day for collections in case of inclement weather or unplanned interruptions
- Allow for re-balancing of routes, to create efficiencies and optimization to accommodate growth in new neighbourhoods, and distance travelled to unload at the Waterloo and Cambridge Waste Management Centres
- Support staff recruitment and retention for the contractor by offering a four day work week and most statutory holidays off

### **Properties to Receive Service and Level of Service**

Service levels will remain the same for single-family homes, duplexes, 3 to 6 unit buildings, and multi-family units and townhouses that meet truck-access criteria.

The Municipal Act only legislates municipalities to provide waste services to residents and not to businesses. The Region provides waste services to 1,505 businesses in downtowns. This level of service to businesses is historical and a level of service determined by Council. The current cost of delivering this service is approximately \$625,000.

The Blue Box Transition does not legislate producers to pick up recycling from businesses. To align with this change, the Region has the opportunity to review our own service levels. Under consideration are the following:

- The Region's residential waste collection service with automated carts will not meet the needs of the Industrial, Commercial and Institutional (IC&I) sector
- Waste generated from a business may not meet the service levels of the residential program due to the quantity of waste generated, the collection frequency, and may have a lack of storage space for the carts
- There are private waste management companies that would better suit the needs of the IC&I sector

## **6. Area Municipality Communication and Public/Stakeholder Engagement:**

### **Area Municipality Communication:**

In 2023, staff will reach out to affected local stakeholders (e.g. area municipalities, Downtowns, etc.) to clarify potential impacts and how best to proceed to ensure as

seamless and effective transition as possible.

Staff will also arrange to present to local municipal Councils about the upcoming changes and impacts to curbside waste collection. This will be done alongside information about the Blue Box Transition.

### **Public/Stakeholder Engagement:**

An extensive communication and public awareness campaign will be required to inform and educate impacted residents, businesses, and properties about the upcoming curbside waste collection changes. The communication campaign will be completed in stages – e.g. Phase One: Awareness, Phase Two: Preparation, Phase Three: Implementation, and Phase Four: Reinforcement and Retention.

### **7. Financial Implications:**

There are no immediate financial impacts to the 2023 Waste Management Budget. The current collection contract for 2023 is budgeted at \$24 million in the Preliminary 2023 operating budget.

The proposal to convert to automated cart collection for garbage and green bin organics will require the acquisition of carts. The preliminary 2023-2032 Waste Management Capital Program includes \$24.55M in 2025 to 2032 for the acquisition of carts. This investment is anticipated to be funded/financed from the Waste Management Capital Reserve.

The cost associated with the acquisition of new and appropriately equipped vehicles to accommodate cart collection will be included in the bids to be submitted by private sector service providers. A very small portion of vehicle-related capital costs can be recovered from future development charges.

It is difficult at this point to estimate the financial impact of the proposed requirement for bidders to incorporate alternative fuel sources for collection vehicles to reduce greenhouse gas emissions and what a transition to a 4-day collection schedule would have on costs as there isn't enough available data at this time.

There are no immediate financial implications associated with this report. Future financial implications will impact the Region starting in 2026.

### **8. Conclusion / Next Steps:**

To prepare for a new contract to commence in March 2026, a Request for Proposal will be required by end of Q3 of 2023 as lead times of up to two years are now required by



contractors to obtain new collection vehicles and it is necessary to factor in potential delays with supply chains and resources. Staff will be obtaining the services of a Fairness Monitor due to the value of this work.

Staff will start preparing the request for proposal document and report back to Committee mid-year with further contract recommendations, details on the proposed communication and public awareness campaign as well as the proposed procurement process.

**9. Attachments:**

None.

**Prepared By:** Olivia Kwok, Supervisor, Contracts & Service (Waste Management)

Dave Johnstone, Manager, Waste Collection and Diversion

**Reviewed By:** Jon Arsenault, Director, Waste Management Services

**Approved By:** Jennifer Rose, Commissioner, Engineering and Environmental Services

**Council Enquiries and Requests for Information**  
**Planning and Works Committee**

<b>Meeting date</b>	<b>Requestor</b>	<b>Request</b>	<b>Assigned Department</b>	<b>Anticipated Response Date</b>
15-Dec-21	Council	Require staff to report back to Committee on a semi-annual basis with information and updates on how the changes outlined in report TES-TRS-21-08, impact travel for dialysis and other MobilityPLUS customers and report on unaccommodated travel requests.	TSD	Winter 2023
12-Apr-22	Committee	Staff continue to share updates and information regarding micromobility and the RFP	TES	Fall 2022 – Winter 2023
07-Jun-22	Committee	Staff to report back to the Committee in increments of one and two years, with the results of the speed limits in school zones pilot, with a recommendation to follow	TES	Summer 2023
04-Oct-22	Committee	Staff to report back on a plan or program on traffic calming in settlement and residential areas, considering high volume versus high speed	TSD	Winter 2023
14-Dec-22	Strategic Planning and Budget Committee	Staff to provide the Committee with a list of the discounts that are given for Grant River Transit and provide an update on road safety, including a range of counter measures.	TSD	March 2023
10-Jan-23	Committee	Staff to report on the possibility and cost of a pilot program for free GRT ridership for children under 12 and adults over 65 on Wednesdays and Sundays.	TSD	February 2023