

Regional Municipality of Waterloo

Active Transportation Advisory Committee

Agenda



Tuesday, March 19, 2024

5:00 p.m.

Waterloo County Room/Electronic

Should you require an alternative format please contact the Regional Clerk at Tel.: 519-575-4400, TTY: 519-575-4605, or regionalclerk@regionofwaterloo.ca

	Pages
1. Call to Order	
2. Land Acknowledgement	
3. Declarations of Pecuniary Interest under the “Municipal Conflict of Interest Act”	
4. Approval of Minutes of Meeting - February 20, 2024	2
Recommended Motion:	
That the minutes of the Active Transportation Advisory Committee from February 20, 2024 be approved.	
5. Delegations	
6. New Business	
6.1 Ainslie Street Reconstruction Project (Staff Presentation)	6
6.2 Duke Street Project (Staff Update)	17
6.3 Grand River Transit Severe Weather Plan (Staff Verbal Overview)	
7. Information/Correspondence	
7.1 Committee Tracking List	23
8. Next Meeting - April 16, 2024	
9. Adjourn	
Recommended Motion:	
That the meeting adjourn at x:xx x.m.	

Active Transportation Advisory Committee

Minutes



February 20, 2024, 5:00 p.m.
Waterloo County Room/Electronic

Members Present: A. Cullen, M. Jeans, J. Miller, T. Osland, A. Quin, M. Santos, R. Publicover, P. Wolf, N. Salonen

Members Absent: A. Crowe, M. Cowan, D. Plante, T. Slomke

1. Call to Order

Chair T. Osland called the meeting to order at 5:01 p.m.

A. Cullen joined the meeting at 5:04 pm.

N. Salonen joined the meeting at 5:10 pm.

2. Land Acknowledgement

J. Hale, Committee Clerk, provided a land acknowledgement.

3. Declarations of Pecuniary Interest under the “Municipal Conflict of Interest Act”

None declared.

4. Approval of Minutes of Meeting - January 18, 2024

The Committee noted an error and Staff accepted the correction to amend 190,00 to 190,000.

Moved by M. Jeans

Seconded by M. Santos

That the minutes of the Active Transportation Advisory Committee from January 18, 2024 be approved, as amended.

Carried

5. Delegations

None.

6. New Business

6.1 Integrated Mobility Plan (IMP) Introduction (Staff Presentation)

Paula Sawicki, Manager of Transportation Planning, provided a presentation on the Integrated Mobility Plan. A copy of the presentation is attached to the agenda. She highlighted the Regional Strategic Plan priority of "Climate Aligned Growth" and how it aligns with the Committee objectives including addressing community growth and integrated mobility to enhance equity, inclusion, and safety. These objectives can be achieved through community outreach to adjust behavioural travel choices and engaging in policy changes that are in effective, efficient, and under Regional jurisdiction. She further highlighted current climate projects such as "TransformWR" and 15-minute communities.

Responding to the Committee, P. Sawicki explained that Staff will develop the Integrated Mobility Plan with the intention to consider updates that are both effective and within Regional jurisdiction to ensure that the Plan is achievable such as "no right turn on red traffic lights". She further explained that an Integrated Mobility Plan consultant would consider transportation advancements with minimal infrastructure changes and costs.

The Committee and Staff agreed that a cultural change will be necessary to assist in behavioural changes (i.e. walk to work, share the road, etc.)

In response to the Committee, P. Sawicki confirmed that developers have decision-making control over the design of certain transportation elements such as parking spaces or bicycle parking access. However, she further confirmed that municipalities can establish certain requirements through by-laws and can collaborate on the design.

The Committee encouraged Staff to review usability of public spaces through an equitable lens and aim to complete active transportation networks. The Committee further encouraged Staff to consider active transportation tourism opportunities.

6.2 Road Reallocation Projects (Staff Strategy Discussion)

P. Sawicki discussed the reallocation of roads to active transportation and sought the input of the Committee.

The Committee expressed concern about the lack of continuous and safe multi-use trail in various areas of the Region and specifically on Westmount near the University and throughout the City of Cambridge as well as the trail between Highland Street and Victoria Street.

P. Sawicki suggested that safety for active transportation users can be improved by approaching vehicle operators with a dual solution that benefits both parties and increasing public engagement on safety.

The Committee agreed that there needs to be cultural changes related to active transportation throughout the Region of Waterloo to promote and normalize it.

7. Information/Correspondence

7.1 Committee Tracking List

Natalie Wennyk, Engineering Intern of Transportation Planning, provided information related to the 2024 Ontario Bike Summit. The current cost of the Ontario Bike Summit per person is \$626.00 and there is no Regional budget to fund members to attend.

The Committee discussed member attendance at the 2024 Ontario Bike Summit and hosting a 2024 Region-wide Summit with the area municipality comparable committees.

Staff provided updates to the Committee Tracking List, specifically that Staff will be presenting on the Duke St. Project, the Frederick St. Project, and the Ainslie St. Project at the Committee meeting on March 19, 2024. Additionally, Grand River Accessibility Advisory Committee will be providing an information session at the Committee meeting on April 16, 2024.

Moved by M. Jeans

Seconded by M. Santos

That the Active Transportation Advisory Committee support the Committee Chair in seeking Regional funding to attend the 2024 Ontario Bike Summit.

And that the Committee Chair shall present on the experience of attending the 2024 Ontario Bike Summit to the Committee, if funding is obtained, as dated February 20, 2024.

Carried

Moved by T. Osland
Seconded by J. Miller

That the Active Transportation Advisory Committee request that Regional Transportation Staff collaborate with the Regional area municipalities to form a steering committee for a 2024 Region-wide Summit for Active Transportation Advisory Committees, or comparable Committees.

And that the Committee request that the Regional Municipality of Waterloo host the proposed Summit by the end of Q3, as dated February 20, 2024.

Carried

7.2 Organizational Structure Update

Received for information.

8. Next Meeting - March 19, 2024

The next meeting will be held on March 19, 2024.

9. Adjourn

Moved by J. Miller
Seconded by R. Publicover

That the meeting adjourn at 6:40 p.m.

Carried

Committee Clerk

Committee Chair

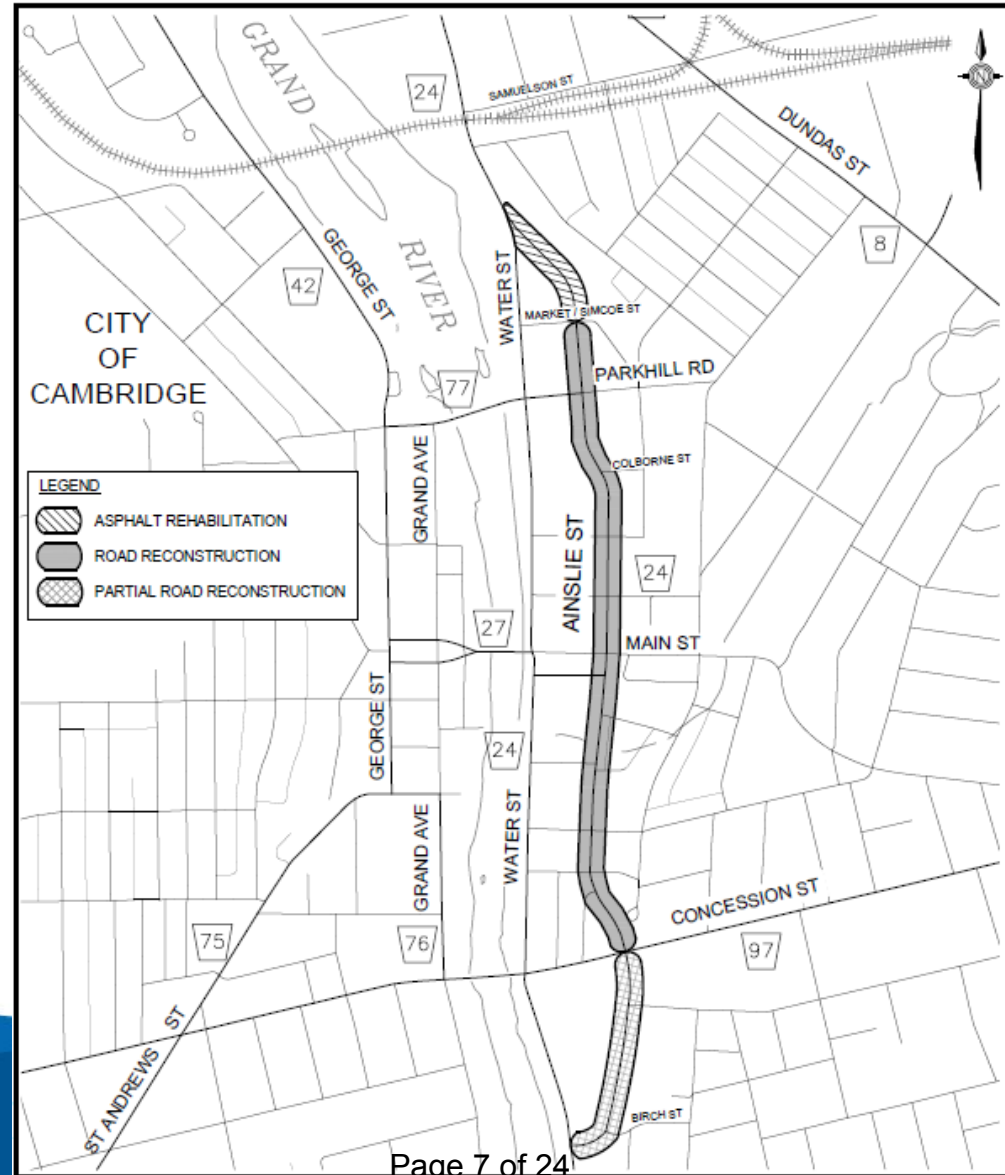
Ainslie Street Reconstruction

Active Transportation Advisory Committee
March 19, 2024



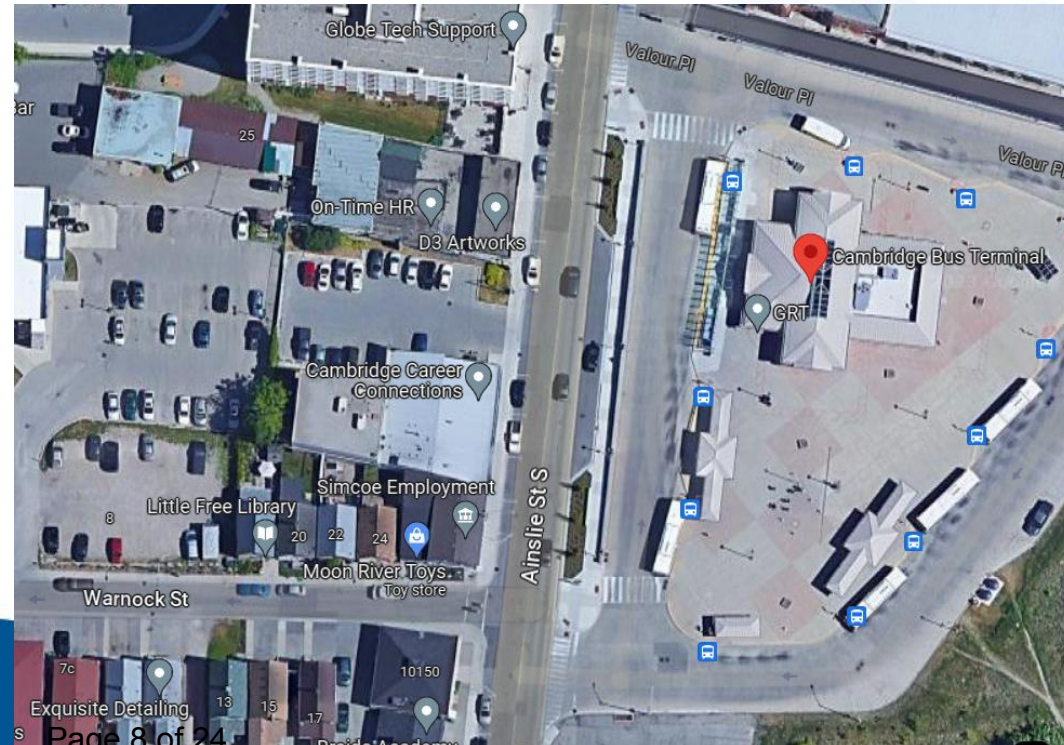
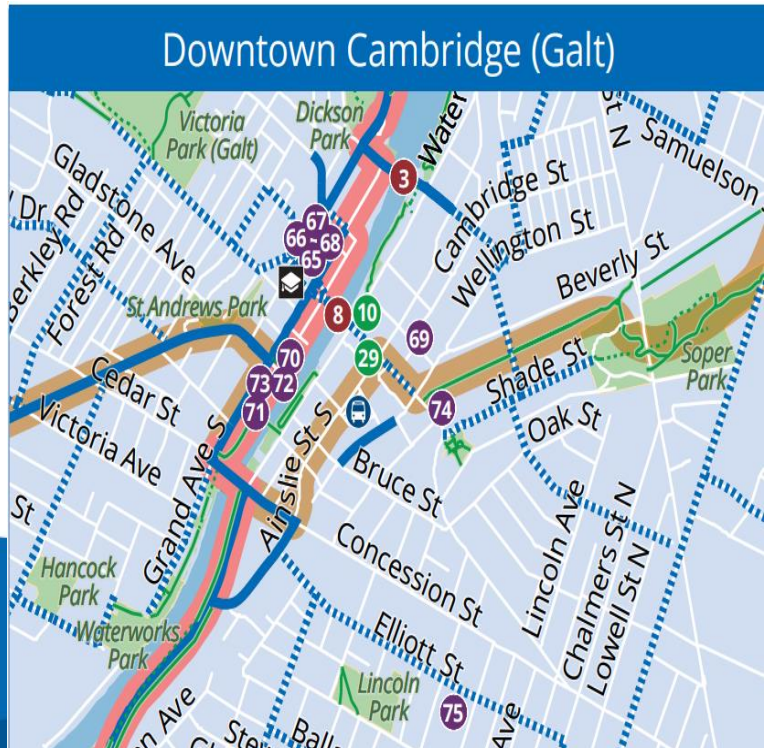
Region of Waterloo

Ainslie St, from Water St S to Water St N



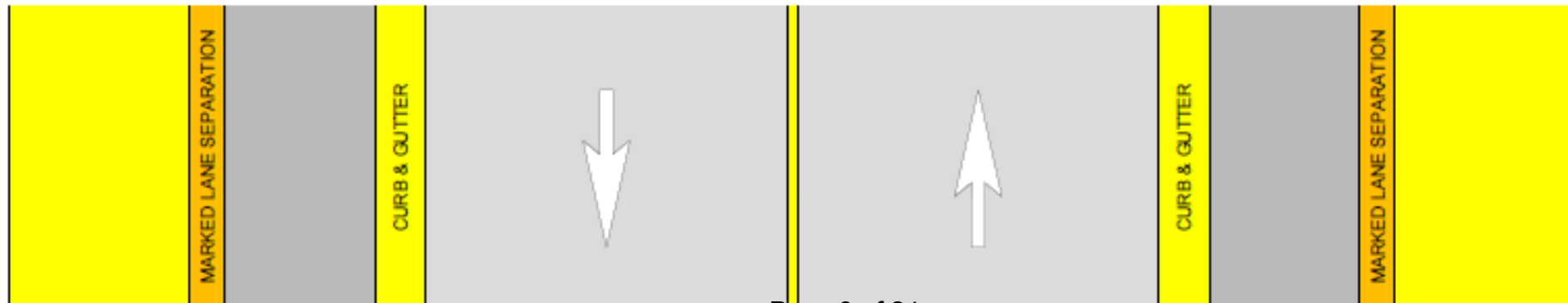
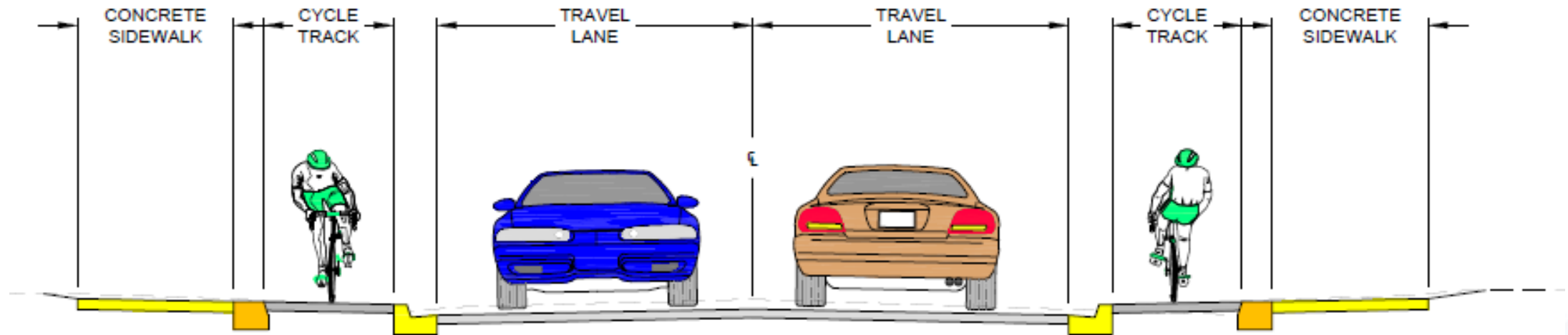
Project objectives

- Improve pedestrian facilities (sidewalks)
- Foster car-alternative options
- Use a climate adaption-lens to reimagine infrastructure

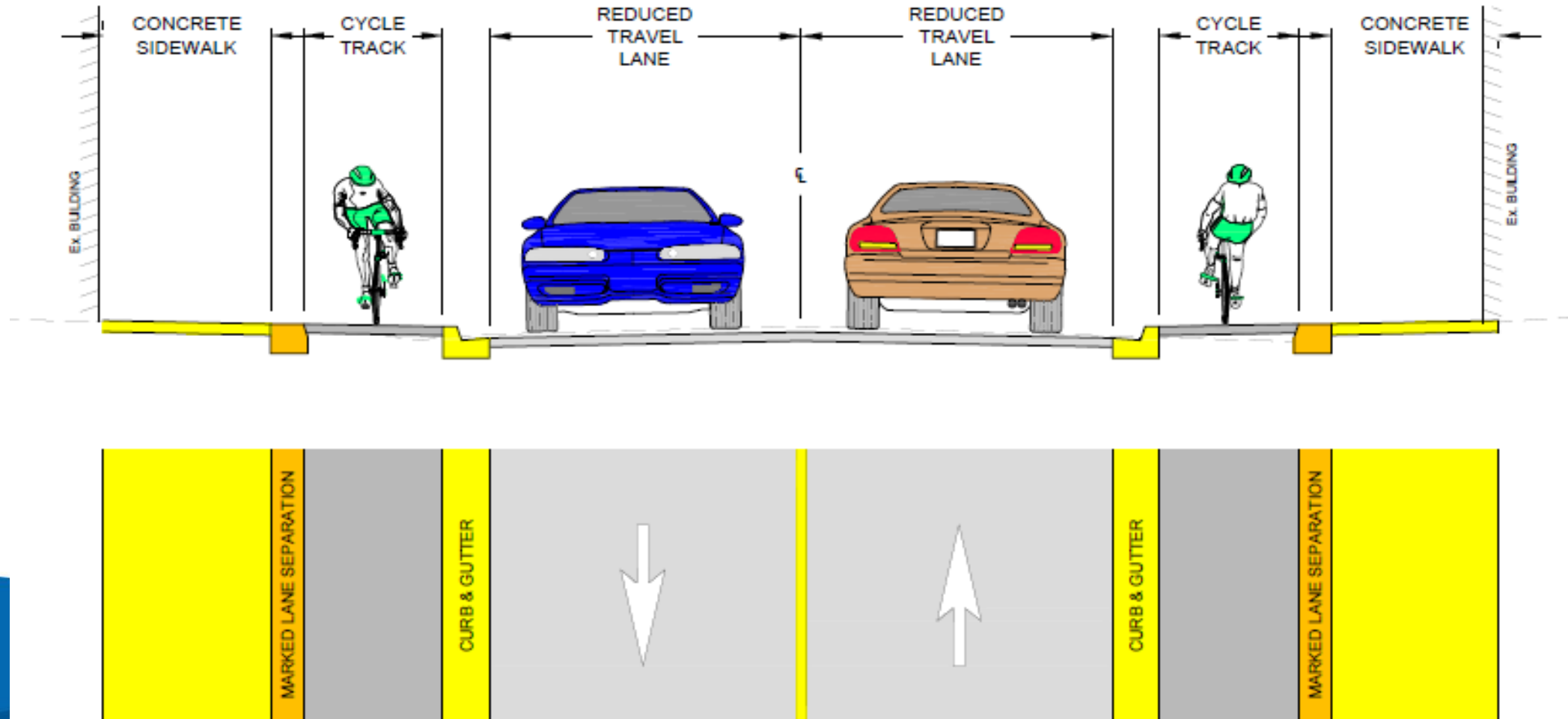


Cycle Tracks

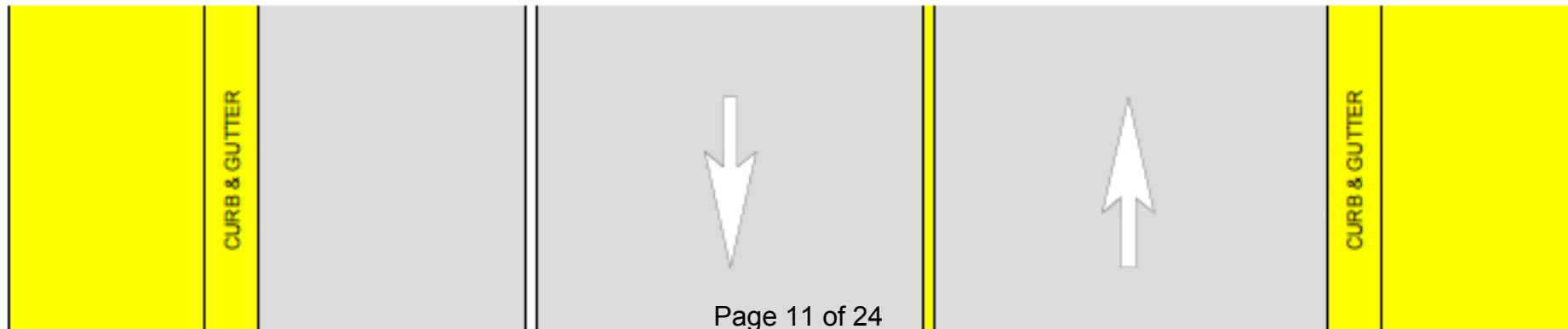
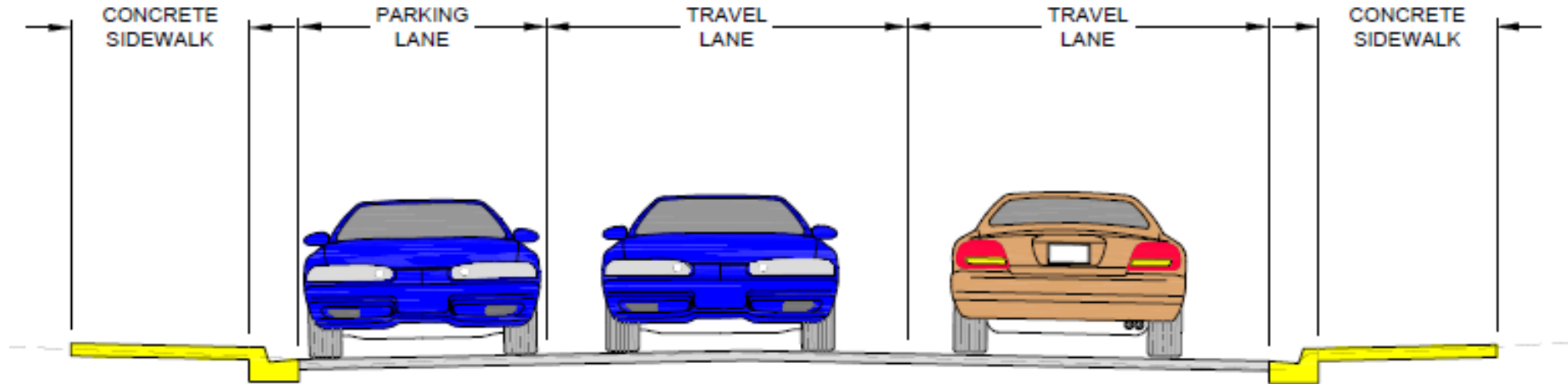
from Concession St to GRT Ainslie Transit Terminal



Option 1 – Cycle Tracks from Ainslie Transit Terminal to Simcoe St



Option 2 – On-street Parking from Ainslie Transit Terminal to Colborne St



What we heard - November 9 2023

- Positive feedback about Downtown Cambridge as a Cultural Hub (76%)
- Support for on-street parking in Downtown Cambridge (29%)
- Support for Cycle Tracks in Downtown Cambridge (68%)
- Support for Truck Ban on Ainslie Street (24%)
- Support Increased safety measures for pedestrians on Ainslie Street (24%)
- Support for removal of left turn lanes (9%)

What we heard from the Downtown Cambridge BIA, to date

- Support for the Ainslie Street Project
- Parking for customers of Downtown Businesses
- Questions about Downtown Truck Ban and implications for deliveries/pickups
- Streetscaping on Ainslie Street
- Support during construction

Next steps

- Meeting with Downtown Cambridge BIA – April 2024
- Virtual Public Meeting No. 2 – April 2024
- Regional Council Planning and Works Committee meeting — Jun 2024
- Detailed design — 2024/2025
- Utility works/Tender – 2025
- Construction start — spring 2026

Project and contact information:

engagewr.ca/ainslie-street-improvements

David Di Pietro, P.Eng.

Senior Engineer, Design and Construction

150 Frederick Street, Kitchener ON N2G 4J3

T: 519-575-4400 extension 4529

ddipietro@regionofwaterloo.ca

Questions?

Region of Waterloo
Transportation Services
Transportation

To: Planning and Works Committee
Meeting Date: October 10, 2023
Report Title: Downtown Kitchener Cycling Network: Duke Street from Frederick Street to Francis Street

1. Recommendation

That the Regional Municipality of Waterloo approve the recommended design of physically separated two-way cycle tracks along the west side of Duke Street (Regional Road 63) between Francis Street and Water Street built by the City of Kitchener, as described in Report TSD-TRP-23-012, dated October 10, 2023.

2. Purpose / Issue:

To share the background for the project and recommend a conceptual design of the Region's portion of Duke Street between Francis Street and Water Street.

3. Strategic Plan:

The proposed changes to Duke Street would help to achieve the Region's following Strategic Objectives:

- **Climate Aligned Growth**
Foster car-alternative options through complete streets and extended alternative transportation networks. By expanding equitable public and active transportation networks across the region, we will make it easier for people to get around and make climate-friendly choices.

By adding the cycling facility to Duke Street between Water St and Victoria St, there will be a safer and more attractive cycle network that will capture short and medium length cycling trips. Additionally, by keeping the direct bus transit service connections on Duke St, medium and long distance transit trips will be served the most effectively.

The growth of the number of cycling trips and transit trips (without additional bus/vehicle kilometers) will reduce greenhouse gas emissions in the medium and long term.

4. Report Highlights:

- The proposed cycle track between Francis Street and Water Street is in the

Regional right of way and it is part of the City of Kitchener's downtown cycling network connecting the recently completed All-Ages and Abilities (AAA) cycling facility on Water Street with Victoria Street.

- Future projects will further expand the AAA cycling network to connect to the King-Victoria Transit Hub and to the neighbourhood on the north side of the rail tracks.
- Previous plans envisioned a AAA cycling facility along Duke Street between Frederick Street and Water Street. After the detailed review of the alternative designs, corridor constraints, and long term multimodal transportation objectives, it was concluded that the section between Frederick Street and Water Street should be removed from the Downtown Kitchener AAA cycling network at this time.
- The main reasons for removing this section of Duke Street from the AAA network is that the available corridor space between Frederick Street and Young Street is not wide enough to accommodate two-directional bus service, a two-directional separated cycling facility, and a sidewalk.
- Two-directional bus service along Duke Street is critical for transit as it serves a fundamental role in GRT's downtown bus routing network and ION replacement shuttle service. Removing the two-directional bus service from Duke Street would have immediate and long term negative impacts on transit ridership, operating and capital costs.
- Having both a connected and safe downtown cycling environment to serve mostly shorter trips and an efficient transit service (bus and LRT) to serve mostly longer distance trips are part of the Region's overall transportation strategy.
- Regional and City of Kitchener staff will continue to explore alternatives for improving both the cycling and the transit networks in the downtown area.

5. Background:

Development of the downtown All-Ages and Abilities cycling network:

The City of Kitchener have developed a plan for AAA downtown cycling network and have successfully implemented a number of projects along streets owned by the City. A few sections have not yet been implemented, including the section along Duke Street between Frederick Street and Victoria Street.

Now the City is preparing to further expand the cycling network by constructing bi-directional cycle tracks in the boulevard space between Water Street and Victoria Street as shown in Appendix A. The section between Francis Street and Victoria Street is

owned by the City; however, the section between Water Street and Francis Street is owned by the Region, thus Regional Council's approval is needed for this 100 m section.

The ownership of Duke Street between Frederick Street and Francis Street, and sections of Charles Street, was transferred from the City of Kitchener to the Region of Waterloo in order to give the full control needed for building and operating the ION LRT line and the associated bus services.

Previous City of Kitchener plans envisioned the inclusion of Duke Street from Frederick Street to Victoria in the AAA downtown cycling network. A number of alternative street configurations were examined and it was concluded that the available right-of-way along Duke Street is not sufficient to accommodate a dedicated sidewalk, separated cycling facility, and two vehicular lanes. The results of the screening assignment are provided in Appendix B.

In order to keep both two-directional bus service and provide some improvements to cycling, the "Neighbourhood Bikeway" concept was developed and examined. Neighbourhood Bikeways do not have separated space for people cycling, instead they provide an improved environment for cyclists by reducing the volume and speed of traffic in shared lanes. The volume reduction would have been achieved by only allowing 'straight through' movement to buses, emergency vehicles, and cyclists on Duke Street between Young Street and Frederick Street. All other vehicles wishing to travel on Duke Street between Young Street and Frederick Street would have been required to turn left or right after travelling for one block. This arrangement would discourage through traffic while providing access to the more than 1600 parking spots with sole access from Duke Street but would reduce the overall 'straight through' vehicular traffic by about 75%.

The Neighbourhood Bikeway alternative was presented to the public and to City of Kitchener. Public feedback was not supportive, neither cyclists nor motorists preferred the Neighbourhood Bikeway concept and City of Kitchener staff could not support the concept as it did not meet the City of Kitchener Council's vision of having an AAA network in the downtown.

Why is two-directional bus service along Duke Street important?

With the LRT on Duke Street, and Charles Street, bus services were adjusted to facilitate transfers and provide substitute bus services when the LRT operation is down. Having the LRT and two directional bus services operating along the same streets has been essential to keep the two systems integrated and easy to use.

Moving bus routes to other corridors, e.g. Weber Street, would increase transit operating costs immediately and capital costs in the longer term. There would also be a negative impact on ridership and accessibility. The additional travel distance and turning

movements would decrease the effectiveness and reliability of the bus routes. Moving the routes further from the heart of downtown would adversely impact accessibility to GRT services, and the separation from the ION line would impact the ease of transfer between the two systems. In summary, allowing buses to move in one direction only along Duke Street would have a significant negative impact as it would reduce the long-term growth of transit ridership and would significantly increase both operating and capital costs of transit services. The results of a Transit Impact Assessment are summarized in Appendix C.

6. Communication and Engagement with Area Municipalities and the Public:

Area Municipalities:

City of Kitchener staff participated in the discussions of the alternatives and is supportive of the removal of Duke Street from Frederick Street to Water Street from the AAA cycling network at this time. City staff could not provide full support for a Neighbourhood Bikeway proposal on Duke Street as it does not meet City of Kitchener Council objectives for All Ages and Abilities cycling in the downtown.

Public:

As a follow-up to the commitments in TES-TRP-22-01, a community engagement period was open for public feedback from February 14 through March 13, 2022. As part of that outreach, a survey was made available for input so that the community members could share their feedback on the potential Duke Street plans that were shared with the public at that time.

There were a total of 287 respondents to the online survey. High-level findings of the survey results showed support for Separated Cycling Lanes between Francis Street and College Street but expressed apprehension towards the Neighbourhood Bikeway between College Street and Frederick Street. A more detailed report on the public engagement feedback, including more details around the specific feedback and information around the travel habits and relationship between the respondents and Duke Street, is provided in Appendix D.

The project team also brought the preliminary design idea to the Region's Active Transportation Advisory Committee (ATAC) in February 2022 and to the City of Kitchener's Active Transportation and Trails Advisory Committee (ATTAC) for comment. The Region's ATAC did not offer an official position on the project. The City's ATTAC supported the separated cycling lanes between Francis Street and College Street, but did not support the Neighbourhood Bikeway concept.

Staff acknowledge the concerns raised by the public and the advisory committees through the public engagement of this project.

7. Financial Implications:

There are no budget implications of this Report. The section from Water Street to Victoria Street will be built and financed by the City of Kitchener.

8. Conclusion / Next Steps:

With Council endorsement, for the section between Francis Street and Water Street, Regional staff will work with City of Kitchener staff to:

- Complete detailed design – Winter/Spring 2023/2024; and
- Construction between Water Street and Francis Street (Regions' right of way) and Francis Street and Victoria Street (City of Kitchener's right of way) in 2024.

9. Attachments:

Appendix A: Proposed Duke Street Design Concept

Appendix B: Bicycle Facility Screening Exercise

Appendix C: Transit Impact Assessment

Appendix D: Evaluation of Public Engagement

Appendix E: Summary Presentation

Prepared By: Kornel Mucsi, Manager, Transportation Planning

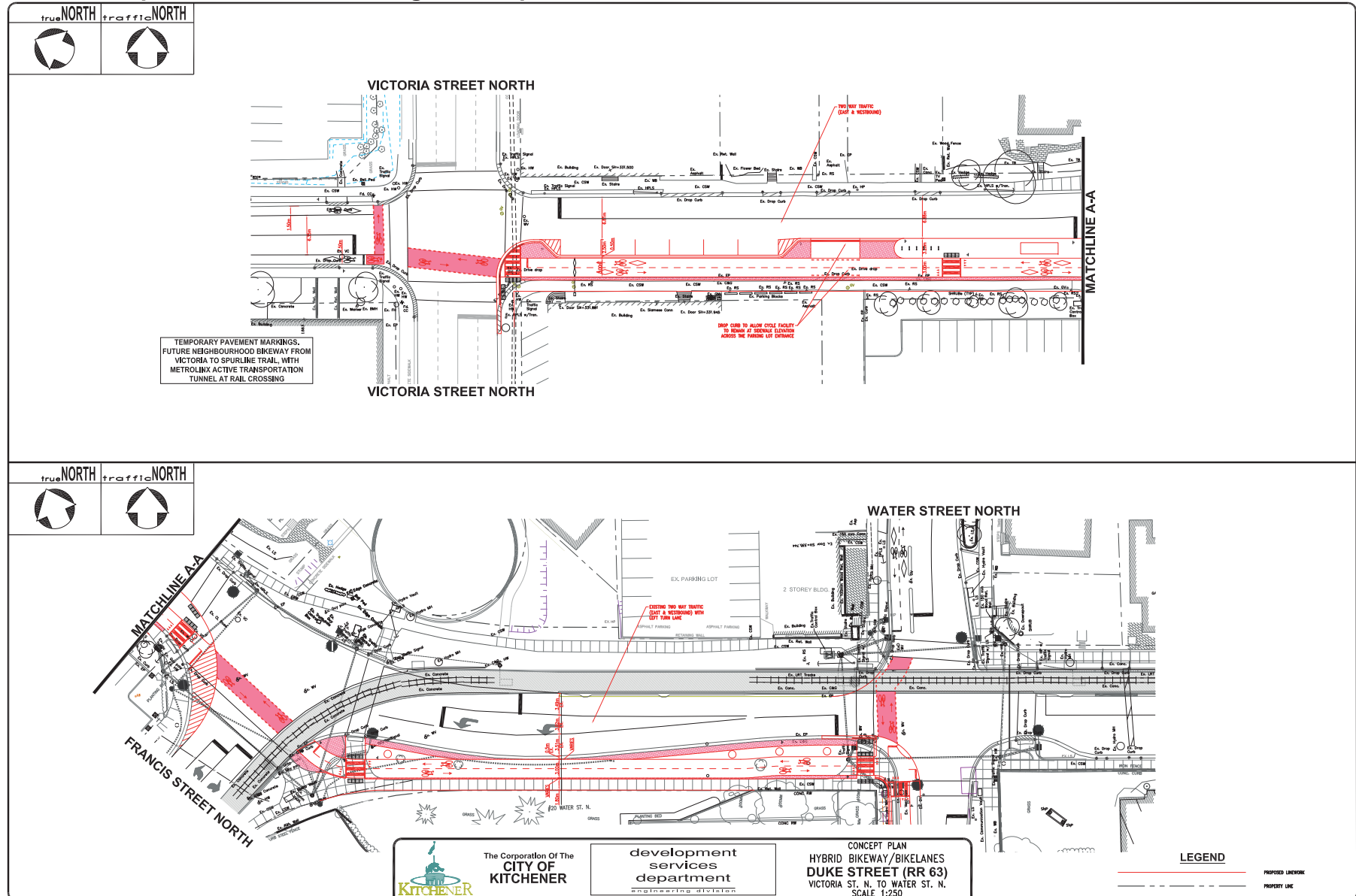
Darryl Spencer, Manager, Transportation Engineering

Tom Humphries, Engineering Intern, Transportation Planning

Reviewed By: Mike Henderson, Acting Director, Transportation

Approved By: Mathieu Goetzke, Commissioner, Transportation Services

Appendix A: Proposed Duke Street Design Concept



Appendix A is a technical drawing showing the positioning of the cycling facility along Duke Street between Water Street and Victoria Street. The cycling facility is two directional, it is on the west side of the street between the sidewalk and the vehicular lane. It is located in the boulevard space and it is separated from the sidewalk with pavers or stamped concrete. At the intersections with Francis and Victoria there are cross rides which is a dedicated space for cyclists to cross beside the sidewalk. The design concept keeps pedestrians and cyclists separated to minimize conflicts. At locations where the pedestrian's and cyclist's path cross, there is signage to provide priority to pedestrians.

Committee Enquiries and Requests for Information		
Active Transportation Advisory Committee		
Meeting date	Request	Assigned Department
Via email	ongoing operation of motorized vehicles on the paths, possible placement of more washrooms along parts of the bike path routes, possible placement of more benches along the bike path routes and the erection of physical barriers to separate bike paths from busy streets and arterials. Action on any of these issues would have resource implications.	Transportation Services (K. Mucsi)
21-Nov-2023	that the Integrated Mobility Plan Terms of Reference be presented for review at an upcoming meeting. - ongoing	Transportation Services (N. Wennyk)
21-Nov-2023	Hidden Valley Stormwater Management EA - active transportation infrastructure improvement opportunities.	Engineering & Environmental Services
21-Nov-2023	Water / Wastewater improvement projects to be included in integrated mobility projects/planning (recommend all project works to integrate active transportation) - Staff have consulted with Jennifer Rose, Commissioner of EES, and will provide further updates on how to develop a process for seeking input earlier on in a project	Engineering & Environmental Services/ Transportation Services
Via email	<p>1. Roundabout safety pilot - this was discussed over email during our 'break' as pedestrians were being hit while crossing - any updates on a pilot such as installing a PBX(sp?) light</p> <p>2. Update on Pay by Phone with GRT (Update provided at the January 18, 2024 Committee meeting)</p> <p>3. Review of the Neuron metrics: numbers of Users, trip+B10s taken, avg trip length, avg spend per trip, number of vehicles deployed etc. what to expect next season? Vandalism?</p> <p>4. Erb St West- when is the temporary multiuse trail that is wedged around the high voltage tower going to be moved and when is the tower going to be moved?</p> <p>5. Lancaster St redevelopment (when ?) and what is happening with the bridge over the Expressway? Will it have ramps, will it have a multiuse trail?</p>	Transportation Services
Via email	<p>1. On Beaverdale Rd. from Kossuth towards the Speed River, the light at Maple Grove Rd. will not change for cyclists, so it requires dismounting and walking over the grass to push a button. The result is that cyclists usually just go through the red light. Is this something that can be easily fixed?</p> <p>2. On Kossuth Rd there is difficulty at Greenhorizons driveway. Trucks drag the gravel from the driveway onto the roads edge with the result , cyclists must veer into traffic. Can we notify the company, or can we get involved to get something done here.</p> <p>3. The Walter Bean Trail has been closed all summer at two locations, between riverbend Dr. and Bingemans off Shirley, and at the end of Ottawa Street going towards Fairway Rd. There is no information on the work by Ottawa St, but the trail is blocked. Please explain.</p>	Transportation Services
18-Jan-2024	Duke St. Project Update - March 2024 https://www.engagewr.ca/duke-street-cycling-improvements	Transportation Services (K. Mucsi)

18-Jan-2024	Frederick St. Project Update - April 2024	Transportation Services (K. Mucsi)
18-Jan-2024	Information on Cyclist detection at traffic intersections	
18-Jan-2024	A request for information on pedestrian statistic incidents - Update: the latest collision statistics to bring back to the Committee are 2016-2020	Transportation Services (M. Jones)
18-Jan-2024	Coronation St. Project https://www.engagewr.ca/king-and-coronation-improvements - to present in the Fall of 2024	Engineering and Environmental Services (G. Proctor)
Via email	Ainslie St. Project Update - March 2024	Engineering and Environmental Services (D. Di Pietro)
Via email	Update on Transit Hub - TBD	Transportation Services
Via email	Pedestrian crossing lights at the Laurel Trail crossing on Columbia St - Staff have contacted the City of Waterloo	Transportation Services
Via email	Severe Weather Stop Closures	Transportation Services (Staff are presenting on March 19, 2024)