

Appendix B – Summary of Public Engagement

Overall, the public expressed support for the preferred preliminary design with a few concerns noted. **Error! Reference source not found.** summarizes public engagement activities.

Table 1 Summary Public Engagement

Activity	Timing	Participation
Feedback through email and phone	June 10 th – July 5 th , 2024	8 comments
Online Survey	June 10 th – July 5 th , 2024	38 completed
In-Person Session	June 18 th , 2024	43 attendees

Some of the main concerns received and project team’s responses are outlined below:

Comment: The corridor needs more streetscaping including tree coverage, wider sidewalks, shade, etc., to promote walking and cycling.

Response: The corridor is relatively restricted to include every desirable element. There are opportunities for streetscaping and placemaking on the KCTH site which covers a large area of the project corridor. Additionally, the project team updated the preferred preliminary design to show additional boulevard space between the curb and adjacent active transportation facilities, and green boulevard space will be included where possible during detailed design.

Comment: The cycle track needs a vertical barrier such as a metal or concrete planter to separate from transit and travel lanes, particularly on the west side of Victoria Street between Duke Street and Weber Street, as well as in front of the Rumpel Felt building.

Response: The cycle track will be at sidewalk height providing vertical separation from transit and other motor traffic. Following public feedback, a one metre boulevard was added between the cycle track and the curb lane. This design has proven to be safe and attractive in other places and follows design guidelines. Additional vertical barriers are not considered to be necessary and would pose additional operation and maintenance costs.

Comment: There will be congestion if lanes are reduced to one in each direction due to left turning vehicles, vehicles picking up and dropping off passengers, population growth, and Victoria Street being an east-west connection.

Response: Future growth in travel cannot be accommodated without a significant increase in non-car travel modes because there is not enough roadway capacity in the network for 50% more cars. Population growth requires an increase of person capacity of the corridor (vs. vehicle capacity) and that can be achieved by a shift in transportation modes from driving to using transit, cycling, and walking. The recommended design is supporting the transition to modes that have better space utilisation and can accommodate future growth. The traffic assessment indicates that the corridor will operate with acceptable congestion conditions during peak hours at the King Street and Weber Street intersections. The recommended design will ensure that transit, walking and cycling will remain safe and efficient even during periods of congestion. Moreover, a pickup and drop-off area will be included off-street as part of the KCTH site planning.

Victoria Street North is identified in the Region's 2018 Master Plan as a corridor for lane reduction in conjunction with New Highway 7. A new east-west connection will be available as the province advances New Highway 7 allowing the Region to create a safe and attractive multi-modal corridor along Victoria Street North.

Comment: General concern for interactions and conflicts between people walking, cycling, using transit, and driving around KCTH.

Response: In the preliminary design, the project team took great care in choosing design aspects to ensure safe movement of all modes. For example, the preliminary design includes cross-rides that separate people walking and cycling, the cycle track is at sidewalk height providing vertical separation from motor traffic, smaller turning radiuses where possible to ensure slower turning speeds, and wide sidewalks. Staff will implement more safety design features during detail design to ensure attractive and safe multi-modal travel.

Comment: General concern about disturbing the encampment at 100 Victoria Street North.

Response: The space at 100 Victoria will be needed for work related to KCTH. When we have more information on the timeline, we will let residents know.

The Region's priority continues to be the health and safety of those at the 100 Victoria site. The Region provides 24/7 security, garbage collection, site maintenance and portable washrooms.

The Region's Unsheltered Support Workers visit the site frequently to engage with residents, provide connections to services and offers of safer accommodations. Community partners also provide support directly to the residents of 100 Victoria, including connections to community programs and services.

Table 2 summarizes more concerns and interests expressed by the comments received from the public via the online survey, comment sheets and email.

Table 2 Common Themes and Key Messages Frequently Noted

Common Themes	No. of Comments Received	Key Messages Frequently Noted from the Received Comments
General Support for the Study	19	<p>General support for the project and potential design elements which is also captured in other themes noted below, such as bus priority lanes, cycling lanes and reduction in vehicular lanes.</p> <p>Other comments noted the following:</p> <ul style="list-style-type: none"> • The Victoria Street project in conjunction with KCTH project will provide people-oriented design and will be a place that people will enjoy. • The project incorporates the needs of all interested parties, including pedestrians, bicycles, and public transit users. • Improvement of air quality due to usage of active transportation/public transit. • Need for more protected cycling facilities in the Waterloo region and its connection to rest of the network. • Support for the design and the reduction of the four-lane to two-lane.
Traffic Movement	4	<ul style="list-style-type: none"> • If two-way traffic is maintained on Duke Street between Victoria Street and Francis Street, then it would require a dedicated left-turn lane from Victoria Street southbound to Duke Street eastbound. Duke Street is a significant access to downtown. • Queue jump lanes for buses be considered where constrained. • General concern about traffic congestion if a car on Victoria Street travelling eastbound stops to turn left into the onsite parking. • Suggestion to incorporate strong enforcement since the lack of dedicated pick-up and drop-off locations may mean some users are tempted to stop on Victoria Street to let out passengers.

Common Themes	No. of Comments Received	Key Messages Frequently Noted from the Received Comments
		<ul style="list-style-type: none"> • Suggestion to prohibit right turn on red at both Victoria Street– King Street intersection and Victoria Street– Duke Street intersection. • Suggestion to incorporate strong enforcement to keep bus lanes clear of vehicular traffic.
Pedestrians	1	<ul style="list-style-type: none"> • General comment about reconnecting Waterloo Street for pedestrians.
Utilities	1	<ul style="list-style-type: none"> • Suggestion about burying the overhead electrical wires within the study area as it would improve the accessibility of the sidewalk and the pedestrian experience.
Encampment	3	<ul style="list-style-type: none"> • General concerns about displacing and disturbing the encampment. One comment emphasized the need to address the encampment situation at 100 Victoria Street before any studies or progress can occur and how the construction process impacts the encampment.
Parking	2	<ul style="list-style-type: none"> • Comments regarding the need to consider a parking garage between Duke Street and Weber Street.
Cycling	7	<ul style="list-style-type: none"> • General support for a bi-directional cycle track to facilitate traffic flow and provide connections to the GO station. • One comment raised concerns about linking the cycling track on Victoria Street with those starting around Bruce Street (east of the project limits). • One comment noted that having one way cycle tack on east side of Victoria Street would be beneficial. • A suggestion to include a grade separated light steel path which could be hung on the facade to create a continuous cycle/ separated pedestrian path from Duke Street to King Street serving the GO station, with bike parking along the entire platform length.

Common Themes	No. of Comments Received	Key Messages Frequently Noted from the Received Comments
Safety	6	<ul style="list-style-type: none"> • General support for improvements to safety and convenience based on preferred alternative. Increase in safety of cyclists due to protected cycling infrastructure. • A comment raised concerns about congestion resulting from conflicts between pedestrians and cyclists. • General concerns were expressed regarding the cycle tracks located next to the transit and travel lanes, particularly on the west side of Victoria Street between Duke Street and Weber Street, as well as in front of the Rumpel Felt building. It was suggested to incorporate metal or concrete planter boxes to enhance safety for cyclists and pedestrians. • Suggestion to reduce the speed limit within the study area to 30 or 40 km/h due to the number of pedestrians and cyclists who will be accessing the area and the reduced visibility from short building setbacks and the curve in the alignment of Victoria Street. This will also help in achieving Vision Zero.
Project Schedule	2	<ul style="list-style-type: none"> • General concern about the timelines of this project and when can KCTH project can be completed. • Other concerns were raised about the need to construct the access tunnels at Waterloo Street and Duke Street promptly, as it is currently challenging to walk from Breithaupt Street to the project area.
Noise	1	<ul style="list-style-type: none"> • General comment was raised to reduce the noise from cars and motor bikes from King Street and Weber Street.
Transit	5	<ul style="list-style-type: none"> • There was a general suggestion to extend the length of Bus Priority Lanes along the corridor.

Common Themes	No. of Comments Received	Key Messages Frequently Noted from the Received Comments
		<ul style="list-style-type: none"> One comment noted that adding bus-only lanes would enhance transit reliability and speed, making it more appealing to potential riders. Suggestion to paint transit priority lanes red as current unpainted bus lane (westbound on Victoria right before King Street Intersection) is used by cars.
Streetscape	3	<ul style="list-style-type: none"> Suggestions for more tree coverage across the corridor. Suggestions for improve walkability (i.e. wider, flat sidewalks). Another comment suggested to consider more private property acquisition for the project to build a space of excellence by including a more substantial strip of much more dense foliage between the sidewalk and the street.
Opposition to the Study	5	<ul style="list-style-type: none"> Concerns were raised about the proposed two-lane vehicular corridor from King Street to Weber Street, as the removal of lanes could lead to congestion. The design of cycling infrastructure complicates movement, especially for trips to destinations on the east side of Victoria Street. One comment highlighted the absence of shaded areas along walking and cycling paths during summer and the lack of a snow clearing plan for winter. There were worries that the opinions of cyclists are prioritized over those of regular drivers. Another comment questioned plans for alternative east-west routes as traffic from cars and trucks is expected to increase in the future.