**Appendix C**

**Public Comments and Project Team Responses**

| Comment | Project Team Response |
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| The intersection of Arnold Street should be realigned to be perpendicular to Lancaster Street instead of at the existing angle to improve cyclist and driver sight lines. | The Arnold Street intersection geometry and pavement marking will be carefully reviewed during the detailed design phase to ensure sufficient stopping sight distance and sight-lines are provided. Opportunities to re-align the intersection while minimizing impacts to adjacent properties will be considered. |
| The Highway 85 overpass needs protected bike lanes. Pedestrians and cyclists crossing the access ramps are exposed to potential conflicts with high speed vehicles on the ramps. Concerned about inconsistent design of cycling facilities at overpass compared to rest of road. | Regional Council has determined that the existing configuration of the Highway 85 access ramps will be maintained.<br><br>Removal of two existing through lanes on Lancaster Street across the Highway 85 bridge as proposed in all design alternatives will create sufficient space for cycling facilities on the bridge. The implementation of separated cycling facilities would involve making structural modifications to the bridge structure. Since the existing bridge is under the MTO's jurisdiction, any proposed works on or adjacent to the bridge are subject to final approval by MTO. Further discussions with MTO staff are required to ensure that safe cycling facilities are installed. |
| The intersection design at Bridgeport Road should accommodate the safe movement of cyclists. | The design for the reconstruction of the Bridgeport/Lancaster intersection has been removed from the scope of this project. The Region is currently undertaking separate study's to consider new cycling facilities on Bridgeport Road from Erb Street to Lancaster Street and on Lancaster Street from Bridgeport Road to Shirk Place. These study's will consider the configuration of the Bridgeport Road at Lancaster Street intersection and the safe transition of cycling facilities through the intersection. |

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| Cycling facilities are required on Lancaster Street between Bridgeport Road and Bridge Street to connect the Bridgeport area to the rest of Kitchener | The section of Lancaster Street north of Bridgeport Road is outside the scope of this project. A separate study is currently underway to consider the feasibility of cycling facilities on Lancaster Street from Bridgeport Road to Shirk Place. |
| Was consideration given to locating cycle infrastructure on a single side of Lancaster? 1) more width during low usage 2) potentially reduce construction cost 3) simplify potential alterations to the bridge 4) lower vehicle traffic interactions. Was consideration given to a bi-directional facility located in a median along the center of the road | Implementing a bi-directional cycling facility on only one side of Lancaster Street was initially considered as a potential design alternative however it was not carried forward for further consideration as it limits accessibility to/from adjacent properties, presents greater challenges for connectivity with other area cycling facilities, and introduces more vehicle/cyclist conflict points given the high number of driveways with drivers having to look for cyclists coming from two directions. A facility along the center of the road would severely impact property access and transitions from the facility to intersecting streets. The Project Team believes that boulevard cycling tracks on each side of the roadway would entice recreational cyclists to use these facilities more so than a one-sided bi-directional facility. |
| Changes are required to Wellington Street since new development will add a lot of traffic, which is already heavy. Wellington Street is a residential street that nobody can ride a bike on because trucks barrel down it at all hours. Traffic calming measures should be implemented | Traffic calming measures on Wellington Street are outside the scope of this project. The City of Kitchener is planning to reconstruct Wellington Street from Lancaster Street to Spring Valley Road in 2025. This comment has been passed to Kitchener staff. Residents can request that specific streets be considered for traffic calming measures by Kitchener City Council by contacting the City's Transportation Planning Department. Some traffic calming measures may qualify for the resident-led "Love my Hood" program which does not require formal traffic studies. Details are available at lovemyhood.ca |

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| The proposed lane widths will encourage speeding on Lancaster Street | The lane widths depicted in each design alternative are less than the existing lane widths and are the minimum allowable based on considerations for winter maintenance, transit operations and emergency vehicle access |
| Could design alternative 2 with a physical buffer between cars and bicycles be implemented? | The addition of physical barriers such as barrier curbs, guiderails or bollards between separated cycle tracks and motor vehicle lanes would require that the roadway be widened to accommodate the additional infrastructure. This would require increased property acquisition. The Project Team believes that Design Concept Alternative 3 achieves the greatest degree of physical separation between vehicles and cyclists and would be more enticing to cautious and beginner cyclists than a roadway cycling facility. Additional separation between cyclists and pedestrians on the proposed boulevard facility is provided with a narrow impressed concrete strip. |
| Consider a mix of the alternative designs. The section of Lancaster Street from Wellington Street to Guelph Street is already narrow so perhaps go with option 2 (or 1) there, while using the increased space further north for option 3. Can the proposed boulevard be eliminated? | Boulevards are strongly preferred to provide space for utility infrastructure (such as hydro poles, streetlights, gas mains, etc.) as well as snow storage during winter months. The benefits of providing boulevard space include additional green space, greater separation between motor vehicles and cyclists and the space necessary to avoid steep driveway aprons.<br><br>A consistent type of facility within the study area will enhance continuity and avoid potential confusion for all users respecting their position within the right-of-way. |

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| Remove the existing right turning lanes at Wellington Street and Bridgeport Road. Make the turning radius tighter for cars at every intersection. Disallow right on red. | The channelized right-turn lane at Wellington Street has been re-designed to conform with the Region's current guidelines for channelized right-turns which mandates a sharper approach angle to improve sight-lines and slow traffic movements. The Bridgeport Road intersection has been removed from the scope of this project.<br><br>Due to the high volume of turning vehicles at Union Street, the intersection alignment shown in Design Alternative 3 was designed as a "Protected Intersection" prioritizing the safety of pedestrians and cyclists through tighter turn radii to slow traffic, offset crosswalks to shorten crossing distances and larger pedestrian landing areas to minimize conflicts between pedestrians and cyclists.<br><br>During the detailed design phase, the Project Team will continue to refine the intersection geometry of all intersections to minimize turning vehicle speeds and potential conflicts with pedestrians and cyclists.<br><br>Traffic signal design will be completed during the detailed design phase and may include the provision of dedicated bicycle signals and/or restricting specific turning movements such as right turns on red pending further input from Region staff. |
| Reducing the road width north of Union Street to two lanes makes things less safe for me since I prefer to ride on the road surface. | Reducing the number of lanes from the existing four to the proposed two between Union Street and Bridgeport Road will create sufficient space within the existing right-of-way for the proposed boulevard cycle track with minimal property acquisition in this area. The proposed reduction in the width of the road surface may also help to reduce vehicle speeds. |

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| Few people cycle up Lancaster Street because of the steep incline. This is not a case of “build it and they will come”. | The Region’s 2018 Transportation Master Plan identifies the need for cycling facilities on Lancaster Street. The construction of such facilities meets the Regions Strategic objective to increase opportunities to participate in active forms of transportation. |
| There needs to be on-street parking allowed on Lancaster St. The side streets around Lancaster St all have limited if any on-street parking available. Many existing driveways are single length and residents need to be able to park on street to shuffle cars and clear snow. | The Regions Traffic By-law 16-023 allows on-street parking on Lancaster Street for up to two hours at specific locations between Union Street and Guelph Street. The design concepts that were considered incorporated a reduction in the width of the asphalt road surface to the minimum required to accommodate projected traffic volumes and emergency vehicles, buses and snow clearing equipment. This would require that on-street parking be eliminated in order to avoid additional property acquisition. If on-street parking were implemented, additional property acquisition would be required resulting in the reduction or elimination of available parking on private property. The Project team does not support the provision of on-street parking on Lancaster Street at this time. |

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| Concerns about the amount of property acquisition required to implement Alternative 3. This will reduce the size of my front yard, remove a driveway parking space, and decrease privacy and property value. | The existing municipal right-of-way of Lancaster Street must be widened at numerous locations to accommodate all of the alternative designs being considered. Widening's from approximately 55 properties will be required for the recommended design concept. The maximum width of the required widening's is approximately 4.5 meters. In addition, 25 of these properties will require the construction of a retaining wall parallel to the road due to the difference in elevation between the proposed roadway and existing property. No full property acquisitions are expected for any of the alternative designs. The Regions property acquisition process will require that the Region complete a fair market value assessment of each property required and negotiate with the property owner for the acquisition. |
| The implementation of Alternative 3 could result in conflicts between cyclists on the proposed cycle track and vehicles crossing the track at driveways | The boulevard cycle tracks proposed as part of Design Alternative 3 will be designed to ensure that adequate sight distance and visibility is available for cyclists and drivers at driveways. There may be times during high traffic volumes on Lancaster Street, when a driver exiting from a driveway may have to pause on the cycle track while waiting for an opportunity to exit onto the road. In these instances, cyclists will be required to slow down and steer around the vehicle. The cycle tracks will be signed and marked in accordance with industry standard guidelines. |
| Cycling facilities are required on Lancaster Street between Wellington Street and Victoria Street. | The Region is currently undertaking a separate study for the section of Lancaster Street between Victoria Street and Wellington Street to address traffic congestion and safety associated with the railway level crossing. After the results of this study are known, the installation of cycling facilities south of Wellington Street if approved, will proceed. |

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| Who is responsible for removing snow from the proposed cycling facilities | The City of Kitchener has confirmed that their forces will remove snow from the proposed cycle track and sidewalk within the project limits. |
| Installing bus stop pads between the curb and cycling facility as shown in Alternative 3 will improve the safety of riders accessing the bus | The installation of bus pads between the curb and cycling facility allows riders to enter/exit buses unimpeded. The location and configuration of bus pads will be coordinated with GRT staff. |
| Alternative 3 will result in a significant number of trees on public and private property being removed. Can additional trees be planted at strategic locations such as bus stops and intersections. | At this time, preliminary impacts on private property have been identified for illustrative purposes only. During detailed design, methods to minimize impacts on trees will be considered at specific locations. These may include adjustments to boulevard width, incorporating tree wells or realignment of retaining walls. New boulevard trees will be planted on a 2 for 1 basis at locations where their impact and longevity will be maximized. |
| Can some of the entrances to commercial properties be narrowed or combined to limit the potential conflicts of cyclists and motor vehicles | During detailed design, the configuration of driveways to private property will be reviewed with the intent of ensuring conformance with current Regional access standards |