

TRANSPORTATION MASTER PLAN 2020 UPDATE

APPENDIX A – ENGAGEMENT PROGRAM



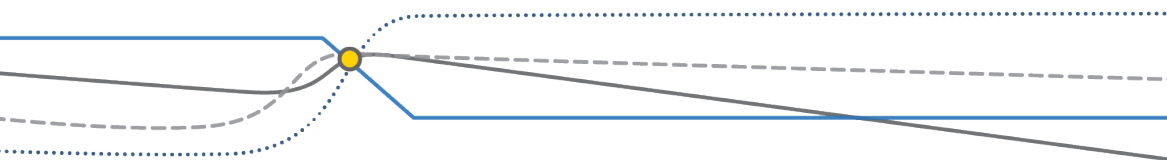
TRANSPORTATION MASTER PLAN UPDATE
LOOKING AHEAD





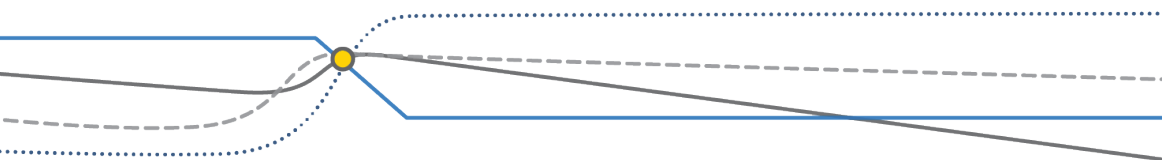
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1 NOTICE OF STUDY COMMENCEMENT



TRANSPORTATION MASTER PLAN LOOKING AHEAD



NOTICE OF STUDY COMMENCEMENT

WE'RE UPDATING THE CITY'S TRANSPORTATION MASTER PLAN

And we need your help!

The City of Waterloo is beginning a study to review and update the community's transportation plan. The study will provide an up to date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years.

The city has retained consultants Paradigm Transportation Solutions Limited, Alta Planning + Design and Lura Consulting to help with the update, which is anticipated to take approximately 12 months to complete. Specific objectives of this study will be to:

- Develop a guiding transportation policy document
- Provide more travel options
- Describe how to develop a community that is less reliant on cars for travel
- Describe how the city can leverage recent investments in light rail transit (ION) and active transportation to encourage citizens to walk, cycle and use transit more

The study will follow the requirements of the Municipal Class Environmental Assessment (EA) process (2011) and align strategically with the city's Official Plan and other master plans and policies.

Your input is important to us!

Engaging the community will be a major component of this study. Individuals, organizations and groups are welcome to share their views through any of the following channels:

Engagewr.ca/waterloo (our online public engagement and information platform)
Pop-up consultation events

E-mail: WaterlooTMP@ptsl.com
Public information centres
Stakeholder outreach meetings

If you or your agency or group are interested in participating in this study or if you'd like to be added to the contact list to receive updates and further information, contact either:

Chris Hodgson, P. Eng.

Senior Project Engineer
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E-mail: gchartier@ptsl.com

Check engagewr.ca/waterloo for more information and project updates.

This notice was first issued on May 2, 2019 and reissued on February 10, 2020.



Reep Green supplied photo

Box garden kits for the second year in a row,

ONE GARDEN KITS E, BACKYARD PLANTS

that attract
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reported
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and asked
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or rain gar-

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sign

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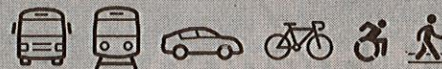
choose plants that will thrive in a rain garden. We include planting and maintenance instructions and a suggested layout. It really is a turn-key solution."

In fact, if residents of Kitchener, Waterloo or Cambridge purchase the Bloom{in Rain} Box they receive a \$45 rebate and could be eligible for stormwater incentives. Because Reep Green Solutions is an environmental charity, the Bloom{in} Box is a win-win for everyone, it serves the residents with a much-needed solution while the proceeds support the community-focused environmental projects and initiatives of Reep Green Solutions.

"We are so excited for what's in store," Patrick said. "Bloom{in} Box will enable this community to easily make their yards more beautiful while supporting pollinators. That's what sustainability is all about."

Reep Green Solutions is an environmental charity based in Waterloo Region committed to helping people live sustainably. Reep offers home energy, waste reduction, water conservation and healthy yards services.

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gchartier@pts.com

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THE CITY OF
Waterloo



Bill Jackson/Torstar

kah lounge on King Street North in Al-Nuaimi.

ADDRESS:

220 King St. N. Waterloo, Ont.
N2J 2Y7

HOURS:

Monday to Sunday, 3 p.m. to
2 a.m.

PHONE:

226-899-0353

mus, fries and salads.

"People work, then they come here and we dim the lights, and we run the TVs with very nice music, slow," said Al-nuaimi.

While the majority of his customers are Syrian and Middle Eastern, there's a diverse group of university students coming in as well, he added.

"You can hang out here and relax."

Al-nuaimi said he soon plans to incorporate a DJ who will spin a variety of genres and cultural vibes.

While Pastiche is open for business, there is work currently underway on the building's façade. People will have to navigate construction fencing and find the entrance when the sign is taken down temporarily later this spring.

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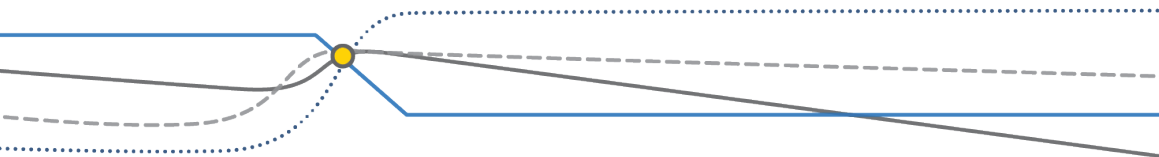
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gchartier@pts1.com

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2 STUDY CONTACT LIST

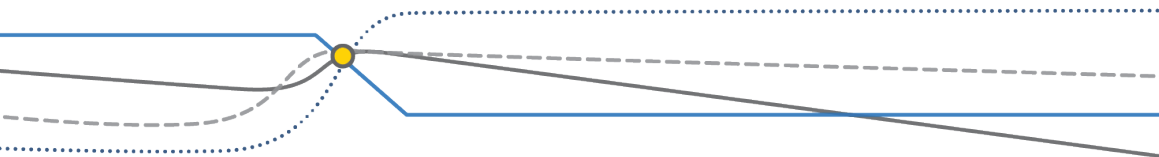


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3 PHASE ONE SUMMARY





Summary Report

Date: February 27, 2020
To: Christopher Hodgson, City of Waterloo
From: Susan Hall, Lura Consulting
Gene Chartier, Paradigm Transportation Solutions Limited
c.c.: Kate Whitfield, Alta Planning + Design
Re: **Phase One Engagement Summary**

I Introduction

This report summarizes the Phase One Engagement Program carried out for the **City of Waterloo Transportation Master Plan (TMP) Update**. The document is organized as follows:

- Chapter 2 outlines the objectives and approach for gathering public and stakeholder input during Phase One; and
- Chapter 3 summarizes what we heard through the Phase One engagement from the community.

2 Objectives and Approach

The objectives for the first phase of engagement were to:

- Raise awareness about the project;
- Collect public and stakeholder feedback to contribute to an understanding of existing conditions; and
- Assist in the development of the stakeholder and interested party contact list.

The community had both in-person and digital opportunities to engage and shape the TMP. The following engagement tools were used during Phase One:

- **Pop-up Events** – In-person engagements at key locations and events across the City where participants were asked to share their experiences moving around Waterloo, where they like to go, challenging points on their route, and places that are hard to get to, and were directed to the online survey via postcards. **Appendix A** provides the detailed transcription of the individual comments received through the pop-up events.

- **Stakeholder Meeting** – An in-person two-hour session where participants were asked:
 - *How has moving around Waterloo changed since the last Transportation Master Plan (in the last 7-8 years)?*
 - *What are the challenges related to transportation in Waterloo?*
 - *What are the opportunities related to transportation in Waterloo?*
 - *What would your ideal transportation system be like for Waterloo?*
 - *Are there any other things we need to consider?*

Appendix B contains the notes from the stakeholder meeting.

- **Engage Waterloo (engagewr.ca/waterloo)** – Online project page where visitors were able to ask questions; sign-up for the project mailing list; comment on the project; pin places they like to go, challenging points on their route, and places that are hard to get to on a map; and complete an online survey. **Appendix C** and **Appendix D** provide the detailed transcription of the individual comments received through the Engage Waterloo map and survey, respectively.

The opportunities above were promoted to the community through a public notice of project commencement, the project e-mail list, and the City's social media channels (Facebook and Twitter).

Over 826 people were reached through Phase One engagement activities in June and early July of 2019, with a total of 245 active participants. **Table 1** summarizes the results of community engagement efforts.

Table 1: Community Engagement Summary

Engagement Tool	Details	Date (2019)	Number Reached	Number Participated
Pop-Up Events	Public Works Open House	June 8	65	30
	Stork YMCA and Library	June 10	63	20
	ION Launch at Conestoga Mall	June 21	24	5
	Open Streets Festival	June 22	90	42
Stakeholder Meeting	RIM Park	June 26	24+	21
Engage Waterloo	Total Visitors	June 8 – July 7	463	127
	Places Tool (Map)	June 8 – July 7	97	23
	Comment Section	June 8 – July 7	N/A	2
	Online Survey	June 8 – July 5	N/A	102
Total Participants			826+	245

During this period, several comments were received from the community through the project e-mail address (WaterlooTMP@ptsl.com). **Appendix E** provides a summary of the feedback.

The Phase One Engagement Program also included outreach to three Advisory Committees to City Council. Members of the Study Team attended meetings of the following committees to provide an overview presentation and solicit feedback from members:

- **Waterloo Advisory Committee on Active Transportation (WACAT)**, which advises Council on existing and proposed methods of transportation (June 11, 2019);

- **Grand River Accessibility Advisory Committee (GRAAC)**, which advises seven municipalities within the Region of Waterloo regarding the removal of all levels of barriers per the *Accessibility for Ontarians with Disabilities Act* (June 27, 2019); and
- **Sustainability Advisory Committee (SAC)**, which advises Council on the implementation and promotion of the City's sustainability program and strategy (September 12, 2019).

Appendix F, Appendix G and Appendix H contain the minutes of the meetings and any input received from WACAT, GRAAC and SAC, respectively.

3 What We Heard

3.1 Online Survey Responses

This section summarizes the responses received to the online survey posted on Engage Waterloo. As noted above, **Appendix D** provides the verbatim participant responses.

Participants were asked how they get around the City of Waterloo and check all modes that applied. As shown in **Figure 1**, most respondents indicated they drive (84%), walk or roll (84%) or bike (81%). Just over half indicated they are often a passenger in a car (56%) or take transit (56%). Participants also indicated that the other methods they use to get around the City include scooter, LRT, Uber and driving a motorcycle.

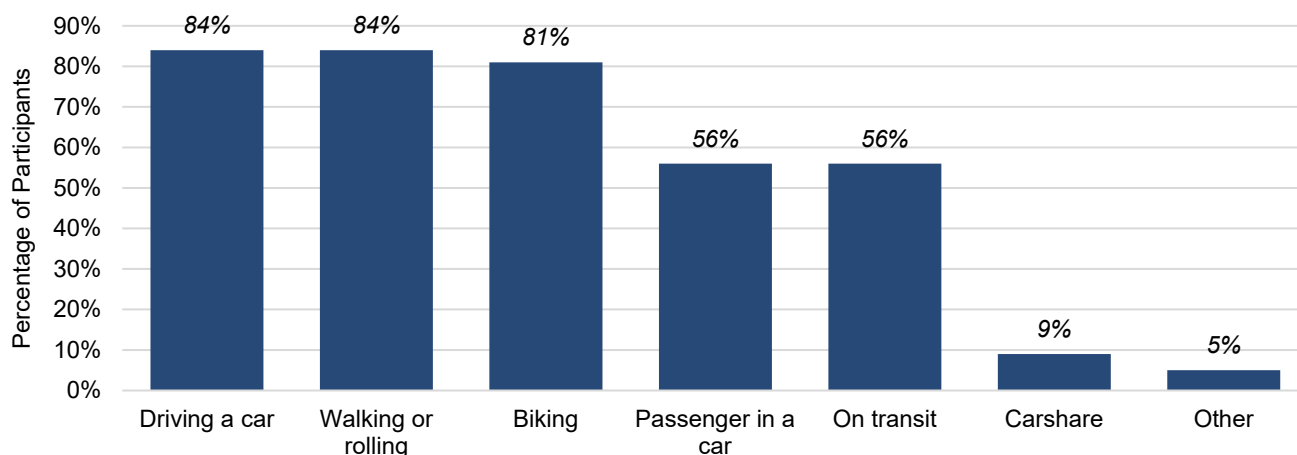


Figure 1: How Participants Travel Around the City of Waterloo

When asked their most common mode of travel, most respondents indicated biking (39%) followed by driving a car (36%), as depicted in **Figure 2**. No participants selected being a passenger in a car or carshare as their most common mode.

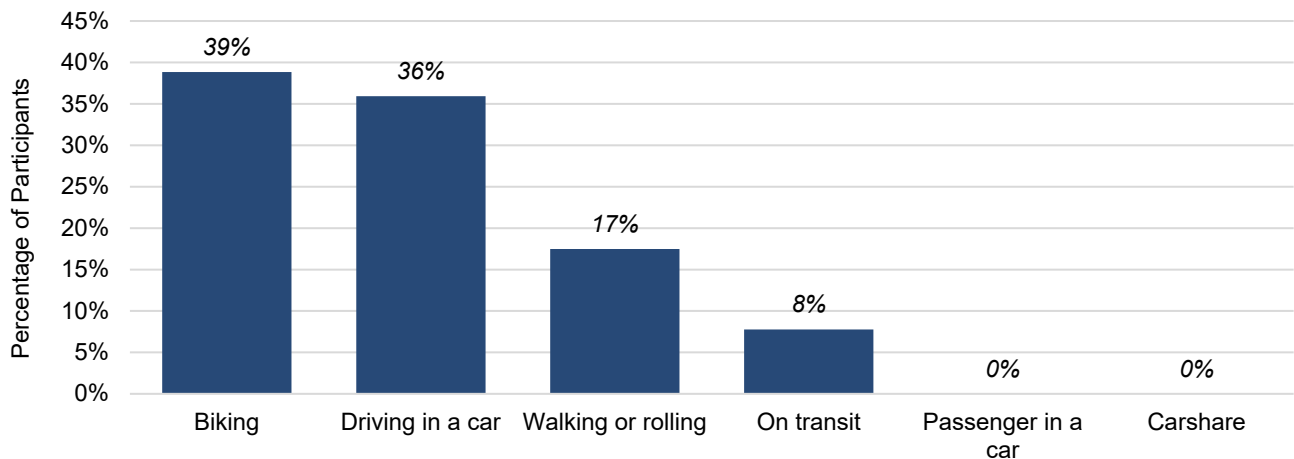


Figure 2: Most Common Mode of Travel

Participants were asked to reflect on how moving around the City of Waterloo has changed since the last Transportation Master Plan was adopted (about eight years ago). As seen in **Figure 3**, over half indicated that moving around has improved (51%). A total of 27% of participants indicated that moving around has not changed, while only 22% believed that moving around the City has become more challenging.

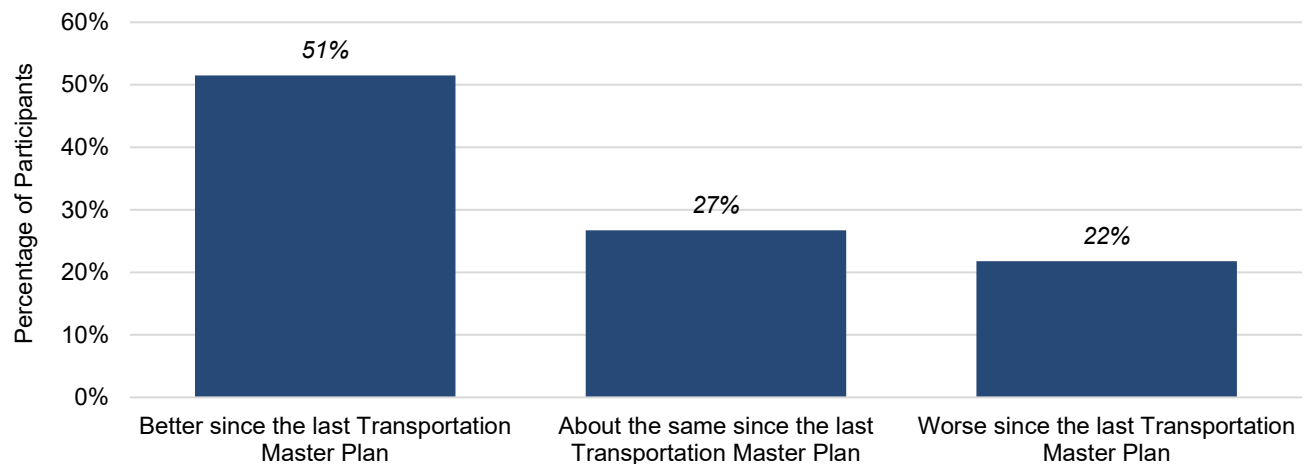


Figure 3: How Moving Around Waterloo Has Changed Since Last Transportation Master Plan

Participants were asked what concerns them about moving around the City and were invited to select all statements that applied. **Figure 4** illustrates their responses. Most participants are concerned with the current state of bike paths, bike lanes, and trails in the City (78%), followed by safety (60%). Key themes that emerged from the “Other” concerns included traffic speed, lack of protected cycling infrastructure, road conditions, dangerous pedestrian crossings, and construction.

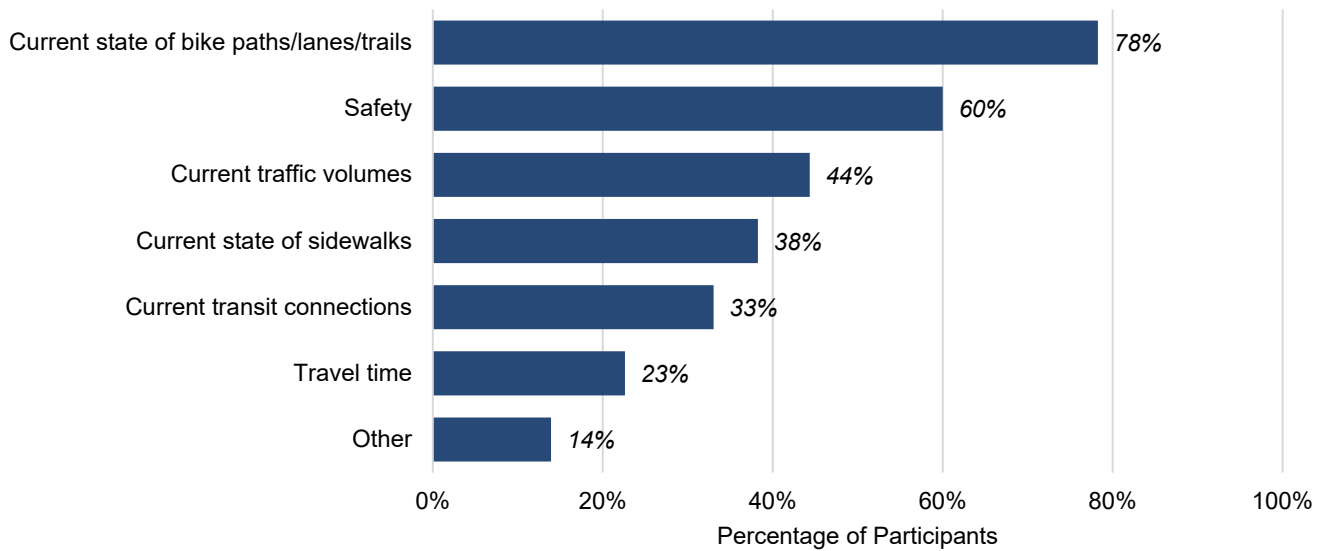


Figure 4: What Concerns You About Moving Around Waterloo?

Participants were asked what prevents them from walking or rolling around the City more frequently and were invited to select all statements that applied. **Figure 5** presents the results. Most participants indicated that their destinations are too far of a distance to walk or roll (59%), followed by a feeling of dangerous conditions (49%) and the time it would take to walk/roll to their destination being longer than other modes of transport (42%). Several participants indicated that there are physically unable to walk or roll as a mode of transportation (4%). Participants noted other barriers to walking and rolling. The key themes from their responses included the lack of winter sidewalk maintenance, dangerous intersections and a lack of mixed-use communities.

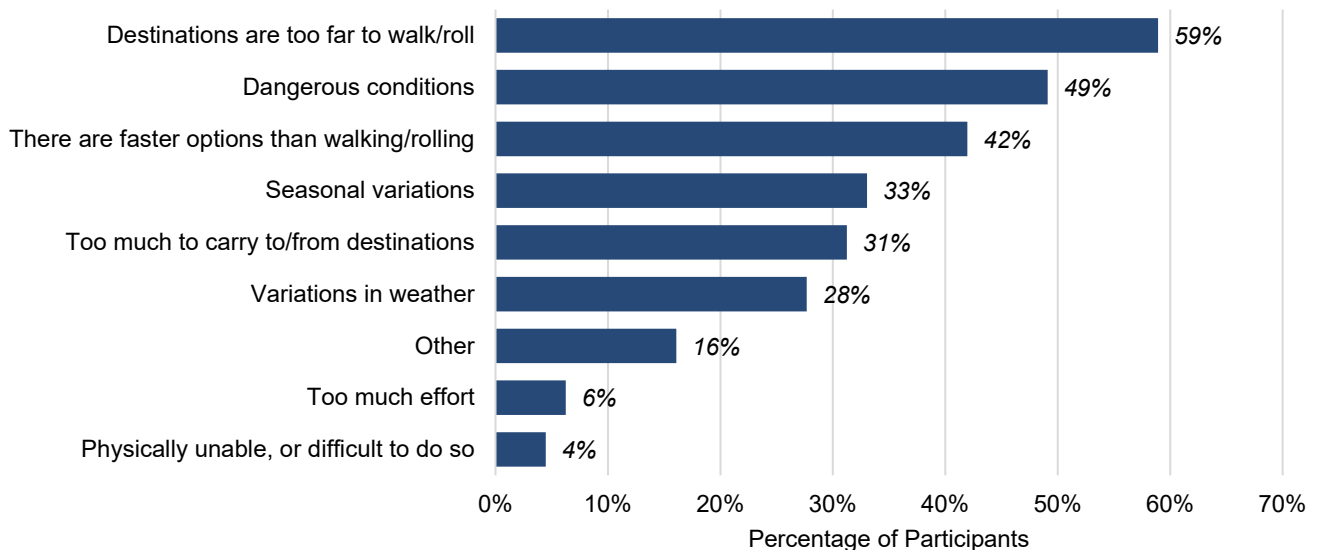


Figure 5: What Prevents You From Walking/Rolling Around Waterloo More Frequently?

Participants were then asked to indicate any options that would make it easier for them to walk or roll more frequently in the City. The results in **Figure 6** illustrate that more than half felt that friendlier/safer

pedestrian environments (61%), more/improved sidewalks and paths (57%), better access and connectivity to destinations (55%) and friendlier/safer pedestrian experiences would make it easier for them to walk or roll more often. Other, additional ways that participants highlighted as opportunities to make walking/rolling easier included better winter sidewalk maintenance, safe pedestrian crossings and curb extensions for people with disabilities.

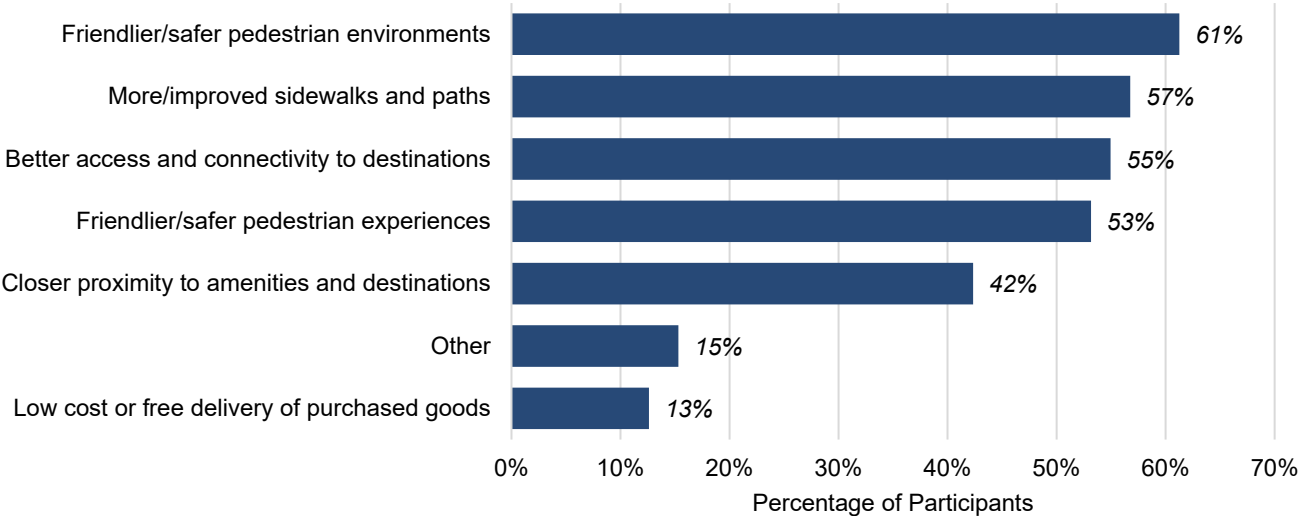


Figure 6: What Would Make It Easier For You To Walk/Roll More Frequently?

Participants were asked to indicate what prevents them from cycling more frequently. **Figure 7** presents the results. Three-quarters of participants indicated that dangerous conditions prevented them from cycling more. About half indicated that the lack of bike parking (51%) and concerns regarding bike theft were key barriers (50%). Participants also indicated other reasons for why they do not cycle frequently. Key themes included concerns regarding a lack of connectivity in the cycling network, biking with children (safety), winter conditions, and difficult terrain.

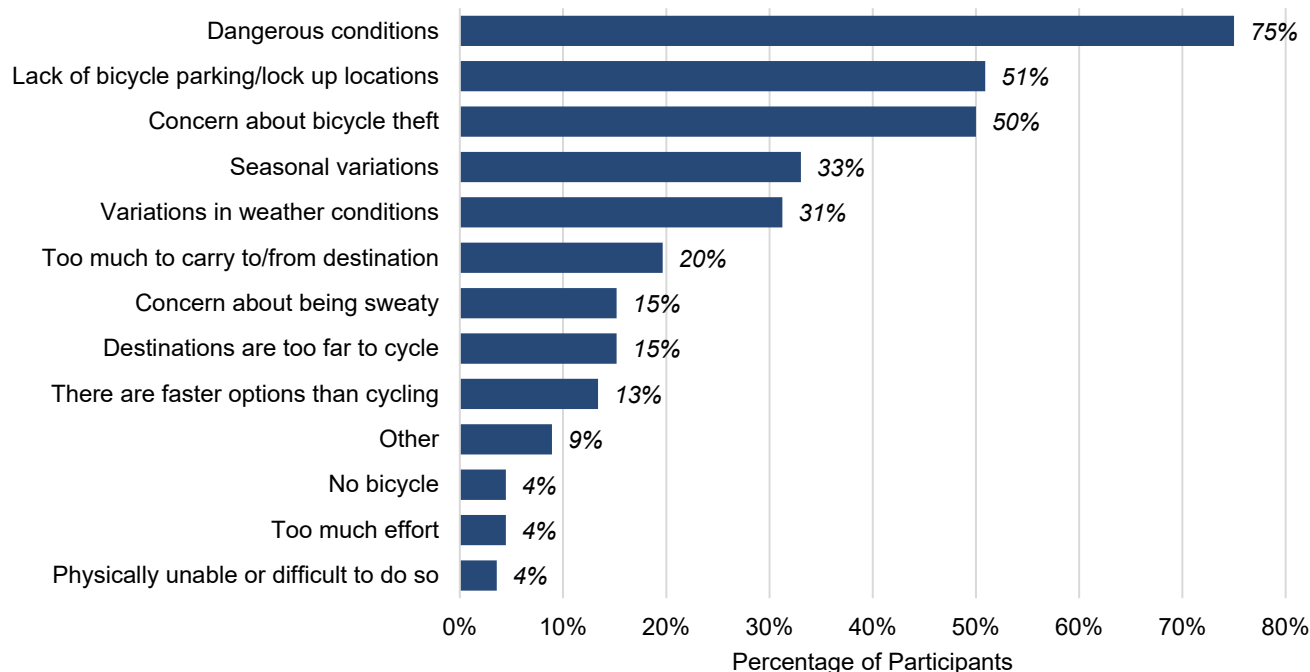


Figure 7: What Prevents You From Cycling More Frequently?

Participants were also asked to select what would make it easier for them to cycle more frequently. As depicted in **Figure 8**, almost all respondents indicated that more/improved bike lanes and paths would make it easier (92%) followed by friendlier/safer cycle environments (81%). About half indicated that better access and connectivity would encourage more frequent cycling (51%). Other ways that participants shared to make cycling easier included winter maintenance, safer intersections, and protected bike lanes.

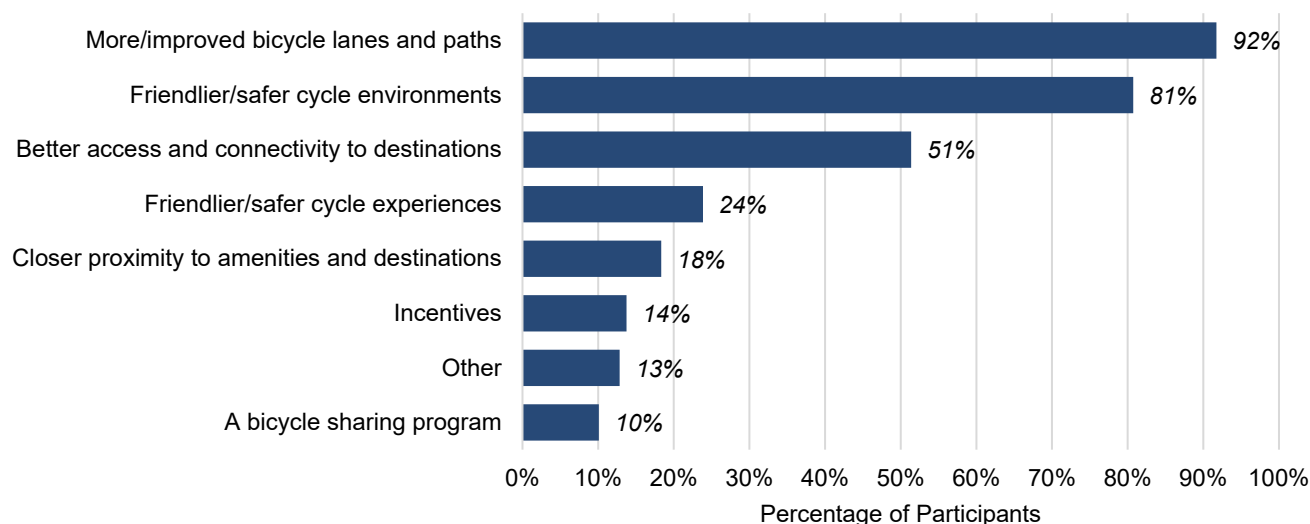


Figure 8: What Would Make It Easier For You To Cycle More Frequently?

When asked what prevents participants from taking public transit, most indicated travel time as a barrier (61%), followed by service not being frequent enough (49%). **Figure 9** also shows that around a third of participants felt that the cost of transit fare and taking multiple transit rides to a destination were barriers (31%). Key themes that emerged from participants that indicated “other” included the bus schedule, having too much to carry to/from destinations, and cost, specifically for youth, as barriers.

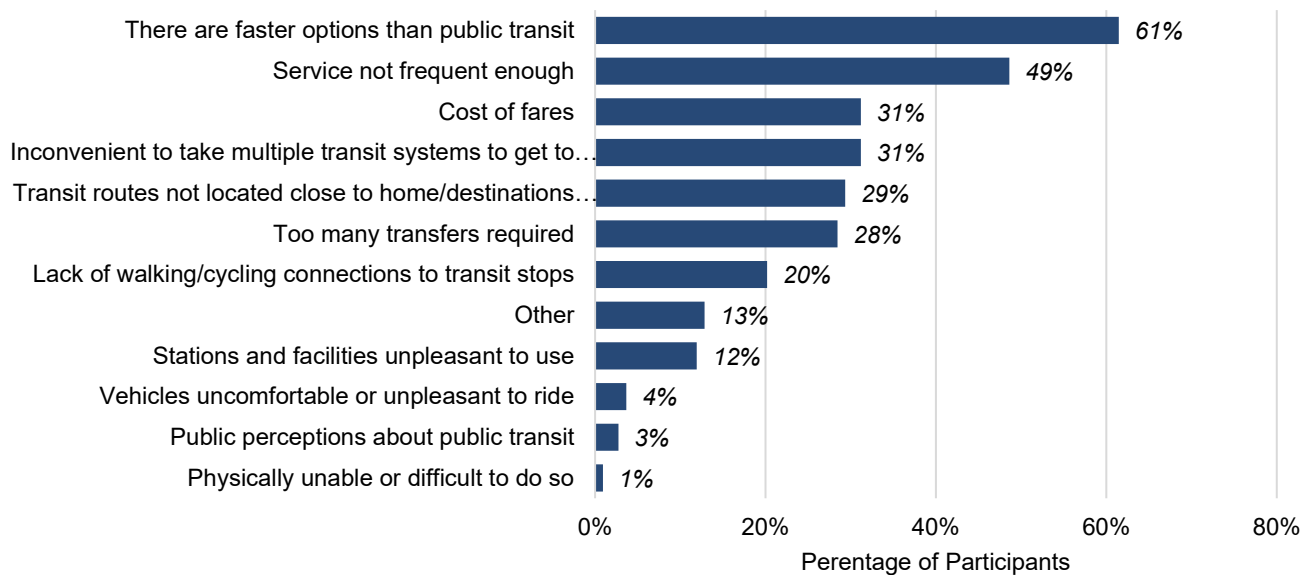


Figure 9: What Prevents You From Taking Transit More Frequently?

Participants were then asked to indicate what would make it easier for them to take public transit more frequently. **Figure 10** presents the results. More than half of the respondents indicated that better service and routing would make it easier to take transit (55%), followed by more frequent service (43%) and better access/connectivity to destinations (42%). Key themes that emerged from the “other” option included winter maintenance of bus shelters, reduced fares, and increased connectivity, and fare integration with GO Transit services.

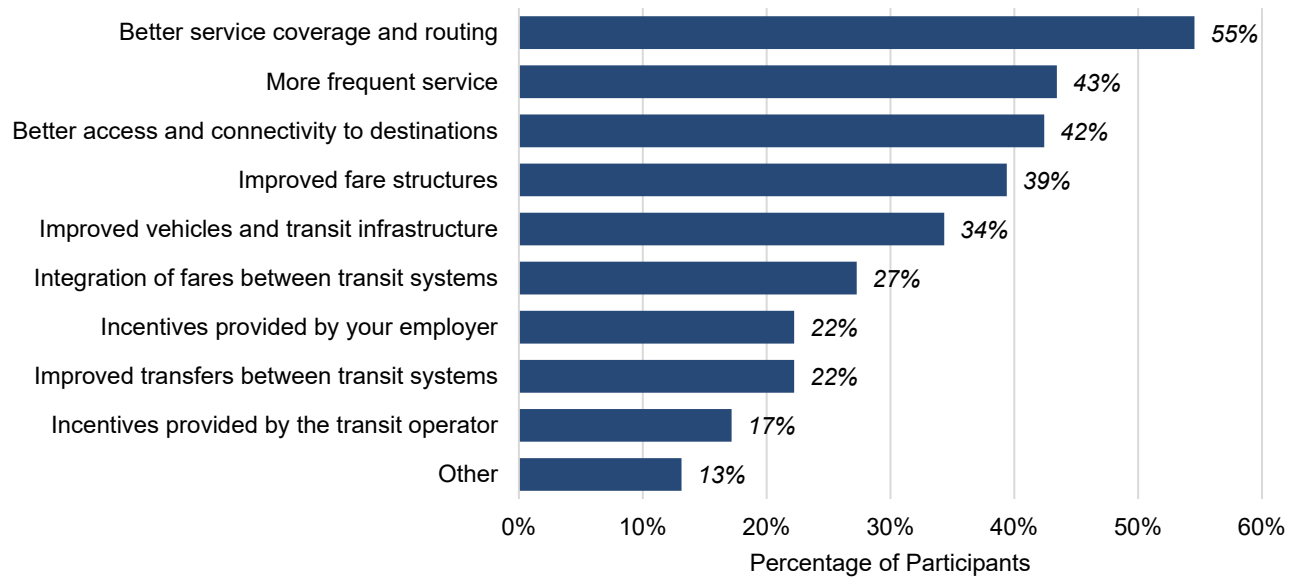


Figure 10: What Would Make It Easier For You To Take Public Transit More Frequently?

Participants were asked what improvements would make vehicular traffic movement safer and/or more convenient in the City of Waterloo. **Figure 11** shows the results. The most popular improvement was to separate cyclist from motor vehicle traffic at more locations in the City (84%), followed by half of participants selecting installing additional pedestrian crossings with flashing lights or traffic signals. About 15% indicated that other improvements would make vehicular traffic safer and/or more convenient. The key themes from their responses included removing roundabouts, removing parking minimums, and enforcing traffic rules.

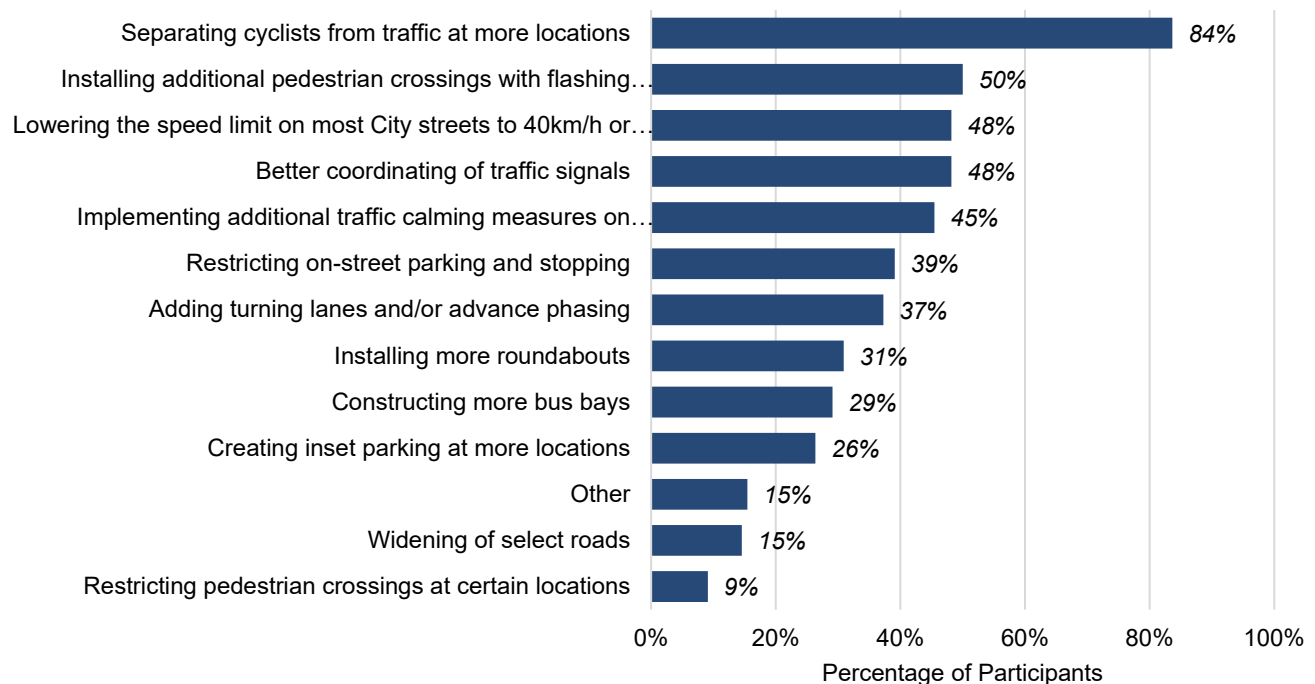


Figure 11: What Improvements Would Make Vehicular Traffic Movement Safer And/Or More Convenient?

3.2 Key Themes

The following key themes summarize the community feedback collected through the Phase One engagement activities (pop-up events, stakeholder meeting, online survey and project e-mail). The key themes below are listed in no specific order.

Understanding Who Is Responsible for What

It was evident that the community is aware different roads and infrastructure are owned and maintained by different levels of government (i.e. the City of Waterloo, the Region of Waterloo, other surrounding municipalities) but participants do not know which level has jurisdiction over what item and what the City's role is if they do not control the infrastructure. This is largely because the roads and trails are shared and continue into the other municipalities within the Region. Examples from participants included references to the lack of consistency of signage on trails that continue into Kitchener, and feedback on Regional transit, specifically in the stakeholder session.

Walking in Waterloo

Participants expressed that crossing streets is a safety concern and were largely opposed to “beg buttons”. Instead, participants preferred pedestrian bridges or flashing cross walks. It was noted that there are many neighbourhoods that lack sidewalks, and therefore were not perceived as pedestrian friendly. Participants were also interested in making some streets pedestrian only, such as King Street,

somewhere in Uptown Waterloo, or other streets along the ION route. Finally, street trees and benches on trails were also requested to make walking friendlier and more accessible.

Cycling in Waterloo

Participants expressed concerns regarding the connectivity of existing cycling infrastructure. Additionally, safety was shared as a concern, particularly in reference to disappearing bike lanes as they approach intersections and a lack of protection for cyclists travelling through those intersections, a lack of safe crossing points, and the need for separated and protected bike lanes. Participants with children shared that before having families they cycled more frequently, but they are no longer comfortable using the same infrastructure travelling with their kids and are therefore choosing other modes of transportation. Additionally, there was concern regarding the ability for traffic signals to detect bikes and cyclists at intersections/crossings.

Traffic Calming

Participants shared that additional traffic calming measures would make moving in Waterloo better. Key ideas that were mentioned included reducing speed limits, reducing the number of lanes on roads, banning right turns on red signal indications for vehicles, and improving roundabout designs.

Roundabouts

Participants had mixed feelings regarding roundabouts in the City. While some participants saw their value, there were concerns regarding how pedestrians and cyclists are expected to move through them, where participants indicated that they did not feel safe doing so. Other participants were not in favour of roundabouts.

Winter Maintenance

Participants who use active and sustainable modes of transportation expressed concern for infrastructure maintenance during the winter. Winter sidewalk maintenance was a key concern amongst participants who shared concerns for public safety, especially vulnerable populations, and a lack of by-law enforcement. It was also a concern for accessing public transit in the winter. Cyclists were also concerned with the state of cycling infrastructure in the winter and referenced snowplows using bike lanes as a dumping ground for snow.

Multi-Use Pathways

When asked what is working well in terms of transportation in the City, many participants agreed that the pathways are an asset to the transportation system, with those who bike requesting additional off-road, separated and protected bike lanes. A key challenge for both pedestrians and cyclists using the pathways was regarding intersections of pathways and streets, and the ability to cross them safely.

Excitement for LRT

The LRT launch occurred during this phase of engagement, and it was evident that the community was cautiously optimistic about this new regional transit service. While some participants at pop-ups communicated the challenges the construction and timelines of the project posed on transportation in the past and missed opportunities (i.e. bike lanes on King Street), most were eager to see how it would change moving around the City. During the pop-up in the west end of Waterloo, participants did make note that the ION stops were not convenient for them since it was not close to their homes and would take too long to take transit to access the service for their commute.

Active and Sustainable Transportation

Participants shared that they believe there has been a shift in the community's perception of active transportation. Participants have noticed an investment in multi-use trails and cycling infrastructure in the City since the last Transportation Master Plan. Participants also expressed willingness to leave their cars at home if taking other modes of transportation was easier. As well, participants mentioned support for electric vehicles during the stakeholder workshop.

Appendices

Appendix A: Pop-Up Events Feedback

Appendix B: Stakeholder Meeting Notes

Appendix C: Engage Waterloo Map (Places and Comments) Responses

Appendix D: Engage Waterloo Survey Responses

Appendix E: Project E-mail Comments

Appendix F: Waterloo Advisory Committee on Active Transportation (WACAT) Meeting Minutes

Appendix G: Grand River Accessibility Advisory Committee (GRAAC) Meeting Minutes and Comments

Appendix H: Sustainability Advisory Committee (SAC) Meeting Minutes and Comments

Appendix A: Pop-Up Events Feedback

Participants were prompted with the phrase “Moving in Waterloo is...” and asked to complete the thought by responding on sticky notes. Their responses have been transcribed below:

- Larger roundabouts and better crosswalk safety at roundabouts.
- Done by riding my bike.
- Great. Roundabouts are good for traffic flow.
- Getting more difficult (traffic, lights, LRT).
- Mostly good, but fix deteriorating streets.
- Pretty efficient- the expressway is great!
- Roundabouts are an adventure.
- Way better than moving around Toronto.
- Better than the Greater Toronto Area by car, but bus frequency could be better.
- Easy!
- Confusing.
- Well-maintained.
- Bike friendly.
- On bike trails, it is relaxing- add more!
- Pretty easy.
- Easy once you get on the trails. More paved trails in the west end!
- Too often done in cars- we need to reduce car trips.
- It is okay.
- Pedestrian bridges by the universities.
- West Waterloo is not well-connected to the ION stops.
- Terrible- LRT is not good. Where do you park if you want to take it?
- Need better by-law enforcement for shovelling sidewalks.
- Dangerous by bike.
- 90 minutes is too long to get to Cambridge.
- Hard to cross Erb and Avondale to go to park. Would like cross walk and slow traffic.
- Bikes and paths are better than before.
- Intermittent bike lanes are worse than no bike lanes (at King at the hospital).
- Clean the sides of the road for skate boarders.
- Widen Erb street.
- Westmount development will be too busy.
- Protected bike lanes and bike share.
- Direct routes and connections with transit.
- West end is better and started getting more sidewalks.
- Concern for nighttime pick-up at Waterloo Park on LRT – need more lights.
- Drivers do not stop for pedestrians at the crosswalk or the Laurel trail at Seagram.
- Green paint for bikes is good – do it everywhere.

- Newer areas do not have a lot of access to transit or trails. Feel cut off.
- Look at Dutch cities for cycling infrastructure ideas.
- Grand River Hospital – two lanes made it harder for traffic to yield to ambulances.
- Caroline and Erb intersection is a mess for driving, ION and yielding to pedestrians.
- Move pedestrian walkways further away from round-about. Cross walks are too close.
- More bike lanes on all streets. Open more streets as pedestrian only. Shut them down in the summer.
- Things have definitely improved in the last 20 years. More trails, bike lanes, better transit.
- Competition for space on the road. Not wide enough for everything.
- Advance green needed by Stork Library and the shrubbery is too high for traffic trying to turn. Low visibility.
- Traffic by-passes through Alexander and our neighbourhood since the ION started running.
- Need more bike lanes that are protected or multi-use. Paint is not protection.
- Dome Village is hard to get to by transit, and there are no sidewalks.
- GRT bus drivers rock! They are so nice and helpful.
- Biking generally excellent.
- Update driver training to include more on roundabouts, LRT and cyclists.
- Like: Spur Line and Iron Horse. Do not like lack of separated bike lanes on Erb, and the crossing at Avondale.
- Looking forward to seeing how transportation changes with the ION.
- You killed the 7E/D! I cannot get across Columbia.
- Waterloo Park being divided is great for bikes.
- Close down streets to cars for more pedestrian events like this one.
- Transportation Master Plan needs to be regional to connect for everyone using it.
- More shade and shelter at bus stops- for summer days are a killer waiting for buses!
- Consistent rule for bikes crossing at crosswalks.
- Fun and exciting because there is always something on.
- Why do the Iron Horse trail signs stop in Kitchener?
- Building a seniors' centre but there is no service there by the recreation complex (memorial).
- Consistent way finding that you can follow (i.e. Erb and Caroline trail for bikes).
- Benches along paths and trails at every kilometre to support rest.
- Free overnight parking in the summer – no tickets!
- Erb/Caroline/Bridgeport/Fort David Bauer/ION- Erb gets priority.
- Really scary and dangerous for bikers in a lot of areas! We bike through more than just Uptown!
- Park Street has bike lanes in Waterloo but not in Kitchener.
- Need more frequent buses.
- Path is bad in the dark – unsafe!
- Limited parking.
- No parking here.
- Love the King Street bike path.
- Dangerous crossing- need pedestrian islands.
- No more roundabouts.

- Add traffic lights.
- I like roundabouts.
- Hard for bikes and pedestrians to cross University Avenue north of Lexington Road

Appendix B: Stakeholder Meeting Notes

The following notes were transcribed by LURA Consulting during the Stakeholder Meeting at RIM Park on June 26, 2019. A total of 21 stakeholders were present

Questions of Clarification

- Are you following the City of Waterloo Engagement Plan?
 - Yes
- Are there synergies or collaboration happening between this project and other projects, like the Gateway project?
 - Yes, but this will be more specific. The Gateway project is under the region and they are looking at short, medium and long-term strategies to animate the corridor. The principles will align but the TMP will not get into the project. It may be highlighted when we do our mapping, but we would not get into that project. In terms of principles, the two projects are very much connected.
- Are we here today trying to find the items that fall into the crack between the City's plan and the Region's plan?
 - It will be something we will address. One of the tasks of our workplan is to look at the alignment between the two plans, but if there are still gaps please let us know. Some gaps may be a difference of opinions and we will not be able to change the Region's mind, or the City may be firm on something, like active transportation. This is not the sole purpose but if things are missing, please highlight them.
- Are the City's existing planning documents being looked at for the background of this project?
 - Yes

How has moving around Waterloo changed since the last TMP?

- When King Street is changed to a single lane, it moves all the traffic onto Weber Street and Westmount Road. During construction that meant that the buses travelled to places where they have never travelled before. Now we have a single-lane King Street, and have buses, trucks and cars using Weber Street and Westmount Road, Fischer-Hallman, University Avenue and all the other North/South streets in the ways they used to use King Street. There have been no studies to show how the clogging of the road has impacted peoples' lives. For example, the impact on seniors trying to get a bus or cross the road. I expect that it has become exponentially harder because now what used to be quiet streets are now busier.
- Part of the pattern I have seen in the last two years is to move to renew a new road in my neighbourhood. It started with a roundabout, they asked for a study a year ago, and the community did not want it. It impacted the local neighbourhood.
- As students move in and out from the university, it is about getting them throughout the region and not just to and from the university. There is often a disconnect between the students and the City/Region. We are a huge percentage of the population and we are not often factored into the decisions.

- When orienting new students, one of the questions they ask is how to get onto campus and elsewhere in the city. The ION allows you to get uptown and to Conestoga Mall, but this was never communicated with students, and nothing seems geared towards them. Many of them are taking the bus. The GRT put out information but [I] would like to see something more specific.
- Weber and Regina is becoming denser and a hotspot for students. Flagging this area for more density in 5-10 years and planning for them to be hubs for high density is important. We should also be planning for mobility issues now and in the future.
- Lives in Ward Six between the two universities and has seen a change. They've been on a traffic calming committee on their road and saw over 2000 vehicles on a major artery. Before the ION implementation, it took forty-five minutes to get from King Street to the University Campus. If you are an able-bodied person, you can walk it in twenty minutes. They can see why students would have a lot of hardship. Forty-five minutes is an unreasonable amount of time, and the ION was double that time.
- First and last mile issue – students cannot get to transit when they need to get there. Students are driving more than ever which means there is failure on the transit system.
- One positive change has been a vast improvement to cycling infrastructure, specifically segregated pathways. Spur Line Trail and it improves the connections where there were lots of disconnects previously. Still gaps to fill but positive to see.
- Waterloo's boundaries are locked, and we must grow up not out anymore. Part of the population loves it because it fits in well with the high-tech and student population. The other part just imagines more cars that are on the grid-locked roads. This creates a problem for the developers as they will realize that Waterloo was built on a swamp and they will need to dig a lot with cars. Father David Bauer Drive has no bus service but has grown up and needs it. The university should have a bus every 5-10 minutes but that is not happening.
- On the other side of town, there are lots of houses coming up and no connection to the Wilmot Line. The only way out of there is Columbia Street and it is a fire trap. There should be negotiation with the townships to talk about roadways.
 - This is a policy decision by the township and the city cannot control that.
- There are more shared vehicles in Waterloo than there were ten years ago. There used to be four cars and now there are eight with other companies as well. There are likely 16-18 cars in the city. Certainly, a quadrupling in carshare cars and now the addition of drop-bikes will impact transportation.
- University of Waterloo has increased the number of transit passes. There has been a decrease in pedestrian safety because there has been an increase in vehicles. There is an unsafe risk for cyclists and pedestrians (pushing cyclists onto sidewalks) because there are no good segregations between biking and auto lanes around the university. There should be a hard division like a wall.
- Improvement that I have found is that after King Street re-opened is that there are nice bike lanes between Bridge Street and Erb. It is nice to get on my bike and not feel concerned about the cars. There are improvements to be made for bike paths, and to understand if there are multi-use pathways because another option is the ION track.

- The permanent Waterloo resident population is becoming more used to the idea of biking, walking, and taking transit and not relying on their personal vehicle to get around anymore. People are starting to see the value.
- Mobility has changed for uptown in everyway- the addition of trails, bike lanes, more modes, and the streetscape.

What are the challenges related to transportation in Waterloo?

- Signage on University can be substantially improved. Especially where students are getting hit and dying, there should be consideration of pedestrian bridges. Even ideas like paint or lights reminding people to look while crossing and put their phones down could help. There is not a good crossing between the two universities and students are crossing everyday during breaks in traffic. Parents and families coming in on move-in and out day there are an additional six thousand cars and the street was not designed for the number of people who use it at peak times.
- Sidewalks in the winter are an issue for seniors, wheelchairs, walkers, strollers, and more. The City has always debated whether they should shovel.
- Mobility shuttle to fill in the gaps. It is a very small service and now there are all kinds of transportation. The boomers are getting into the age demographic where they are going to need more support for the first and last mile. How is the city planning on expanding the shuttle service to support this population to get to transit, as well as the idea of free transit for seniors over 70 or 75 have they started calculating it? How can we transform transportation in the region?
- Understand that the region is helping ride-share programs enter the City but they are not accessible. If the City/Region is spending this money, it will be less money to impact the mobility shuttle services. Lyft and Uber do not cater to everyone.
- Other cities nearby like Mississauga and Hamilton have reduced bus fair or made it free for seniors. Waterloo should identify what that cost would look like. GRT is experimenting in Northwest Waterloo with calling taxis to get you to the bus stop. The GRT rule is you need to be 800m away from a bus-stop (radius) but even 400m is a long way to go. More people want to and should use transit, but it is far. People say it is a great idea, but how do I get to the bus stop?
- One thing that came up at the last University of Waterloo Students' Council was all the one-way streets in Waterloo that can be confusing, and if there is potential to change some of them. It currently creates bottlenecks of traffic.
- Another challenge I experience is that there are so many wind tunnels and I am not sure how the city can address that. Maybe more green space along pedestrian and cycling routes? If you want to encourage people to do active transportation, hopefully it is enjoyable but it currently it is not because there is no buffer.
- Sidewalks being cleared – live on King and there is a consistent section that is iced over in the winter. As someone who tries to bike in the winter, the bike lanes are almost walkways covered in snow. Pedestrians and cyclists are treated as second-class citizens. The bike lanes and sidewalks should be cleared first or at the same time.
- Part of the major challenge is there is the Region, City and jurisdictional areas, and townships. Being the City, you can have influence on the regional issues, but it is hard. The City has put

some money towards school travel planning for the 3 cities and 2 school boards. One of the main items of that is to encourage children/students to begin walking early because it is a lifelong skill. Part of what we have been able to develop with public health is a pedestrian education program (geared for grade 4 students). Education is a big component of what we need to do. Educating university students and listing what their role is in safe transportation.

- Ensuring that connections between cycling routes are completed. There have been gaps in places and even though some are regional roads, it should still be pushed for by the city and cannot be ignored.
- One-way roads dissect through uptown and the speed limits are too fast. As Bridgepoint becomes Caroline it is like a slide and makes the difference between uptown and Waterloo Park. The intersection is also the most confusing thing.
- Trails connectivity – on Columbia where the trails try to go to the university, that is where we see lots of people running across a street. Between Phillip and Bearinger – adjacent to ION rail.
- Dead end roads- some roads end so that vehicles cannot go through but should maintain access for pedestrians and cycling.

What are the opportunities related to transportation in Waterloo?

- If we give priority to sidewalks, trails and bike lanes before roads, people will be encouraged to take those modes. Students, people with disabilities and seniors should not be subject to that. Scooters and bike share are a huge opportunity, like Montreal. Can help with first and last mile options. Make sure it is integrated with what the university students are doing. 23% of students do not have English as their first language. Multi-lingual signage would be helpful. In the long run – shutting down University Avenue for everything other than HOV, transit, biking, and walking would be a dream.
- Reduce auto traffic by half and almost all of truck traffic on Weber. That street has not been designed for trucks. Currently there are six or more trucks per hour.
- People use their car because it is in the driveway. Think about ways to let go of car ownership. Think about how we build our spaces – we need to be building for people and not for cars. Looking at design from a person perspective. If we prioritize the people and not the cars, people will shift their behaviour. Look at Climate Action Waterloo Region – transportation emissions have increased since they first started tracking (this is a regional project)
- City has nowhere to grow out. There may be some opportunities with developers to offer car share spaces vs. parking spaces in buildings. Businesses that are building or renovating their space to looking into car share spots and cycling infrastructure (locked bike parking to address fear of theft and shower facilities).
- Related to Vision Zero – 100% of pedestrians who are completely vulnerable, prioritize their safety throughout the city and design for them, as a principle. In every way possible – sidewalk design, crossing, speed limits, curb design, signage, etc. including around schools, uptown and other areas that attract pedestrians.
- Having more benches and garbage receptacles on sidewalks and pedestrian/cycling routes for people to rest.
- Continue efforts to consult with traffic calming, road diets, and vertical deflection that impact response times. This is an opportunity and needs to continue for fire services.

- King and University should implement a pedestrian scramble for people to safely cross. Other large intersections in the city may benefit – especially key transit connections.
- Walkability, the City of Waterloo just went through another cycle of zoning. Did a personal survey of the wards and counted amenities in the wards? In only two of them can you walk to a doctor, grocery store, hardware store, and more. In 5 of the others, you need to get into a car to access these key amenities and services. Pitched the idea of having a street that runs through or around the neighbourhood that is walking only where people can try and access their amenities. It involves a complete overhaul of traffic patterns and zoning within the city. If we want a walkable city, we need to offer amenities in all the neighbourhoods and not just 2 of the 7 wards.
- Enforcement and detection of these things. When we have failure of the principles that are implemented, what happens? Are there mechanisms to deal with the failure – not just signage, because people blow through signage. This process is only every 8 years. We need something that is on-going and mobile to provide feedback.
- Wondering how many roundabouts the City is responsible for and how many the region is responsible for. I find them hard to walk through and around and in Europe they are down the road of the roundabout and not right at the roundabout. Do not trust that the people at the roundabout will see me and stop.
 - There are both. City has about 12 and a lot of the major ones are regional. There is a mixed bag and the designs differ between the first ones and newer ones – some are due to fixed space; others are renovated when there is construction.
- Hard to merge or turn left in the City because cars do not let us through. We need to go to the sidewalk and cross.
- Make it harder for automobiles to get around the city – reducing parking or making parking more expensive. More enforcement of red lights and traffic enforcement. Radiofrequency changes when you are speeding to make your music more dissonant.
- Converting more roadways to green walkable spaces but keeping space for emergency vehicles and HOV. Examples include the Boston promenade or NYC Trade Centre.
- Tunnels and bridges – if possible, can we do these where we cannot implement lights? Renewing conduct of research for something where the study was done at a time that was not peak travel for students. Walkability and bike-ability scores in the area.
- Downtown Kitchener will close King Street when they have food truck festivals. If uptown could operate it on a weekend or weeknight that would be lovely. More overnight parking so we can reduce number of drunk drivers.
- The tech corridor has no transit or good way to get there. Walking in the winter from bus is something that becomes difficult. People who work in the tannery area end up needing to drive.
- The city owns several ground level parking lots. Political pressure to hold onto them comes from seniors but they are a luxury and over the next 5-20 years should be sold off to developers and businesses. I can see the day and age where those tiny parking lots turn into parking garages and that is where it is going. The number of voices of people who want to keep them is getting smaller.
- In Toronto the Green P parking is going to be sued for affordable housing. Why has no one ever considered an elevated pathway or train system? More futuristic and especially since we cannot

dig into the swamp. If we are going to go vertical, we cannot all share the ground. The highline in NY is an excellent example. Raised train tracks is now converted for a walkway.

- From the BIA and there have been lots of conversations with the city for a parking structure for businesses. From a business standpoint, in uptown Waterloo that is the biggest complaint from businesses. Parking has changed in uptown Waterloo and surface parking is going to change. Uptown is being built for multi modes and as we have more developments, we will have more people walking on the streets.
- A lot more opportunity with signage in uptown. Region will be putting in bollards and identify which side is for bikes and which are for pedestrians. Students need more signs to guide them to uptown Waterloo.

What would your ideal transportation system be like for Waterloo?

- Seamless
- Integrated
- Fully functional
- Clean
- Shared
- Safe
- Sustainable
- Colour-coded
- Accessible
- Multi-lingual
- Streamlined
- Economical
- Aesthetical
- Earmarked (tax)
- Efficient
- Low-density (currently everything is packed)

Are there any other things we need to consider?

- Look into what we can do for electric vehicles as Tesla expected to come into Kitchener.
- Have spaces reserved for electric vehicles and enforce their exclusivity.
- Plan for autonomous vehicles – how do we make sure vision zero is going to be protected
- Vehicles are still vehicles and contribute to congestion on our roads. Reducing cars period should be an overarching goal.
- Can we understand the goal of King Street? It is all over the place and it is regional and shared but how are all modes going through this street through various areas.
- Education for university students, people using active transportation, and education for drivers. All accidents happening are due to driver folly, and signage is not working. Especially at Erb and Caroline and uptown, seeing lots of drivers unsure. Watch the tone of pedestrian and cycling education – should not preach.
- Education for people to understand the roundabouts, provide education and enforcement.

- There is a large aging population and large young population. Catering to these groups.
- Driverless vehicles do not need to be perfect, but they need to be better than people driving cars.
- Electric vehicles should be grid integrated for the City's electrical grid plan.
- Integrate with the surrounding cities and townships. Most people do not know where the border is, and the region looks to connect but trails have different signage between the cities, people are not commuting further and we cannot limit planning to just the City.
- Question to City and Township – making sure all the boundary agreements for road sharing in place (nothing in place for Woolwich) and want the TMP to connect.
- Be thoughtful of the infrastructure that needs to be in place for the autonomous vehicles. Build it in as we change.
- Seamless integration with how transportation works at the university

Appendix C: Engage Waterloo Map (Places and Comments) Responses

A total of 23 online contributors added 173 points on the digital map. An additional 152 points were pinned on the physical maps at pop-up events. Of all places mapped, 25% were “places that you like to go”, 6% were “places that are hard to get to” and 68% were “challenging points on your route”.

Figure C1 shows the distribution of pins across the City. **Figure C2** shows the concentration of pins in Uptown Waterloo (note: many challenges were highlighted at intersections along Erb Street, King Street, and Caroline Street). The following tables present the addresses of pins and associated comments from the Engage Waterloo Places Tool. Only pins with comments are listed below.

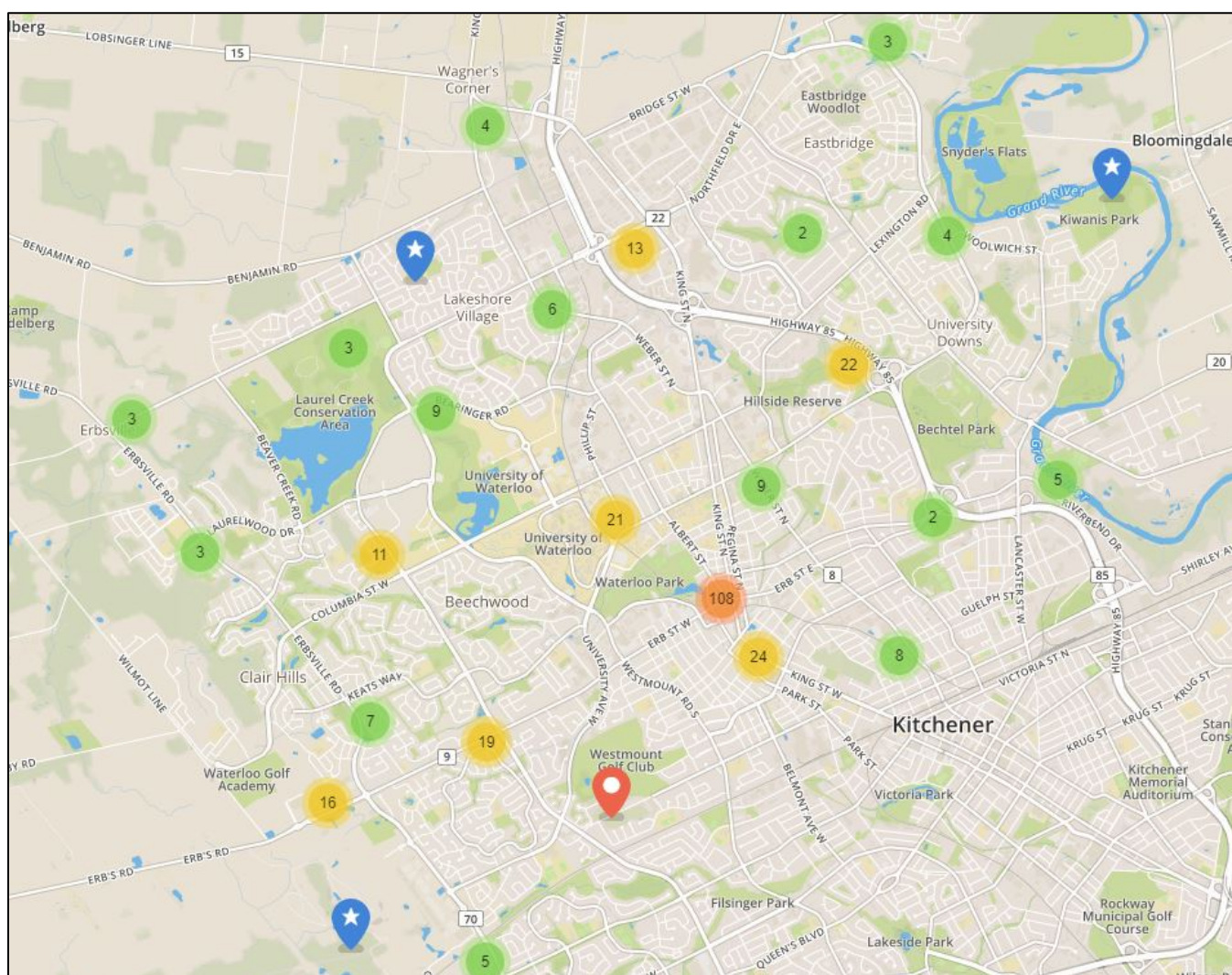


Figure C1: Concentration of Pinned Locations from the Engage Waterloo Places Map

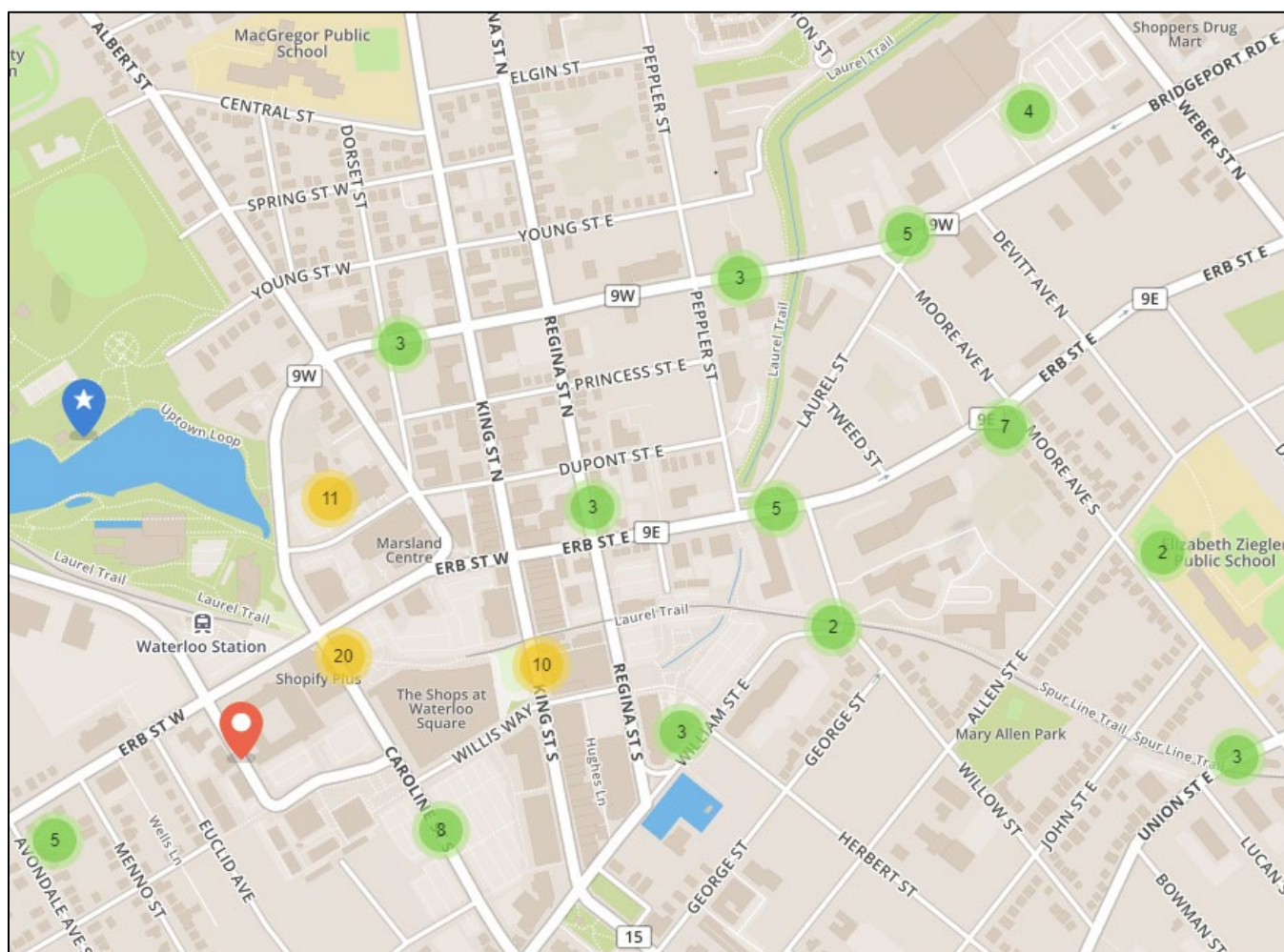


Figure C2: Concentration of Pinned Locations from the Engage Waterloo Places Map in Uptown Waterloo

Places Respondents Like To Go

Address	Comment
3 Regina Street North, Waterloo, Ontario N2J 2W7	I like to visit uptown waterloo for shopping, restaurants and work.
55 King Street South, Waterloo, Ontario N2J 1N9	I like to go to the public square for activities and events, and social gathering.
1000 Kiwanis Park Drive, Kitchener, Ontario	A great place to visit and enjoy the river, biking and hiking.
65 William Street East, Waterloo, Ontario N2J 1V7	Spur Line trail is one of the best routes through the cities! So many friends who use this daily.
Millennium Boulevard, Waterloo, Ontario	Great place to visit with the family.

Address	Comment
Bechtel Park Cross Country Ski Trail, Kitchener, Ontario N2K 3S6	Bechtel Park.
27 King Street South, Waterloo, Ontario N2J 1N9	Shopping.
84 King Street South, Waterloo, Ontario N2J 5A2	Buy Fair trade coffee.
440 Erb Street West, Waterloo, Ontario N2T 1H4	Zehrs, TD bank and dentist. Erb Street is not very bicycle friendly. With limited access across University Ave. Erb is the only option from Westmount & William.
70 Caroline Street South, Waterloo, Ontario N2L 6M1	Work.
464 Beechwood Place, Waterloo, Ontario N2T 1Y9	A through path from Fisher Hallman/Zehrs through to McCrae park might be interesting for cyclists/walkers.
45 Erb Street East, Waterloo, Ontario N2J 1L7	I like the bicycle crossing light here and the extended trail path that previously did not exist.
286 Erb Street East, Waterloo, Ontario N2J 2G6	I like how the lanes were reconfigured in this area, now people use all 3 lanes, low cost solution using paint resulting in better traffic flow.
65 Northfield Drive West, Waterloo, Ontario N2L 6K1	Glad to see a sidewalk on the north side of the bridge now.
488 488a Redfox Rd, Waterloo, Ontario N2K 2R6	Good job narrowing this road, there never is much traffic on it.
435 Phillip Street, Waterloo, Ontario N2L 5R9	This area (Phillip, Albert, Hagey) has a massive workforce going to and from their offices. When considering transportation this is a very high priority region to keep in mind, even if 'transportation' means going to a restaurant in UW Plaza at lunch time!
160 160-166 University Ave W, Waterloo, Ontario N2L 6B6	Students are not the only customers in this plaza -- it has a huge number of people who drop by here to grab food during lunch time especially during workdays.
590 Kraus Drive, Waterloo, Ontario N2L 6H8	Northfield is much improved for biking. Thank you.
Laurelwood Drive, Waterloo, Ontario N2T 2S6	This is a great way to go to avoid that narrow stretch of Berringer.
7 Caroline Street South, Waterloo, Ontario N2L 6C2	I'd like to be able to visit Uptown Waterloo safely from the Caroline MUT but is unsafe to turn off the trail.

Challenging Points Along Route

Address	Comment
174 Westcourt Place, Waterloo, Ontario N2L 5G5	I live in the Beechwood neighbourhood. When riding my bike to uptown Waterloo, I find this a challenging intersection to navigate and connect to the Trans Canada Trail from here through the park.

Address	Comment
554 Weber Street North, Waterloo, Ontario N2L 5C6	There are no bike lanes on Weber Street, a street that I take multiple times per day, and it dissuades me from wanting to cycle to this part of the city.
133 Northfield Drive West, Waterloo, Ontario N2L 6K4	I feel uncomfortable cycling over the expressway. Cars are changing lanes very fast, and it is easy to not get noticed even when in the bike lane.
University Avenue East, Waterloo, Ontario N2K 1V4	We live on the east end of town and it is difficult to navigate access to the core with transportation other than a car or bus. A corridor that does not use University Ave to cross Highway 85 would be much safer. Perhaps an access through Bechtel Park under Highway 85 would be an option.
207 Bridge Street West, Waterloo, Ontario N2K 4C9	A very busy intersection, with buses stopping just past the intersections make it tricky to navigate for vehicles and dangerous for bicycle traffic.
470 University Avenue East, Waterloo, Ontario N2K 3Z3	Very difficult to turn left onto University from Pastern Trail, the line of sight with the bus stop, bench and silver box on the post make it difficult to see oncoming traffic
29 Caroline Street North, Waterloo, Ontario N2L 2Y5	A very busy street to cross, many pedestrians cross here to access uptown a cross walk with a light would be helpful.
12 Dupont Street West, Waterloo, Ontario N2L 2Y5	Park, gallery and library intersect, lots of families and children here yet 3 lanes of high-speed traffic coming around a blind curve to cross.
87 Caroline Street South, Waterloo, Ontario N2L 1X4	Could use a better crossing here. Hard to get from residential area to uptown with kids.
Forbes Waterloo Mazda, 115 Northfield Dr W, Waterloo, Ontario N2L 6K1	Trying to cycle across this bridge is horrible.
Erbsville Road, Waterloo, Ontario N2T 2K8	Trying to cycle through this roundabout is rolling the dice. I've been run off the road even during minimal traffic.
612 Pineridge Road, Waterloo, Ontario N2L 5N9	A great path crosses the road here, but it would be illegal to ride across the street on your bike. This should be a cycle crossing so cyclists can cross the street legally.
630 Keats Way, Waterloo, Ontario N2T 2T9	This path crossing needs a crosswalk.
397 Keats Way, Waterloo, Ontario N2L 5N3	Crosswalk?
University Avenue West, Waterloo, Ontario N2L 5S5	This could be a great cycling route, but the road is narrow and high speed, please widen shoulders.
327 Conservation Drive, Waterloo, Ontario N2V 2A6	The bike lane just disappears at the intersection. Where?
Westmount Road North, Waterloo, Ontario N2V 1M3	Great bike path, but it's illegal to ride across the road. Please add a cycle crossing.
Columbia Street West, Waterloo, Ontario N2L 5H7	This is a great path, please add a cross walk and path for it to connect to.

Address	Comment
80 Father David Bauer Drive, Waterloo, Ontario N2L 2B3	Why isn't there any crosswalks over Father David Bauer Drive?
12 Dupont Street West, Waterloo, Ontario N2L 2Y5	Where did this crosswalk go?
57 Erb Street West, Waterloo, Ontario N2L 2Y5	Why doesn't this trail connect to uptown waterloo? It goes from an awesome trail to a mediocre sidewalk beside a huge trail.
24 Dupont Street East, Waterloo, Ontario N2J 3A1	The sidewalk here has poles in it, it's impossible to traverse with a wheelchair.
Highway 85, Kitchener, Ontario N2K 1P1	Cycle past the highway here.
Keats Way, Waterloo, Ontario N2T 2C6	This bike lane is frequently crowded with cars in the afternoon.
9 Avondale Avenue South, Waterloo, Ontario N2L 1T8	Crossing Erb St. @ Avondale to get to Waterloo Rec Centre or cut through to Waterloo Park on foot / bicycle is very challenging. Please consider a cross walk here!
215 Lexington Road, Waterloo, Ontario N2K 2E1	This intersection is very very problematic for cyclists. Travelling southbound by bike along Davenport and turning right onto Lexington should be safe, but cars frequently crowd into the bike lane, cutting cyclists off. Travelling along the bike path east-bound on Lexington and turning left onto Davenport is also tricky, as cars frequently do not look for cyclists (at the cross walk). As a cyclist, I've had far too many close calls at this intersection!!
65 Northfield Drive West, Waterloo, Ontario N2V 1A1	Scariest bike lane I've ever taken, I go out of my way to avoid it. I've had more than one person cite this lane as a reason they don't cycle into my workplace: there isn't a safe route to cross 85 up here.
185 Glasgow Street, Kitchener, Ontario N2G 1V1	A lot of traffic and cars turning out of the Tim Horton's onto Glasgow east-bound make crossing Glasgow here very challenging. Either a crosswalk or a yield to cyclists and pedestrians sign?
100 Regina Street South, Waterloo, Ontario N2L 0A1	Bike path just gets dumped out onto Regina here. There is no obvious continuation of the bike path. It is very difficult to see traffic along Regina due to on street parking. Trail is not aligned with Willis Way, so again, very difficult to cross.
35 King Street South, Waterloo, Ontario N2J 1N9	Where does the bike path actually go at this point? It goes through a parking lot. No clear continuation and tough to see how it links up to the Waterloo Park bike path.
Cora's, 75 King St. S, Waterloo, Ontario N2L 1S8	Bike path is non-existent here. Goes through a parking lot over the tracks. Also no clear pedestrian path around parking lot and no connection to Caroline St.
57 Erb Street West, Waterloo, Ontario N2L 2Y5	Sliplane from Caroline to Erb St. West is a disaster. Cars are supposed to yield, but they don't. This is a very confusing point for everyone - cars, cyclists, pedestrians.
110 Erb Street West, Waterloo, Ontario N2L 1T5	Bike lane of death - just disappears.

Address	Comment
43 Moore Avenue South, Waterloo, Ontario N2J 1M2	Right hand turn Sliplane is super fast, sidewalk is sloped to dramatically. Dangerous spot for pedestrians.
48 Moore Avenue South, Waterloo, Ontario N2J 1M2	Sidewalk is rough, off camber. This entire intersection is designed for speed 100%, not for safety.
79 Moore Avenue South, Waterloo, Ontario N2J 1J6	Cars run through these stop signs all the time during school drop off/pick up. Most dangerous school crossing I've seen. No crossing guard. Should be light controlled.
5 Laurel Street, Waterloo, Ontario N2J 3C4	No sidewalks on this side of the street! What gives???
72 Erb Street East, Waterloo, Ontario N2J 1M1	Hydro poles block sidewalk. There is not enough space for 2 people to walk between concrete retaining wall and hydro pole.
72 Erb Street East, Waterloo, Ontario N2J 1M1	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
79 Bridgeport Road East, Waterloo, Ontario N2J 2J9	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
69 Bridgeport Road East, Waterloo, Ontario N2J 2J9	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
259 Bridgeport Road East, Waterloo, Ontario N2J 4H5	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
47 Bridgeport Road East, Waterloo, Ontario N2J 2J5	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
59 Bridgeport Road East, Waterloo, Ontario N2J 2J8	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
92 Bridgeport Road East, Waterloo, Ontario N2J 2K2	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
85 Bridgeport Road East, Waterloo, Ontario N2J 2K2	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
92 Erb Street East, Waterloo, Ontario N2J 1L9	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
135 Erb Street East, Waterloo, Ontario N2J 1M2	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
29 Erb Street East, Waterloo, Ontario N2J 1L6	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
45 Erb Street East, Waterloo, Ontario N2J 1L7	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
40 Albert Street, Waterloo, Ontario N2L 3S2	Sidewalk has insufficient curb for protection from traffic. No buffer at all.
60 Moore Avenue South, Waterloo, Ontario N2J 1W9	Why is the speed limit 50 along here, one block from a school? Shouldn't it be 40?
114 Union Street East, Waterloo, Ontario N2J 1X3	What a mess of a crossing. Should be some type of signal or control here at the very least. Or narrowing of the crossing.

Address	Comment
118 Union Street East, Waterloo, Ontario N2J 1X5	Not sufficient space on corner for pedestrians to stand. Needs pedestrian refuge, reduced corner radius given how fast traffic moves along here.
133 Margaret Avenue South, Waterloo, Ontario N2J 2E1	Traffic circle is too small and difficult for motorists to see pedestrians.
University Avenue West, Waterloo, Ontario N2L 5Z2	Centre lane turns into only left-hand turning lane here. Causes mass confusion.
22 Bridgeport Road West, Waterloo, Ontario N2L 3S4	1. Most of Albert St is a disaster in the winter - few, if any, residents shovel their walks. 2. Lots of red-light runners at this intersection.
170 Albert Street, Waterloo, Ontario N2L 3B7	Pedestrian safety issue with cars turning left from Albert onto Seagram, as well as cars turning right from Seagram onto Albert.
190 Westmount Road North, Waterloo, Ontario N2L 3G4	I realize Westmount is Regional Road. But the City should push the Region to finish the bike/pedestrian trail on this stretch to make it safer for cyclists.
4 Father David Bauer Drive, Waterloo, Ontario N2L 6M1	The LRT has dramatically reduced the pedestrian experience of crossing Caroline at this intersection. The pedestrian island is far from the intersection, poorly maintained in the winter, and ends on the east side of the intersection on a narrow stretch of sidewalk. Most pedestrians don't even use it. A signalized pedestrian crossing right at the intersection (on the north side) would not impede people making left turns onto FDB, and dramatically enhance pedestrian access from the Uptown West neighbourhood to Uptown businesses.
48 Moore Avenue South, Waterloo, Ontario N2J 1M3	Speed limit here (50) seems to high.
159 Margaret Avenue South, Waterloo, Ontario N2J 2E3	This area of Margaret should have a lower speed limit. It's near school zones, a roundabout, people coming in and out of Giant Tiger and Breithaupt Centre. The road is also very narrow between Breithaupt Centre and Giant Tiger and is scary on a bike. There are lots of seniors and children walking in this area. Should be a 40 through this area.
114 Lexington Road, Waterloo, Ontario N2J 4N5	Nasty hill and speeding vehicles that are too close.
259 Bridgeport Road East, Waterloo, Ontario N2J 4H5	Trail crossing is challenging with 3 lanes of speeding vehicles. Region Council approved an IPS in February but seems to be a low priority for Region staff. Long distance from signal at Weber + turning vehicles from Moore and Plaza result in few gaps that don't last long.
7 Caroline Street South, Waterloo, Ontario N2L 2Y5	Very bike and ped unfriendly. A pedestrian-cycle only traffic signal phase would be safer by allowing crossing without fear of turning vehicles. it might even improve vehicle operation as they are delayed by waiting for peds!

Address	Comment
248 King Street North, Waterloo, Ontario N2J 4K7	Very bike and ped unfriendly. A pedestrian-cycle only traffic signal phase would be safer by allowing crossing without fear of turning vehicles. it might even improve vehicle operation as they are delayed by waiting for peds! This is one of the highest collision-rate locations for ped-cycling collisions in the Region.
44 Westmount Road South, Waterloo, Ontario N2L 2K6	No bike lanes on Westmount south of University Ave.
119 Erb Street East, Waterloo, Ontario N2J 1L9	It's really hard to get out of my driveway in the morning. The city treats this side of the road like it's all abandoned houses - but it's not.
35 Albert Street, Waterloo, Ontario N2L 5E2	What on earth have you done to this intersection? What used to be a smooth-flowing turn from Erb onto Albert has now been turned into sharp, tight turn which results in obstructing through traffic on Erb. Very poor design!
25 Caroline Street North, Waterloo, Ontario N2L 2Y5	This intersection has turned into a huge bottleneck for vehicles due to the LRT signaling. There needs to be a thorough re-evaluation of traffic flow here. There are many opportunities to optimize and improve.
64 University Avenue West, Waterloo, Ontario N2L 3C7	Traffic lights on top of traffic lights. Is there a better way for students to get across the street to the new Lazaridis building without having to have yet another stoplight on University (thus increasing the "carbon footprint" through additional idling and stop-and-go? Perhaps a tunnel or bridge? Perhaps students can cross at already existing lights at Albert and Hazel?
161 University Avenue West, Waterloo, Ontario N2L 3E9	The traffic light here needs to be properly coordinated with the LRT signals... traffic is often at a dead stop here for almost two minutes because the traffic light does not turn green when the crossing gates go up. Also, the crossing lights and gates activate far too prematurely in relation to when the LRT actually crosses. All this increases "carbon footprint".
151 Columbia Street West, Waterloo, Ontario N2L 5J1	Sensor for advance green is set too far back from intersection. If there is one car waiting, it will not trigger the advance. Results in backups on Westbound Columbia during peak times since there is lots of Eastbound traffic and pedestrian traffic that prevents more than one or two cars from making the left turn during a given light cycle.
151 Columbia Street West, Waterloo, Ontario N2L 3L2	Agreed.
300 Hazel Street, Waterloo, Ontario N2L 3P2	This street is a nightmare at 2:15 - 2:35 every school day. School buses are lined up on one side of the street which significantly restricts or blocks traffic (especially if a GRT bus is trying to get by). Students often walk between buses to cross the street stepping in front of traffic. It's very dangerous. There is only one small "bay" for a single bus to pull off the road for loading. Possible solution that would cost nothing: Perhaps the buses should load on the service road behind the school (entering from Hazel and exiting onto Columbia)

Address	Comment
135 Lexington Road, Waterloo, Ontario N2J 4Y9	Centre South/Westbound lane is left turn only for some strange reason. This just causes bottleneck of traffic for no reason. Needs to be changed back to the way it was... it worked fine.
426 Bairstow Crescent, Waterloo, Ontario N2K 2H6	Sarah Kerr makes a good point. This is due to the fundamental flaw of putting bike lanes on the road instead of beside the sidewalks (as is done in many places in Europe).
680 Erb Street West, Waterloo, Ontario N2T 2Z4	Huge bottleneck every Saturday and Sunday with traffic going to Costco.
65 Ira Needles Boulevard, Waterloo, Ontario N2T 2R1	Huge bottleneck every Saturday and Sunday with traffic going to Costco.
36 Ira Needles Boulevard, Waterloo, Ontario N2T 2R1	When is the Region going to start putting up signs telling people to PROPERLY signal their turns as they APPROACH, go through and exit the roundabouts? Most people don't signal at all and we've got to read their minds!!!
117 Bridgeport Road East, Waterloo, Ontario N2J 3N5	Saw some proposal from a consultant on a master plan that this road might be reduced to two lanes. That would be very foolish!
212 Erb Street East, Waterloo, Ontario N2J 1M6	Saw some proposal from a consultant on a master plan that this road might be reduced to two lanes. That would be very foolish!
43 Caroline Street North, Waterloo, Ontario N2L 2Y6	Huge bottleneck of traffic here now due to LRT and trail signaling. Need to do something to improve traffic flow at Erb & Caroline
57 Erb Street West, Waterloo, Ontario N2L 2Y5	What on earth were they thinking? With the re-design of this intersection, they have now blocked off what used to be the left lane on Eastbound Erb St. This makes left hand turns more difficult, especially as there is oncoming traffic trying to turn right onto Erb. This intersection is a DESIGN DISASTER!!!
161 University Avenue West, Waterloo, Ontario N2L 3E9	The pedestrian/bike crossing of Laurel Trail at University is inadequate for the volume of people crossing every light cycle. There are dozens of people and multiple bikes crossing in a narrow bottleneck. The existing crossing should be widened and perhaps a second ped crossing on the other side of the tracks.
195 Columbia Street West, Waterloo, Ontario N2L 3L3	Difficult crossing Columbia on foot or by bike during rush hours; often you have to wait for drivers to get backed up at one of the red lights and then hope they leave space at the intersection. Would be nice to have the trail crossing marked so drivers don't block it and have a second stop light synced to the light at the entrance to East Campus.
50 University Avenue West, Waterloo, Ontario N2L 3N6	Beg buttons like the one for Hazel crossing University are insults to pedestrians. Given that this is one of the busiest locations for peds in the city, we shouldn't have to beg for a walk sign when the light changes.
7 Caroline Street South, Waterloo, Ontario N2L 6M1	Bikes on the MUT are supposed to get off and walk across FDB but in reality, *no one* does this. It just gives an excuse for drivers not to pay attention to bikes on the trail. There should be signs warning drivers to look for trail traffic, and paint to more clearly indicate the crossing.

Address	Comment
31 Alexandra Avenue, Waterloo, Ontario N2L 1X4	This is one of the rare points on the Caroline St MUT that you aren't 'supposed' to walk your bike across, but it also feels like the most dangerous - drivers pull through from the LCBO parking lot, or make fast left-hand turns. I know one cyclist has already been hit here.
21 Allen Street West, Waterloo, Ontario N2J 1P8	The light on the west side of Allen doesn't detect cyclists.
238 Herbert Street, Waterloo, Ontario N2J 1C1	Crossing Union is very dangerous and there are no safe crossings between King and Moore. There's a room for a pedestrian island at Herbert, you could add one without even impacting car traffic!
21 Willow Street, Waterloo, Ontario N2J 1V7	Given the low volume of traffic on Willow vs the high volume on Spur Line, this would be a good place to give trail users priority instead of making them wait for cars to pass - it's difficult to see cars due to the bend in the road on William.
61 Bridgeport Road East, Waterloo, Ontario N2J 2J8	Biking from Laurel Trail to Walmart plaza requires biking on the sidewalk - this would be a good place for a contraflow lane, ideally separated from traffic due to the speed of traffic on Bridgeport.
10 Willis Way, Waterloo, Ontario N2J 5A2	Another one of the busiest intersections in Waterloo, and another beg button. I frequently see people who want to cross King St but don't get the walk sign because they didn't realize they have to press the button. Beg buttons make some sense further down King St where they can be used to request a light change, but for busy intersections like this there should always be a walk sign along with a green light.
162 Herbert Street, Waterloo, Ontario N2J 1T3	Herbert would be a great route to Uptown, but it needs contraflow lanes for the one-way streets. Also, this point of Herbert is blocked so bikes have to go on the sidewalk to bypass.
100 Caroline Street South, Waterloo, Ontario N2L 6L5	The Caroline St MUT crosses multiple tiny streets between William and Allen, and each intersection is very uneven and rough to bike across. Given the low volume of traffic on the intersecting streets, why isn't the MUT level, so that drivers can 1) see the trail more clearly and 2) have to slow down to cross it. I ride this trail every day and every day I curse whichever engineer signed off on it.
7 Caroline Street South, Waterloo, Ontario N2L 2Y5	So many things wrong and dangerous at this intersection but other comments seem to have identified them. This is another place where cyclists are 'supposed' to walk across but no one ever does this. It's especially unnecessary on the west side of the intersection because there should be no chance of interference with cars - why not paint this green and let bikes ride through legally? Since we are all going to do that anyway.
165 Fischer-Hallman Road North, Waterloo, Ontario N2L 5V5	Road surface is severely eroded directly at the intersection. Having to watch the road surface on maneuvering a turn distract from watching for traffic.
211 Candlewood Crescent, Waterloo, Ontario N2L 5V5	Water always pools on walk because of poor landscaping forcing pedestrians onto the road during wet weather. In winter/spring, it is always a muddy pool.
University Avenue West, Waterloo, Ontario N2L 3G1	Walkway is heavily used from Seagram to Westmount. Walkway should be doubled in width in this stretch.

Address	Comment
763 Glasgow Street, Kitchener, Ontario N2M 2N8	One of the few "straight" E/W routes that get you across town, and it is full of obstacles and hindrances: islands, sweeping curbs and jutting signs. Aside from endangering drivers with unnecessary challenges, I wonder how much we spend on repairing plows?
900 Erb Street West, Waterloo, Ontario N2T 2Z4	Inconceivable why there are 4 lanes at both ends of this stretch and only two in between. This is the busiest section in all north-west corner of town.
930 Erb Street West, Waterloo, Ontario N2T 2Z4	Traffic orientation at this point is not conducive to flow. This point is the main cause of Sat/Sun congestion on Erb. The driveway here is not complete and most of the time huge uneven dips. Often water. Also, another exit from Costco (even if it is only one way) to the north to another main artery (Columbia) would help alleviate some of the Erb St congestion.
924 Erb Street West, Waterloo, Ontario N2T 2Z4	No off-road cyclist or pedestrian pathway. Pedestrians are often seen being forced to walk on the road in this stretch.
680 Erb Street West, Waterloo, Ontario N2T 2Z4	You might consider adding a single lane one-way road from this point on Erb running south between dump and Board Walk (behind Lowes) all the way to Glasgow / Highland. No stops the whole stretch to Glasgow.
990 Erb Street West, Waterloo, Ontario N2T 2Z4	This is an extremely dangerous intersection. Trying to turn left from Wilmot Line onto Erb is always a gamble: traffic comes over the hill from the left, and traffic from (far) right is hard to see. Though I am not a fan of so many roundabouts (overdone IMHO), here I think it would make sense. Speed of country to city bound drivers coming (from the right) would be slowed down from 80 as they enter the city at this point. Traffic from left would be easier to negotiate with; entering a circle from Wilmot Line then becomes not so critical - basically only one main direction to watch for (from left) while entering into the circle.
Wilmot Line, Waterloo, Ontario	Once Erb and Wilmot intersection is fixed, Columbia to Wilmot should be opened. It is just ridiculous to have only one single entry/exit point for all Vista Hills area (Columbia). This is programming the next bottleneck and is not conducive in anyway of building better flowing, quicker public routes for bus or car or what have you. Vista Hills is a sad example of poor road planning - one long winding snake path that with added obstructions on Sundew takes far too long in time and distance to negotiate. From Rock Elm to the first major artery (Columbia/Erbsville) is 3.9km - inexcusable. This forces many through neighbouring residential areas (St. Moritz/Lucerne) I'm sure. If any new section of town is being planned, and any point in that section has a travel distance more than 1.5 km to the nearest main artery, then something is seriously wrong with that plan.
26 University Avenue West, Waterloo, Ontario N2L 3C6	Additional bus bays needed here to get GO buss off the right lane.
39 Ezra Avenue, Waterloo, Ontario N2L 3N2	You want students off Ezra during St. Patty's? Give them the University stadium for the day. (Damages come out of student funds.)

Address	Comment
111 Reiber Crt, Waterloo, Ontario N2L 5N4	Poor drainage at this point makes passage difficult for the majority of the year.
211 Candlewood Crescent, Waterloo, Ontario N2L 5V5	Drains on Candlewood are plowed shut most of winter. Melt water from Keatsway accumulates often leaving only room for one car to pass through and that often only through 10 cm of water. I've gone and dug open the drain at least a dozen times each of the past three winters just to drain the water.
195 Columbia Street West, Waterloo, Ontario N2L 3L3	Refuge can't fit more than a few people on bikes or walking. Timing lights with Hagey and lights immediately east of the trail seems like a simple solution.
132 Weber Street North, Waterloo, Ontario N2J 3G9	Refuge not large enough, cannot fit a bike with a trailer.
30 Erb Street West, Waterloo, Ontario N2L 1T2	Dangerous cycling on Erb from Laurel Trail to Albert St. Cars regularly doing 70+km/h.
400 Bingemans Centre Drive, Kitchener, Ontario N2B 3X9	Would never bike with my family on this road. Speed limit is 50 but cars regularly going 80km/h. Would be greatly improved with separated bike lanes.
29 Columbia Street West, Waterloo, Ontario N2L 4G2	There MUST be a crosswalk here – 1. There is a school and people cross all the time 2. There are bus stops on both sides of the crossing. 3. I have witnessed probably 4 close calls here and one was my friend who almost hit two young girls. Cars go way to fast here. Stop being auto-centric and create a Toronto-style flashing crosswalk for everyone's safety!
Keats Way, Waterloo, Ontario N2L 5K1	Bike lane is rugged and lots of potholes - dangerous because I have to go on the street
Yogurty's, 15 King Street South, Waterloo, Ontario N2J 1N9	Need for sufficient signage/bike lanes? on pathway here. Not sure where it goes from Erb across the shops. I don't want to hit people. Can we go on the far-left tracks? That's what I do to get to the crosswalk...
7 Caroline Street South, Waterloo, Ontario N2L 6C2, Canad	Challenging intersection for cyclists. From Waterloo Park could Father David Bauer Dr. all the way to Caroline St. (almost at Willis Way) be promoted as the cycling route?
580 Lancaster Street West, Kitchener, Ontario N2K 1M5	The trail just ends at Lancaster. Could the trail continue down Shirk Pl. and continue into Bechtel Park. I understand there is not much space to continue to the Grand River Trail on other side of Bridge, maybe one day it could happen.
Walter Bean Trail, Kitchener, Ontario N2B 2G1	Trail floods due to improper drainage, muddy in the spring, icy in the winter, washes out during thunderstorms. Could swales be strategically built along the trail? Up front cost to improve trail usage and a reduction in trail maintenance.
300 Shirley Avenue, Kitchener, Ontario N2B 3X9	Perfect location for a paved trail adjacent to the north sidewalk for cycling families.

Address	Comment
530 Bridge Street West, Waterloo, Ontario N2K 4P1	Sometimes the traffic light detects cyclists. I have yet to figure out the right location to stop, till then I will ride through the red light.
40 Albert Street, Waterloo, Ontario N2L 3S2	Why is this a 2-lane road? there is no traffic on it. It could be made a single lane with a bike lane and wider boulevard.
80 Father David Bauer Drive, Waterloo, Ontario N2H 6N2	Keep the trail on the south side of the tracks to Father David Bauer Dr. all the way to Caroline, to separate the through traffic cyclists from the park pedestrians. In addition, the Erb/Caroline intersection can be avoided.
Ring Road, Waterloo, Ontario N2L 4H5	Odd intersection coordinating cars and pedestrians. I guess this is a U of W problem.
University Avenue East, Waterloo, Ontario N2J 4H9	A sidewalk needs to be on the south side of University here.
Bearinger Road, Waterloo, Ontario N2L 5N9	This section of Bearinger (between Westmount and Laurelwood) has become a bottleneck especially during rush hours. Since its only a single lane it'll get full clogged up around 8:45 AM and especially at 5-5:30 PM on weekdays.
36 Allen Street West, Waterloo, Ontario N2L 1Y4	This intersection is so dangerous for all involved. Speeds on Park are high, no left turning lanes, and no easy way for pedestrians or bikes to cross Park. It's separating a light rail station from an entire community on the other side.
25 Regina Street South, Waterloo, Ontario N2J 1R8	It's frustrating to go the length of the Spur Line, get so close to uptown then wait here for ages until there's a break. Need a pedestrian activated signal.
523 Chancery Lane, Waterloo, Ontario N2T 2N4	Missing curb cut for trail access.
534 Chancery Lane, Waterloo, Ontario N2T 2N4	Lack of winter maintenance means this route is mostly unusable by bike for many months. The alternatives (left turn from Gatestone to Columbia or riding on Fischer-Hallman with no bike infrastructure) are quite unpleasant and would not be accessible for many.
565 St. Moritz Avenue, Waterloo, Ontario N2T 2Y3	Traffic speed and volume through St. Moritz is insane. Volume of Vista Hills traffic cutting through here is getting bad. Besides volume, the speed is the main concern with residents in this area. There are 2 small speed humps on this street, but it doesn't stop people from going as fast as 60km/hr down this street. I would like to see 40km/hr posted speed signs as well as some more speed bumps that are better placed to slow cars down. The current distance between speed humps allows for cars to build up their speed and race down the street before a small slow down on the next speed hump. Kids can no longer even play in their front yards for fear of an accident due to speed. Please assess this area for improvements. Thank you.

Address	Comment
510 Erbsville Road, Waterloo, Ontario N2V 2K9	Erbsville road between Columbia Forest Blvd and Laurelwood drive have large potholes on the road and bike lanes. Bike lanes are not even accessible eastbound Erbsville due to a large hole in the payment before White Elm Blvd. There has been an orange cone placed there for months that keeps getting pushed towards the side of the road. I'd like to see this hole repaired and the debris cleared from the bike lanes both sides of the road
University Avenue East, Waterloo, Ontario N2J 4G2	Essentially, there are not bike lanes on University east of king St. It is particularly calling biking across the highway access points.
6 Bridge Street West, Kitchener, Ontario N2K 1K4	There are no bike lanes on Bridge St. from University to the roundabout at the bridge. Since there are very few bridges that cross the river, we need better bicycle access. There are also not bike lanes on Lancaster down to the bridge.
167 Lexington Road, Waterloo, Ontario N2J 4R4	There are no bike lanes on Columbia, east of King, through to Lexington and Davenport. Leads to rather stressful bike riding.
167 Lexington Road, Waterloo, Ontario N2J 4R4	I am puzzled by the off-road path that has been installed on the north side of Lexington. It is nice for those who are riding west, for a short time. then the path veers off into a residential area. On following it through, it dumps on to Forwell Creek Rd. that then ends at Weber. No bike lanes on Weber. Where to go? Better to stay on Lexington. The other thing is that the pathway is not accessible for those going eastbound as it would require crossing Lexington in the middle of "nowhere". Really poor planning.
319 Weber Street West, Kitchener, Ontario N2H 5X3	Have to resort to trapping a car behind me or using the pedestrian crossing button to activate these lights to cross weber.
25 Caroline Street North, Waterloo, Ontario N2L 2Y5	Caroline & Erb is a very unsafe intersection for pedestrians & cyclists. It wasn't designed to properly connect Caroline MUT & Laurel Trail (i.e. with cross rides). The slip lane means cars do not appropriately yield to trail users.
31 Alexandra Avenue, Waterloo, Ontario N2L 1X4	Vehicles exiting the KMPG/LCBO parking lot going straight onto Alexandra pose a real hazard to trail users. As they are leaving a private lot they do not have right of way over trail users but congestion & frustration at this intersection means drivers make careless choices.
142 Park Street, Waterloo, Ontario N2L 1Y4	High speed traffic on Park street means that people crossing at Allen, Norman etc. make bad choices to find gaps often cutting off cyclists, pedestrians and other vehicles.
190 King Street South, Waterloo, Ontario N2J 1P8	The "edge lanes" on King are dangerous as they give road users the impression of bike lanes. Drivers pass cyclists at too close a distance and at high speeds. None of the lights detect bikes on this stretch which strands cyclists in left turn lanes.

Address	Comment
29 Caroline Street North, Waterloo, Ontario N2L 2Y5	Drives block the intersection here making it difficult to cross in a vehicle/ on a bike from the Perimeter. Should have a signalized crossing to connect park to library/uptown, Get WRPS out & enforcing speed limits on this stretch, people regularly driving around this blind curve at 60-70km/hr.

Places That Are Hard To Get To

Address	Comment
Waterloo Memorial Recreation Complex, 101 Father David Bauer Dr, Waterloo, Ontario N2L 2B4	It's too hard to get to the Rec centre and Bauer lofts.
540 Riverbend Drive, Kitchener, Ontario N2K 3S2	Walter Bean Trail is difficult to get to from Uptown Waterloo and downtown Kitchener.
100 Maple Grove Road, Cambridge, Ontario N3H 0A2	Meetings at Region Ops Centre.
539 Riverbend Drive, Kitchener, Ontario N2K 3S2	Due to few opportunities to cross the highway, cyclists are forced to ride on Erb St./Bridgeport Road. Riverbend itself is not bad, and the Walter Bean trail is an option once you get there.
460 Bingemans Centre Drive, Kitchener, Ontario N2B 3X7	Limited opportunities to cross Highway 85 and Shirley is like a highway. Very cyclist unfriendly.
690 Laurelwood Drive, Waterloo, Ontario N2V 2V1	Laurelwood is very poorly connected to public transportation. There is only one (and very infrequent outside of rush hour) bus route which runs here making people prefer using their own car instead of considering using public transportation -- its simply not a practical enough alternative. If a bus goes through this place every 10-15 mins through the day, you will probably see it being used a lot more. Classic chicken-and-egg problem.
48 Ira Needles Boulevard, Waterloo, Ontario N2T 2P3	Bike lanes on both sides of Ira Needles from end to end need to be swept. Lots of glass and large stones
Columbia Street West, Waterloo, Ontario N2T 2N4	Bikes lanes on both sides of Columbia St (from Erbsville Rd to Fischer Hallman) need to be swept. Large stones and glass on both sides
7 Caroline Street South, Waterloo, Ontario N2L 6C2	Lots has been doe at the Caroline, Erb St intersection. Yet, I have not figured out a direct way to cycle from the laurel Creek trail to the Spurline. Is the direct route? If so, we need signage.

Appendix D: Engage Waterloo Survey Responses

The following list includes verbatim participant responses to the questions in the online survey. A total of 102 participants responded to the survey.

What do you like best about moving around Waterloo? Please tell us what is working well.

- It seems that the cities in particular have become more aware of other road users and that newer roads are more friendly to other users. In particular, I appreciate the recognition that road diets can often improve the experience for all users. Lorraine Avenue is a good example of this (though still imperfect).
- I like how close together everything is. It is a 30-minute walk from uptown to downtown Kitchener.
- Off-street bike paths.
- Living uptown, I love being able to walk to just about anything I need on a day-to-day basis, including work.
- I like that there are more bike lanes than there used to be (that being said, the ones I am referring to are mostly on regional roads).
- The new LRT is exciting.
- I like bike routes unrelated to roads, along hydro lines or like Iron Horse Trail (five stars for Iron Horse Trail). Separate wide paved pathway like the east side of Fischer-Hallman Road from Erb Street West to Faraday is a ten - just excellent, clean, moves fast, safe for both pedestrians and cyclists. So long as faster moving cyclists have a bell on their bike (like me), there is no problem between pedestrians and cyclists. Usually there is no heavy traffic on the pathway to speak of anyway though and when, then most are most courteous anyway. Pedestrians and cyclists is human-to-human interactions, whereas in car and cyclist interactions, the cyclist is always the loser.
- Able to get from one end of the city to the other quite quickly by car, in non-rush hour times. Rush hour is another story.
- The existing multi use trails are a great way to get around (Iron Horse, Spur Line, Laurel Trail).
- It is definitely more friendly to pedestrians and cyclists, but it is still a patchwork network that feels hacked together with no overarching vision. The biggest example is we put in the LRT, tore up all the roads and no cycling infrastructure was included even though it was mandated by master plans in the cities and region. What a wasted opportunity as we are unlikely to redo this infrastructure for the next 30 years.
- The protected and off-road bike paths are great where they exist.
- The only significant improvement to transportation in Waterloo which people would genuinely be impacted with is ION LRT. Since it is just launching, we still have to see how big a benefit it brings to public transportation.
- The Grand River Transit/ION LRT.

- Some of the new trails are a step in the right direction, especially the Spur Line. LRT should be a significant improvement (although it is a shame that this was not used as an opportunity to put bike lanes on King Street).
- The trail system is getting better all the time!
- Using the Laurel Trail.
- Launch of LRT!
- Good off-road biking network, although there are gaps and challenges at some of the road crossings and intersection.
- As a pedestrian, it is hard to find a best for Waterloo. I do applaud the wider sidewalks uptown. The trail system is a good starting point but perhaps a generation behind most other large cities.
- The trail system has been greatly improved and the crossings are coming. Unfortunately, the on-road experience for walking or riding a bike is not great.
- Not much is working well. Waterloo has failed to adapt to increasing traffic.
- Leaving the city.
- Love the new bike trail in Waterloo park that goes up to Northfield Drive West. Either end is treacherous, but the main chunk is awesome.
- Adding bike lanes. Connecting trails. Adjusting lane markings on roads to better suit traffic flows. Making roads narrower that are not likely to have an increased traffic load.
- Waterloo is not big, so destinations are close to reach by bike.
- Adequate cycling connections for strong and fearless cyclists. Cities and the region are making improvements to serve the majority of cyclists. This will take a few years.
- Cars still have an easy go throughout Waterloo.
- I like that there are trails and more bike lanes and paths to use other forms of travel – for example safe walking and biking.
- I love biking so less busy streets and bike lanes make movement better. Weber Street for driving is very good. The ION LRT's addition is very promising for a people focused downtown and uptown.
- Improvements to cycling infrastructure.
- Bike lanes and community paths.
- I like the paved trails that are maintained in winter. Green lanes, bike lanes downtown.
- Public transportation along the mainline (King Street) is pretty good overall.
- Waterloo is starting to adopt active transportation friendly city design elements.
- Off-road trails have been significantly improved.
- More sidewalks help build connections. Some great trails, particularly through Waterloo Park and the Spur Line. Walking around uptown is generally great and I am looking forward to riding the ION.
- The trails (specifically Spur Line!) and added cycling network is awesome.
- After I started biking around Waterloo, my mobility has vastly improved and I am no longer dependent on the bus.
- The slight increase in bike friendly features.
- ION, and the bike path through Waterloo Park.
- I like the trails and bike lanes/bike routes.

- There are slow improvements to cyclist infrastructure and transit.
- The buses are clean and air conditioned.
- Uptown is very walkable. ION and the associated bus route re-alignments will greatly improve the transit network.
- Traffic circles if people follow the rules.
- Love the bike path on Caroline.
- Walking paths are increasing.
- Relatively compact community.
- More walkable areas with expanded sidewalks and some new bike paths.
- I would like to see more roads shut down and made mass walking areas and greenspace like University Avenue or Columbia Street West.
- Our neighbourhoods are walkable over short distances.
- Iron Horse Trail improvements helped; it seems the trails are snow cleared more often. Also, I am pumped for the LRT.
- Like the increased availability of safe bike lanes.
- Addition of new bike lanes.
- I am glad to see the City adding more cycling infrastructure, but I think there could be more done. As a pedestrian, I enjoy walking on the various trails and through parks around my home, whenever I get a chance to walk through green space, really!
- Like that ION light rail transit has been built and invested in, step in the right direction.
- Expressway is good but getting jammed.
- Roundabouts.
- The expressway is handy.
- Lots of paths and multi-use trails to get around on.
- Public pathways through Waterloo Park improved. Extension and improvement of Iron Horse Trail.
- We can get most places in Waterloo very efficiently by driving.
- The Spur Line and Iron Horse trails, some bike infrastructure, drop bike, and the LRT.
- Trails, and bike lanes have improved. Love the ION.
- I enjoy seeing more bike lanes appear in and around Waterloo.
- Lots of public transit options, and a good number of well-defined bike lanes.
- The ION is a good move for Waterloo in connectivity.
- I like having bike paths that are not on the road. Transit frequency in the areas that I travel seems to be quite high.
- Bike paths.
- More trails and bicycle paths.
- The rail trail and other bike paths!
- Having paths like the Spur Line is great.
- Bike lanes. Bike lanes and bike lanes. But: the legal requirement that my eleven-year-old son must "share" the road with transport trucks going 60 kilometres per hour or faster is murderous. The only "safe" place is the Iron Horse Trail.
- ION and the transit improvement.

- My preferred mode is by bike, which has marginally improved for me over the last eight years. But infrastructure is disconnected and sometimes seems to decrease safety.
- Started using the Grand River Transit Bus/ION LRT combo. Looking forward to using it more.
- I like the Spur Line trail to Uptown Waterloo.
- Well running transit, good number of cycle lanes.
- Bike path adjacent to the LRT and Waterloo Park.
- Bike lanes have improved, though the segregated ones on King Street are not. Walkability is okay, but beg buttons seem to be the new default which decreases walkability.
- The introduction of segregated bike lanes.
- Where I can use trails, they are nice. There are often routes using trails and side streets to avoid cycling on major streets. Introduction of protected cycling infrastructure. Few traffic delays.
- The Spur Line Trail makes it easier for me to cycle or walk to work.
- The city is not too big, so you can get anywhere in the city in 20 minutes. The expressway helps us rapidly get to the other side of the city. Most motorists are careful and considerate of cyclists.
- I have been a transit user here since 2010 and commute to work using transit. I like that I am able to do that and not worry about driving or parking. It is cheaper and less stress.
- Bike paths and lanes.
- I am happy that there is the ION LRT now. There are also the scooters around campus. There are still a lot of areas that are only covered by buses which make the journey a lot longer.
- More bike lanes.

What would make moving around Waterloo better?

- More road diets, lower speed limits. Calming designs. Separated bike infrastructure. Roads are often too wide for the speed limit (e.g.: Bingeman Centre Drive). I feel much safer on narrower, slower roads such as King Street. For cycling infrastructure, there are huge opportunities to improve the network with small connections. There is a tiny missing connection in Lynnvalley Park, for example, that would provide a separated bike route all the way from the DTK Condos to the Boardwalk and the hydro-cut.
- More respect for sidewalks, better bike infrastructure (separated from cars is a must), garbage and recycling bins on the street, later LRT hours of operation, make King Street pedestrian only.
- More off-street bike paths. Roundabouts that do not seem designed to kill anyone not in a car. Seriously ask someone with a kid to let them walk alone around the roundabout at Erb Street West and Ira Needles Boulevard. I am sure they would decline.
- City-managed winter maintenance for sidewalks on main arteries - many residents along Albert and University, for example, are not clearing their sidewalks in the wintertime - at all. It makes for very treacherous walking. I am an able-bodied 45-year-old and I have trouble navigating the sidewalks in winter; I also worry for the safety of older residents, and those with limited mobility.
- More traffic calming measures. I cannot count the number of cars I have seen run the red light at Albert and Caroline. Or the way that cars speed down Albert/Caroline/Erb. Even with the right of way, pedestrians are taking their lives in their hands at some of these intersections!

- Sidewalk clearing in winter! Please raise my property taxes to pay for sidewalk clearing. Getting around in this city in the winter on foot is difficult. I have tried to make bylaw complaints, but they are almost always ineffective, for example, three attempts on the same property, with no action taken.
- Better pedestrian education, better cyclist education, better driver education. Members of each mode can be thoughtless - like pedestrians darting on the flashing signal means one cannot turn left. This holds up the left lane, blocks off to the end of the turning lane, causes snarls, and then bikes lane split. People cannot handle congestion.
- Sidewalks are terrible. Why are they not cleared in the winter by the City?
- Bike routes are better where they are NOT integrated into roads with motorized traffic. Bike strip lanes along road edges beside a car lane are an invitation to death. The road edges are generally the portions of road in worst condition - drains and debris (gravel, sand, garbage, last year's leaves, and weeds), potholes and uneven curb edges are hazards for bicyclists. Talk of slowing traffic to reduce pedestrian and cyclist fatalities too is misguided. Pedestrians and cyclists do not belong on the road as roads are not built for that intent it also just increases congestion and danger. You want harm reduction? Pedestrians and cyclists are a better mix than anything mixed with cars. Poor infrastructure design concept: path for bikes on University from Keats to Erb is not good. Also paths along Columbia from Fischer-Hallman Road to Erbville. What a waste of space and infrastructure resources. Already debris covered. Would have been better just to have a double width sidewalk - (paved walk through - less unevenness for pedestrians and cyclists).
- I like to bike as much as possible. While there are lots of bike lanes around the universities there is essentially nothing east of King Street, thus making it difficult to get to that side of the city. Also access to the Bridge St. bridge is definitely not bicycle friendly.
- Better connecting the cycling network. There are too many gaps that put cyclists in compromising environments.
- It needs a network of protected bike lanes where everyone is within 500 meters of the protected network. It needs to encompass regional roads and city roads. this is where amalgamation would help, it's ridiculous that we have City of Waterloo roads, City of Kitchener roads and regional roads and then it could be the same road. amalgamate the service.
- More protected cycleways and better crossing points. Better designed intersections and crossings for people cycling and walking.
- Increase frequency of buses. I live in Laurelwood and outside of the very peak rush timeslots, that bus only comes by every half hour. That makes it practically very unusable. Every 10 minutes is what I would love to see.
- Practical options for traveling shorts distances has to be increased. Things like bicycle sharing is interesting.
- Grand River Transit does not support paying by credit card or smartphone. This is a major obstacle for someone who wants to use it for the occasional trip or even just try it out.
- Some areas (for example Phillip St with lots of offices) could be great for inviting self-driving shuttle for going around locally. Example: <http://www.ridewithela.ca/>.
- Ban all right hand turns on a red light, also add more red-light cameras.

- Stop making the free flow of car traffic the only metric of success. So many promising active transportation projects here are severely compromised by the unwillingness to make cars wait even for a few seconds, even when that might save lives. For example, the bike lanes on Caroline where cyclists are legally supposed to get off and walk across every intersection, the Spur Line/Union Crossing, the bike lanes on King Street where bylaw refused to take action against cars parking and blocking the lane. Or the way the City studiously ignores any questions about how cyclists are supposed to legally navigate between the Spur Line and Laurel Trails. Or on the pedestrian side, the 'beg buttons' at busy pedestrian intersections. Or the lack of crossings on Union, Caroline, etc. (I am aware that some of these might actually be Regional projects, but that is a whole other complication. It is hard to identify which level of government is responsible for anything).
- It feels like the City wants to pay lip service to active transportation and collect undeserved rewards like the gold Bike Friendly Community, but all the infrastructure built sends the clear message, cars are the only important traffic.
- Other drivers make it scary to drive/walk/bike in Waterloo.
- More trail connections and crossings. More protected bike lanes. Safer routes to major places like RIM Park, Bechtel Park, Stork Family YMCA.
- Making sure cycling infrastructure does not disappear at intersections.
- Protected and separated cycling infrastructure.
- Speed and traffic enforcement.
- Building sidewalks that do not have hydro poles in the middle of them.
- Leading pedestrian intervals at all stoplights.
- Getting rid of beg buttons.
- Improving bike detection at lights.
- More LRT Lines (East/West, along King Street, Laurier, etc.).
- Intersection and trail crossing improvements to give reduced priority for motor vehicles and provide shorter delays for pedestrians and bicyclists.
- Allow pedestrians to cross at lights without waiting for a full cycle of light changes. There is no reason to have pedestrian-initiated lights just as drivers and cyclists do not have to initiate passage. All lights should have a timed pedestrian allowance in each cycle. Now if you miss the opportunity to initiate a crossing, you must wait a full green and red cycle before being allowed to go. In the pouring rain, and at many other times, we pedestrians just go!
- Just more attention to non-vehicle modes. We need more signals that are actualized by bikes and less dependence on pedestrian beg buttons.
- More progressive traffic calming measures, safer infrastructure for pedestrians and cyclists. Basically, if you blew up Erb, Bridgeport, Weber, University would be a good start. Those roads are basically highways, which might have worked okay in 1975, but now with a larger population, those streets need to be narrowed and have proper walking and cycling amenities added. Erb, Bridgeport, Weber would be top candidates.
- There is no traffic flow. Roundabouts have not helped, keep traffic moving. Now the LRT is stopping traffic further. Driving through Cambridge along the river on Highway 8 they have timed traffic lights, it is timed to 40 kilometres per hour but if you travel that speed you do not stop. Do not know if it would work here but worth looking at.

- Safer connectivity along the trail. Slower speeds on Weber Street and others.
- Adding bike lanes to roads as reconstruction of roads is required. Make the speed limit on Weber street 50 kilometres per hour or any streets in the city where there are houses.
- A network of protected bike lanes, with real protection at intersections.
- More facilities separated from traffic with safe crossings of major roads. The crossings need to be designed for cyclist and pedestrian safety not focused on moving the most cars.
- More connected bike trails and lanes. Always add bike lanes to any new or resurfaced roads.
- Improvements to trails/ increase in safe trail systems and bike lanes (segregated bike lanes), improvements to bus routes/times of pick up.
- I drive my car but love my bike, so more bike infrastructure would help.
- A complete grid of safe separated bike infrastructure.
- More bike lanes and community paths.
- Bike roads that are separated from car roads like the Netherlands style.
- Better links and instructions to get from one bike path to another.
- Cycling lanes along King Street come and go every hundred meters it seems. Lanes twist and turn and I often see drivers in them, not even aware they are in a bike lane.
- Almost none of the cross walks that go across King Street in Uptown/midtown/downtown are automatically set to go to the walk symbol for pedestrians. Not even by the hospital. The lights also take forever - it is much quicker to wait for a break in traffic and dart across.
- Transit connections to outer areas of the city can be sparse and lengthy at best.
- Disappointed to see ads targeting pedestrians at bus stops telling people to wear reflective vests and to take more action toward their safety than drivers. While I agree that pedestrians need to be responsible and accountable for safety, the onus is so far onto drivers who routinely do not check for pedestrians, run stop signs, etc., that to equate it in any way is laughable and offensive.
- Please design active transportation city layout with a mindset and viewpoint from a cyclist or pedestrian, not car centered. If the current design staff is not capable of this, please consider training, complimenting or replacing these people. Please be bold in your designs.
- Intersections must be active transportation zones, too - not the end of it. Why do bike lanes end right before traffic circles? Why do cycling trails and median U-turns end at traffic lights and the crossing is uncoordinated?
- Do more of what works well: Laurel Trail, Iron Horse Trail, Spur Line Trail.
- Make those spines a corridor where active transportation has absolute priority (why are car sideroads of higher priority than the cycling highways of this city? Give cars stop signs at side road intersections with these trails. Make intersections free of obstructions so that cyclists can see cars earlier on and maintain momentum. Work with property owners to get there.)
- Implement bike lanes that can effectively be kept free of snow all winter. On-road bike lanes usually turn into snow dumps. Will the new Columbia Street lanes, too? Please make sure that bike lane design does not encourage this kind of city behaviour.
- I am extremely grateful for the improvements of winter maintenance on the Iron Horse and Laurel Trails in recent winters. I personally believe that less salt and more grating would work as well. Bikes suffer quite a bit from salt water and dealing with a small amount of snow usually works quite well. This opinion might not be shared with everyone here.

- Taking the new Columbia Street bike lanes as an example: when adding lanes to such large roads. How about placing the bike lane physically separated from sidewalks and roads. Just a tiny grass strip. Something that is not mountable by cars and presents a clearer visual separation and more space between bike lanes and cars.
- Why not use colored asphalt (green, red) to tell people in all locations that this is not a parking/stopping spot, but a bike lane? Uptown Waterloo (King Street) would severely profit from that.
- When creating a mixed-use trail, please use smooth asphalt. The usual concrete sidewalk-style surface is extremely uncomfortable to cycle on. The trail/road interface always has huge bumps - cannot these be eliminated?
- By far the biggest impediment to active mobility in the City of Waterloo are Regional roads with dangerous intersection designs, inadequate infrastructure for pedestrians and cyclists to cross them safely, and inadequate separation from high-speed cars. If the City of Waterloo is serious about mobility of its residents, it needs to engage with the Region to improve this.
- Connections are generally terrible. The area lacks directional signage, particularly from one trail to the next. Bike lane connections are virtually non-existent. Many start in the middle of nowhere and connect to nothing. Little thought seems to have been given to how pedestrians and cyclists will navigate LRT infrastructure: it bisects chunks of the city and makes it very difficult (it is near impossible to go across town between Caroline to Regina). Way too many people are still in cars, and way too many cars are speeding. We need to prioritize people, not vehicles. Give transit, bikes and pedestrians preferential treatment. Charge money for parking and make transit free. Also: we should drastically lower speed limits in residential areas and make it easier to have stop signs or other interventions installed. People and their safety should be part of the equation, not just traffic counts.
- Sidewalk snow clearing! It is nearly impossible to use active transportation or transit all winter because of snow/ice - and a huge accessibility barrier. Sidewalk snow clearing would open up so many barriers to alternate transportation.
- Better transit and biking.
- More bike friendly features.
- Protected bike lanes everywhere.
- I would like to see better connectivity between bike routes. Getting across Caroline at Willis Way after coming down Dawson is not well thought through.
- More roads designed for the posted speeds. Wide straight roads with two lanes each way encourage people to drive too fast. E.g. Northfield drive, the posted speed limit is 50 but there are often people driving 80 because it is a poorly designed road. Make these roads narrower, with more green space and wider separated bike lanes and drivers will more likely stick to the speed limit.
- More or better snow clearing in the winter.
- More frequent buses.
- More and better trails.
- Set time limit on road closures and sidewalks closures and repairs as well.
- Make more areas accessible without a car. Make them walkable. Connect them with good and frequent transit.

- More dedicated right turn lanes and bus bays.
- More biking lanes or pathways. More roundabouts for smoother traffic flow.
- Greatly increased availability and frequency of public transit. Restricting the ability of cars to get around, thereby forcing more people onto public transit. Even more dedicated bicycle lanes.
- Clearer signage to say if you can turn right on Caroline to William.
- If drivers were more considerate and attentive to pedestrians, and more crosswalks on busy streets. Protected bike lanes everywhere so my grandchildren could bike more places.
- Protected, separated, bike lanes in a grid across the city.
- A minimum grid of fully separated, protected bike lanes. Narrower motor vehicle lanes and roads, this slows drivers, and reduces capital and maintenance costs. Elimination of all on-street parking. The City should not be subsidizing private car storage. Currently, there is no enforcement of parking laws particularly in bike lanes and on sidewalks. This would not be a problem with proper separation. Stop placing things in the middle of sidewalks like poles, utility boxes, etcetera. Default pedestrian phase at each traffic signal; no more beg buttons. Lower speed limits for example. Weber is 60kph in the most pedestrian heavy area.
- I would like to bike more but do not find the infrastructure offers many safe options once I leave trails.
- More mass walking and biking space. Fewer car or automobile areas. Prohibiting large trucks on local roads save for construction purposes. More safety for walkers and bikers. More expansion of the LRT and bus systems.
- More affordable bus and transit costs for students. The Universal Transit Pass program goes up every year and the Region/City are making too much money for a public service.
- More bike lanes, more walkable density, better bike lanes since there are so many scary ones, and car-free areas in Waterloo region.
- More and safer bike lanes. When my employer moves, I might need to bike over the expressway over Northfield. My wife does not want me to bike there because of how unsafe it is, so I am figuring that out.
- Also, Margaret Avenue could be such a better bike lane with better signage and more barriers during the summer to keep me safe from cars.
- Less cars. Smaller roads. Lower speed limits. More connected bike paths.
- More and more protected bike lanes and stricter enforcement of motor vehicle laws.
- I have seen before combined speed bumps and street crossing (the speed bump is the width of a pedestrian crossing), this makes cars slow down where it matters most like at crossings and makes the speed bumps smoother as they are wider.
- More connections between bike paths. There are a few places, especially in the uptown core, where bike paths terminate but do not connect between the Waterloo park trail and the Spur Line trail there is no marked route across King Street. As someone who lives on the east side of Waterloo, I would love to see a direct bike route that is separated from traffic to uptown on either Erb Street or Bridgeport Road. Do we really need three lanes of traffic in either direction? Could one lane become a dedicated bike highway?
- Less car traffic, better cycling infrastructure, more and better pedestrian crossings.

- How about having a pedestrian cross walk right where the ION LRT crosses on Northfield? Traffic gets backed up over the bridge right on to the expressway. You cannot drive down Northfield without getting stopped at Weber, then Parkside, ION LRT crossing, then the train.
- Better timed lights especially on Fischer-Hallman Road.
- Better connections between the trails. You have often have to cross three or four lanes of heavy traffic on your bike. We need more pedestrian bridges or dedicated pedestrian crossings like the one on Erb Street.
- Well-marked dedicated pathways for sustainable transit like walking and cycling along major corridors like King, Weber, University, Erb and Bridgeport.
- More frequent road paving fixes!
- A complete bike network with segregated facilities. Complete streets!
- Better and more timely public transit. Better bike paths on common roads.
- I would like to see the biking infrastructure improved and considered in new road construction. It is definitely getting better. I would also like to see the transit system improve. I can either drive to work in under fifteen minutes or take a bus and get there in forty-five. It is just not a choice I can make lightly, and I really would love to be able to do so. I spend ninety percent of my time within Waterloo and/or Kitchener, and it would be great if I did not need a car in the city at all.
- With Erb Street becoming so busy, driving out from Avondale Avenue North, we most times cannot turn left. People drive quickly from the Caroline and Erb intersection. Also, when walking, we find it challenging to cross the street, and see many others struggling as it is the pedestrian entrance to the park, we would love to see a crosswalk, lights or other speed reducing measures taken. The lights at Roslin seem to make less sense as more foot traffic crosses at Avondale. Happy to see both. Please continue to improve separate and physically separated bike lanes. I am disappointed with the amount of bike lanes that just end, for example Erb Street at Caroline despite having undergone construction.
- Better connecting bits like curb cuts and trail getting a to bike lane.
- More road space. Better cleaning of roads during winter. Maybe better transit, but that is not necessarily needed.
- It would be great have more separated lanes for cyclists to feel safer on the roads. It would also be great if there could be a green belt trail or corridor like the Iron Horse Trail that allows people to commute safe, easy and scenic from west to east. It would also encourage more people to get outside and walk, skate or roll through town.
- Reinstating some of the bus routes that got cut when ION launched, more bike lanes like those in Waterloo Park and uptown, for example, not on the road and distinct from pedestrian walkways.
- Reliability of transit services - I would be more open to transit alternatives if they were reliable and efficient to reach my destination. In the winter seasons buses are frequently delayed over half an hour with some not arriving at all. Especially in the cold winter where most stops do not provide a shelter, this is not a viable option. Cycling lanes are often frequently blocked with objects and illegal parking.
- More bike paths not on the road would be great or more bike lanes. Safer intersection crossings between bike paths and roads.
- More bike paths and segregated bike lanes.

- Enforce sidewalk snow clearing.
- Even more trails and bicycling paths-especially segregated from the roadway.
- More bike lanes! And lights that will automatically sense when there is a bike waiting to cross. I also do not understand why so many roads like Fischer-Hallman have a massive grassed median, which seems unnecessary given the speed limit of only 60, and then only have painted bike lanes. It seems the road space could be re-prioritized to create separated bike lanes without giving up any driving lane space.
- The people who design the roads and parking and transit routes need to be cyclists as well so that they can understand the hazards of Caroline and King Streets in particular, and the needs of drivers, pedestrians, public transit users, and bicyclists in general, as well.
- It is generally a pedestrian nightmare. No other way to describe it. I travel a lot and believe it to be relatively awful.
- More bikes and walking trails connecting townships to cities like Mannheim to Boardwalk. More bus service for Wilmot Township, for example Mannheim and New Dundee.
- More bike lanes and bike paths. Bike lanes should not end abruptly or morph into turn lanes!
- More fully separated segregated bike lanes with no risk of "dooring". And ION LRT from the Boardwalk to RIM park. Seriously. Right up University.
- Protected bike lanes forming a minimum grid.
- Better connection of bike lanes. For example, bike lanes disappear on University Ave and Columbia St around Weber, and across the highway. Also, the bike path system has dangerous crossings at Weber and Union Streets.
- Connected and protected cycling infrastructure that I feel comfortable letting my four-year-old use on her own bike rather than riding on mine.
- More cycling infrastructure would be good. Education about how to use multi-use trails for walkers, cyclists, and e-bikers would be excellent.
- A more extensive network of protected bike lanes so that I do not have to drive my vehicle.
- More cycle lanes.
- Better maintained cycle lanes. Debris, cleared, holes and dips filled and smoothed.
- Enforcement of road code. Speeding, signaling, lane discipline, and distracted driving.
- Paved path through Waterloo Park from Waterloo Memorial Complex to University of Waterloo and Seagram drive as it is dirt and wood chips now.
- Use traditional bike lanes and get rid of beg buttons for car turn lanes and/or advance lights.
- Having a physical barrier between cars and the bike lanes; I have been almost hit many times on the uptown segregated bike lanes, not to mention the people that park their car on the bike lane.
- I would use my bike more if there were more separated bike trails or protected bike lanes - I feel crowded by cars when I ride currently.
- More protected infrastructure for cycling on busy roads. More frequent and reliable transit. Fill in missing links in active transportation network. Secure bike parking at all ION LRT stations, transit hubs and major destinations.
- Connected bike lanes. A bike lane on Weber Street. Pedestrian crossing on Union Street, between Moore and King. Pedestrian crossing on Regina at Willis Way.
- More physically separated cycling trails to get across the city.

- I would like more east west bike lanes and much better signage about bike trails.
- More bike lanes.
- ION's on other big roads, Columbia Avenue, Northfield, Westmount, Ira Needles. Better and more bike lanes.
- Fewer traffic lights.

Are there specific locations within Waterloo that can or should be improved to support walking and rolling instead of driving?

- Some streets and neighbourhoods are still missing sidewalks despite being in well-established areas. I am thinking in particular of Carson Drive north of Champlain Crescent in Kitchener which is near my house and on my running route.
- Uptown 100%. King Street would be a million times better with no cars, and that could be such a vibrant and popular space.
- Newer neighbourhoods.
- Yes, please! As mentioned in a previous answer - main arteries for university staff, students, faculty, such as Albert and University - these are the streets I am most familiar with. Improved winter maintenance on park paths and trails would also be helpful.
- Erb Street East sidewalks to uptown. Right next to that retaining wall is atrocious, narrow, and never plowed in the winter. Why would I walk through that? Driving actually takes longer, but at least it does not suck.
- The whole city. You have to start with real city planning, and plan infrastructure that does not separate residents for work and amenities by tens of kilometers. Vista Hills Waterloo is the ultimate pin the tail on the donkey scenario. Go live there-and it is not even so nice, in fact it is ugly - and drive kilometres for everything. Drive kilometres includes snaking around on a bus with no direct routes. Two story towns died out in favour of suburbia and cars, but if you want a walkable lifestyle, you will need to go back to some form of the "two story town" where living, working and playing was done within a few walking blocks. I am afraid though that the blindness will continue behind Costco at Vista Hills II. Erb from Beechwood to Erbsville Court: If that is ever done to four lanes, might consider taking some of the height out of that hill. Also, high time that Fisher-Hallman Beringer from Columbia to Westmount gets four lanes and a wide path/walk. Too narrow and traffic too fast and heavy for bikers - but slowing it down is not what I want!
- This may not be the place to put this, but one of my pet peeves is when there is construction, there will be signage indicating that the sidewalk is closed. But there is not a safe place for pedestrians to cross the street. Basically, we need to scramble as best we can. Unless a road is completely closed, there is always provision for cars to get through, but not pedestrians.
- In my neighbourhood, Erb needs to be slowed down with more crossings. A road diet with protected bike lanes would be a good start.
- If a destination requires a twenty-plus minute walk each way, that can be physically difficult for some people and also a very time-consuming round trip. Taking the bus may not be an appropriate solution either since just going to the bus stop or waiting for the bus might take 15-30 minutes. The 'last mile transportation' solutions need to be heavily introduced, invested in, supported and advertised.

- Get rid of cobblestone sidewalks, they are very uneven and if in a mobility device one bumpy ride they also play havoc with a wheeled walker.
- Pedestrian crossings near the universities - hopefully the University Ave Gateway project will fix this.
- RIM park, uptown Waterloo, Bechtel Park, Waterloo Park, Waterloo Public Library all have dangerous crossings, also University of Waterloo, Stork Family YMCA.
- Uptown & the university, the City should be striving to get everyone to these destinations on foot, bike or by public transit.
- Need more year-round off-road trails for cycling - think 8/80 - would you let your eight-year-old kid or eighty-year-old parent ride or walk there?
- Add sidewalks on streets that do not have them.
- Reduce delays for pedestrians at busy intersections.
- Ensure all streets have adequate shade.
- Design streets to encourage reasonable motor vehicle speeds; current designs are based on criteria from 1950's that were intended for highways, not city streets where there are pedestrians and cyclists. New studies from Transportation Association of Canada and Institute of Transportation Engineers promote better designs for the safety of all road users.
- Lights at Marsland and University can create extended waits for pedestrians when you miss a chance to initiate a walk light. The same occurs at Weber and Marshall. It is reasonable the light timing is different due to road volumes but couple that with the requirement that the pedestrian arrive at the light while still red to cross on the next green is absurd and very commonly ignored.
- In the core we need more priority given to pedestrians. The crosswalk at the Willis Way ION stop is a great start. Allen and Park remains a death trap for people trying to scamper across. It is only a matter of time before someone gets killed.
- Erb Street East, Bridgeport, Weber, University, Columbia are all too wide. Sacrifice a lane on each of those and build nice wide sidewalks with trees, bike lanes (separated, please), and you will dramatically improve the city.
- No, please do not take away more roads.
- From Button Factory to Waterloo Park. Do not know where to bike.
- A sidewalk on the south side of university between the Highway 85 and Lincoln Road.
- University Ave is densifying and becoming another urban core. We need to make the street more pedestrian-friendly with frequent crossing locations, pedestrian scrambles, an end to beg buttons, and reduced speeding.
- Areas within 800m of each LRT station, Uptown, U.N. diversity and college districts; school zones, commercial zones.
- Safe routes, road crossings and intersections.
- Shade from sun.
- Wind mitigation.
- Snow clearing.
- Definitely connections from residential areas into the uptown area.
- Uptown.
- North end of Waterloo around the mall is not very walking friendly.

- LRT line.
- Pedestrian-friendly access and entrance to Grand River Hospital.
- Caroline street needs urgent attention from the region. Regina needs more places to cross mid-block if we want more people to use those parking lots and the trail.
- Anything near transit stops or the core.
- Crossing Caroline pretty much anywhere. The Iron Horse Trail needs repaving. Figure out the connection between the bike route on Erb and the connection to the bike route in Dawson at Westmount.
- Close off King Street from Joseph to Benton and Frederick.
- North Lakeshore and West Kitchener-Waterloo, Downtown, Uptown, and University of Waterloo are walkable but many/most other areas are not.
- An integrated approach encompassing the entire city not just the odd location.
- Busy streets (i.e. Bridgeport) are scary to walk along with no boulevard between sidewalk and road. Around the library and Waterloo Park is terrible for pedestrians to cross. More flashing crosswalks would help.
- University Ave (all of it).
- Pedestrian scramble at Erb and Caroline during ION phases. Pedestrian scramble at University and Seagram. Shorten crossing distances and make tighter turning radiuses at intersections (e.g. King and University). Ban right turns on reds. Leading pedestrian intervals at all signals.
- University Avenue, Columbia, Weber (has improved recently but not much), Albert (again has improved recently but only near intersection with Weber).
- Putting a roundabout in at the intersection of University and Phillip, that traffic area is terribly managed. Students walk all the time both directions and the lights do not help. They back up automobile traffic.
- Remove large trucks from local roads, put in weight limits.
- I wish there was something parallel to Victoria street that was super walking supportive. It is an ugly walk right now.
- Uptown core, King Street should be car free.
- Erb/Erbsville Road and Claire Hills area.
- Mostly sidewalk corners in the winter. Plows build up snowbanks and homeowners seldom seem to shovel them (or they shovel and then the snowplow comes by).
- Many more pedestrian crossings, especially on Erb and Bridgeport streets.
- Put a pedestrian bridge over Northfield. Cost would be a drop in the bucket compared to ION.
- University avenue between University of Waterloo and Wilfred Laurier University.
- The big suburban blocks - e.g. Erbsville Road, Columbia Street, Westmount Road.
- Between uptown and downtown, on side streets leading to the core.
- The key I think is improving the transit, pathways and bikeways so that they are as convenient as driving or more. In my case, I would have to walk for a long way just to get to any stores.
- Uptown west neighbourhood to Waterloo Park via Avondale at Erb.
- Around the university area.
- Along University between University of Waterloo and Laurier there are a large number of poorly maintained sidewalks.

- Uptown (construction is more time consuming/unsafe).
- It would be great to have more walking or cycling routes to places that people go to most often in a given week, like grocery stores or gyms etc.
- Here are particularly dangerous locations - All Spur Line crossings, Regina Street generally, King and all side streets, Erb between Caroline and King, and general pedestrian access to the Waterloo library. It is a horror show for walkers.
- Mannheim, New Dundee.
- Downtown Kitchener.
- Intersections could be designed to be safer for pedestrians and cyclists. Notably the intersection at Davenport and Lexington road. When traveling east on the mixed-use corridor, bikes must cross either Lexington road to continue in the bike lane or enter the Davenport bike box, but traffic turning left onto Lexington from Davenport often does not stop or look for pedestrians on the left (for both red and green lights) and frequently blocks the bike box and crosswalk. In addition, vegetation blocks driver visibility of the sidewalk/mixed use corridor from Davenport. Connections from east to west of King street are sparse on the north side of the City, there is technically the Northfield bike lane. As an experienced cyclist I would never use it - and certainly not if I am traveling by bike with my kids.
- Weber street in Waterloo is really unpleasant to walk along. Regina St North has utility poles blocking sidewalk.
- Union Street between Moore and King; Regina Street at Willis Way needs a proper crosswalk with a light. It gets a lot of traffic, and it is hard to see past the parked cars to judge when it is safe to cross.
- Between uptown and downtown.
- 24 Highway in Cambridge and Coronation Boulevard in Cambridge.
- More sidewalks in north lake business park.

Are there specific locations within Waterloo that can or should be improved to support cycling instead of driving?

- There are opportunities to improve the off-road network significantly by building missing connections and improving signage. Bike lanes should be separated and where they are not enforcement has to be strict. Design of bike infrastructure needs to be more considered and thoughtful. Northfield's new lanes are a perfect example of what not to do. Consider listening to advocates - fighting for some form of separation on the new King Street lanes should not have been necessary.
- Developing King street from Union to University could be a wonderful gift to the community, as well as an arterial non-automobile road.
- Every roundabout (get off your bike and walk is a bad answer), every place a bike lane just sort of dies on the side of the road (e.g. Westmount).
- As above - corridors to the university.
- The trail on Westmount (between University and Columbia) should be completed to fill in the 1 kilometres gap.

- There should also be a better system for making left turns, as at most intersections, a cyclist has to make a dangerous lane change.
- As a pedestrian or cyclist, crossing at any of the roundabouts on Ira Needles is a nightmare. I cannot watch enough, and motorists are also so pre-occupied watching left for traffic already in the circle that pedestrians at right are very easily overlooked. It is not a good idea to have pedestrians crossing directly at circle.
- Double the sidewalk width on at least the north side if not both sides of University Avenue from Seagram to Westmount. This is heavily used, and one bike disrupts flow.
- Better bicycle infrastructure for east/west access: Erb Street., Bridgeport, University, Lexington, Union.
- Signaled crossing at Iron Horse Trail and Victoria (or at least an island for two stage crossing). Same at Union and Spur Line. Some solution for cycle lane on Glasgow that spontaneously ends at Westmount then starts up again on other side. And (least realistic) convert Westmount to three lanes of traffic, one each direction with alternating turning lanes, then add separated bike lanes in each direction. That would be amazing.
- This is an irrelevant question! We need a consist network, a consistent approach, a consistent implementation of protected bike lanes -- this question will just yield a continued patch work of infrastructure gaps. A network is only as good as its weakest link.
- Improved safety and preference given to bikes at all existing trail crossings. A full network of protected cycle paths.
- Although bicycles can help, using them properly can be difficult: buying/storing/repairing bike, using proper clothing and safety gear (helmets), reaching destination in a sweaty and physically drained state (e.g. if I just reach work and have a meeting). If bicycles can be used via very quick bike sharing for short destinations (5-10 min bike ride), then more people would consider it and perhaps it would even get more popular for longer destinations!
- The shoulders of all regional roads should be paved for use by low speed users.
- Plazas like the ones on University, or Westmount, often have poor interfaces with the surrounding trails and a severe lack of bike parking.
- Uptown and the University.
- Reduce travel lane widths or reduce travel lanes from four to two to add separated cycle lanes on arterial roads. Commuter cyclists want the most direct route which is usually the arterial road network.
- Cycling seems to be very well served.
- Erb and Bridgeport both have the capacity to add a separated bike lane.
- Many paths end with only having a bike lane on a busy street. Not good with kids, I know it is illegal, but I will ride on the sidewalk.
- Waterloo Park and Recreation Centre, Rim Park is so car-oriented, it is even dangerous for transit users. My teen takes transit, but Rim Park is a dangerous destination.
- Connecting the bike path along Caroline Street to Waterloo Park via Father David Bauer Drive to avoid the busy unsafe Erb and Caroline Streets intersection.
- In Uptown, there is no good way to get between the east and west portions of the Laurel Trail, the Iron Horse, and the Spur Line. The Waterloop at Albert needs curb cuts, and completion at Weber. There needs to be a sensible option for getting from the eastbound Lexington bike path

to both the Davenport and Lexington bike lanes at Davenport (one that does not involve a patronizing dismount sign).

- LRT station areas.
- Nodes.
- Uptown.
- University and College area.
- Elementary and secondary schools.
- Commercial and employment zones.
- Any major street (King, Weber, Ervin, Bridgeport), better street crossings from existing paths, wider (or adding) bike lanes on roads out of town.
- Connections from residential areas to the uptown and commercial and industrial areas of town, requiring offices to provide staff showers so that they do not bike and feel gross before work.
- Westmount Rd.
- Bike lanes with traffic on either side like on and off ramps. Very scary.
- LRT Line.
- Erb and Bridgeport Streets.
- Northfield.
- Weber Street, north-east of King Street.
- Complete trail along LRT route north of the R&T Park station, as far north as possible (St. Jacobs?).
- Safe connection from Keats Way bike path (at University) to Waterloo Park (on Westmount).
- Safe connection from Erb & McDougall to Dawson Street.
- Bicycle-friendly access and entrance to Grand River Hospital.
- Better links between trails would be a great benefit, as would a minimum cycling grid.
- Secure bike parking in uptown Waterloo and near LRT stations.
- Connections to trails like the Walter Bean Trail and to the University. Columbia and University is too dangerous to be considered a bike lane.
- See above. It would be nice if Willis way was pedestrianized. Also, from the parking lot at Caroline and Erb, there is no way to get to the cycle lane past Pizza Famoso.
- Behringer from Westmount to Colombia (I would never ride this road as it is). Northfield across the Highway 85 by the ION. This is very poorly designed.
- Pretty much everywhere. We need fully separated bike lanes. The bike lanes on Northfield are a nightmare, for instance.
- As with walking, the scope needs to be the entire City.
- Separate bike lanes. Too often people are parked in or stop in a lane.
- Westmount Rd.
- King between Erb and Victoria.
- King between Erb and Victoria should have (still can) have a separated bike lanes. Erb and Bridgeport should be made two-way (one east bound lane, one west bound lane, one centre turning lane, plus cycling lanes - it all fits especially if the oversized lanes are narrowed - and you lose no capacity and gain network connectivity).
- Protected bike infrastructure.

- A bike sharing program that integrates with people's personal bikes if they have them (like public safe storage at various locations). I think many more students would bike, but bikes get stolen all the time (or seats/tires).
- Work with the University of Waterloo and Federation of Students to better integrate supports on campus with those in the city (there is no integration or very poor integration currently).
- Everywhere? I know that is sort of a non-answer but we really need to improve cycling infrastructure.
- Margaret Avenue.
- Something parallel to Victoria Street (does not have to be Victoria Street it could be Water Street or something, but Victoria street sucks for biking).
- Segregated bicycle lanes on major roads and streets i.e. Erb, Bridgeport, Weber, King, Regina
- All major roadways that do not have defined/dedicated cycling lanes (King, Weber, University, Erb, Bridgeport).
- Westmount Road, Erbsville Road, Columbia Street, Erb Street, Weber Street, Fischer-Hallman
- They should continue to make the changes with the biking infrastructure where they have been adding separated bike lanes, bike boxes, multipurpose roads and the like.
- Around the university area.
- Along University has a large traffic volume but it is hard to feel safe cycling.
- There should be separated bike lanes on major streets such as King, Columbia and University. Prevent vehicles from using bike lanes as parking.
- It would be great to have more walking or cycling routes to places that people go to most often in a given week, like grocery stores or gyms etc.
- Caroline and King Streets.
- I do not cycle now, but I am purchasing a bike currently.
- All bridges over the "Expressway". None of them are "safe" in both directions. Lexington comes close but only in one direction!
- Pretty much every intersection.
- Slow the speed limit in neighbourhoods to 30 kilometres per hour and enforce it.
- Better connection of bike paths and bike lanes.
- Add cycling infrastructure with ALL new roads and ALL road maintenance/upgrades.
- De-incentivize car driving - charge more for parking.
- More (safe) cycling connections east to west on the north side of the city.
- Weber Street needs protected bicycle lanes. King Street North is an abomination for cyclists as are Bridgeport and Erb. Very hostile climate for cycling.
- Fischer-Hallman Between Columbia and Westmount. In particular Columbia to Laurelwood.
- Southbound there is no room. Northbound the shoulder disappears into loose gravel as well as being constrained by traffic island. Only assertive cyclist can navigate confidently.
- See previous comment regarding connection from Arena to Seagram through Waterloo park.
- Too many to list. In many cases multi-use paths are more dangerous to bikes than a traditional bike lane because of poorly planned intersections and pedestrians are far more unpredictable than cars.

- Beachwood area, but the new lanes through uptown need to be reworked; the amount of people park, drive or pedestrians standing on the bike lanes needs to be addressed. We should do like Montreal and put highway barriers segregating the bikes from cars.
- Fisher-Hallman; Columbia Avenue; Erb Street; University Avenue.
- All arterial roads. Connection between Laurelwood Drive and Laurel Trail at University of Waterloo.
- Weber Street between Union and King North needs a bike lane. It also needs repair. I used to bike this stretch but stopped because I could not safely dodge potholes while also avoiding cars.
- I live in Eastbridge and work at University of Waterloo, it is hard to get between the two without going up by St. Jacobs Market. I fear the road on Columbia between Davenport (after the lanes end) and University of Waterloo.
- Everywhere.
- Faster by bike in all instances in Cambridge.
- Bearinger road by the conservation area.

Are there specific locations within Waterloo that can or should be improved to support public transit instead of driving?

- I wish the #12 would continue all the way up Westmount. Right now, the stretch of Westmount between Columbia and University is not serviced by any bus.
- All day GO to Toronto.
- Biggest problem is frequency of bus/LRT and distance from bus stop. I would have to transfer twice and walk 20 minutes each way if I switched to using bus to go to work. Find a solution for the 'last mile' travel and somehow reduce bus wait time to less than five minutes and then we are talking.
- More shelters, route 21, by Picard's on their side on shelter at Parkside Drive, on the return trip, people stand in the ditch, Walmart at farmers market is the same thing. It seems the University gets them but others do not qualify.
- Suburban employment areas like north of Northfield, east of Weber to Highway 85 have no weekend or late service for shift workers.
- Northwest Waterloo is poorly serviced by transit.
- Waterloo Park.
- Grocery stores and parks and recreation centres.
- University Ave should dedicate a lane in each direction to buses.
- Same as previous answers for improved cycling and walking.
- LRT Line.
- Uptown Waterloo, the connection from the Erb and Keats Way area is very poor. The 12, 29, and 202 do not connect to the ION at University even though they cross its tracks. The 5 to Uptown runs only every 30 minutes even at rush hour.
- We just need more frequent service - and 7 days a week! Decreased (or nonexistent on some routes and on out of town services like the lack of GO trains on weekends also means not using local transit to get there) weekend service makes things very difficult.

- Lakeshore North to the University on bus route 9 is extremely slow. It is literally quicker to walk from my house to University of Waterloo than to take the bus. If there were a more direct route, I would use the bus regularly.
- North Lakeshore and west Kitchener-Waterloo.
- I am pretty sure every part of Waterloo could be improved rather than just where the people who fill out this survey suggest. You should not have to ask these questions, you should know these things and make the city as a whole better.
- The connection by Bridgeport and Northfield to Waterloo and Laurier campuses. Takes more than one hour to get to school and sometimes multiple buses.
- Make public transit free for everyone.
- Getting to Toronto.
- Using monthly caps instead of monthly passes. Reduces the issue of tickets being cheaper some months and monthly passes cheaper in others (e.g.: holidays).
- Connections off of new LRT mainline.
- Erbsville Road.
- Westmount area west of university, area north of Columbia, general connectivity to Bridgeport plaza.
- Mannheim and New Dundee.
- The University of Waterloo should have incentives to use the ION.
- Many. All residential areas are underserved, and urban centers are overserved hazard of the lack of an intelligent city plan and a "net" of transit that sees routes concentrate as they centralize. Design of residential areas clearly prioritizes the car. What if bicycles or transit was prioritized and cars were inconvenient?
- St. Jacob's Market.
- Beachwood area is very underserved.
- Laurelwood neighbourhood needs better service.

Appendix E: Project E-mail Comments

#	Date	Message
1	2019-05-02	I would be interested in participating in discussions/studies around transportation. I walk/take the bus often (no license yet though planning to get by the summer) and wanting to encourage my kids to take the ion, etc. to get around. I believe there should be incentives for those who have always driven (the hardest market to change) if they do take the bus (e.g. tax break, etc.)?
2	2019-05-06	I'd like to ask to be placed on to the communication/mailling list for the above-noted Transportation Master Plan study. Please confirm this request.
3	2019-05-07	I'd like to receive updates and be involved in any consultation and planning.
4	2019-05-07	Please add me to info list for transportation study
5	2019-05-09	xxx would like to participate in the Master Transportation Study in any way that makes sense. Could you add us to the contact list to receive updates?
6	2019-05-24	I live at xxx Willow St in Waterloo in a high rise building. My unit faces onto ERB street. From time to time I observe drivers proceeding north on Willow to ERB St. Rather than turning right onto ERB they turn left into on coming one way traffic. I am wondering if the City of Waterloo would consider installing a right turn sign at the corner of Willow and Erb or alternatively a no left turn sign. I would like to add a further concern and that is the speed on Willow and William stress especially at the turn where the speed is to be reduced at least according to the sign. I observe cars travelling very fast around the curve. The area might benefit from a flashing light indicating speed.
7	2019-06-12	I found your name in the Waterloo Chronicle re ad Looking Ahead. As a senior, currently with access to a car. I know one day I will switch to public transit. My needs are grocery shopping, medical appointments, and shopping. My biggest need will be getting to my dentist whom is on University & Bridge Street. I don't see a direct route but one that will require going downtown Kitchener then to switching buses a few times. Would like to see transit that would make getting to off route destinations cheaper than a taxi ride. I would pay more to get to my destination faster or be able to get to grocery stores outside of those in my immediate neighbourhood. Maybe a SMART/electric van that I could pre-book for pick up or one that goes to the Farmer's Market / Walmart / Value villiage once an hour on market days. And it takes me back to the closest transit stop. I am lucky, I have a stop 1/2 a block from my home. The LRT has a stop 1/2 block from my doctor, but my dentist much harder to get to. Also, as I would like to get transit to other grocery stores (Basics. Food Saver only option a car, now

#	Date	Message
		Sobey's I can walk to, Zehrs a bus. Central Mrk, I can take the lrt) I live three blocks from the ION Northfield hub makes walking no problem. Now for walking...I live on Silverbirch Drive, this neighbourhood has been well planned. Fitness Ctr, fast food, Big Bear Convenience Store, Sobey's, two coffee shops, two pharmacies, excellent access to GRT. The library is a healthy walk, add we have lovely walking trails.add two dental offices (but I favor my dentist) and for those that want alcohol it's a 40 min walk. What is lacking is programs during the day for seniors @ the McCormick Arena. Public Transit has to be: • quick get you to work on time • as useful as a car, making it cheaper than car via parking hassles and it's servicing customer needs/destinations • allow shoppers packages (during non rush hour times) . Best way to keep shoppers on the LRT/transit system is to be shopper friendly...advice us on cart size we need to buy ...sell it at cost... and give us the best times to use transit for shopping. ex..9 am-3 pm 6pm- shut down sounds reasonable. • Toronto, has parking lots for suburban users...just an idea, as the city grows.
8	2019-06-16	This message is to express interest in participating in the review/updating of the City's Transportation Master Plan, and also to ask that you add my name to the contact list for updates. I believe strongly in the need to improve public transportation in Canadian cities, and am a regular user of Grand River Transit and Via Rail service to Toronto. Clearly, there is strong economic rationale for improving Via and Go train services to Toronto. I am an active long distance walker and an enthusiastic user of the bike path system in Waterloo and Kitchener. Indeed, my wife and I purchased our current home in part because it is located directly on an lon route and on the bike path system. Further, it is my view that improvements are needed in the design and maintenance of city streets in Waterloo and the neighbouring municipalities, as well as to Highway 7 between Waterloo and Guelph and to Highway 401. All of the above views and interests raise serious questions about the cost of our urban transit system. I look forward to learning more, and to participating in this important public policy exercise.
9	2019-07-05	I am a person who rides bicycles. My whole family rides. I am riding from Waterloo to Manitoulin via Tobermory with my 11 y.o. son next week and riding home the following week. I would LOVE to provide feedback from a cyclists

#	Date	Message
		perspective on ANYTHING being done in Waterloo or the region. I have strong opinions and a wealth of experience from four season cycling in Waterloo, Kitchener and (ahem) Thunder Bay. (-30C was my cut-off.) Please do not hesitate to contact me or to forward this email as you see fit.
10	2019-07-31	xxx has told me that I could send comments/feedback about the Transportation Master Plan directly to you. I hope that you will consider the comments that I have made below. 1. One of top three proposals in the public realm initiative is a tree-lined promenade from the Erb/Caroline intersection to the Public Square. As part of this proposal, I would like to see a "scramble intersection" implemented at Erb and Caroline. While the true definition of a scramble intersection periodically sets the lights so pedestrians can cross in any direction including the diagonals, at the Erb/Caroline intersection the traffic lights could be implemented to allow pedestrians to cross diagonally parallel to the LRT tracks whenever the intersection is closed for an LRT train to pass. In this way, the Central Promenade in Waterloo Park would naturally flow into the uptown area and lead into the proposed promenade from that intersection to the Public Square. The scramble intersection could, of course, be implemented independently of the public realm initiative. 2. We have speed reductions and/or increased fines in School Safety Zones. The speed along streets that border parks, recreation complexes and government buildings need to be reduced in a similar way. Simply put, if the speed limit is reduced near schools to protect our children, it should also be reduced near parks and recreation facilities to protect our children. Children, seniors and, quite frankly, everyone need to be able to cross streets safely in "Pedestrian Priority Zones" to get to parks, swimming pools, libraries and other government facilities. We should not have to drive to these amenities - let's reduce our carbon footprint and increase our actual footprints. As an example, there is a large residential area on the south side of Erb ST. The Waterloo Rec Complex is on the north side. All residents, and children in particular, should be able to walk to the Rec Complex which means crossing Erb ST safely. The current posted speed limit is 50. The actual speed of cars is often over 70 making it challenging to walk to the facility. Simply put, few object to the need for reduced speed limits near schools. Why are parks and recreation facilities any different? 3. Speed tables (https://nacto.org/publication/urban-street-design-guide/street-design-elements/vertical-speed-control-elements/speed-table/) are designed such that the height of the road matches the height of the sidewalk to make it easier for pedestrians to cross streets and they reduce the speed of traffic because they act as a large speed up. They have been used successfully in other cities. Could Waterloo implement one or two speed tables to study their impact on pedestrian safety and speed calming?

Appendix F: Waterloo Advisory Committee on Active Transportation (WACAT) Meeting Minutes

Waterloo Advisory Committee on Active Transportation- Minutes

Meeting Date: June 11th, 2019

Minutes: Sarah Kelly, City of Waterloo

Present:

Phil Hewitson	City of Waterloo
Councillor Diane Freeman	City of Waterloo
Louise Finlay	City of Waterloo
Anne Crowe	WACAT- Chair
Joan McKinnon	WACAT
Tim Osland	WACAT – Co-Chair
Ron Schirm	WACAT
Oliver Smith	WACAT
William Hodgins	WACAT
Jessica Keung	WACAT
Graham Vincent	WACAT
Jacob Terry	WACAT
Peter Wetherup	WACAT
Thomas Dedinsky	WACAT

Regrets:

Jessica Keung	WACAT
Kelly Steiss	WACAT
Natalie Wennyk	WACAT
Debra Hayes	WACAT

Meeting called to order at 8:00am

Meeting adjourned at 10:00

Delegations/Presentations:

Item
Approval of Agenda & May meeting minutes Approver Jacob; Seconded by Joan
Transportation Master Plan Update – Alta - Currently in Phase 1 of Determining the State of the Transportation System Today - Areas of focus include complete streets, network development, defining cycle facility types, primary routes, capital implementation plan, illumination needs and priorities for off road trails. - FHWA presentation on bike and pedestrians easily & safely getting to where they need to go <u>The committee discussed what is important to the committee:</u> - Becoming Platinum in 3 years - Network routes and destinations

Item
• <u>Engagement process for the Transportation Master Plan :</u> • There are 3 distinct Phases to the TMP project • As part of each phase, there will be a public engagement component to receive feedback from the wider community • While the engagement sessions for each phase are specific to the work being done in that phase, the engage waterloo platform will be open to receive feedback throughout the course of the project • The Students Union and key faculty staff from both universities have been invited to an upcoming stakeholder session on the TMP • More information can be found: https://www.engagewr.ca/transportation-master-plan-looking-ahead • Resignation Notice • Motion to accept & thank Kelly Steiss for her contributions to the committee, approver: Joan, seconded by Oliver Roundtable Updates • Councillor Freeman will be attending Velocity in Dublin Ireland, we are looking forward to what she can share at the next meeting.
Next meeting: Tuesday, July 9, 2019 – WMRC, Room 200

Appendix G: Grand River Accessibility Advisory Committee (GRAAC) Meeting Minutes and Comments



Grand River Accessibility Advisory Committee

Date: Thursday, June 27, 2019

Location: Conestoga Room, City of Kitchener

Present: Brenda Robinson (Co-Chair), Councillor Debbie Chapman (City of Kitchener) Lolita Paroski (City of Kitchener/City of Waterloo) Sanjay Govindaraj (Region of Waterloo), Amy Harron (Township of Wellesley), Rob Bender, Paula Saunders, Trevor Tamlin, Ashley Sage (Township of North Dumfries), Keri Cameron (telephone), Councillor Sandra Hanmer, Donna Hartzler, Janis McKenzie (City of Kitchener), Jeff Smith (Township of Woolwich), Tracey Murray (Township of Wilmot), Greg Moore

Regrets: Councillor Sue Foxton (Region of Waterloo), Dawn Clelland

Absent:

Guests: Chris Hodgson, Gene Cartier (City of Waterloo), Trevor Schmidt, Karen Anderson (City of Waterloo), Geoff VanderBaaren, Danny Roth (Township of Wellesley), Sandy Van Solm (Region of Waterloo)

Welcome and Introductions

Brenda called the meeting to order at 1:35 p.m.

Round table introductions

Moment of silence for Sharon Giles

2.0 Approval of April and May Minutes

Donna motion to accept April and May minutes, Rob seconded

3.0 Declarations of Pecuniary Interests

None

4.0 City of Waterloo Transportation Master Plan, Chris Hodgson, Gene Chartier

A transportation master plan is a strategic planning document that defines policies, programs, and infrastructure required to meet the City's future transportation needs. A transportation master plan includes a vision for transportation, existing system performance, future demand forecasts, as well as, action and policies to address walking, rolling, cycling, road, and transit needs. A transportation master plan does not include minor projects, detailed operational issues, or items not affecting long term direction i.e. road reconstructions, traffic control device changes, and location of new bus stops.

Study Objectives

1. Ensure transportation network accessible for all ages and abilities
2. Meet goals and objectives of City's Strategic Plan and Official Plan
3. Improve road safety for all users through Complete Streets and Vision Zero principles
4. Support Regional TMP and new ION service
5. Consider linkages to City's Asset Management Plan

Phases of Work and Timing of Deliverables

Phase 1

State of the transportation system today, February to August 2019

Phase 2

Moving the system forward, May to November 2019

Phase 3

Future Transportation opportunities, September 2019 to April 2020

Committee Feedback:

1. How has moving around Waterloo changed since the last Transportation Master Plan? (in the last 7-8 years)
 2. What if anything concerns you about moving around Waterloo?
 3. What prevents you from walking/rolling more?
 4. What would make it easier for you to walk/roll more?
- Lolita to send email with questions to committee. Lolita to pass feedback from the committee to Chris Hodgson via email.

5.0 Waterloo Park West Water Play & 4 Active/Action Parks,

Trevor Schmidt, Karen Anderson

Water Park West Water Play, Trevor Schmidt

This will be the last year for the existing splash pad; Lion's Lagoon. New water play on the west side of the park for all ages. Conceptual drawings presented. Site for the new splash pad is

sandwiched between other land sources. The vision is not to make it a traditional splash pad but more as a water journey in order to keep it timeless. All surfacing is concrete except at transition points. Nothing greater than a 2.5% slope. Still working on the conception of the washroom building which will include universal washroom with a rough in for an adult change table. Water play to be divided into three zones geared toward ages. Cluster seating, accessible picnic tables, and benches to be included.

Questions from the committee:

- Will you be coming back with concrete plans of the washroom?
Yes they will bring back to the committee concrete plans. Lolita has forwarded GRAAC's document on recommendations for accessible washrooms to Trevor.
- Colour of pathway transitions?
Reach out to CNIB for colour contrasts and guiding strips
- Maintenance of bushes, tree branches hanging to be kept up so persons with disabilities can travel safely.

Albert McCormick Community Centre (New Park)

Karen Anderson

There is a plan to create an outdoor park in place of an existing parking area at the community centre. Started out as a skateboard park and will now include a water park plaza with jets in it, ½ court for basketball with an adjustable basketball net to allow accessibility, and a surface area for a community gathering space. The space to be safe in the evening. Lighting important. Shade shelters to be brought into the space. Would like to come back to GRAAC in September with a site plan. Would like to build it next year, today presenting images and design principles.

Design Principles

- Inclusive space where everyone feels welcome
- Diversity theme for the new park
- Gathering opportunities for the community
- Barrier free surfaces
- Enhanced pathways that connect
- Comfortable seating with shade
- Strengthened connection to the Branch Library
- Amenities for all ages
- High-contrast surfaces, logical spaces, wayfinding
- Buffering from skateboards and basketballs
- Lighting as a feature element and for night safety
- CPTED principles throughout
- Accessible opportunity within each play element

Questions/Comments

1. Is there an opportunity for winter play?
Looking into opportunities
2. Interlocking stones are not accessible. Flat concrete is accessible for all and is the only surface that is barrier free.

6.0 Built Environment Sub-Committee Update - Paula Saunders

1) Kitchener Market Mural

- Kitchener Farmer's market is going to be putting a painted mural on the floor outside. Paula shared drawings of the location with the committee. It is to be fifteen feet by thirty feet and located at least six feet away from doorways and stairs. A clear (1500 mm) path of travel around the mural to the front doors. Only four primary colours chosen, which follows the recommendations set by GRAAC for painted crosswalks.

2) Painted Sidewalks

- Paula shared that City of Kitchener and City of Waterloo staff are inquiring regarding accessibility recommendations for painted sidewalk projects.
- City of Kitchener staff provided sketches to GRAAC of possible drawings on a sidewalk/trail located in between two apartment buildings used as a short cut to a main street. A project through Love my Hood and lead by a resident neighbourhood group.
- City of Waterloo does not have projects initiated by neighbourhood groups yet. Currently staff is working on a tool kit for resident led projects and would like to include accessibility recommendations. Waterloo staff sent photos to share with GRAAC of painted Waterloo sidewalks that have in bright yellow text and images (Region of Waterloo Healthy Kid's Challenge project to encourage activity in children) such as the word "walk" and painted "foot prints". The image is directional and set in the middle of the sidewalk.
- Paula shared that Lolita contacted the CNIB and spoke to an orientation and mobility specialist. Learned that a fully painted sidewalk will cause confusion for persons with low vision as are constantly looking down when walking. The Orientation and Mobility Specialist suggested to have ½ of the sidewalk with no markings used as a clear path of travel. A bright yellow line (directional) painted to divide the painted side and the clear side. This bright yellow line will act as a guiding strip for a person with low vision.
- Comments from the committee;
 - The ½ clear path of travel will allow a person using a mobility device to travel the sidewalk without asking children to move while they play on the painted side of the sidewalk.

- Comment made that if text used to choose inclusive words. For example; use the word “roll” rather than “walk” or use the word “fast” rather than “run” This will include a child using a mobility device.
- GRAAC supports CNIB’s recommendation to only paint ½ of the sidewalk (lengthwise) and have a bright yellow painted to divide the clear path from the painted path.
- ACTION: Paula and Lolita to work on a draft recommendations sheet for painted sidewalks over the summer. Paula to bring to GRAAC for review in Fall 2019.

3) Idelwood Creek Trail and Canoe launch

- Paula and Lolita met City of Kitchener staff on site at Idelwood Creek renovated trail and future canoe launch location.
- Trail = this project never came to GRAAC for consultation. Staff took Paula and Lolita on the trail. Paula commented that the slope looks a little steep when entering the trail, staff confirmed that it is under the 10% max. There are some points during the trail that exceed the 10% max due to no land to do a switch back. Paula commented that the trail head signage will need to indicate steep slope as per Design Of Public Spaces legislation.
- Canoe Launch = site plans were shared with Paula and Lolita of this future canoe launch. No construction yet and hoping to start in Fall 2019. One section of the path leading to the launch is at a 12 % slope. Paula asked staff to take this back to Stantec to ask to rework to get to 10% or less as that is what is legislated. Signage needed for the slope so that a person knows how steep the slope is.

Break 15 minutes

7.0 Township of Wellesley Multi-Use Trail, Geoff VanderBaaren, Danny Roth

Three years ago township purchased thirty acres of land with the long term to develop this property into a town park. First phase is to build trails on this land. Proposing to put in an entrance and a small parking area. This is just a small start to getting residents on the property. Approximately 300 metres long (1000 feet). Fully accessible, mulch type trail that most people can use but understand that potentially not all people with mobility issues can access.

Questions/Suggestions

- Any grade issues
Reasonably flat with no significant grade change. Engineers will be getting back with a grade plan
- Clarification on parking area, how many cars?
Twenty eight designates accessible spots closest to the trail.

- Will there be benches?
A lot of the details have not been finalized. Benches to be included.
- There should be a space around the benches for a wheelchair
Lolita will send Amy and all the other township staff representatives the GRAAC Recreational Trails accessibility document.

8.0 Region of Waterloo Emergency Alert, Sandy Van Solm

Alert waterloo region was implemented in March of this year. This is an emergency notification System. This is a self-registry that the user would need to sign up for it via phone/email/text Form to subscribe can be found online www.alertwr.ca. Signing up using email or text is a much faster way to get warnings rather than phone numbers.

Question from the committee

How do we get the word out for more people to sign up?

Social media campaigns, newspaper articles etc.

9.0 GRAAC Rep's on Committees Updates

- Active Transportation committee, Brenda Robinson
Sanjay spoke with the committee about AODA and the committee would be interested in similar training.
- Accessible Taxi, Donna Hartzler
No update

10.0 Councillor Reports

Councillor Debbie Chapman (City of Kitchener)

- Kitchener city council along with other municipalities have declared a climate emergency Which means any council decisions moving forward will need to be made with that in front of mind.
- Kitchener City council on break until the fall.

Councillor Sandra Hanmer (City of Waterloo)

- City of Waterloo plan strategic plan has been approved. The focus of the plan are accessibility and taking down barriers around equity and inclusiveness. Please fill out the online surveys regarding all the projects talked about in the meeting today.
- Another skateboard park is in development
- Iron Horse trail now under construction and there will be road closures.

11.0 Co-chair/Staff Rep Reports

- Brenda attended the ION opening and enjoyed the experience except there was no place to sit with her and her walker.

- Greg was chosen as one of twelve citizens on the Regional Chair's Community Roundtable Committee. Low income housing was talked about at the first meeting and Greg made mention that accessible lower income housing is even harder to get than simply low cost housing.
- No updates from Wilmot
- No updates from Woolwich
- No updates from North Dumfries
- No Updates from Wellesley
- Region of Waterloo
Sanjay shared with the committee that support from GRAAC helped identify and reduce the number of accessibility issues. However now that the trains are running we have received a number of complaints that we are tracking and working towards rectifying. Given the scale of this project this was anticipated.
- Lolita asked for another committee representation for the Mayor's Task Force, Greg Moore and Jolene MacDonald will represent on behalf of GRAAC.

Motion to adjourn by Paula, seconded by Donna and carried.

Next meeting will be on Thursday September 26, 2019
City of Kitchener, 200 King St West, Conestoga Room

Please send regrets to:

Janis McKenzie at janis.mckenzie@kitchener.ca
 or call 519-741-2200 Ext. 7225

Appendix H: Sustainability Advisory Committee (SAC) Meeting Minutes and Comments



Sustainability Advisory Committee (SAC)

Date: September 12, 2019

Time: 8:30 a.m. – 11:00 a.m.

Location: Erb Room, 3rd Floor

100 Regina Street South, Waterloo, ON

NOTES

Present:

Anna Marie Cipriani, Beth Eden, Charles Priddle, Laura Matheson, Royce Bodaly, Mat Thijssen, John Kokko, Jenny Smith.

Regrets:

Ailish Wade, Banjo Edu, Marina Nadj, Tom Schell, Tova Davisdon, Devon Mundy, Hanna Holman, Stephanie MacPhee.

Meeting Chair: MT

1. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

- a. BE and JK declared a conflict of interest.
- b. **ACTION: Jenny to notify the committee that JK will step away from the Green Buildings Sub-Committee until his contract with the City is complete.**

2. APPROVAL OF MINUTES

- a. That the minutes from the June 13, 2019 meeting be approved as circulated.
Quorum was not reached in this meeting; therefore, the minutes could not be approved.

3. ADDITIONS

4. DELEGATIONS AND PRESENTATIONS

- a. *Transportation Master Plan – Chris Hodgson & Consultant.*
 - i. Transportation is updating their 2011 TMP. A presentation was made to Council in June 2019, and the recommendation was made to bring the project to SAC and other advisory committees for feedback. A PowerPoint presentation outlined the purpose of the TMP, its vision and goals, connections to other plans, phases of work, timing deliverables and engagement. The TMP will be a guideline for Council and Staff, and will assist with project direction. Points of interest noted by the committee:
 - 1. Cyclist separation and pathways have improved. Connectivity, signage and way finding could be improved. Erb and Caroline intersection concerns. Education piece to be worked on (including students). Iron horse trail could be improved, though some infrastructure is in the way. Objectives and topics



on energy and emissions modeling; more assessment and research can be done on tools (ex. shifting the transport system to low carbon emissions). Autonomous vehicle scenario is uncertain.

2. ACTION: MT to circulate questions provided by the delegates, and a document for feedback on the TMP.

b. Delegation on the Climate Emergency – Andres Fuentes & Kai Reimer-Watts.

- i. A group of citizens concerned with climate change and the climate emergency situation, prepared a PowerPoint presentation on their concerns, and presented to SAC. They made an additional request that the City of Waterloo officially declare a “climate emergency”. They are hopeful that a declaration of this nature will assist in gaining resources as the movement grows, and suggested developing a carbon budget. They will bring their presentation to Regional Council on October 9, 2019.

Points of interest noted by the committee:

1. Under the Emergency Management and Civil Protection Act, that there are legislated requirements for declaring an emergency. Any recommendations on this subject should come from SAC, and should be brought to Committee Night or Regional Council.

2. ACTION: Jenny to add this to the October SAC Meeting, and bring something forward to council shortly after.

5. BUSINESS ARISING FROM PREVIOUS MEETING

a. Items from June 13, 2019 Meeting:

i. November 4, 2019 Committee Night

1. Annual Reports are due at 9:00 a.m. on October 30, 2019. PowerPoint Presentations are due by 4:30 p.m. on November 1, 2019. MT strongly encouraged SAC to prepare a presentation and report, with the full participation of the committee.

ii. Asset Management Public Engagement Campaign

1. MT noted that we can offer feedback directly or through EngageWR website.
ACTION: AMC to determine when feedback is required (if SAC wants to provide feedback as a committee).

iii. Groundwater Festival

1. RB noted that this festival is a great opportunity for youth engagement, and asked if SAC should be involved in this event going forward. **ACTION: Jenny to add this item to the 2020 Work Plan (in conjunction with Kitchener and other EACs), to discuss next year.**

b. Action Items:

- i. RB to connect with Dauood and his mother to bring the topic of zero waste schools to the school boards. **ACTION: RB will connect with Dauood’s mother on zero waste schools.**
- ii. JK and TD to put together background materials on sustainable buildings. The City put out an RFP for Municipal Building Carbon Reduction, and John was awarded the contract.
- iii. EAC Session Sub-Committee Status. **ACTION: Committee to decide on EAC Session Sub-Committee Status at the next meeting.**



6. REPORTS AND DISCUSSION

a. *Sub-Committees Update:*

- i. Green Buildings Sub-Committee – no update.
- ii. Policy Sub-Committee – no update.
- iii. Equity and Sustainability Sub-Committee.
 - 1. AMC noted that Senior Management and Leaders received Diversity Training on September 11, 2019.
- iv. Metrics Sub-Committee.
 - 1. An extensive spreadsheet has been developed by Laura mapping metrics as they specifically relate to the municipal scope.
 - 2. A meeting took place between MT, RB, AMC and Keshwer (CFO) regarding tying metrics into the City's business plans.
 - 3. **ACTION: Jenny to add Metrics Sub-Committee to the October Agenda to discuss next steps.**
- v. Youth Engagement Sub-Committee – no update.

7. NEW BUSINESS

a. *Strategic Plan Swatchbooks*

- i. Swatchbooks were distributed on behalf of the City; these books provide a quick and portable overview of the Strategic Plan.

b. *Climate Emergency and Budget*

- i. Topic Discussed in combination with Delegation.

c. *Follow Up Items from the Summer*

i. *Strategic Plan Feedback, Metrics and Climate Emergency*

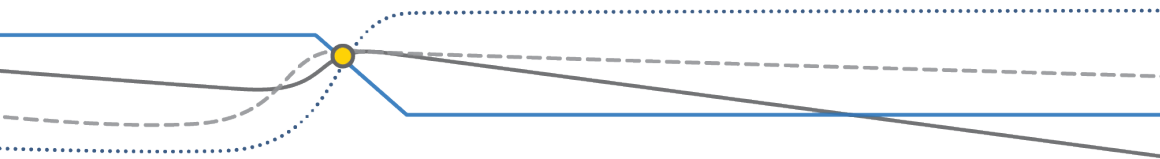
- 1. **ACTION: Committee to provide Strategic Plan Process feedback to MT as soon as possible, as this information will be shared with the CAO's office.**

8. ADJOURNMENT

- a. The meeting adjourned at 10:07 a.m.



4 PHASE TWO SUMMARY





Summary Report

Date: May 20, 2020
To: Christopher Hodgson, City of Waterloo
From: Susan Hall, LURA Consulting
Gene Chartier, Paradigm Transportation Solutions Limited
c.c.: Kate Whitfield, Alta Planning + Design
Re: **Phase Two Engagement Summary**

1 Introduction

This report summarizes the Phase Two Engagement Program carried out for the **City of Waterloo Transportation Master Plan (TMP) Update**. The document is organized as follows:

- Section 2 outlines the objectives and approach for gathering public and stakeholder input during Phase Two; and
- Section 3 summarizes what we heard through the Phase Two engagement activities from community members and stakeholders.

2 Objectives and Approach

The objectives for the second phase of engagement were to:

- Collect public and stakeholder feedback on the draft policy directions; and
- Understand how the implementation of the draft policy directions would impact transportation in Waterloo from the community's perspective.

The draft policy directions were organized by three (3) theme areas and nine (9) sub-topics. **Table 1** outlines the specific TMP draft policy directions presented for feedback during Phase 2 engagement by area and sub-topic.

Table 1: Draft Policy Directions for Community Feedback

Topic	Draft Policy Directions
Theme Area 1: Guiding Principles and Strategies	
Complete Streets	• Integrate mobility hubs, shared mobility and technology • Allocate space to serve specific objectives defined by mode and demand • Employ interim treatments and pilot/demonstration projects • Improve communication methods • Develop new decision-making tools to prioritize person-throughput and allow trade-offs • Reduce lane widths and allocate road space to accommodate Complete Streets
Vision Zero	• Re-affirm philosophy of reducing all serious injury and fatal collisions through current and upcoming programs • Pursue new methods of identifying locations and trends with potential for safety improvement • Implement proven countermeasures • Consider emerging countermeasures on site-specific basis subject to trial application
Emerging Technologies	• Undertake phased approach to adopting bike, car and other modal (e.g. scooter) sharing opportunities • Permit testing and adoptions of autonomous vehicles • Assess potential Mobility as a Service (MaaS) system • Establish publicly accessible vehicle charging • Develop curb management strategy • Explore car parking reform
Theme Area 2: Planning and Design	
Road Network Classification	• Retain pedestrian-focused roadway classification system developed for 2011 TMP • Reclassify select city roads to better reflect function • Introduce woonerf/shared street classification (Northdale neighbourhood) • Update roadway classification system in Official Plan
Road Network Projects	• Complete corridor expansion projects identified in 2011 TMP, 2019 DC Background Study, and development plans but pursue no new city initiatives • Undertake select intersection expansion projects • Work with Region to implement 2018 RTMP road projects

Topic	Draft Policy Directions
Active Transportation Network	• Link to existing and future Regional and municipal networks • Connect to key locations including post-secondary, community destinations, neighbourhoods and ION LRT Stations • Close gaps in the existing network based on existing conditions and demand analysis • Prioritize user experience, aiming for an all ages and abilities network • Implement context specific facility design based on roadway conditions and overall network density, completeness, quality, and directness • Construct comfortable tie-ins between facilities and logical crossings
Active Transportation Network Wayfinding and Signage	• Expand to include turn-signs and trail-head signs at major locations, and to the remainder of the active transportation network based on priority • Upgrade signage on new or rebuilt recreational trails to be AODA compliant • Include processes for temporary conditions (closures, detours, etc.) impacting active routes • Integrate wayfinding with Region, City of Kitchener, and GRT network signage
Theme Area 3: Operations and Maintenance	
Winter Maintenance of Active Transportation	• Establish a priority network to deliver higher service levels and predictability to priority routes • Identify key locations for connections and spot improvements • Improve design approaches to consider adequate snow storage and ease of clearing • Consider lighting strategies for safety and security in winter months • Communicate with the public about winter maintenance and winter cycling
Speed Limits on City Streets	• Consider area-wide 40 km/h speed limits for defined residential neighbourhoods • Develop procedures and criteria for assessing potential communities • Trial pilot areas and monitor effectiveness

Community members had both in-person and digital opportunities to engage and provide feedback. The following engagement approaches were used during Phase Two:

- **Stakeholder Meeting** – An in-person two-hour session on March 10, 2020 where participants were asked for feedback on the draft policy direction by theme area and the potential impacts to transportation in Waterloo. **Appendix A** contains the notes from the stakeholder meeting.
- **Public Information Center** – A two-hour in-person meeting hosted on March 10, 2020. Participants were able to review information on the draft vision and goals and policy directions for the TMP and had opportunities to provide feedback on engagement boards and feedback forms. If participants were short for time, they were directed to the online survey via postcards.

Appendix B provides the detailed transcription of the individual comments received through the public information center.

- **Engage Waterloo (engagewr.ca/waterloo)** – Online project page where visitors were able to ask questions; sign-up for the project mailing list; comment on the project; and complete an online survey. **Appendix C** provides transcribed online survey response. **Appendix D** includes any new comments from the webpage collected between the end of Phase One engagement and end of Phase Two.

The opportunities above were promoted to the community through a public notice of project commencement, the project e-mail list, and the City's social media channels (Facebook and Twitter).

Approximately 1005 people were reached from the close Phase One through Phase Two engagement activities, which took place primarily in March of 2020. **Table 2** summarizes the results of community engagement efforts.

Table 2: Phase 2 Community Engagement Summary

Engagement Opportunity	Date(s)	Number of Participants
Public Information Centre	March 10, 2020	37
Stakeholder Meeting	March 10, 2020	12
Engage Waterloo Total Visitors After Phase One Engagement	July 8, 2019 – February 29, 2020	767
Comment Posts	July 8, 2019 – February 29, 2020	13
Engage Waterloo Total Visitors for Phase Two Engagement	March 1 – April 9, 2020	192
Comment Posts	March 1 – April 9, 2020	0
Document Downloads (Open House Boards and Phase One Reports)	March 1 – April 9, 2020	50
Online Survey	March 1 – April 9, 2020	4
Total Participants		1008

During this period, comments were received from the community through the project e-mail address (WaterlooTMP@pts1.com). **Appendix E** provides a summary of the feedback.

3 What We Heard

3.1 Stakeholder Workshop Feedback

The following key themes summarize stakeholder feedback collected through the Phase Two workshop. As mentioned previously, detailed notes from the workshop can be found in **Appendix A**. The key themes below are organized by the TMP theme areas.

Guiding Principles and Strategies

Participants highlighted the need for increased communication and education to influence a gradual mode shift and culture change to support more active and sustainable forms of transportation. Education was identified to be especially important for Vision Zero. Participants encouraged that the original language and goals for Vision Zero should be used, and that to achieve Vision Zero, more enforcement and better road design is needed. When reviewing the policy directions for complete streets, participants shared suggestions for where the policy should be implemented. It was also mentioned that the TMP needed to better incorporate a climate lens for shifting to sustainable development and transportation. Participants also discussed the need for a parking strategy that encourages folks to switch to transit, such as pricing, infrastructure to support multi-modal transportation, and better integrating transit and parking. It was also suggested that free parking be provided during off-park hours to accommodate the senior population. Other comments included involving the universities in transportation projects, increasing carsharing promotion, increasing the number of electric vehicle charging stations and widening multi-use paths for safety.

Planning and Design

Participants shared that the road network should be designed to support traffic calming, safety for all users, and efficient travel. An idea shared by participants was to design roads to support modal shift away from cars, such as narrowing roads. It was also suggested that the City implement more strict parking policies. Participants noted the need for better connectivity between West Waterloo and the core and measures to discourage traffic diversion into residential streets.

Operations and Maintenance

Regarding winter maintenance, participants noted the need for alignment between the City of Waterloo and City of Kitchener when it comes to active transportation infrastructure/trail networks. Participants also stressed the need for adequate enforcement for snow clearing and prioritizing sidewalks and transit stops. Environmental concerns regarding the overuse of salt was also expressed by participants. Overall, participants were supportive of traffic calming and slower speeds, including reducing to 40km/h on residential streets. Participants mentioned that other maintenance activities, such as pruning street trees and potholes, were missing from the plan.

3.2 Public Information Centre Feedback

This section summarizes the responses received during the Public Information Centre through the engagement boards and feedback forms. Participant comments have been summarized into key themes. As noted above, **Appendix B** provides the verbatim participant responses.

Guiding Principles and Strategies

COMPLETE STREETS

Participants were asked how well the policy directions for complete streets fulfilled the vision and goals of the TMP. As shown in **Figure 1**, most respondents indicated “yes” (47%), followed by “somewhat” (29%) and “no” (24%). Participants noted concerns that the policy directions did not address pedestrian’s transportation issues and concerns for traffic being diverted into residential neighbourhoods.

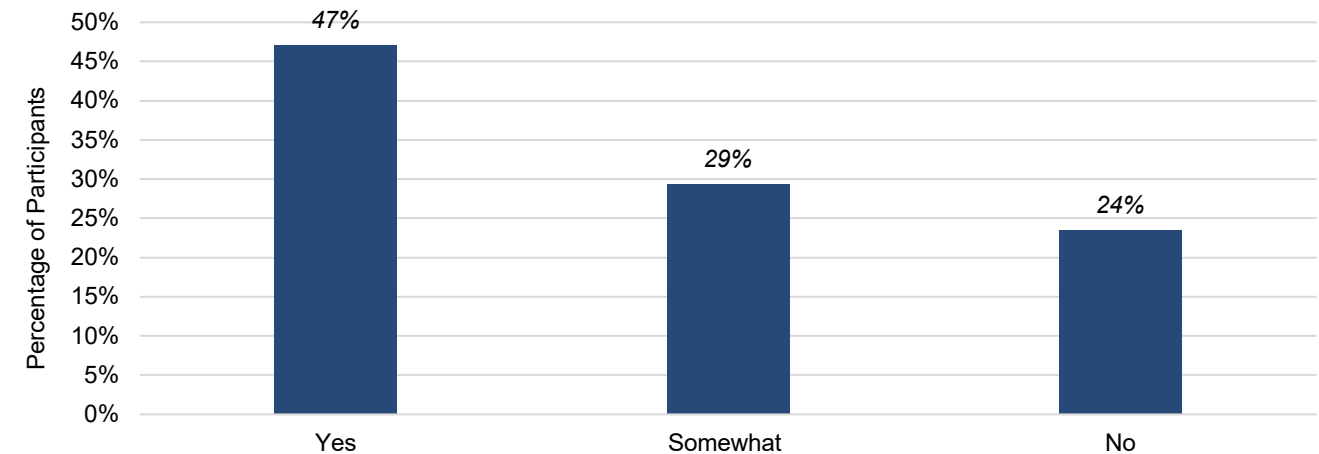


Figure 1: Do the Complete Streets Policy Directions Fulfill the TMP’s Vision and Goals?

Participants were asked how the policy directions for complete streets may impact transportation in their community. As shown in **Figure 2**, most respondents indicated that the impact would be positive (56%), followed by neutral (25%) and negatively (19%). Participants generally had positive comments, but they wanted to see more emphasis on pedestrian travel and more traffic calming measures.

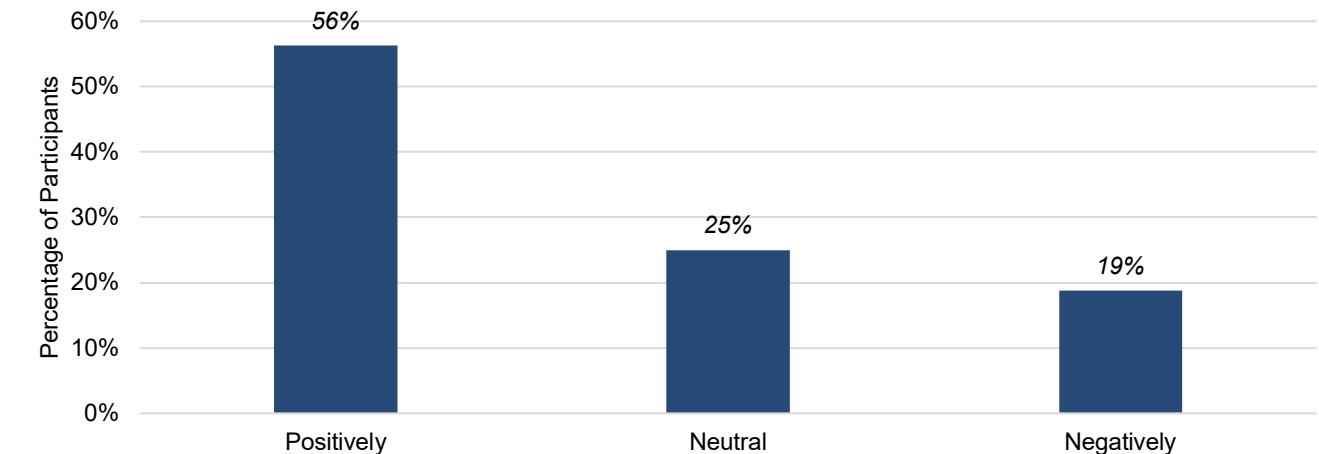


Figure 2: How Will the Draft Policy Directions for Complete Streets Impact Transportation In Your Community?

Participants shared that key considerations for implementation included separating traffic, reducing traffic diversions into neighbourhoods, offering secure bike parking and considering an environmental lens.

VISION ZERO

Participants were asked how well the policy directions for Vision Zero fulfilled the vision and goals of the TMP. As you can see in **Figure 3**, the responses were equally split between all three response options. Participant comments were mostly positive and stressed the need for increased public education and enforcement by police. Negative comments referenced the dangers of roundabouts for pedestrians and cyclists, and concerns for traffic being diverted into neighbourhoods.

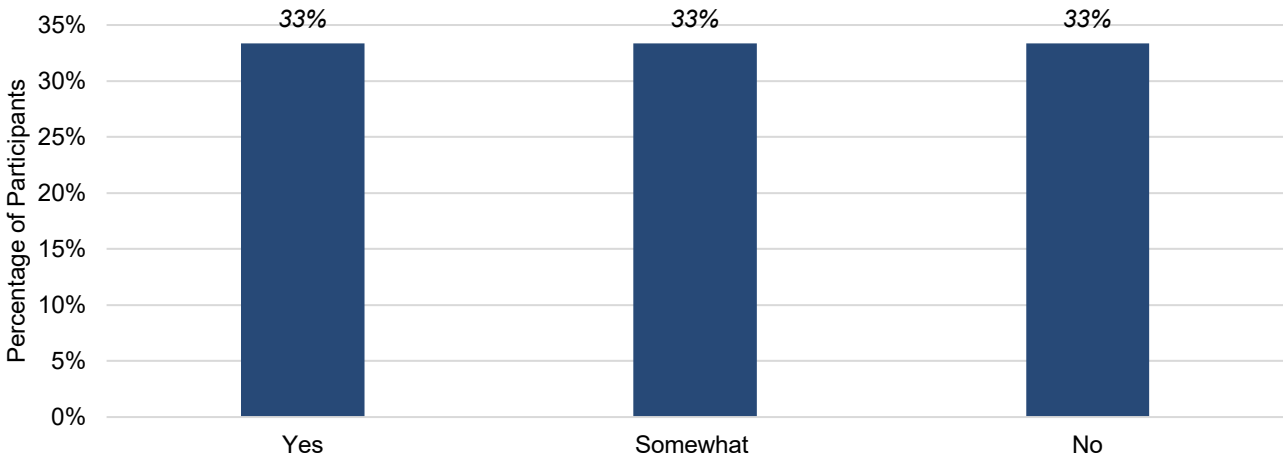


Figure 3: Do the Vision Zero Policy Directions Fulfill the TMP's Vision and Goals?

When participants were asked how the policy directions for Vision Zero may impact transportation in their community, most indicated that it would be positive (60%). As seen in **Figure 4**, the remaining participants felt it would have a neutral impact on transportation in their community (40%). Key themes from participant comments included improving the roundabout experience for pedestrians and cyclists to be more safe.

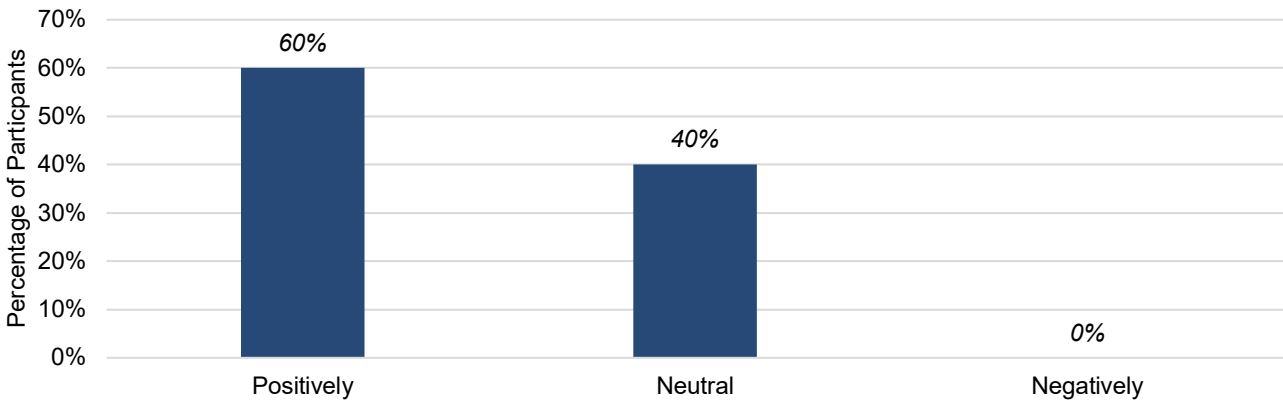


Figure 4: How Will the Draft Policy Directions for Vision Zero Impact Transportation In Your Community?

When participants were asked about considerations for implementations, they stressed the need for traffic calming measures, like speed bumps.

EMERGING TECHNOLOGIES

Participants were also asked how well the policy directions for emerging technologies fulfilled the vision and goals of the TMP. **Figure 5** shows that half of the respondents felt that “yes”, they fulfill the vision and goals, while the remaining half of respondents were split between thinking that the vision and goals will somewhat or not be fulfilled by the draft policy directions. Participants felt that these actions were for the longer-term. There were positive comments from participants on increasing charging stations for vehicles and some concern regarding relying on technological improvements to change behavior.

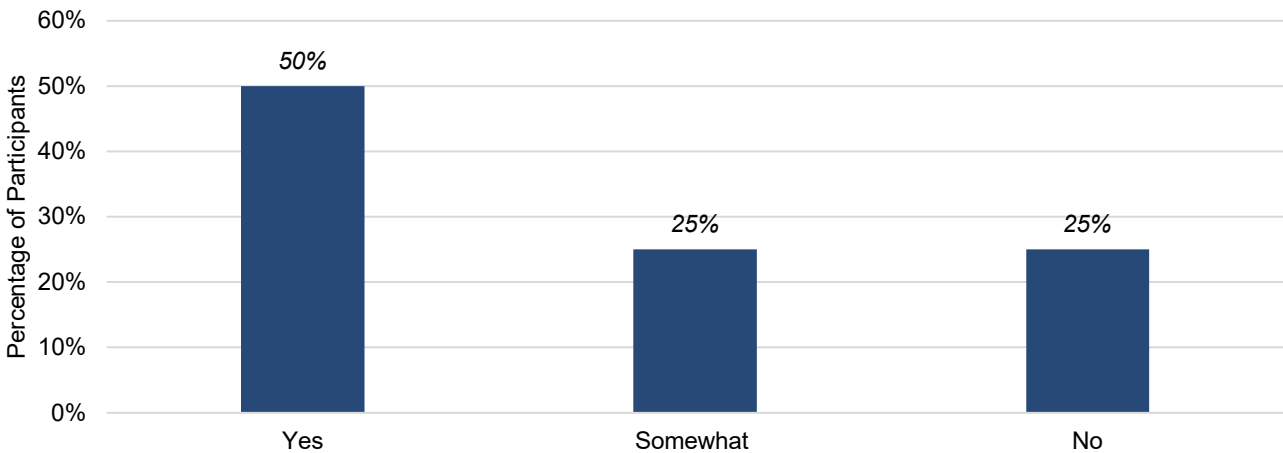


Figure 5: Do the Emerging Technology Policy Directions Fulfill the TMP’s Vision and Goals?

When participants were asked how the policy directions for emerging technologies may impact transportation in their community, most indicated that it would be positive (60%). As seen in **Figure 6**, the remaining respondents felt it would have a neutral impact on transportation in their community (40%). Participants noted the opportunity to increase modal split by introducing e-bike and e-scooter services.

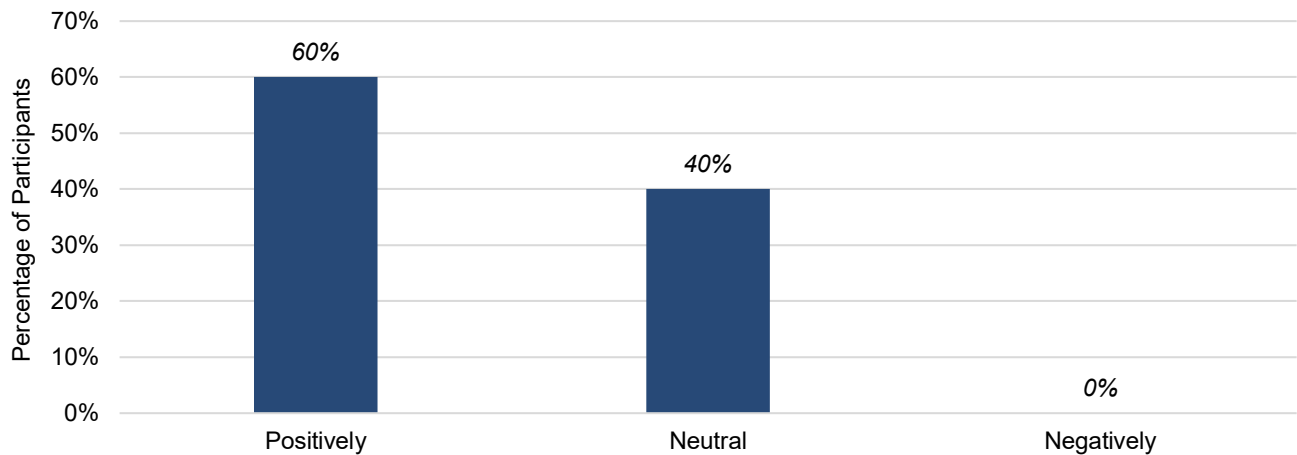


Figure 6: How Will the Draft Policy Directions for Emerging Technology Impact Transportation In Your Community?

When asked about considerations for implementation, participants expressed concern for the continuity of free parking. One participant also mentioned that not everyone has access to a smartphone with internet to be accessing apps and other digital transportation tools.

Planning and Design

ROAD NETWORK CLASSIFICATION

When participants were asked if road network classification policy directions will fulfill the TMP's vision and goals, they were divided. As shown in **Figure 7**, 36% of respondents felt that the vision and goals would not be fulfilled, and another 36% of respondents felt that they would be. The remaining 29% of respondents felt that the draft policy directions would somewhat fulfill the vision and goals. Participants noted concerns for having active transportation users on the roads with high-speed cars. Participants were also confused about this section in general and what it means to re-classify a road.

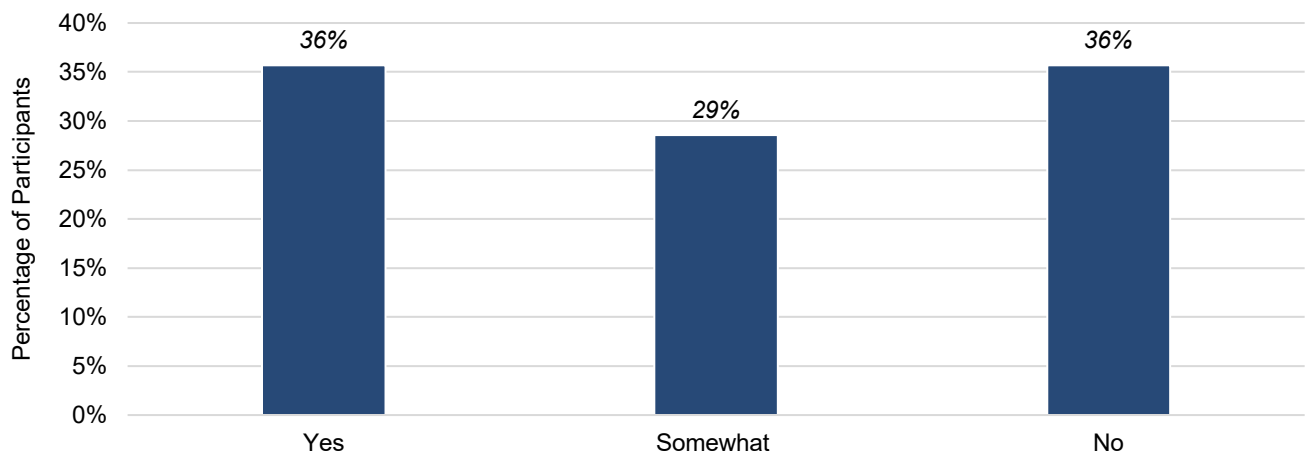


Figure 7: Do the Road Network Classification Policy Directions Fulfill the TMP's Vision and Goals?

Participants were also divided when asked how the draft policy directions for the road network classification would impact transportation in their community. **Figure 8** shows that 40% of participants think it would impact transportation in their community positively, while the remaining 60% of participants were equally divided between neutral and negative impacts. Participants were confused regarding whether changing a road from minor to local would increase traffic calming. Other participants shared concerns for traffic being diverted into neighbourhoods.

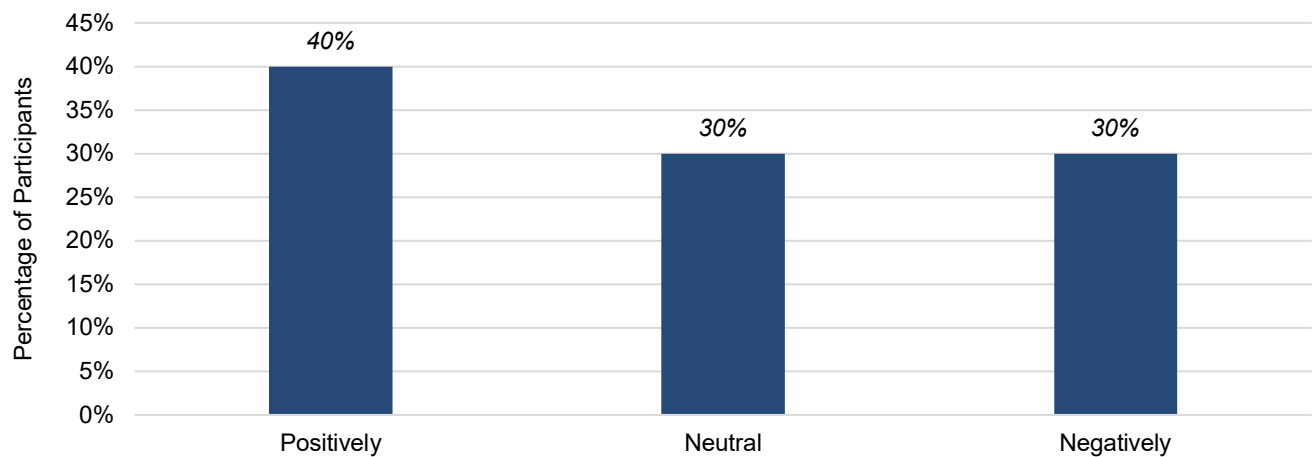


Figure 8: How Will the Draft Policy Directions for Road Network Classification Impact Transportation In Your Community?

When asked for implementation considerations, participants mentioned that there should be rules for restricting large vehicles from entering small, neighbourhood streets. There were also concerns regarding how communication and consultation of individual road reclassification processes would be facilitated.

ROAD NETWORK PROJECTS

Participants were asked if the policy directions for road network projects would fulfill the vision and goals of the TMP. As seen in **Figure 9**, most respondents felt that the vision and goals would be fulfilled (67%). The remaining respondents were equally divided between “somewhat” (17%) and “no” (17%). One participant commented that the policy directions appeared to be vague.

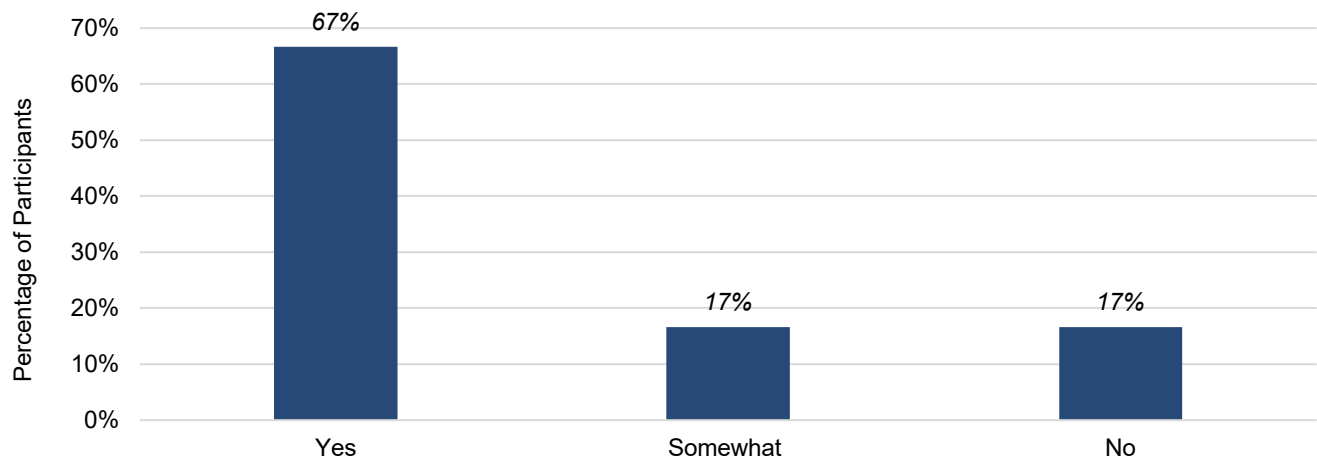


Figure 9: Do the Road Network Projects Policy Directions Fulfill the TMP’s Vision and Goals?

Participants were also asked how the draft policy directions for road network projects impact transportation in their community. As seen in **Figure 10**, most participants indicated that it would positively influence their community (56%), with another 33% indicating that it would have neutral impacts on their community. The rest of the respondents felt it would negatively impact transportation in their community (11%). There were no comments for this question or implementation considerations.

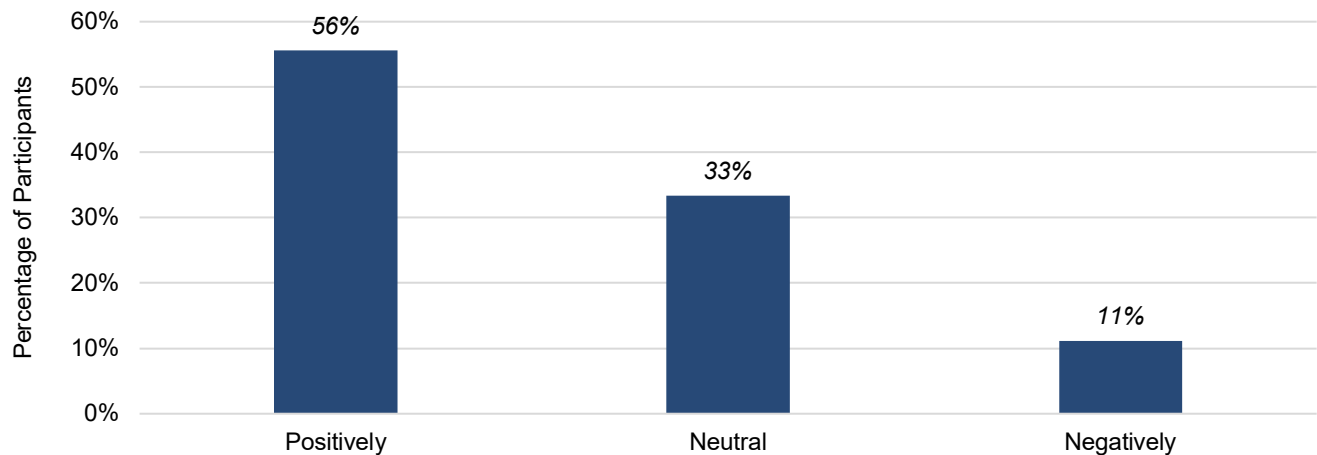


Figure 10: How Will the Draft Policy Directions for Road Network Projects Impact Transportation In Your Community?

ACTIVE TRANSPORTATION NETWORK

When asked if the active transportation network policy directions fulfill the TMP’s vision and goals, most participants answered “yes” (56%). As shown in **Figure 11**, a third of participants indicated “somewhat” (33%), followed by the remaining participants who felt they would not fulfill the vision and goals of the TMP (11%). Participants commented that the policy directions did not make it clear if the infrastructure

would be well connected, and there were positive comments regarding winter maintenance of bike lanes in the winter months.

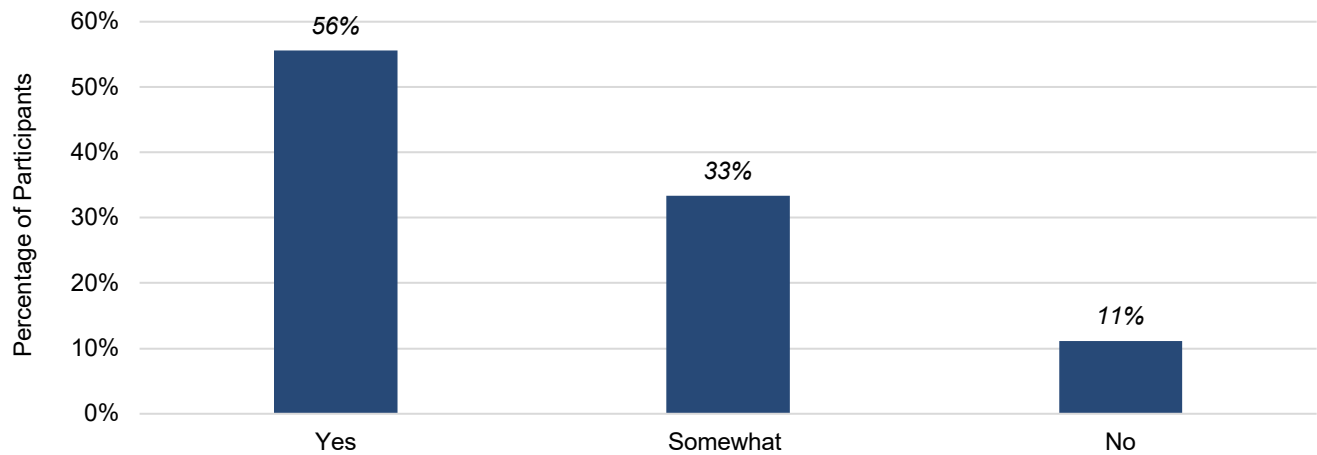


Figure 11: Do the Active Transportation Network Policy Directions Fulfill the TMP's Vision and Goals?

Participants were asked how the draft policy directions for the active transportation network will impact transportation in their community. **Figure 12** illustrates that most participants felt it would positively impact transportation in their community (57%), followed by those who indicated neutral impacts (29%). The remaining respondents indicated it would negatively impact transportation in their community (14%). One participant noted that they think the policy directions will be positive for cyclists and hopefully neutral for car drivers.

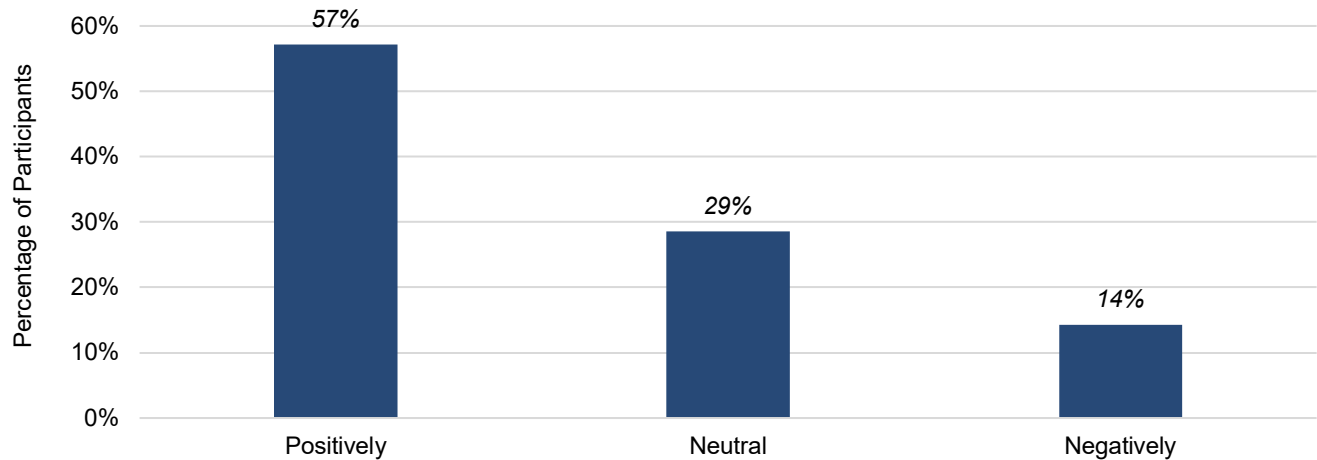


Figure 12: How Will the Draft Policy Directions for Active Transportation Network Impact Transportation In Your Community?

Implementation considerations participants shared included the need for infrastructure that supports cyclists making left turns at intersections and crossing roads from trail networks.

ACTIVE TRANSPORTATION NETWORK WAYFINDING AND SIGNAGE

All participants felt that the active transportation network wayfinding and signage policy directions would or would somewhat fulfill the TMP’s vision and goals. As seen in **Figure 13**, most respondents answered that “yes” (67%), the policy directions would fulfill the vision and goals of the TMP, or that they would somewhat be fulfilled (33%). Participants communicated concerns regarding the current lack of signage and suggested that maps also be shared online.

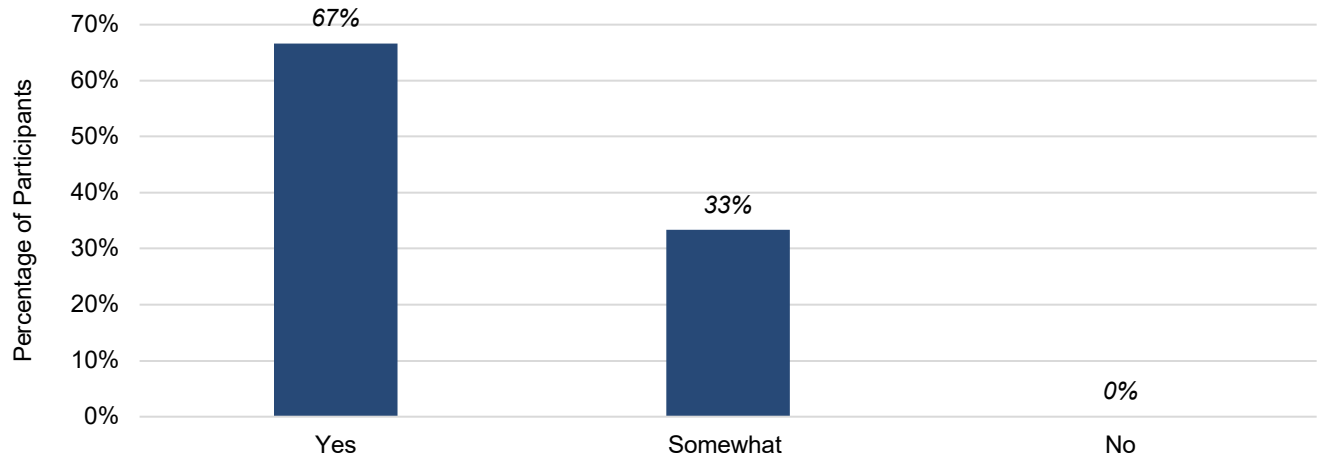


Figure 13: Do the Active Transportation Network Wayfinding and Signage Policy Directions Fulfill the TMP’s Vision and Goals?

Participants were then asked how the draft policy directions for active transportation network wayfinding and signage would impact transportation in their community. As seen in **Figure 14**, most participants indicated it would impact transportation in their community positively (62%), followed by neutrally (31%) and negatively (8%). Participant comments were mostly positive, stating that the policy directions would make navigating the City using active transportation easier.

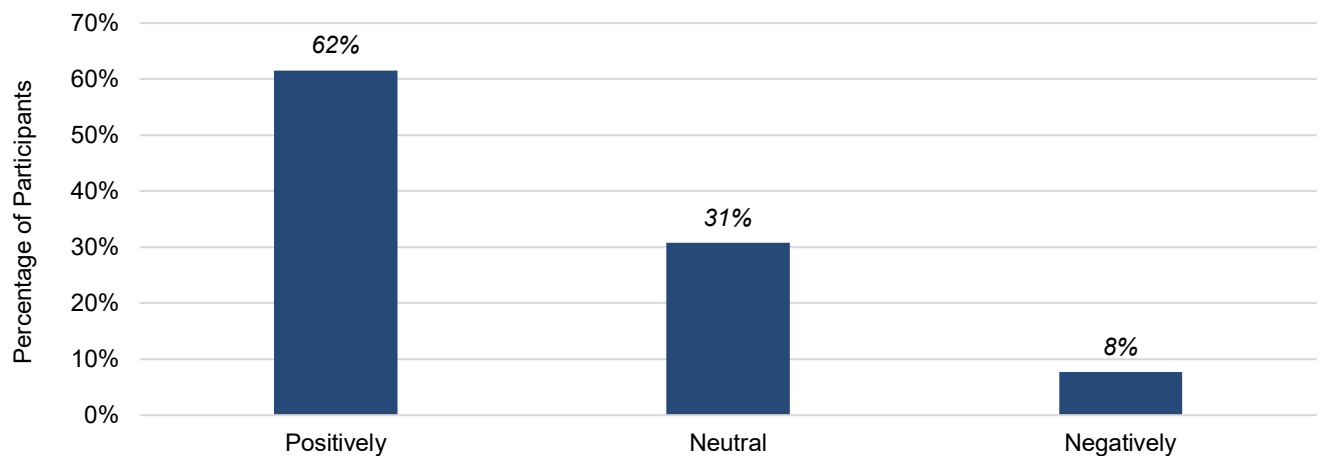


Figure 14: How Will the Draft Policy Directions for Active Transportation Network Wayfinding and Signage Impact Transportation In Your Community?

When asked about considerations for implementation, participants noted the need for safe trail crossing again and safe pedestrian travel routes.

Maintenance and Operations

WINTER MAINTENANCE

When asked if the vision and goals of the TMP would be fulfilled by the draft policy directions for winter maintenance, participants were divided. As seen in **Figure 15**, 44% of respondents indicated that “yes”, the vision and goals would be fulfilled, followed by 38% of respondents that felt they would somewhat be fulfilled. The remaining respondents indicated that they did not believe the vision and goals would be fulfilled by the draft policy directions (19%). Participants stressed the need for enforcement and shared concern for private sidewalk clearing and reliability of individuals clearing snow.

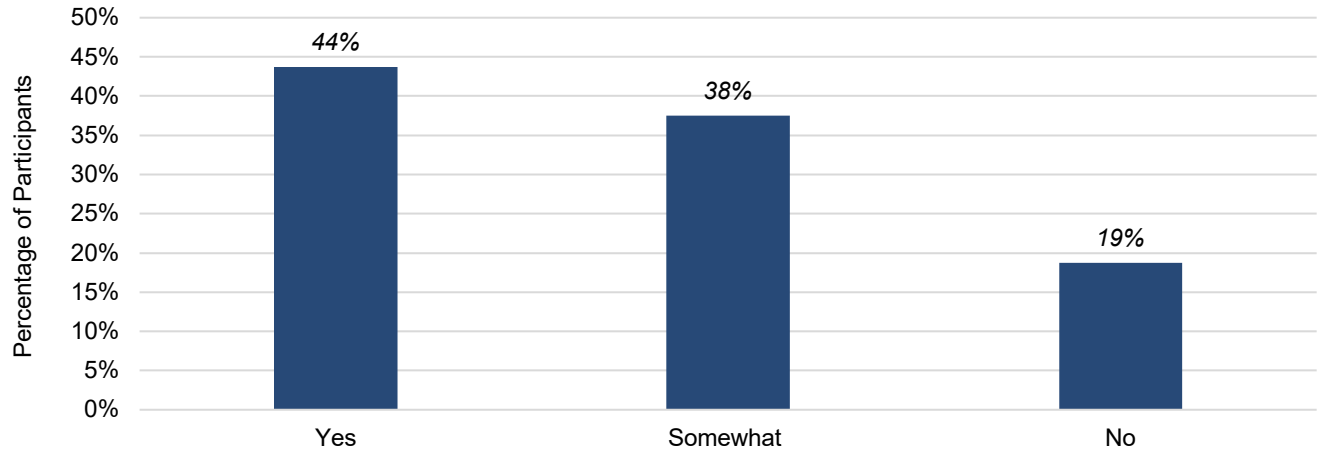


Figure 15: Do the Winter Maintenance Policy Directions Fulfill the TMP’s Vision and Goals?

Participants were then asked how the policy directions for winter maintenance would impact transportation in their community. **Figure 16** illustrated that the majority of respondents indicated it would positively impact transportation in their community (65%), with other respondents feeling it would negatively impact their community (12%). The remaining 24% of respondents shared that it would have neutral impacts. Participants shared concerns for clearing snow around neighbourhood parks and the need to clear the entire width of wider walkways.

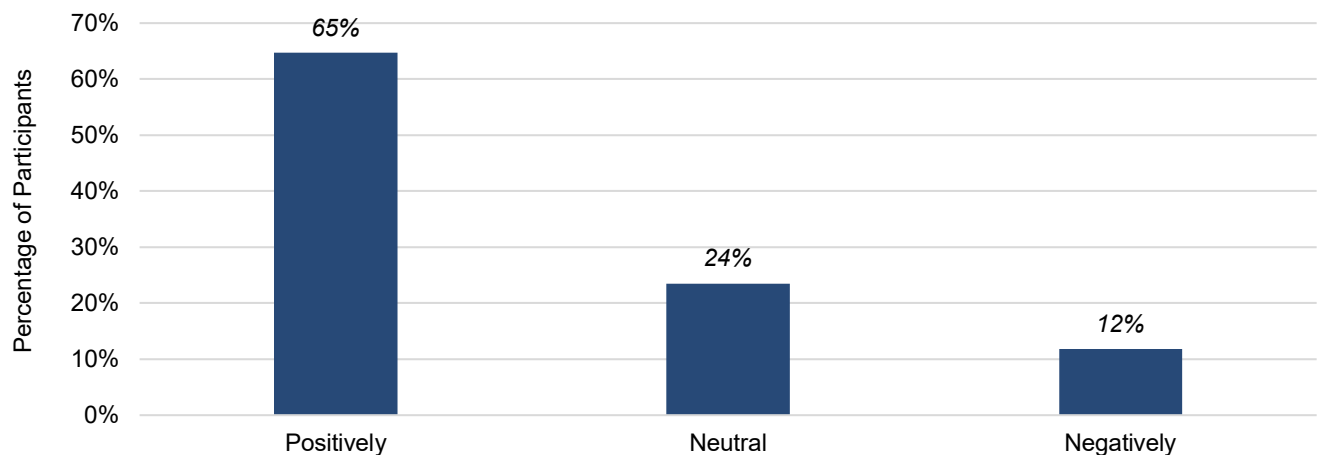


Figure 16: How Will the Draft Policy Directions for Winter Maintenance Impact Transportation In Your Community?

When asked about considerations for implementation of the policy directions, participants mentioned the need for enforcement again and making it clear that snow and ice cannot be shoveled into bike lanes. Participants also expressed concerns for the environmental impacts of using salt, in addition to the impact on individual bikes.

40 KM/HR SPEED LIMIT

When participants were asked if the 40km/h speed limit policy directions would fulfill the TMP's vision and goals, they were almost equally divided between "yes" and "no". As seen in **Figure 17**, half of the respondents selected "yes", followed by 43% of respondents selecting "no". The remaining respondents indicated that the vision and goals would somewhat be fulfilled (7%). Participant comments suggested that most were in favour of slower speed limits. Some participants were against the change, while others were hoping that the speed limit would be even lower (30km/h) for residential streets. Participants expressed concerns for managing the number of cars on roads.

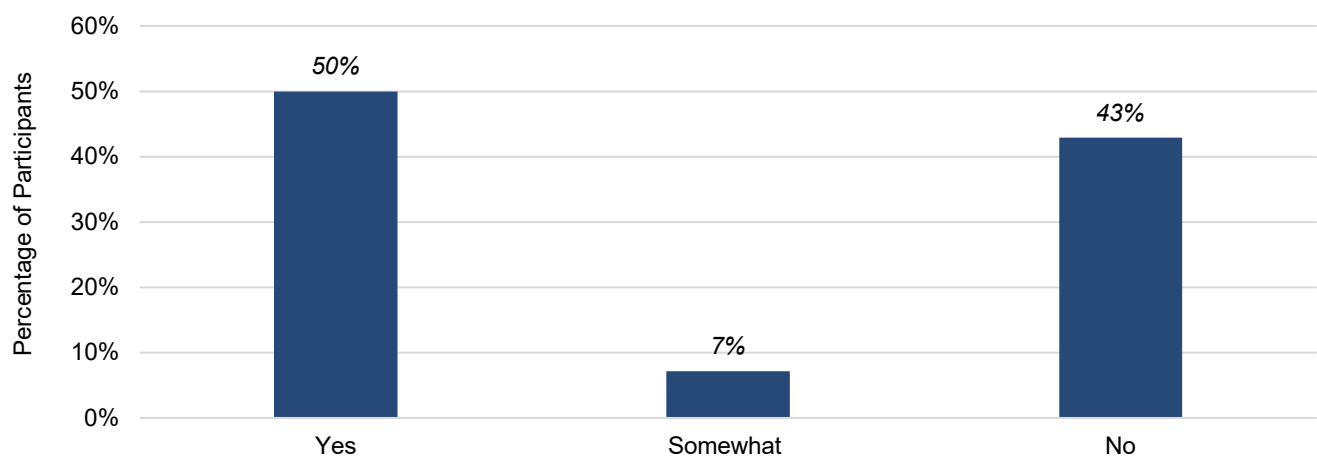


Figure 17: Do the 40km/hr Speed Limit Policy Directions Fulfill the TMP's Vision and Goals?

When asked how the draft policy directions for the 40km/h speed limit would impact transportation in their community, almost three-quarters of participants felt it the impact would be positive (73%), as shown in **Figure 18**. A total of 7% of participants indicated it would impact their community negatively, with the remaining 20% of participants indicated it would have neutral impacts. Participants stressed the need for enforcement.

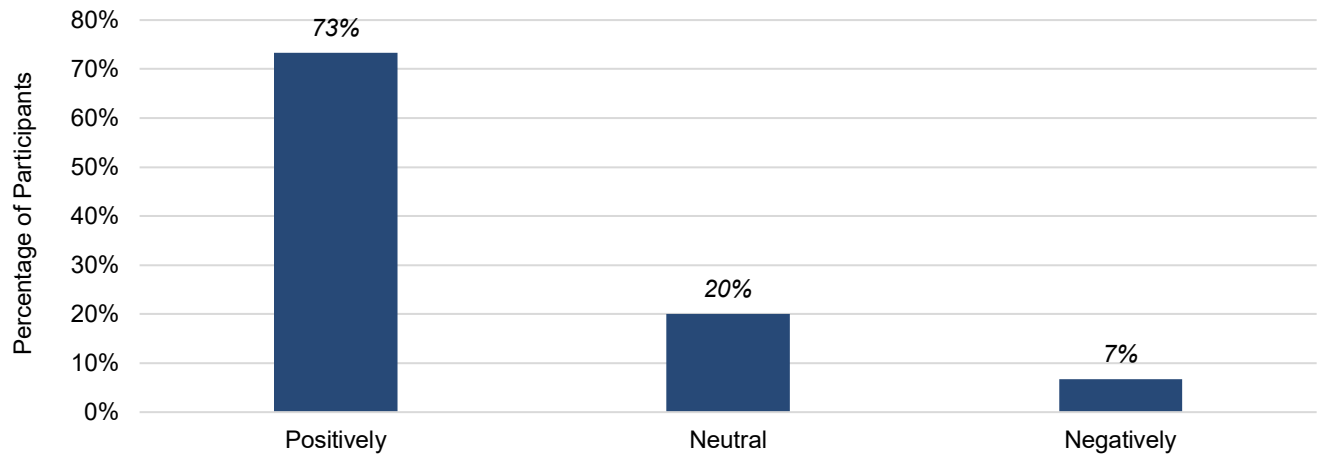


Figure 18: How Will the Draft Policy Directions for 40km/h Speed Limit Impact Transportation In Your Community?

When asked about considerations for implementation participants were concerned that signs alone would not be enough, and that there should also be changes to traffic enforcement (more) and the design of roads.

General Feedback

Additional comments re-iterated key messages about traffic calming, impacts to local streets and speed limits that have been captured in the sections above. A few participants suggested that community engagement opportunities could have been better communicated and a venue with closer access to transit would be preferred.

Appendices

- Appendix A: Stakeholder Meeting Notes
- Appendix B: Public Information Centre Feedback
- Appendix C: Engage Waterloo Survey Responses
- Appendix D: Engage Waterloo Comments
- Appendix E: Project E-mail Comments

Appendix A: Stakeholder Meeting Notes

The following notes were taken by the Project Team to record the conversations being had with stakeholders at the workshop on March 10, 2020. Each TMP theme area had a notetaker. The notes below are organized by those three theme areas.

Guiding Principles and Strategies

- Vision Zero: watered down from “real vision.” Go back to the old language with the goal of zero. The philosophy is that we won’t accept deaths on our roads. Helsinki has achieved it, there is no reason to water it down here.
- Acknowledge emerging technologies with explicit mention of e-bikes and secure parking.
- The messaging is very standard/encouraging.
- The implementation is the real challenge. Consider how the City will implement all of these things. The action plan is high-level, but funding and buy-in from various groups is needed with deadlines and an associated schedule.
Goals for winter maintenance don’t address sidewalks. With a booming population, there are big challenges here.
- Look towards incremental improvements, but bold action is also needed. (e.g., speed limits reduced to 30km/h, all sidewalks cleared, and vision zero meaning zero deaths.
- The design needs to encourage good behaviour and be community appropriate. Enforcement is not always possible.
- People feel more comfortable with a gradual change in modal share.
- Major cultural change needs to happen. Education is needed to encourage change in modes and understanding vulnerabilities for users. Vision Zero is also a missing educational component.
- Vision Zero needs to be implemented through a change of design and then a public relations exercise.
- Support sustainable development. The TMP needs to address emissions and the City’s goal of reduction. Environmental awareness needs to be at the forefront.
- Complete streets should be considered on Erb between Caroline and King.
- Complete streets should apply to neighbourhood streets as well to accommodate active transportation and focus on making convenient and comfortable routes. Complementary parallel routes should also be considered.
- Consider a program that encourages cycling ownership.
- Some communities have bike parkades.
- Vision Zero needs enforcement of existing laws as current ones aren’t enforced.
- Other strategies for complete streets and traffic calming are needed to support Vision Zero.
- Roundabouts are a concern for pedestrian safety. There needs to be crosswalks before the roundabout and not right at them as they are difficult to cross.
- Cycling is also a safety concern through roundabouts.
- Include parking maximums as transportation accounts for 44% of carbon emissions. Those that find parking a hassle will move to transit. This should include parking pricing strategies, infrastructure to support multi-modal transportation, improving transit as the better choice (LRT

transfer is 90 minutes, which can be cheaper than paying for parking), and better integrating transit and parking.

- 30% of the population is over 65 years of age. Parking is a huge issue. Consider free off-peak hour rides for seniors. Also consider designated seniors parking to mitigate mobility issue challenges.
- Promote travel choice.
- Need to ensure that land-use planning occurs in a way that is consistent with promoting the City's transportation goals.
- Consider wording noting the integration of traffic light and signal time modernization.
- Involve the Universities and College in the TMP.
- Universities have a major impact, make sure they are involved and educated.
- Touch more on car share and how to get people out of cars.
- More electric car charging is needed.
- Don't take away existing parking but put a value on it.
- Incorporate larger multi-use paths to increase safety and comfort level.
- Two-way bike lanes on one-way streets are hazardous.
- Gender balance prioritization. Prioritize streets relative to tasks (e.g., school drop-off and grocery shopping). Roads are set up on a business approach currently.

Planning and Design

- Concern about vehicle conflicts with cyclists. Consider defining the purpose of streets strategically for safety (e.g., roads near the college). Thoughtful design is needed.
- Make conscious decisions to strategically pair road work with the implementation of cycling facilities.
- Traffic calming may not be the right term for what is needed in Waterloo. The term seems to suggest restriction, but what is needed is efficient movement – not restriction. The classification system should be used to support efficient movement.
- How can the design of the road network encourage a modal shift away from cars towards public transportation and active transportation?
- The Lexington curve towards Columbia is a terrible configuration for active transportation.
- West Waterloo connections to the core need to be identified.
- Clarify the difference in language for trail designations.
- Plan for failure. For example, the pedestrian trails are no longer for commuter cyclists. Wider facilities are needed so that a division line or some remedy can be applied.
- Breakdown in connectivity between active transportation routes and regional roads is an issue, especially at intersections.
- It would be useful to show the connections to outside townships (e.g., cycling on Northfield to the park).
- There are specific difficulties on Westmont Road in South Waterloo.
- Routes must be maintained if identified for cycling use.
- A shared street means that the street is designated for all uses and is not pedestrian priority. The TMP should consider the pedestrianization of some streets such as Willis between Caroline and King. Consider another classification that puts pedestrians first. This is a response to the climate crisis.

- Given the timeline, one shared road in a twenty-year timespan does not seem like enough.
- Consider narrowing roads to calm traffic.
- Plan to transition people out of cars through design. For example, we know that curved roads encourage driving.
- Avoid diverting traffic from main roads onto local side streets.
- The tone of the Plan seems to be transitional in language between the now and the overall long-term vision. However, short-term goals should be identified for quick wins.
- Consider multi-directional routes for ION.
- Implement stricter parking policies to discourage parking.
- Align redesign or repaving with the installation of EV charging stations.
- Identify how green tech solutions might be researched or implemented through this plan.

Operations and Maintenance

- Winter clearing coordination between Kitchener and Waterloo is important.
- Question of how to enforce private clearing of sidewalks.
- Overuse of salt on our streets is an environmental health issue.
- Ideas from the group:
 - Interested in better winter clearing prioritization: sidewalks before roads (quoted Guelph as an example).
 - Programs for getting parked cars off the road before snow events to help with clearing (quoted Ottawa as an example).
 - We have a great trail system but would like to see higher quality snow clearing (inconsistent).
 - Proactive maintenance for pedestrian infrastructure (quoted new Cambridge plan as a good example).
- Need more information/clarity about who is responsible for snow clearing between business owners and the City (related to storage and access over windrows to the curb).
- Effort should be made to improve snow clearing at bus stops.
- Concerned with being a senior in the suburbs and sidewalks constructed only on one side of the street; also issue of snow clearing at corners.
- Maintenance is also about fixing potholes and tree trimming.
- Would like to see more effort made to increase tree canopy.
- If we can sweep bike lanes and trails better in the spring then we improve access to those facilities in the shoulder season (winter cycling is not as long as you think).
- Interest in better lighting for trail system.
- Concerns with ruts and washouts for stone dust trails.
- Interest in lower speeds and traffic calming.
- Support for reducing speed limit to 40 km/hr on residential streets.
- Want to see more opportunities for shared streets or pedestrian first streets.
- Noted lack of sidewalk connection to the community centre where the public meeting was held.

Appendix B: Public Information Centre Feedback

Guiding Principles and Strategies - Complete Streets

Do the draft policy directions fulfill Waterloo's Transportation Vision and Goals? Why or Why Not?

- Broadening types of traffic facilities will encourage shift to active transportation.
- There still remains problems for pedestrians that are not completely addressed.
- It follows the standard urban plan. Drive first, some decorative bike lanes and ignores pedestrian activity.
- Still car priority. Why am I waiting in the rain/wind/snow at trail crossings while cars glide by?
- Depends if the potential initiatives. (e.g., traffic calming can get implemented. Every time Uptown, North or MacGregor Allen Community Association has asked about these, we have been told these are not justified.
- Restricting vehicle capacity on major roads will not "get people out of their cars" – it will just incentivize detours. There are better places to put the active transportation network than on vehicle movement corridors.
- "No" – Need traffic diversion in uptown neighbourhoods. Increase in volume is unacceptable.
- "No" – Multi-use trail crossing at Caroline not signed as crossing for motorists. Lack of knowledge about how cross rides work. Drivers don't expect riding bike crossing.
- "Somewhat" – Roundabouts accept and accommodate traffic. They are not suitable for residential neighbourhoods uptown.
- "Somewhat" – Complete transportation strategy? Does "optimize existing road capacity" equal increase traffic to the maximum possible?
- "Yes" – Plant grass next to the sidewalks.

How will the draft policy directions impact transportation in your community? Please explain.

- No speed control on my street, diets.
- Reduced lane widths will help to decrease vehicular traffic speeds and increase pedestrian and cyclist safety.
- Hard to say for certain.
- It will continue what we have now. Closed streets, under used bike lanes and pedestrians trying to find safe and efficient means to get around.
- Move the vehicles on the major roads (rather than frustrating them into neighbourhoods) and move the bikes and walkers through the neighbourhoods.
- "Negatively" – Pedestrian prioritization. We don't see much of this yet. Shocking!
- "Neutral" – Need traffic calming and signage at trail crossings.
- "Neutral" – Like Vision Zero, but surprised to see that CS existing. Want to see raised crosswalks, more active transportation focus. Need to have better crossings for roads. Don't feel this has been accomplished so far.

- “Positively” – reducing the number of lanes is better because it promotes active transportation and transit. It enables multi-modal transportation, which also reduces congestion.

Is there anything missing from this theme area? What considerations should be made before implementation?

- No attempt to reduce cut through traffic in Uptown Waterloo, residential areas.
- Include intelligent traffic light systems. Eliminate greenhouse gases.
- Ban cars, put sensor in the roundabouts that detect cyclists and make the light green. You have them on trails!
- Where the bike lane ends on King at the square, there is no sign to indicate what the cyclist is supposed to do. Bikes and cars do not belong in the same place.
- Wheel lane widths are reduced, leave room for bikes? Some streets now force lane sharing by bikes and cars, not the greatest.
- Will make it harder to drive around, but will hopefully calm traffic.
- Accentuate separated infrastructure within street area, versus only on-street. Look at overseas patterns (e.g., Netherlands).
- Destinations + residential buildings. Secure bicycle parking.
- Sidewalk snow clearing is not well enforced by the By-law. Most road designs need to be revisited to reduce speeds.
- The City should encourage all employees who are able to walk. See what is absurd about trying to safely walk around this town.
- Human scale. The wording is there but the “feel” on the street is not.
- “Negatively” – There should be a proactive statement of principle that if planned capacity restrictions on major roads causes traffic diversion to the neighbourhoods, the neighbourhood volume/speed issues will get solved.
- “Negatively” – Make vehicles use main roads. Make neighbourhoods for bikes and other modes. Stop cut- through traffic.
- “Negatively” – Very dangerous bike infrastructure. Doesn’t consider in between stages and lack of lane ending signs. Cohesion between Kitchener and Waterloo Region. Need to be on the same page.
- “Negatively” – Concerns about going with cheap solutions at the expense of current solutions (e.g., reducing lane space where other solutions are possible).
- “Neutral” – Some who live in the core have no option but cars for weekday/work-based travel. Calm traffic while still keeping car traffic moving.

Guiding Principles and Strategies - Vision Zero

Do the draft policy directions fulfill Waterloo’s Transportation Vision and Goals? Why or Why Not?

- Lane widths and reduced speeds can help towards Vision Zero goals.
- To make streets truly safe will take a huge effort – a lot more than new speed limit signs.
- This only needs public education, police enforcement and safe passage zones.

- It will just push the jeopardy onto local neighbourhood streets.
- “Yes” – Hopefully it will improve pedestrian safety!
- “Yes” – Good to see Vision Zero.
- “Somewhat” – Vision Zero: eliminate roundabouts. Cyclist and pedestrians safety due to speeding. Not carbon friendly?

How will the draft policy directions impact transportation in your community? Please explain.

- Can always do more for safety.
- The draft policy direction could have a positive effect.
- Not with the suggestion mentioned.
- The wording is encouraging but after seeing recent repairing with missed traffic calming opportunities. I question effectiveness.
- See above.
- “Positively” – less collisions means less traffic backup.

Is there anything missing from this theme area? What considerations should be made before implementation

- Eliminate roundabouts.
- Stop building dual coverage ways.
- Introduce speed bumps.
- Ban cars.
- Roundabouts need to be made safer for pedestrians and cyclists. Also, unfinished cycling lanes need to be signed. For example, where the cycle lanes ends on Erb Street at Regin, it spits you out on the wrong side of a busy road.
- Not really sure what Vision Zero means in practice.
- Link to traffic calming / speed reduction.
- Proven counter measures should include practices from overseas for safer infrastructure – not just North America. Specific focus is needed on reducing speeds.
- Get police on side. Create safe walkways.
- Traffic calming and diversion needs to be a priority not an add on or after angry residents bring up issues.
- “Negatively” – Need midblock active transportation crossings. No current priority for active transportation.
- “Somewhat” – Too many vague and buzz words that the actual plans and intentions are not clear.
- “Positively” – Need protected cycling lanes.

Guiding Principles and Strategies - Emerging Technologies

Do the draft policy directions fulfill Waterloo’s Transportation Vision and Goals? Why or Why Not?

- It seems unlikely that technology will improve human behaviour.

- More traffic and no controls. Charging could be done on commercial properties.
- These are not really significant factors in the foreseeable future. The vehicles charging stations are a worthwhile initiative, though.
- “Somewhat” – Carshare need parking spaces in City streets and buildings.
- “Yes” – We should not always assume everyone has a smart phone.

How will the draft policy directions impact transportation in your community? Please explain.

- Parking reform would only benefit if the cost was transferred to the user.
- “Positively” – Improve mode split of Active transportation with emerging technologies such as e-bikes and e-scooter shares. Decrease congestion and make transportation better.

Is there anything missing from this theme area? What considerations should be made before implementation?

- End free parking! There is no reason for valuable urban land free for a certain segment (car drivers) of the population. It is a direct subsidy to cars.
- Some sensor triggered lights don’t change when a bicycle lanes up to them.
- Mobility as a Service sounds good, but will it encompass all the active routes (trails, lanes, etc.).
- Look at rideshares and contributions to pollution.
- Implementation Miovision artificial intelligence technologies on road crossings for traffic flow for future transportation modes (electric bike, taxi, car2go, AI vehicles).
- “Positively” – Need safer storage/parking for bikes.

Planning and Design - Road Network Classification

Do the draft policy directions fulfill Waterloo’s Transportation Vision and Goals? Why or Why Not?

- Vague. Information technology is not clear what ‘reclassify select City roads’ means.
- The classification of Albert Street from Erb to intensify as a major collector suggests that pedestrians and cyclists will not be safe.
- Consider classifications and keeping cycling safe if you’re driving more car traffic, are you also making it safe for cycling?
- Probably not too relevant.
- Waste of time.
- “No” – Concern about changing classification.
- “Somewhat” – Great that residential streets remain “lower class.” Still some concerns about big vehicles on small streets. This includes school buses.

How will the draft policy directions impact transportation in your community? Please explain.

- Also road classified volumes unchanged.
- If you are planning on negatively reclassifying roads in an neighbourhood to funnel traffic.
- Should be harmless and hopefully not too expensive.
- I would like to think declassifying a road from minor to local street would result in traffic calming measures.

Is there anything missing from this theme area? What considerations should be made before implementation?

- The bike lane on Erb Street from Albert to Regina is stupid. A bottleneck hole at peak hours.
- As proposed, the draft TMP should help protect historical uptown residential neighbourhoods (e.g., no specific road classification changes increasing volume), Will help keep intracity and regional traffic on regional roads and will help retain high walkability score for low density residential neighbourhoods.
- More shared streets and care-free streets. They're fun and encourage active transportation.
- Rules about use of residential streets by large vehicles (larger trucks, full size buses, etc.) might need attention.
- Concerned that my minor collector street will see even more traffic to make daily life and enjoyment worse off.
- Communication, consultation and public input.
- Look at different types/forms of network structures in older neighbourhoods (grid, very connected) versus newer (winding, not very connected). May need other classification measures in a grid to achieve same policy goals.
- Albert Street would be better as an alternate than a major collector.
- If classification of road makes no difference in what happens on a road (quote from consultation) then there is no point in classifying road.
- I am taking you at your word that there will be no "upclassifications" of neighbourhood streets. The capacity permission in the previous TMP should be reversed for neighbourhood streets.
- "Somewhat" – Keep in mind minor collector roads are still residential streets where people live.

Planning and Design - Road Network Projects

Do the draft policy directions fulfill Waterloo's Transportation Vision and Goals? Why or Why Not?

- Too vague.
- Perhaps the "pedestrian focused" classification will have more effect in the next nine years than it has had in the past nine years.

How will the draft policy directions impact transportation in your community? Please explain.

No responses

Is there anything missing from this theme area? What considerations should be made before implementation

No responses

Planning and Design - Active Transportation Network

Do the draft policy directions fulfill Waterloo's Transportation Vision and Goals? Why or Why Not?

- Bikes are at risk on many roads without physical separation.
- It is not clear whether the various active transportation segments will be joined together effectively.
- Some progress here hopefully it will continue.
- Shoveling is good.
- "Yes" – Last TMP, painted bike lanes on old maps. Existing and happening this year.
- "Somewhat" – Please accelerate construction of Active Transportation network and reallocate vehicle focused budgets if necessary.

How will the draft policy directions impact transportation in your community? Please explain.

- Positive from a cyclist's perspective and hopefully neutral for cars. Intersection with neighbouring municipalities?

Is there anything missing from this theme area? What considerations should be made before implementation?

- The major roads that is the regional roads are key to encourage cyclists to commute safely to work, school, etc. The roads need to have protected bike lanes. The roundabouts need to be eliminated. They are a safety hazard. More bike/pedestrian only crossings across the City.
- It's often difficult to turn left as a cyclist across multiple lanes, roundabouts, etc. We don't trigger advanced left turns and there is often disconnect between bike lanes which makes intersections dangerous (e.g., Erb and Caroline).
- Winter maintenance of trails, lanes and sidewalks? Many bikers are not winter-active anyway – safe conditions for pedestrians might be a higher priority. Road crossings for trails are an issue.
- Communication between Waterloo and Kitchener – Park Street bike lane suddenly stops at the City limits.

- From Union to University on King Street to be pedestrian only increase ease of multi-model transportation through Uptown last mile cargo e-bike lane, mobility e-shuttle, LRT, biking outdoor cultural economy increase (winter proof).
- Keep designing for twelve-year-old's and multi-modal accessible City will be built. Thank you. Continue building separated infrastructure for all rolling (stroller, bicycle, scooter, roller blades, wheelchairs and pedestrians).
- There is no indication that there is any coordination with the City of Kitchener vis a vis active transportation.

Planning and Design - Active Transportation Network Wayfinding and Signage

Do the draft policy directions fulfill Waterloo's Transportation Vision and Goals? Why or Why Not?

- Cycle lanes, paths and other cycling infrastructure need better signage. They often don't connect in obvious ways.
- Plus, online maps.

How will the draft policy directions impact transportation in your community? Please explain.

- It even makes transport easier for me, and I know the City well.
- No change will occur, and a new plan will be devised.
- Good but snow cleaning and surface maintenance are challenges.

Is there anything missing from this theme area? What considerations should be made before implementation?

- Cycle intersections seem to be an after thought. They aren't smooth and often make no consideration for going left. Also often require using pedestrian lane.
- Good opportunity to help navigate active transportation network. Work with Google?
- Northdale area near LRT stop needs more wayfinding.
- Connect sidewalk/trail between Albert and Phillips could be multi-use trail. Connect communities to LRT too.
- Safe and efficient pedestrian passage throughout the community.

Operations and Maintenance – Winter Maintenance

Do the draft policy directions fulfill Waterloo's Transportation Vision and Goals? Why or Why Not?

- But that will continue the practise of impasse walkways. City should monitor and enforce snow issues.
- City needs to clear sidewalks and bike trails and buses before majority rush hour.

- Maintenance by homeowners is really variable and is a significant hazard for pedestrians.
- It is a good start. Segregated cycle lanes and paved visual cycling lanes also need paving and sidewalks need to match.
- “No” – Bike lane on Erb between Menno and Father David Bauer Drive is full of ice and snow.
- “No” – Privately maintained sidewalks are the biggest problem.
- “Somewhat” – Bicycling lanes should be protected and should be given the priority to be cleared first in winter.

How will the draft policy directions impact transportation in your community? Please explain.

- Won't change a thing. Sidewalks will still be snow covered.
- Biggest parks are not on main roads and city sidewalks.
- “Somewhat” – Trees need to be grown on borders of road next to open fields. In winter this protects drivers from visibility issues during snowstorms.
- Somewhat” – Wider sidewalks are great, but why are they not totally cleared? Also, why the massive build up of snow and ice along Caroline? Right at the curb!

Is there anything missing from this theme area? What considerations should be made before implementation?

- Start from a point where all traffic is treated equally with the same priority. Active by-law enforcement! Or pay us to do it.
- Related is leaves during the fall that end up in designated bike lanes, which puts cyclists into traffic.
- Enforce that business owners and residents do not throw snow back on to cleaned bicycle lanes.
- Effective active transportation cleaning in the winter makes active transportation possible.
- Add snow removal for all residential streets.
- Private maintenance enforcement.
- Salt is really bad for bicycles, cars and fish.
- Good overall. But road salt increases wear and tear in bikes in addition to being environmentally harmful.
- Protected bike lanes. Bike lanes to be given clearance priority.
- “Negatively” – Need to enforce that businesses and property owners don't put their snow back into the cleared bike lanes.
- “Negatively” – City wide sidewalk clearing. I'd pay more tax to walk safely and to not shovel.

Operations and Maintenance - 40km/h Speed Limit

Do the draft policy directions fulfill Waterloo's Transportation Vision and Goals? Why or Why Not?

- Police will not enforce it.

- Great idea, but may need help – extra signage, more bumps.
- “No” - 40 km limit is too slow.
- “No” – 40? I agree. 30km/h is appropriate on residential streets.
- “No” – 40km/h is good for roads around uptown, but 30km/h is needed for residential.
- “No” – How about 30km/h in residential neighbourhoods.
- “No” – Implement speed bumps on most roads.
- “No” – Missing policy on traffic volumes locally and decreasing cut through traffic.
- “No” – Need more than just signs to reduce speed.
- “No” – Need much more enforcement by regional police to make speed limits effective.
- “No” – Signs are useless on their own. You need to design a street that forces 30 or 40km/h, you can’t ask (through signs).
- “No” – Try a 30 or 35km/h limit, as people will still speed!
- “Somewhat” – Eliminate roundabouts. These are accidents waiting to happen. Unsafe for pedestrians and cyclists.
- “Somewhat” – Lower speeds and maybe less stops.
- “Yes” – Absolutely and emphatically agree with the other person’s comments that behaviour follows road design. Design for safety and don’t implicitly demote all but cars.
- “Yes” – Behaviour follows road design. Lower speed limits not enough – design safer roads.
- “Yes” – I like lower speed limits, but that does not help the increasing problem of volume / cut through traffic on some uptown streets.
- “Yes” – How about more ‘designed’ streets like in Scandinavia and Europe. Prioritize people. Cars on main corridors and not in neighbourhoods.

How will the draft policy directions impact transportation in your community? Please explain.

- No chance. Will occur unless police prioritize traffic enforcement.
- Lower more speeds in residential streets do not impact travel times appropriately. Safer, less polluting.
- Make active transportation much more relaxing and fun.
- “Neutral” – Of course lower speed limits are great. Enforcement? Not so much.
- “Negatively” – I live on Dietz Ave S. between Dawson and Erb within blocks of two public schools, Empire and Lourdes. The intersection at Dietz and Lourdes has no control for children crossing to go to either school. Early morning traffic tears up Dietz and is a menace. We need to lower speeds and put a four way stop at Dietz and Lourdes.

Is there anything missing from this theme area? What considerations should be made before implementation?

- Ensure police will take an interest in speed enforcement or all traffic enforcement that will save lives.
- The police cannot even cover their core duties at the moment. This reduced speed limit would be useless without enforcement, and such enforcement will be a low police priority and of minimal dissuading effort. Further, it will do nothing to address volume increases in neighbourhoods.

- Very positively.
- Enforcement needs to also be in place.
- Would like to see 30km/h in residential neighbourhoods. 40km/h can still severely injure neighbourhood residents.
- Enforcement supplementary calming and measures to reduce stop/start – e.g., more circles and less stop signs and lights.
- Good.
- Make road hockey safe again.
- Roundabouts need to be eliminated. Speed bumps need to be implemented.
- Need to focus on safety of all transportation modes is need in the TMP. Vision Zero – use the word safety. In favour of 40km/h on low density residential local roads to increase safety.
- Put things physically into place that slow down traffic, especially cut through traffic in residential areas from regional and major collectors that bound through residential areas.
- “Negatively” – 30km/h for residential streets in Uptown core knowing that most will still speed or end up going 40 – 50km/h.
- “Negatively” – Traffic volume is a problem on many uptown (grid) streets. 1500 – 2000 cars per day is very high. Non-local traffic! Get volumes down to approximately 500.
- Wide avenues with 50km/h speed limits need special attention to lower speed.

General Feedback

Do you have any questions or comments about the TMP Study process?

- Disappointed I missed public notice of the March 10, event at the recreation centre.
- Was very relieved to see no low density residential uptown area road classification changes or road widening beyond that of 2011 TMP.
- Potential change to 40km/h in residential zones would go a long way towards promoting and maintaining safety and walkability of local low density residential uptown streets.
- Would like to see a formal updated traffic calming policy to enable City to have a toolbox to apply for much needed streets under stress of increased volumes, speed and safety issues. The new TMP should have an appendix “traffic calming policy” for full transparency.
- Need some more consideration in TMP given to volume of traffic in low density neighbourhood areas as it does impact walkability and liveability of one’s neighbourhood.
- I live uptown because I love being close to everything and walk everywhere on the weekend. However, I need to drive for my health care job to do visits throughout the day to my partner needs to be at work so early in the AM transit is not an option.
- Slide with Uber stock image shows distracted driving. Consider a different image for the future.
- At this point it seems uncertain that the vision and goals will be successfully achieved through what has been presented.
- Engagement in Phase One was non-existent for practical purposes. It was in the summer and even Councillors were not aware of it. I don’t think there are any except the unknown web app in phase two. There better be plenty more after the release of the draft TMP and well in advance of going to council.
- I think a lot of time and effort has been put into this. Perhaps a little too much considering the effect will be minimal. We have to share all transportation routes and not diminish some users because they are silent. Pedestrians should be included in a fair share of resource base.

- Traffic signals should treat all equally. Sidewalks should be free of debris. Walkways should be lit as they are used after 4:00pm in the winter. Crosswalks should always be controlled by a walker within a reasonable time if there is no timed signal. City staff should be encouraged to walk so they can see the folly they create.
- Odd that this meeting was scheduled for a location you pretty well have to drive to, closest transit is a fifteen-minute walk away via a very challenging walk. Great place to move the senior citizens cent.

Appendix C: Engage Waterloo Survey Responses

The following export shows the responses to the Phase Two survey posted on Engage Waterloo between March 11 – April 30, 2020. All questions were optional.

Waterloo Transportation Master Plan - Phase 2 Survey

SURVEY RESPONSE REPORT

15 August 2018 - 21 May 2020

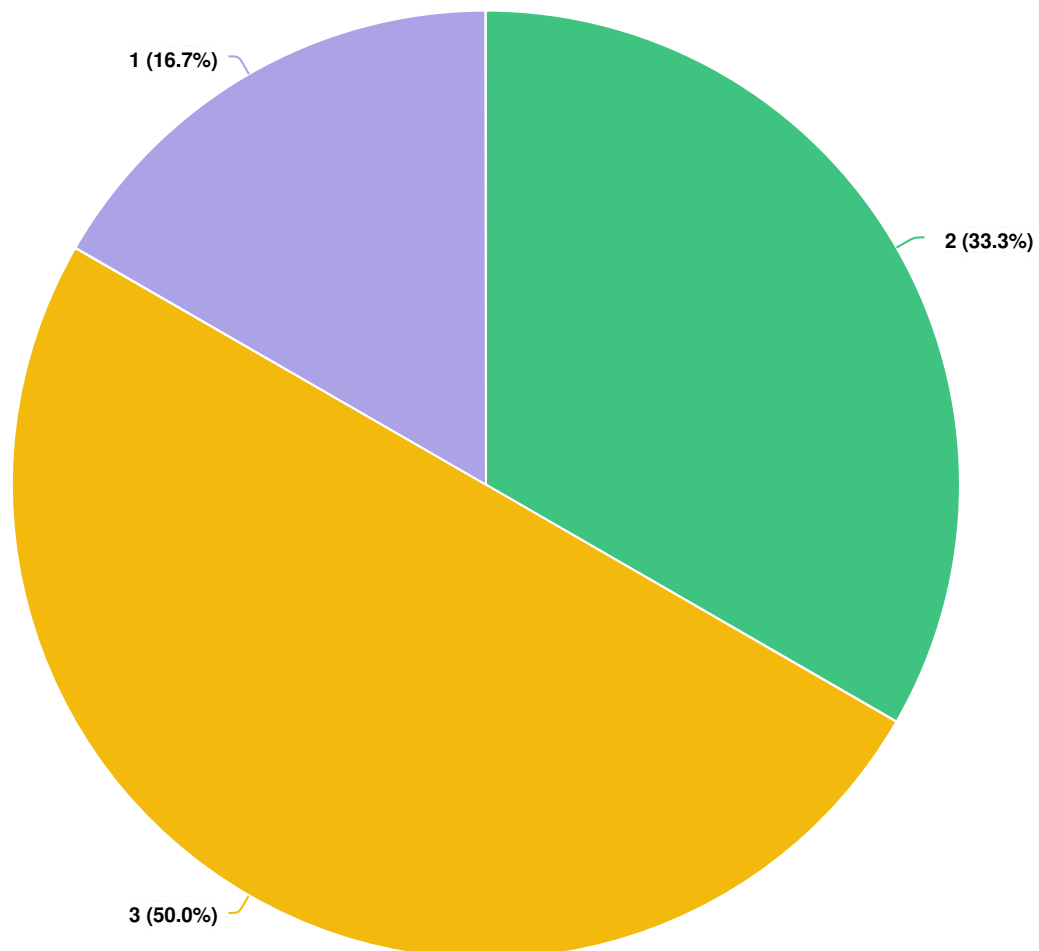
PROJECT NAME:

We're updating the city's transportation master plan and we need your help!



SURVEY QUESTIONS

Q1 | Do the draft policy directions for Complete Streets fulfill Waterloo's Transportation Vision and Goals?



Question options

☒ Yes ☒ Somewhat ☐ No

Optional question (6 response(s), 2 skipped)

Question type: Radio Button Question

Q2 | Why or why not?

Anonymous

3/20/2020 12:02 PM

Perspective counts. We're almost 10 years into this. That length of time to make changes is completely unacceptable. When nothing is done, we change our own patterns.

Anonymous

3/29/2020 05:29 PM

Complete streets require room to make necessary changes to keep pedestrians etc. as prioritized as vehicles. My street has too many vehicles and traffic is too close to homes and sidewalks. I wish there would be some modification to the vehicle use.

Anonymous

4/01/2020 10:22 AM

Constantly making it more difficult to access the downtown from the rural areas of the Region.

Anonymous

4/22/2020 09:33 AM

It is a clear set of policies to help make streets better in a planned fashion.

Anonymous

4/23/2020 09:01 AM

There could still be some improvement. It's not just about transportation it's about what are people going to. If the city was more compact then it would not be so hard to bike to things.

Anonymous

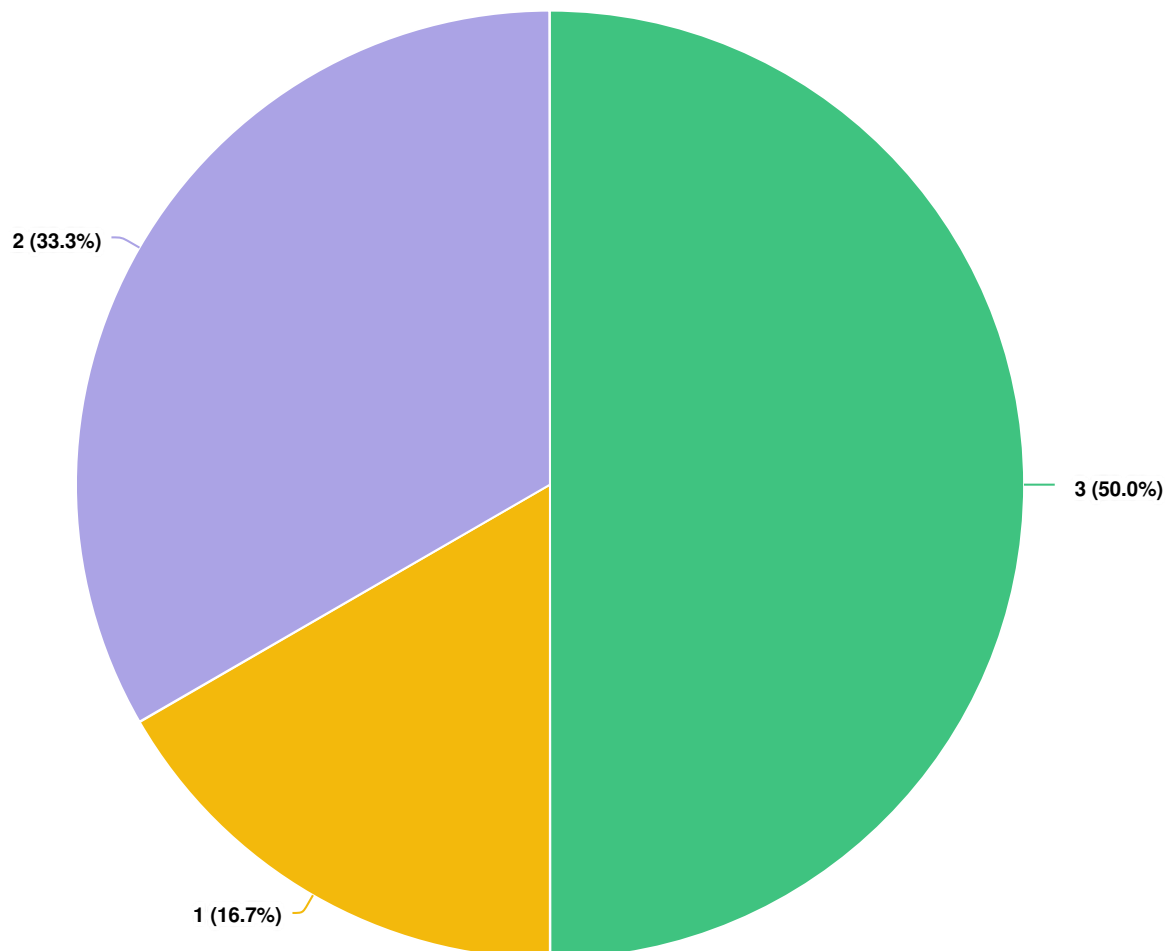
4/25/2020 10:27 PM

I am very pleased with the emphasis on active transportation as an equal priority to vehicular transportation in the city.

Optional question (6 response(s), 2 skipped)

Question type: Essay Question

Q3 | How will the draft policy directions for Complete Streets impact transportation in your community?



Question options

● Positively ● Neutral ● Negatively

Optional question (6 response(s), 2 skipped)

Question type: Radio Button Question

Q4 Please explain your answer.

Anonymous

3/20/2020 12:02 PM

I live in Uptown. No matter what is done, some will be happy and others not. The net result is neutral.

Anonymous

3/29/2020 05:29 PM

Other forms of transportation will be utilized if vehicle use is restricted and that is great. However, vehicles will look for other streets to use and they will choose Uptown West neighbourhood streets instead of blocked arteries e. g. Erb St. West.

Anonymous

4/01/2020 10:22 AM

It makes it less and less likely that the downtown can thrive when rural people can not get there conveniently and then also find parking.

Anonymous

4/22/2020 09:33 AM

Hopefully reduce traffic speed and encourage active transportation.

Anonymous

4/23/2020 09:01 AM

I mean anything that would help bicyclists get to where they're going to is always better

Anonymous

4/25/2020 10:27 PM

Complete cycling and pedestrian network in city Linkages to other municipalities' AT networks Extending signage and wayfinding Increased separation of cycling from automobile traffic No further road widening

Optional question (6 response(s), 2 skipped)

Question type: Essay Question

Q5 | Is there anything missing from Complete Streets? What considerations should be made before implementation?

Anonymous

3/20/2020 12:02 PM

If a road becomes too busy with cars, walker and cyclists avoid it. If a road becomes too busy with pedestrians and cyclists, motorists avoid it. The City has dithered for almost a decade. Why change now (other than to show that the expensive study was worthwhile)?

Anonymous

3/29/2020 05:29 PM

Prioritize neighbourhood use of streets in neighbourhoods. Stop delivery trucks for nearby businesses from breezing through. Consider solutions that are appropriate for the neighbourhood.

Anonymous

4/01/2020 10:22 AM

Take bike lanes off major streets and use trail system or secondary streets.

Anonymous

4/23/2020 09:01 AM

Training drivers on the driving tests to learn how to interact with bicycles on the street better. And fines for crossing into the bike lane

Anonymous

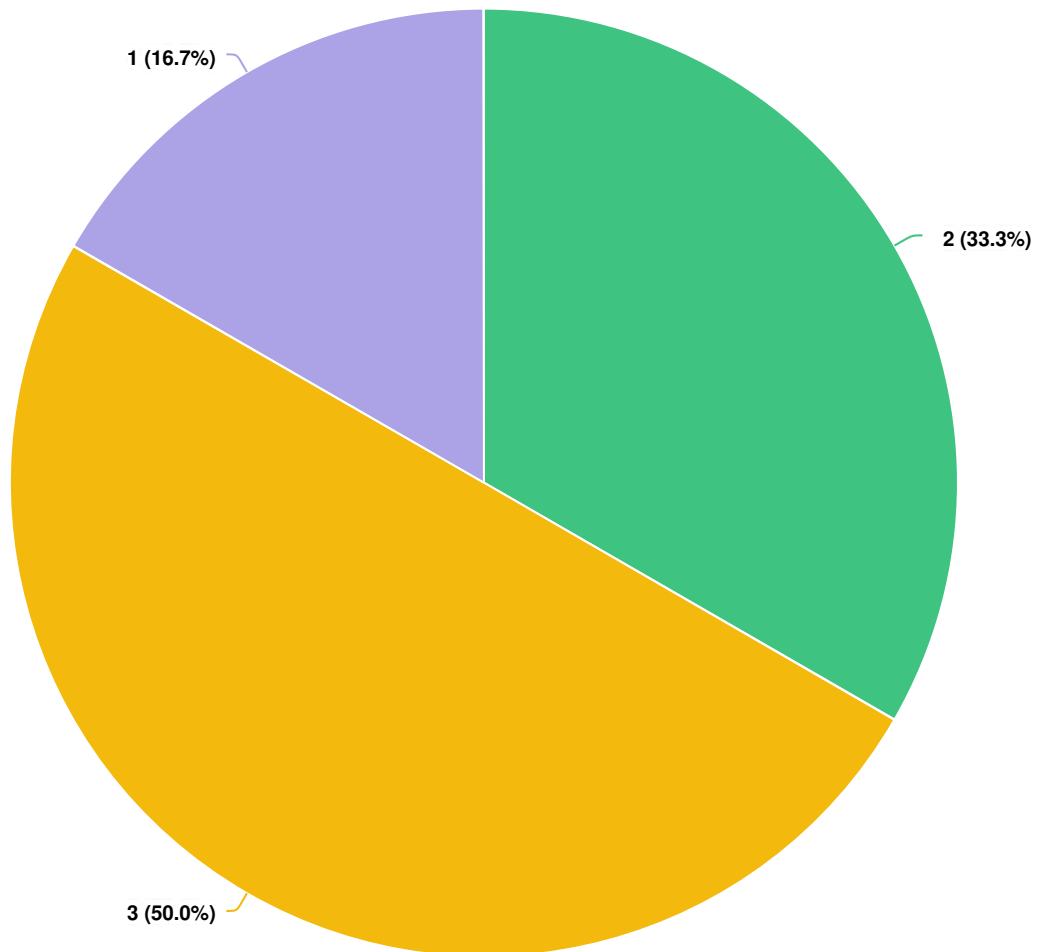
4/25/2020 10:27 PM

More emphasis on traffic calming. Lowering speed limits will do very little to lower speeds if roads feel safe to drive at higher speed. Adding cycling infrastructure is far more effective (eg Davenport, new cycling lanes on King St.)

Optional question (5 response(s), 3 skipped)

Question type: Essay Question

Q6 | Do the draft policy directions for Vision Zero fulfill Waterloo's Transportation Vision and Goals?



Question options

● Yes ● Somewhat ● No

Optional question (6 response(s), 2 skipped)

Question type: Radio Button Question

Q7 | Why or why not?

Anonymous

3/20/2020 12:02 PM

Maybe smaller timely steps are the better approach.

Anonymous

3/29/2020 05:29 PM

A one size fits all vision is detrimental to neighbourhoods. The vision needs to be specific to the type of neighbourhood street layout e.g. grid vs cut de sacs etc.

Anonymous

4/01/2020 10:22 AM

As per previous comments. Constrict car flow, especially in the winter when bike lanes are deserted and become much more expensive to maintain, further increasing the municipal taxes.

Anonymous

4/22/2020 09:33 AM

While the vision is clear, I don't think the actual directions are sufficiently bold to get there. They will reduce fatalities and issues for sure but not to the degree we are really looking for.

Anonymous

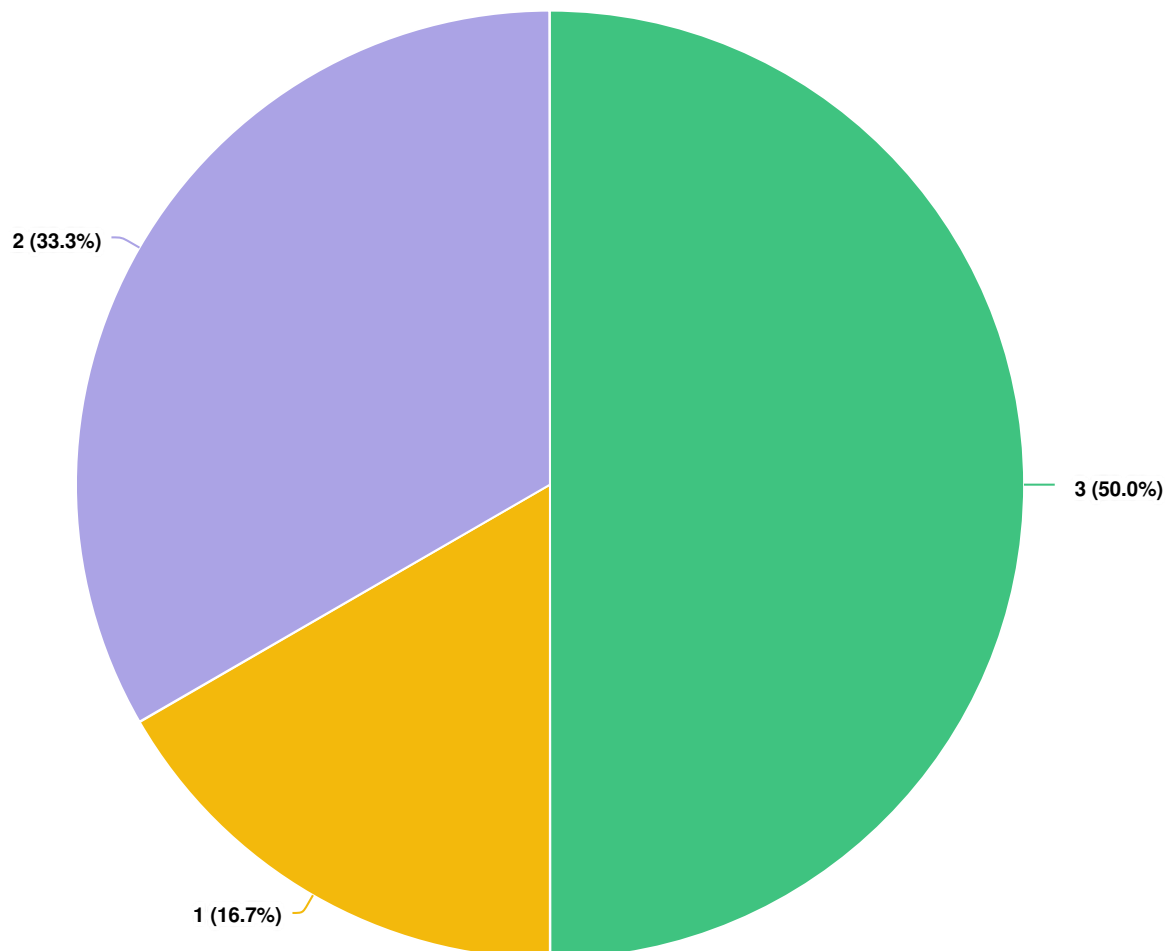
4/25/2020 10:27 PM

Increased cycling infrastructure, improved crossings, increased visibility of cyclists and pedestrians.

Optional question (5 response(s), 3 skipped)

Question type: Essay Question

Q8 | How will the draft policy directions for Vision Zero impact transportation in your community?



Question options

● Positively ● Neutral ● Negatively

Optional question (6 response(s), 2 skipped)

Question type: Radio Button Question

Q9 Please explain your answer.

Anonymous

3/20/2020 12:02 PM

No comment.

Anonymous

3/29/2020 05:29 PM

Uptown West needs a solution to keep more vehicle traffic on the main arteries. That would make a Zero Vision more achievable.

Anonymous

4/01/2020 10:22 AM

I cannot use only public transportation.

Anonymous

4/22/2020 09:33 AM

Any improvements to safety are always welcome.

Anonymous

4/25/2020 10:27 PM

Less car centric. Enable pedestrians and cyclists (and transit users) to get around in the winter.

Optional question (5 response(s), 3 skipped)

Question type: Essay Question

Q10 Is there anything missing from Vision Zero? What considerations should be made before implementation?

Anonymous

3/20/2020 12:02 PM

No comment.

Anonymous

3/29/2020 05:29 PM

A study of how traffic is moving in the newly intensified Uptown, now that the LRT is in place would help to identify areas of concern for this vision.

Anonymous

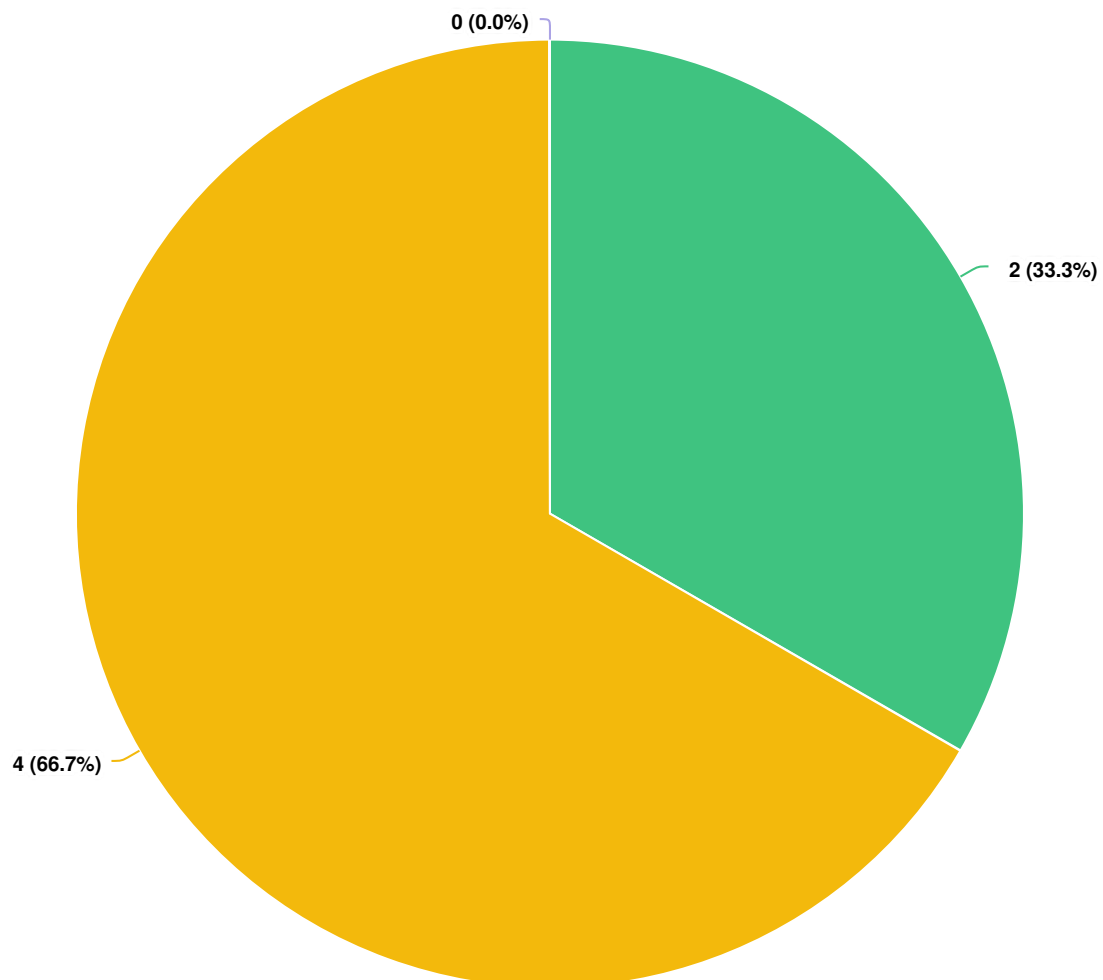
4/01/2020 10:22 AM

Consider the whole Region, not only the dense downtown area.

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q11 | Do the draft policy directions for Emerging Technologies fulfill Waterloo's Transportation Vision and Goals?



Question options

☒ Yes ☒ Somewhat ☐ No

Optional question (6 response(s), 2 skipped)

Question type: Radio Button Question

Q12 Why or why not?

Anonymous

3/20/2020 12:02 PM

No comment.

Anonymous

3/29/2020 05:29 PM

It is difficult to know what a phased approach to lane sharing opportunities means. Also MaaS system and curb management strategy are not defined. Public vehicle charging sounds great. Exploring car parking reform is puzzling. Last year we attended a PIC about parking policies. I believe we may have been the only attendees. I think parking policies could be used to reduce traffic in uptown but only if strategically employed.

Anonymous

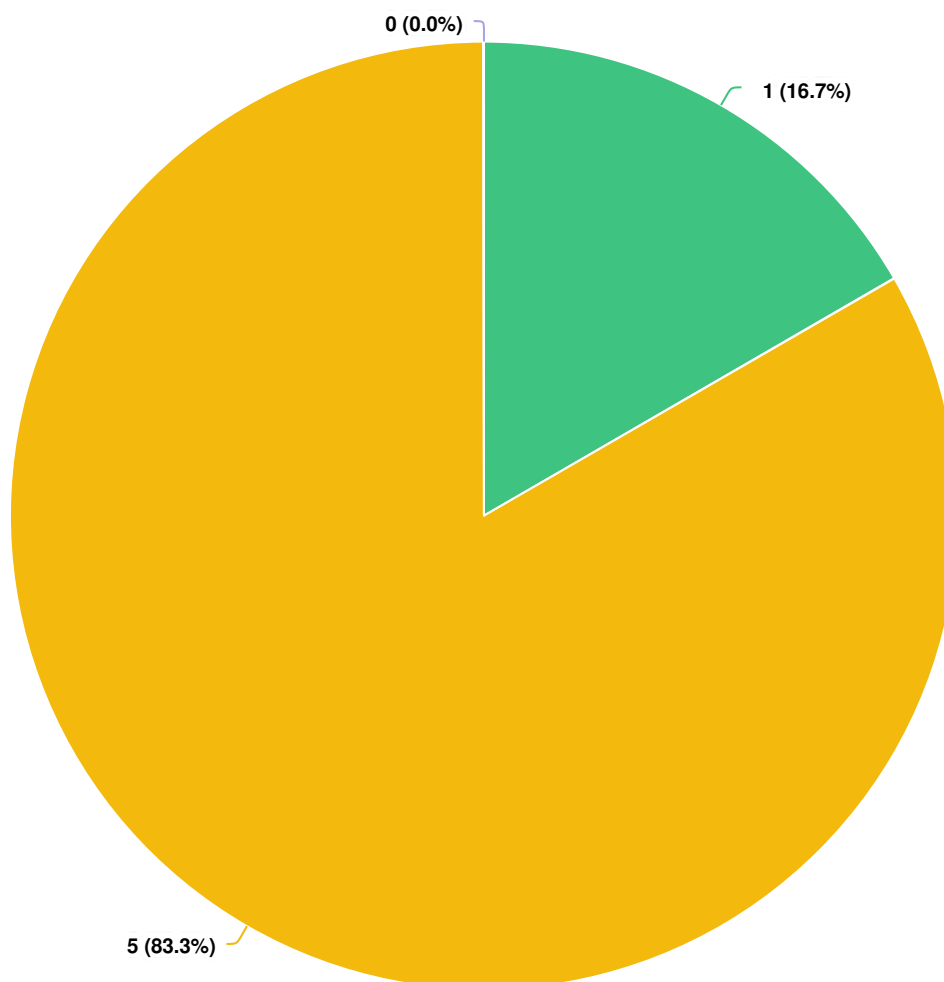
4/22/2020 09:33 AM

Previous sharing systems have not been very successful with nearly all failing or pulling out e.g. Maven, Lime, Dropbike. More structure should be put around them as well as measuring what is success both from city and the vendor perspective. Any testing of autonomous vehicles needs to be carefully controlled and safety needs to be considered paramount to avoid issues seen in other jurisdictions across NA.

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q13 | How will the draft policy directions for Emerging Technologies impact transportation in your community?



Question options

☒ Positively ☒ Neutral ☐ Negatively

Optional question (6 response(s), 2 skipped)

Question type: Radio Button Question

Q14 Please explain your answer.

Anonymous

3/29/2020 05:29 PM

As stated above, not sure what some of these terms refer to (better to avoid jargon in these surveys of public opinion). I am not sure about autonomous vehicles so I would hope they will be tested under safe conditions. I am totally in favour of support for car share and recharging stations.

Anonymous

4/22/2020 09:33 AM

Technology is changing quickly and given that Waterloo is a tech town it is important the policies and regulations keep up with the changes happening.

Anonymous

4/23/2020 09:01 AM

When there are car shares and bike shares I worry that the real places they are needed they never go into. For example to put a bike rack with bikes that are rental in uptown Waterloo with very few people live in uptown Waterloo who can't just walk to work already, so to have a bike share in uptown Waterloo did nothing. We need to have a bike share either in the suburbs or in apartment buildings somewhere people can use them and then come back and put them back when they get home not have to somehow get to uptown Waterloo and then rent a bike

Anonymous

4/25/2020 10:27 PM

There is a risk that autonomous vehicles could lead to increased car traffic (eg I call the car to pick me up, then it takes me to work and goes back to take the kids to high school, then it goes back to parking, then I send it to pick up my dry cleaning, it parks, then I send it to pick up groceries, it goes back to the parking, then it picks me up the kids from high school, then it goes back to parking, then it picks me up, then it parks, then it comes and takes the kids to soccer, then it goes back to parking, then it picks the kids up and takes them home, and then it goes back to the parking area. Whereas I would have dropped the kids at school on my way to work and then they would have walked home or taken the bus, and then I would have picked up the dry cleaning and the groceries on the way home from work. Then I would have taken the kids to soccer, watched their game and driven home again.)

Optional question (4 response(s), 4 skipped)

Question type: Essay Question

Q15 Is there anything missing from Emerging Technologies? What considerations should be made before implementation?

Anonymous

3/20/2020 12:02 PM

Timeliness!!!

Anonymous

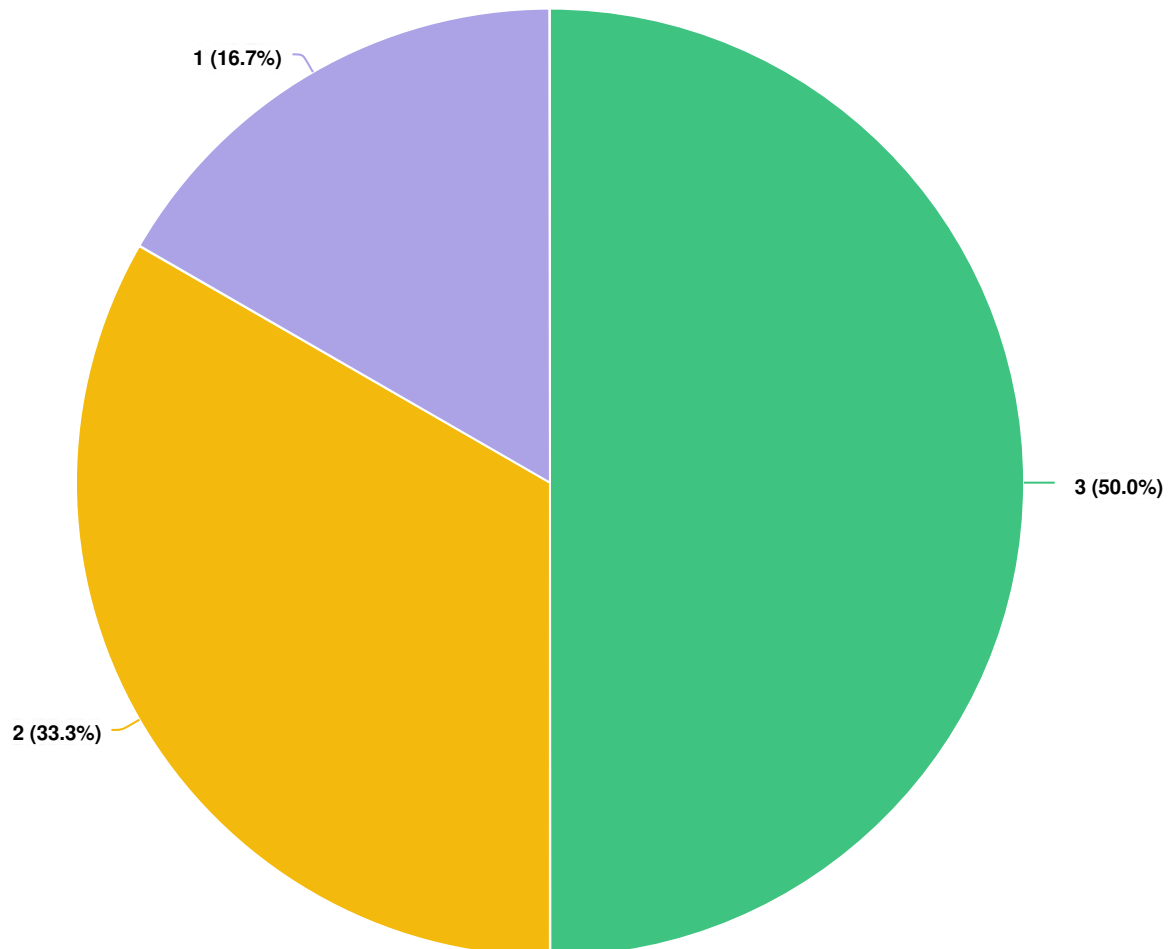
4/25/2020 10:27 PM

Impact of working from home (after COVID-19 I suspect that working from home will become normalized). This impacts the need for public transit and parking at office buildings.

Optional question (2 response(s), 6 skipped)

Question type: Essay Question

Q16 | Do the draft policy directions and network plans for Road Classification fulfill Waterloo's Transportation Vision and Goals?



Question options

☒ Yes ☐ Somewhat ☐ No

Optional question (6 response(s), 2 skipped)

Question type: Radio Button Question

Q17 | Why or why not?

Anonymous

3/29/2020 05:29 PM

Changes explained at the PIC were neighbourhood friendly.

Anonymous

4/01/2020 10:22 AM

Creating have not (pay no gas tax) and have who are forced to underwrite an under utilized system.

Anonymous

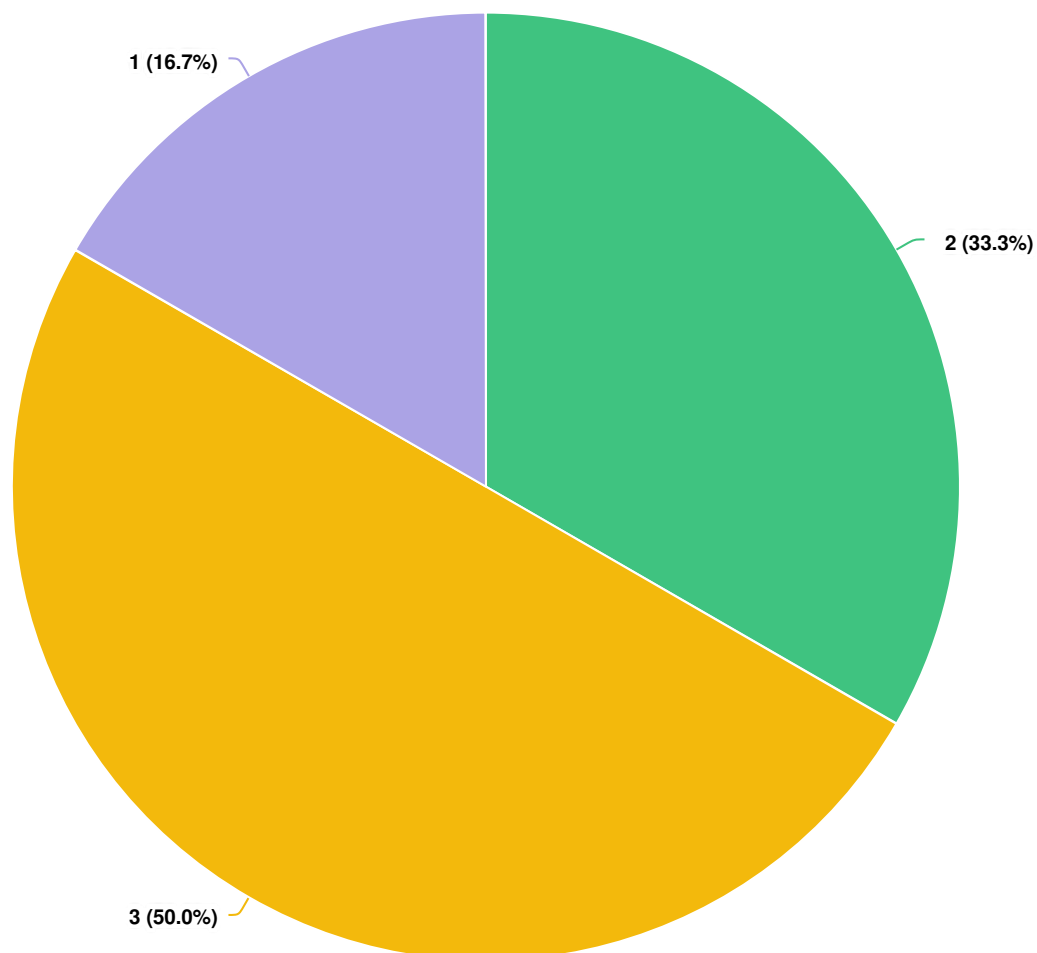
4/22/2020 09:33 AM

It isn't clear what benefit comes from reclassifying roads has.

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q18 | How will the draft policy directions and network plans for Road Classification impact transportation in your community?



Question options

● Positively ● Neutral ● Negatively

Optional question (6 response(s), 2 skipped)

Question type: Radio Button Question

Q19 Please explain your answer.

Anonymous

3/29/2020 05:29 PM

No changes for Uptown West at this time. Very interested in the concept of the Woonerf Street. This is a concept that could be a wonderful solution for heavy traffic streets in Uptown West.

Anonymous

4/01/2020 10:22 AM

Expand my commuting time.

Anonymous

4/22/2020 09:33 AM

I'm not sure what the point is of reclassification (see above)

Anonymous

4/25/2020 10:27 PM

Encourage more cycling and transit use.

Optional question (4 response(s), 4 skipped)

Question type: Essay Question

Q20 Is there anything missing from Road Classification? What considerations should be made before implementation?

Anonymous

3/29/2020 05:29 PM

I firmly believe that certain streets in Uptown West are being used as secondary collectors instead of local roads. I believe there should be counts taken and changes made when it is clear that vehicular traffic is cutting through Uptown West.

Anonymous

4/22/2020 09:33 AM

Explain why we are doing it, what the end goal is and what measurable improvements we gain.

Anonymous

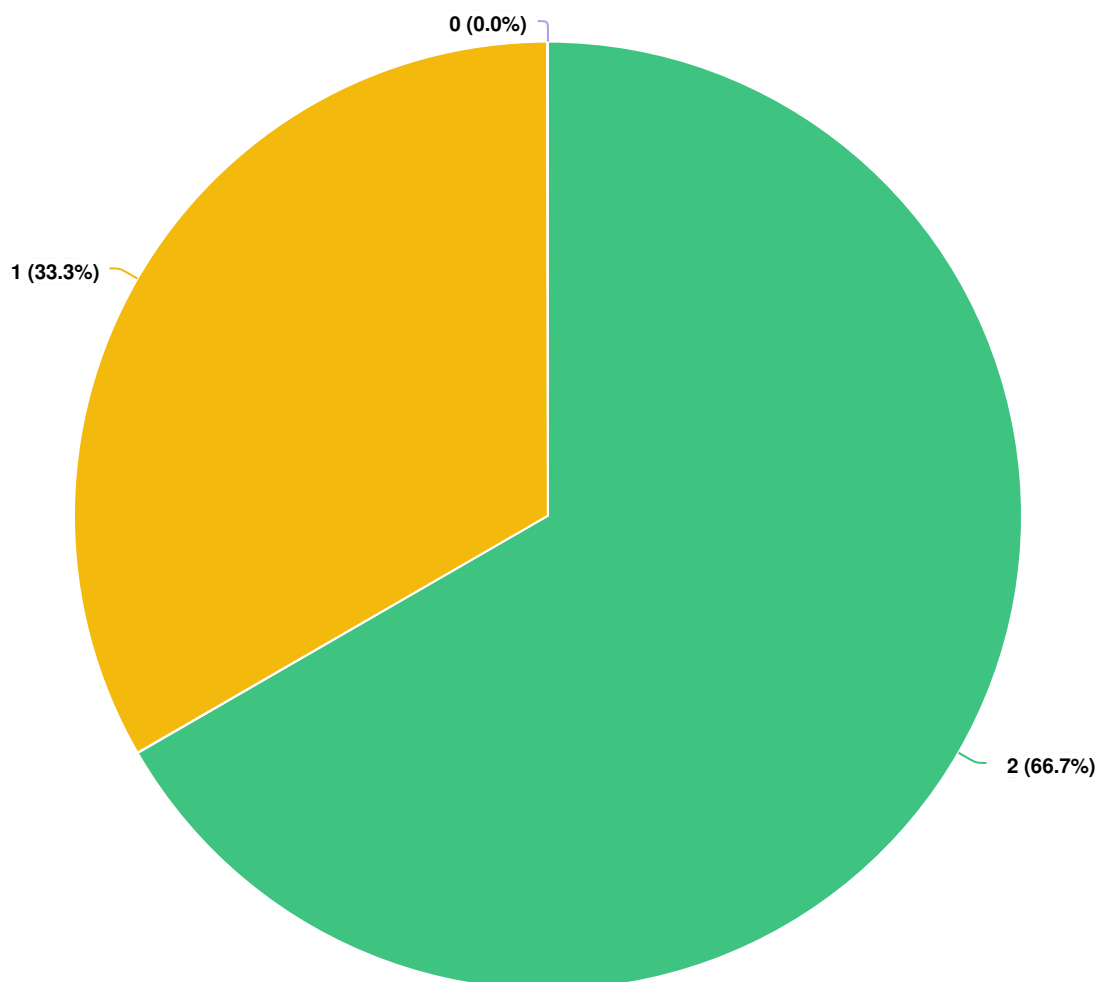
4/25/2020 10:27 PM

Need to think about the impact of the ION on city development and transportation. The ION is regional, but the city is going to be impacted.

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q21 | Do the draft policy directions and network plans for Road Network Projects fulfill Waterloo's Transportation Vision and Goals?



Question options

☒ Yes ☐ Somewhat ☐ No

Optional question (3 response(s), 5 skipped)

Question type: Radio Button Question

Q22 Why or why not?

Anonymous

3/29/2020 05:29 PM

Can't properly answer because you haven't said what the Corridor expansion projects, intersection expansion projects, and RTMP road projects are.

Anonymous

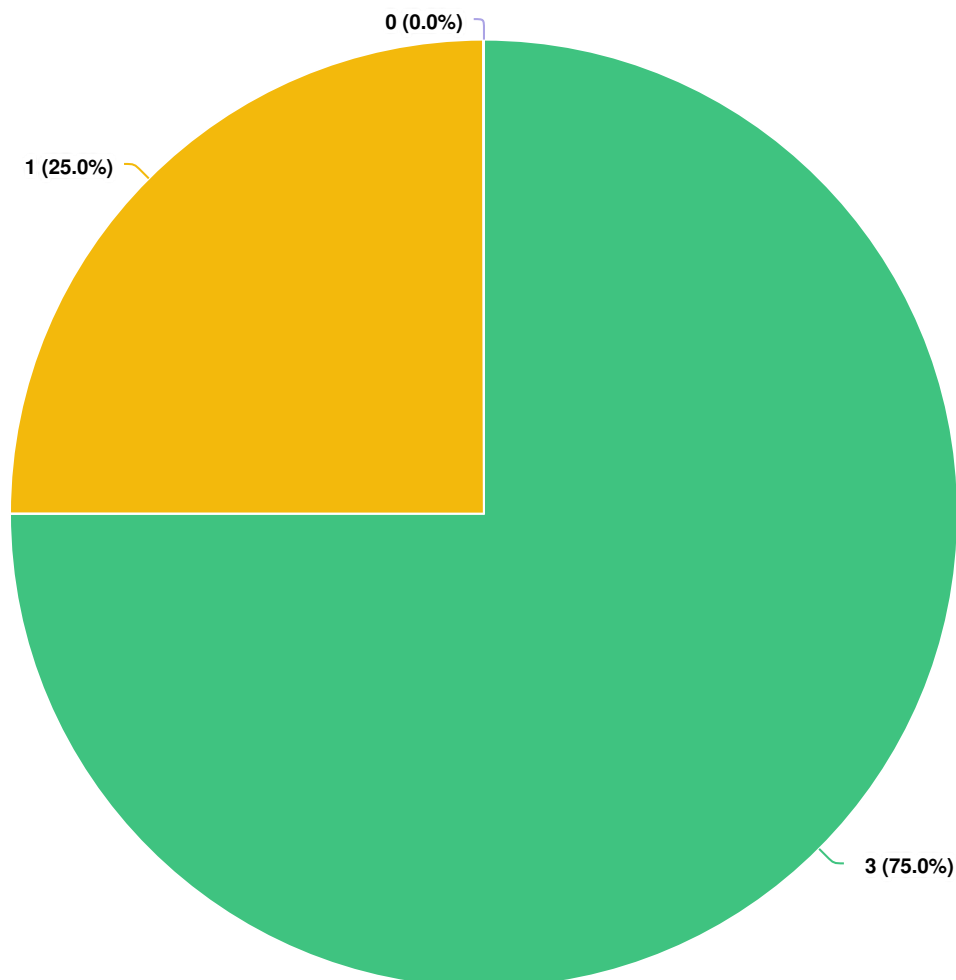
4/22/2020 09:33 AM

Road network is not going to be widened yet we are expanding select intersection expansion? Does that include widening?

Optional question (2 response(s), 6 skipped)

Question type: Essay Question

Q23 | How will the draft policy directions and network plans for Road Network Projects impact transportation in your community?



Question options

● Positively ● Neutral ● Negatively

Optional question (4 response(s), 4 skipped)

Question type: Radio Button Question

Q24 | Please explain your answer.

Anonymous

3/29/2020 05:29 PM

I believe that local roads should not see delivery traffic to nearby commercial businesses, restaurants, bars.

Anonymous

4/22/2020 09:33 AM

Not widening roads is a positive step to keeping traffic down and potentially using space for other purposes e.g. multi use trails.

Optional question (2 response(s), 6 skipped)

Question type: Essay Question

Q25 | Is there anything missing from Road Network Projects? What considerations should be made before implementation?

Anonymous

3/29/2020 05:29 PM

Signage should be introduced to keep large trucks that are not serving neighbours, from using neighbourhood streets.

Anonymous

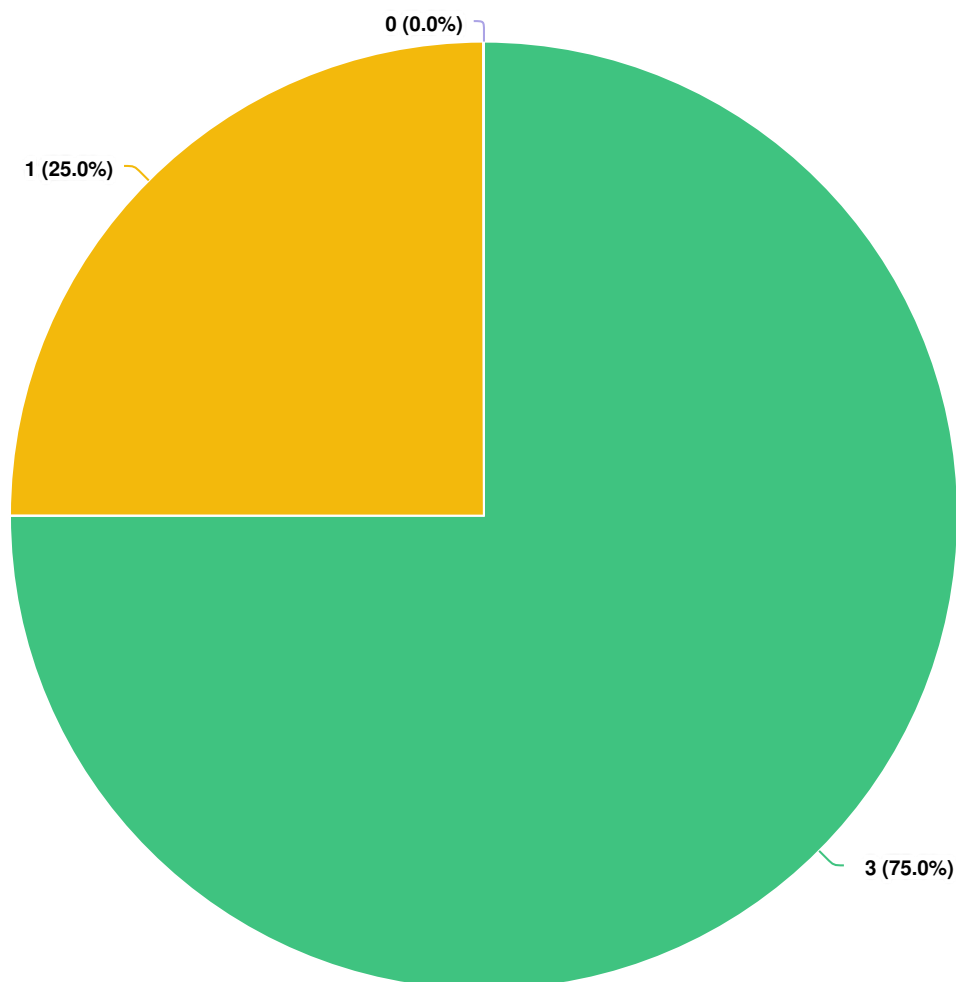
4/22/2020 09:33 AM

Maybe explaining better what is happening in place of road widening?

Optional question (2 response(s), 6 skipped)

Question type: Essay Question

Q26 | Do the draft policy directions and network plans for Active Transportation Network fulfill Waterloo's Transportation Vision and Goals?



Question options

☒ Yes ☐ Somewhat ☐ No

Optional question (4 response(s), 4 skipped)

Question type: Radio Button Question

Q27 | **Why or why not?**

Anonymous

4/22/2020 09:33 AM

Existing gaps in the network have been present for many years. How do we close these gaps in a timely fashion? Does it mean abandoning sections of trail already in existence to create a more complete grid.

Anonymous

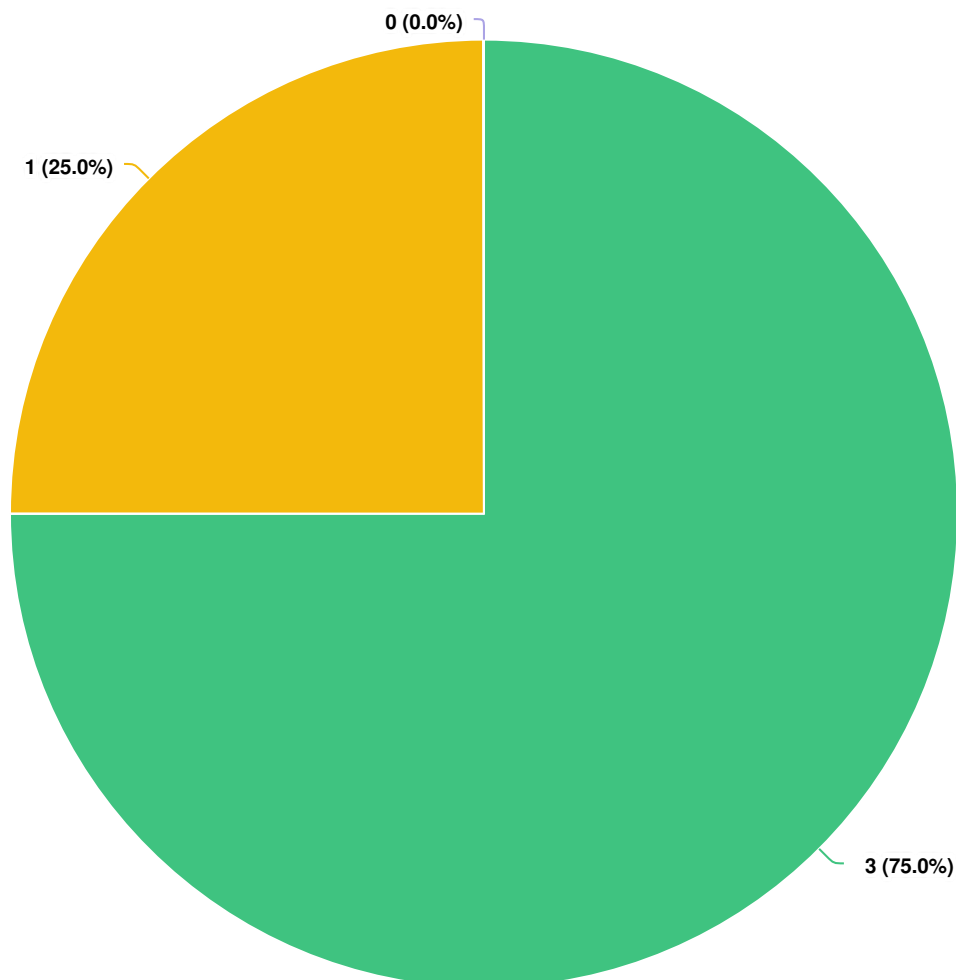
4/25/2020 10:27 PM

Completing the cycling network encouraging more use of AT options

Optional question (2 response(s), 6 skipped)

Question type: Essay Question

Q28 | How will the draft policy directions and network plans for Active Transportation Network impact transportation in your community?



Question options

● Positively ● Neutral ● Negatively

Optional question (4 response(s), 4 skipped)

Question type: Radio Button Question

Q29 Please explain your answer.

Anonymous

3/29/2020 05:29 PM

I would like to see bike transportation encouraged in Uptown West. More bike lanes could be used to increase use and decrease vehicle use of our streets.

Anonymous

4/22/2020 09:33 AM

Active transportation is used a lot in my community so any expansion is positive.

Anonymous

4/25/2020 10:27 PM

Encourage a switch to pedestrian, cycling and transit modes of transportation which will enable all modes of transportation to function (otherwise we can look forward to automobile gridlock)

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q30 Is there anything missing from Active Transportation Network? What considerations should be made before implementation?

Anonymous

3/29/2020 05:29 PM

Add more bike lanes and bike parking on streets near the LRT stations.

Anonymous

4/22/2020 09:33 AM

There is little mention of winter maintenance / snow clearing. Also it is important to talk about what to do at the destination e.g. secure bike parking, changing facilities etc.

Anonymous

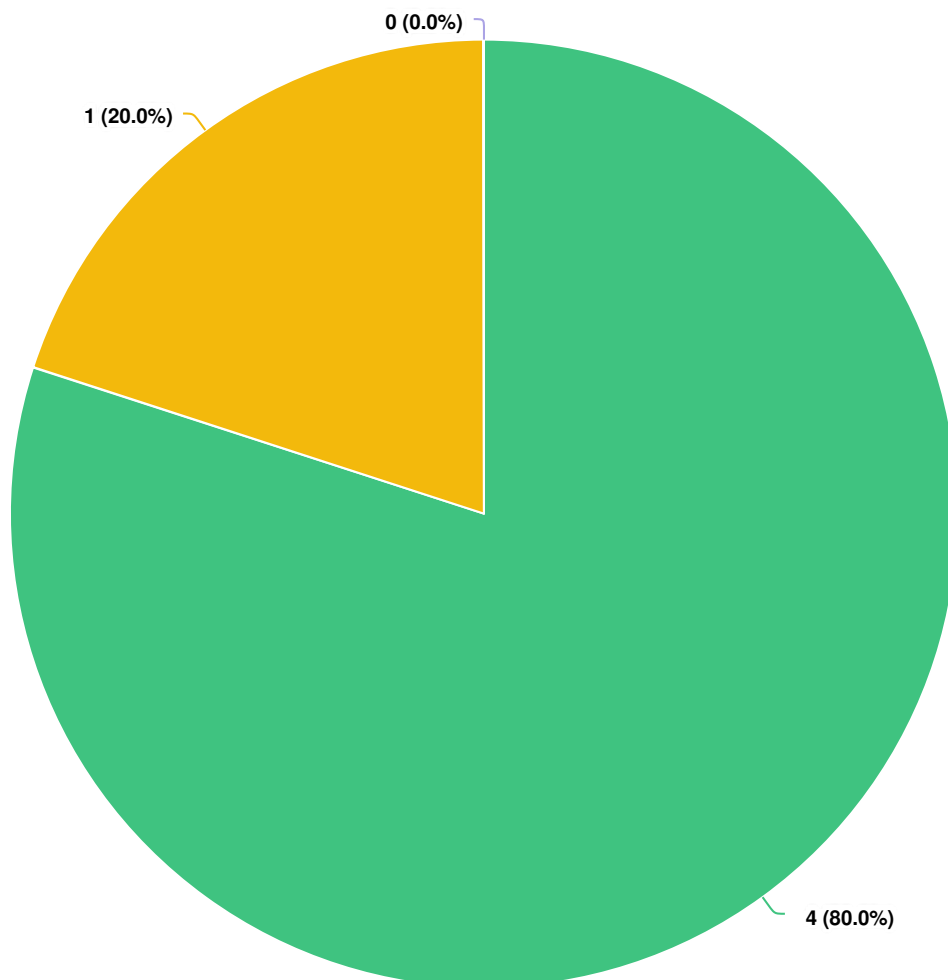
4/23/2020 09:01 AM

Just make sure that by the end of the plan we all can bike from one side of the city to the other and there will be either bike paths or trails connecting them it's very frustrating when your bike path disappears on a street that is definitely wide enough to accommodate.

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q31 | Do the draft policy directions and network plans for Active Transportation Network Wayfinding Signage fulfill Waterloo's Transportation Vision and Goals?



Question options

☒ Yes ☐ Somewhat ☐ No

Optional question (5 response(s), 3 skipped)

Question type: Radio Button Question

Q32 Why or why not?

Anonymous

3/29/2020 05:29 PM

Great idea for increasing use of the trail system and encouraging alternate means of transport.

Anonymous

4/01/2020 10:22 AM

It is a good recreational trail system.

Anonymous

4/22/2020 09:33 AM

Wayfinding is critically important to getting people using the network. Currently signage is very limited. I would hope new wayfinding will add orders of magnitude more signs around.

Anonymous

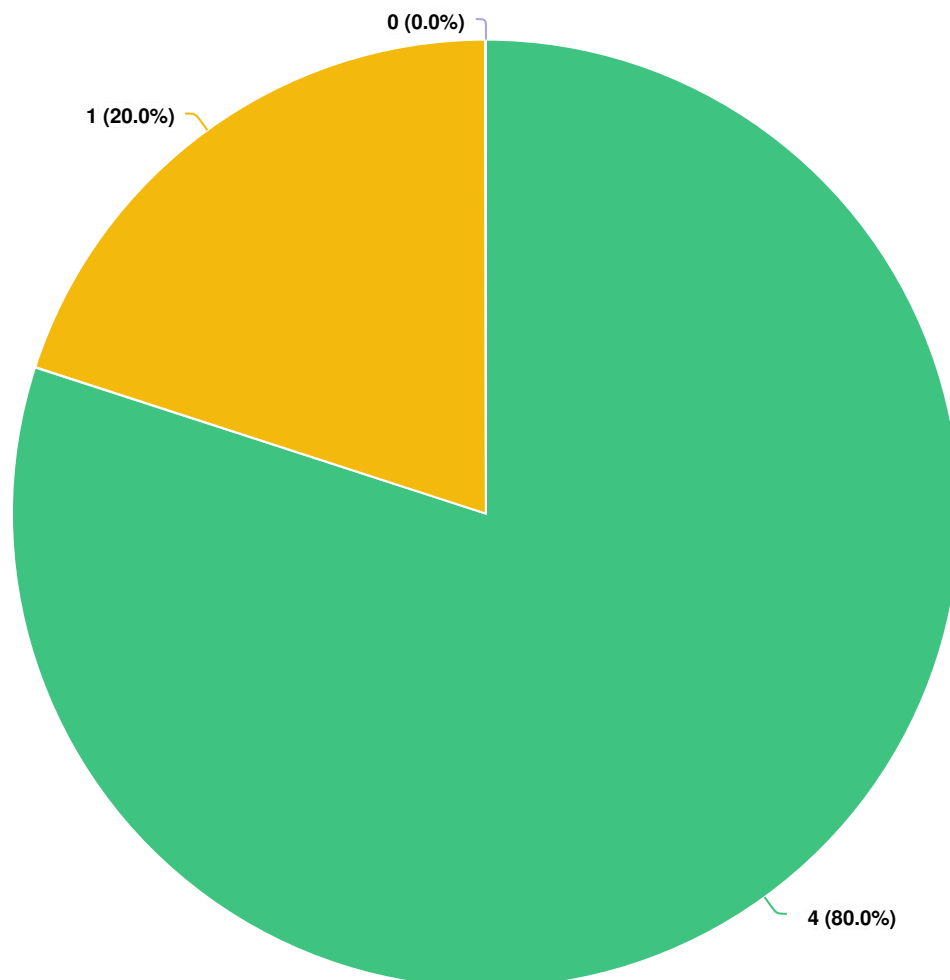
4/25/2020 10:27 PM

Currently it is very difficult to know where you are going except on the priority network, which discourages people from attempting to walk or bike to a destination outside of their neighbourhood. Increased development of separated cycling facilities will improve safety and encourage more pedestrian and cycling activity.

Optional question (4 response(s), 4 skipped)

Question type: Essay Question

Q33 | How will the draft policy directions and network plans for Active Transportation Network Wayfinding Signage impact transportation in your community?



Question options

● Positively ● Neutral ● Negatively

Optional question (5 response(s), 3 skipped)

Question type: Radio Button Question

Q34 | Please explain your answer.

Anonymous

3/29/2020 05:29 PM

More people may use bikes in the neighbourhood if the trails are connected and continuous and also prioritized. Great idea to integrate with Kitchener and the Region.

Anonymous

4/22/2020 09:33 AM

Currently is is very easy to get lost where a trail goes especially when traversing a trail that goes into from residential streets to a trail and back again.

Optional question (2 response(s), 6 skipped)

Question type: Essay Question

Q35 | Is there anything missing from Active Transportation Network Wayfinding Signage?
What considerations should be made before implementation?

Anonymous

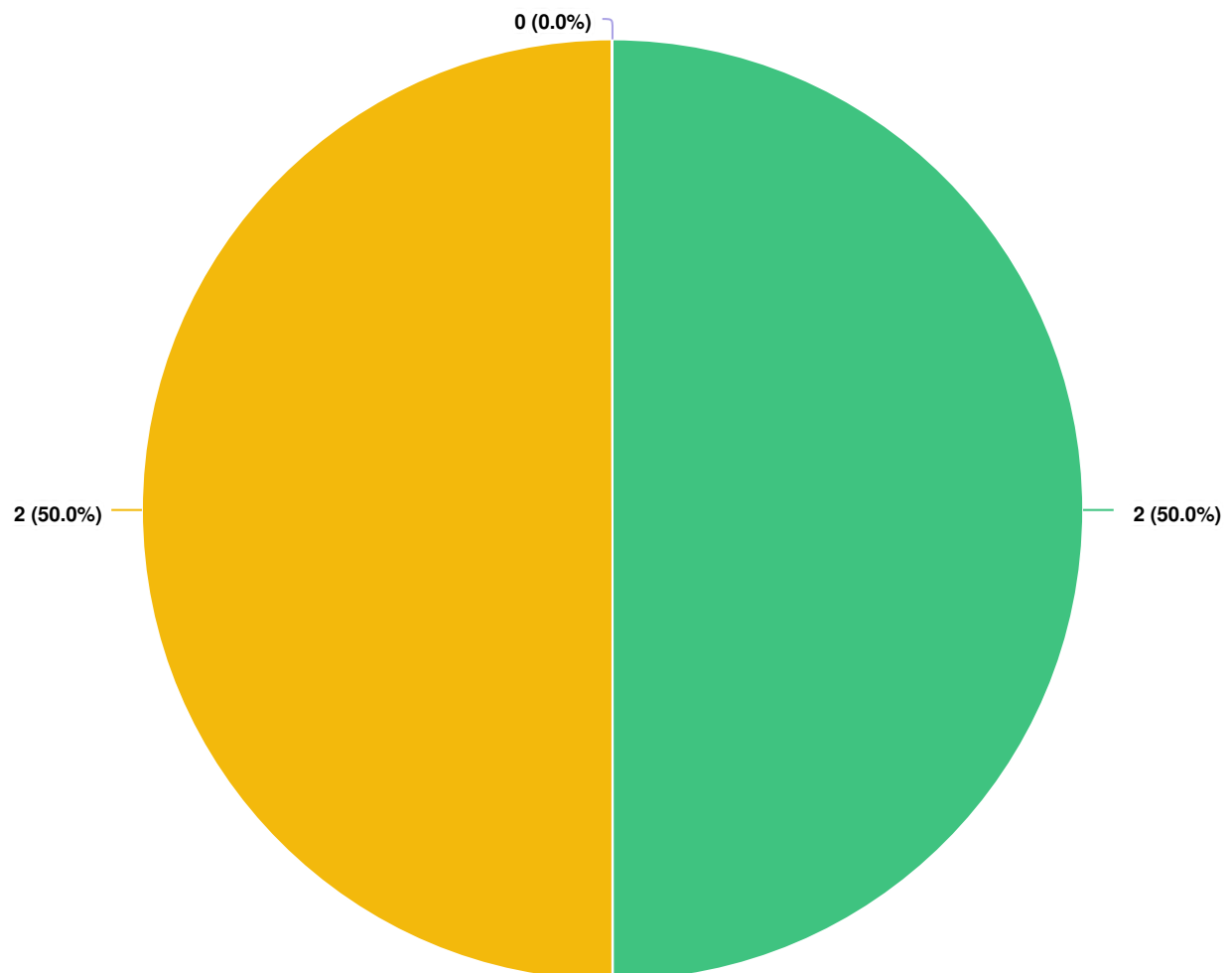
4/22/2020 09:33 AM

I would suggest that all current trails should have signs at any point where there could be confusion. It would also be good to have the trail labelled or at least a direction e.g. uptown waterloo. The more signs the better! Wayfinding could also be improved by using coloured lines on the ground so people could just follow the lines.

Optional question (1 response(s), 7 skipped)

Question type: Essay Question

Q36 | Do the draft policy directions for Winter Maintenance fulfill Waterloo's Transportation Vision and Goals?



Question options

☒ Yes ☒ Somewhat ☐ No

Optional question (4 response(s), 4 skipped)

Question type: Radio Button Question

Q37 | **Why or why not?**

Anonymous

4/22/2020 09:33 AM

Many trails intersect with roads and often there is an issues where the road has been cleared onto the trail making crossing difficult. It is also important to set timeframes for clearance. Driving on an uncleared road is tricky. Cycling on an uncleared trail is impossible meaning people looking to get to work on days where the trail is not cleared quickly enough need to take alternate transport.

Anonymous

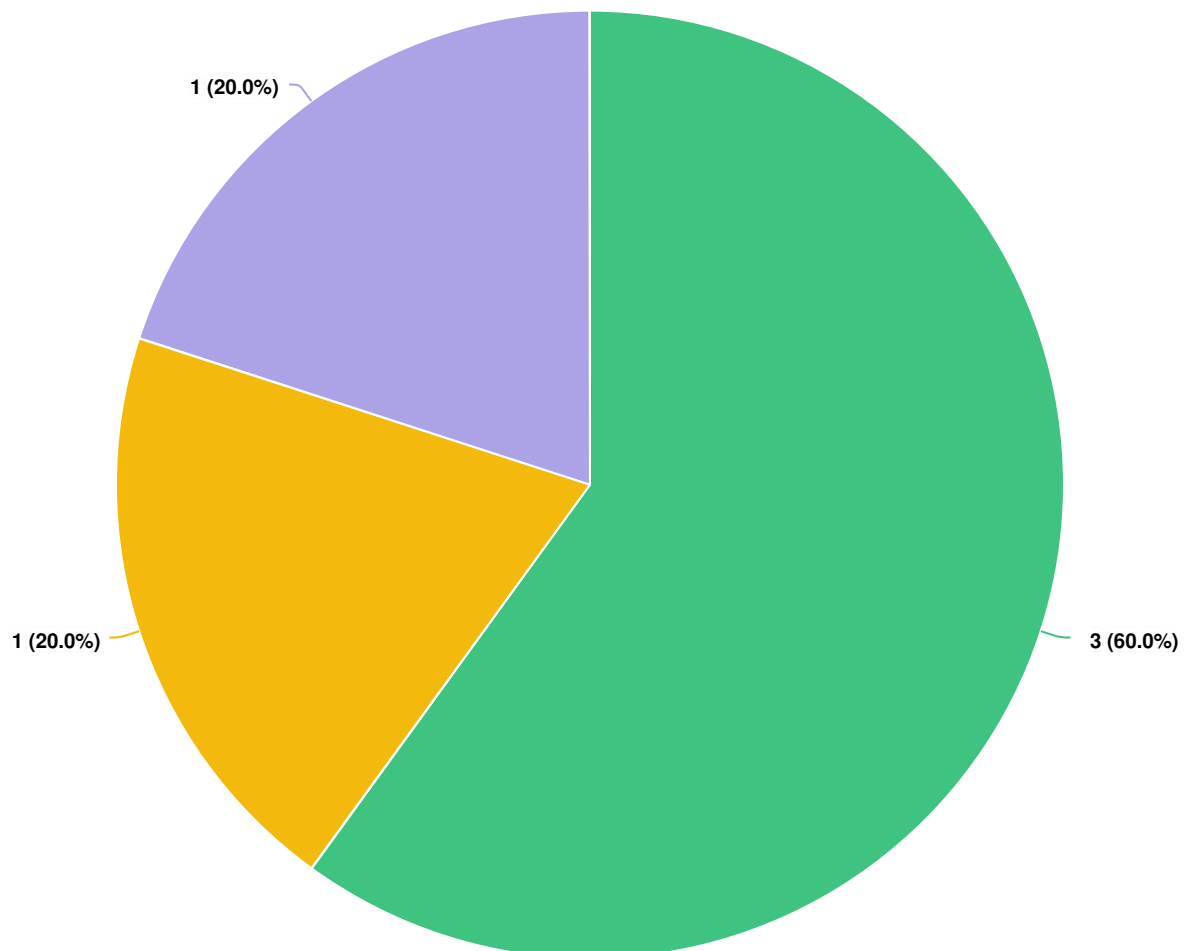
4/25/2020 10:27 PM

As the population ages, it is imperative that we move towards winter maintenance of cycling and pedestrian facilities. The current policy moves in the right direction but needs to go further. It is most cost effective for the city to clear all streets, cycling facilities and sidewalks. A complete streets policy should include a complete streets maintenance policy.

Optional question (2 response(s), 6 skipped)

Question type: Essay Question

Q38 | How will the draft policy directions for Winter Maintenance impact transportation in your community?



Question options

● Positively ● Neutral ● Negatively

Optional question (5 response(s), 3 skipped)

Question type: Radio Button Question

Q39 Please explain your answer.

Anonymous

4/01/2020 10:22 AM

Increase property taxes with little or no benefit.

Anonymous

4/22/2020 09:33 AM

Clearing trails better will allow more people to commute via the trails in the winter thus reducing traffic and pollution,

Anonymous

4/25/2020 10:27 PM

Any winter maintenance of AT facilities is an improvement, but it needs to go further.

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q40 Is there anything missing from Winter Maintenance? What considerations should be made before implementation?

Anonymous

4/01/2020 10:22 AM

Get the bikes off the arterial roads.

Anonymous

4/22/2020 09:33 AM

How soon after snow are trails going to be clear? Also how will the co-ordination between kitchener, waterloo and the region work to ensure trails are clear end to end.

Anonymous

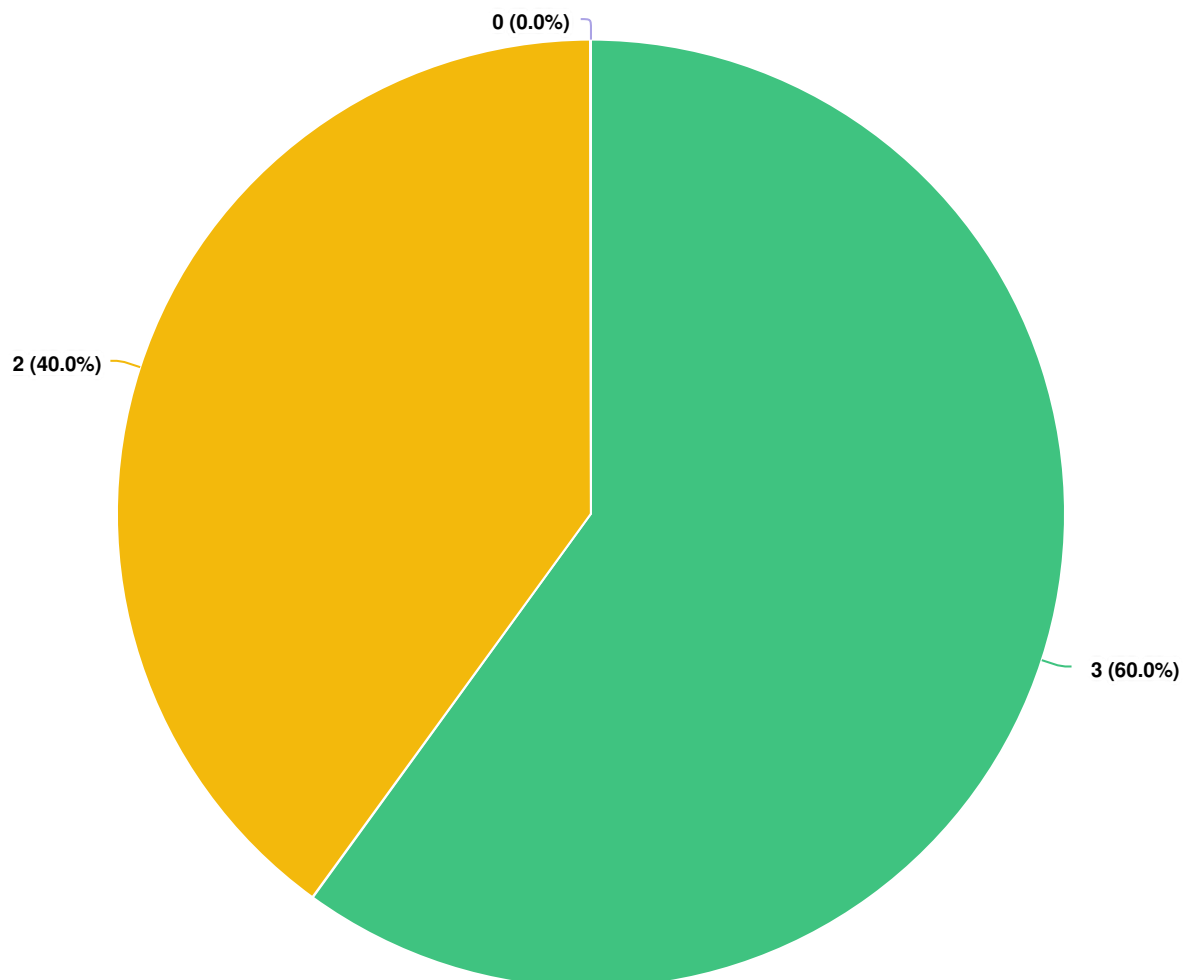
4/25/2020 10:27 PM

Complete streets winter maintenance!

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q41 | Do the draft policy directions for 40km/hr Speed Limit fulfill Waterloo's Transportation Vision and Goals?



Question options

☒ Yes ☐ Somewhat ☐ No

Optional question (5 response(s), 3 skipped)

Question type: Radio Button Question

Q42 | **Why or why not?**

Anonymous

4/01/2020 10:22 AM

Lower speeds will reduce accident result severity.

Anonymous

4/22/2020 09:33 AM

Improved safety is also positive.

Anonymous

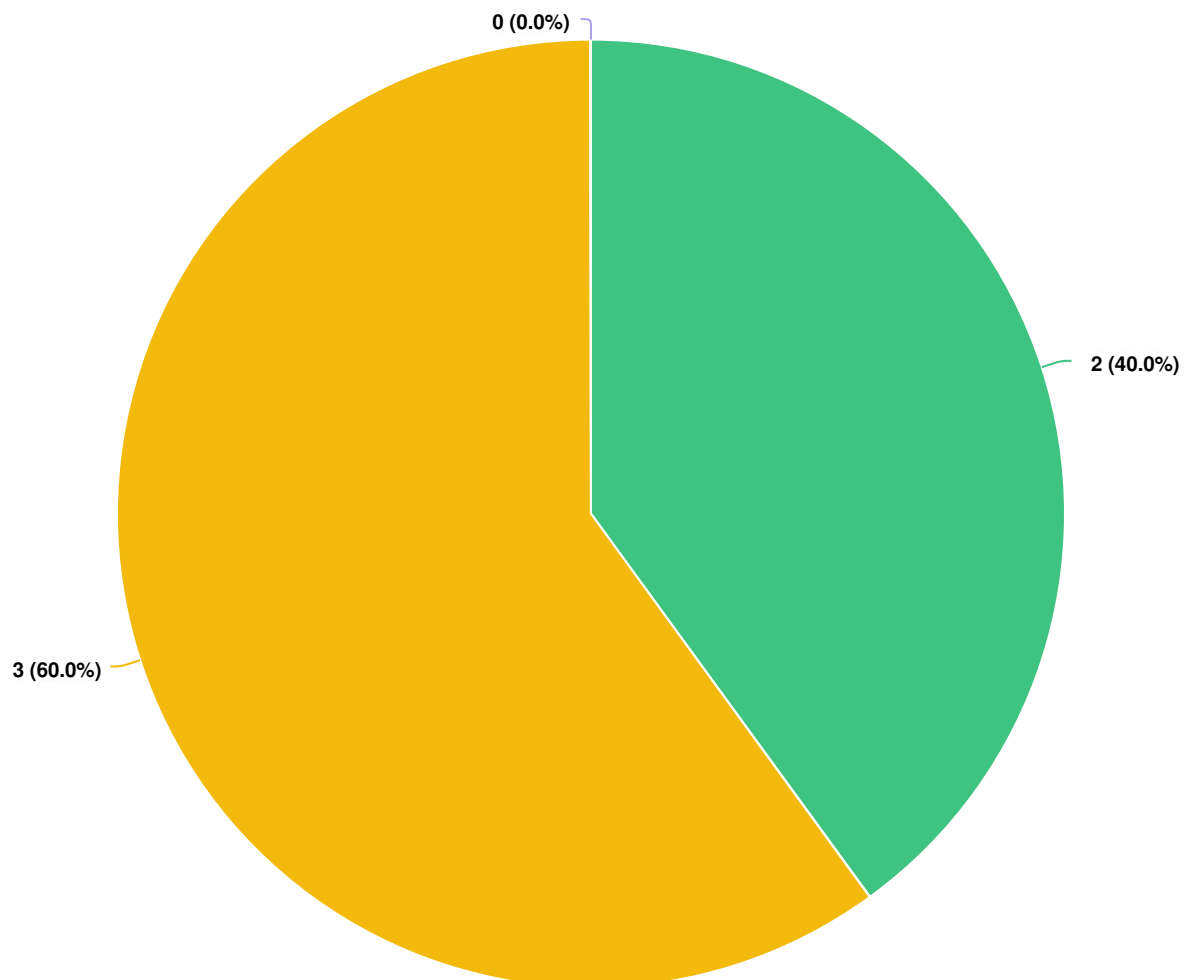
4/25/2020 10:27 PM

Lowering speed limits has a very limited impact on speeds. To lower speeds, motorists need to feel less empowered on our streets, but narrowing them or creating a visual appearance of narrowing.

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q43 | How will the draft policy directions for 40km/hr Speed Limit impact transportation in your community?



Question options

☒ Positively ☐ Neutral ☐ Negatively

Optional question (5 response(s), 3 skipped)

Question type: Radio Button Question

Q44 Please explain your answer.

Anonymous

3/29/2020 05:29 PM

I like the idea of 40km speed limits in neighbourhoods, but my street and others in this neighbourhood have a problem with volume of traffic more than speed.

Anonymous

4/01/2020 10:22 AM

Just take more time to get around.

Anonymous

4/22/2020 09:33 AM

Reducing the speed will hopefully make pedestrians on roads without sidewalks safer.

Anonymous

4/25/2020 10:27 PM

I doubt it will be effective. For instance, during COVID-19, with decreased traffic, speeds are increasing even further above currently posted speeds. Drivers drive at the speed the road will bear.

Optional question (4 response(s), 4 skipped)

Question type: Essay Question

Q45 Is there anything missing from 40km/hr Speed Limit? What considerations should be made before implementation?

Anonymous

3/29/2020 05:29 PM

You will need to implement a regular schedule of enforcement to make this a reality.

Anonymous

4/22/2020 09:33 AM

No

Anonymous

4/25/2020 10:27 PM

More emphasis on use of cycling facilities and centre turn lanes as traffic calming measures. Trial of mini-roundabouts instead of stop signs.

Optional question (3 response(s), 5 skipped)

Question type: Essay Question

Q46 | Do you have any questions or comments about the Transportation Master Planning process?

Anonymous

3/29/2020 05:29 PM

When will the public be able to view the draft document? It is essential to understand this guiding document that citizens be able to peruse and clarify understandings of the parameters being put in place. It is a big policy document that will affect different neighbourhoods in distinct ways. That is why I think the public should be able to understand if there is some vision that does not fit with the particular health of their neighbourhood. I do not agree with the consultant that the public has been well informed throughout this process.

Anonymous

4/01/2020 10:22 AM

Driven by ivory tower staff with little practical knowledge.

Anonymous

4/22/2020 09:33 AM

No

Anonymous

4/25/2020 10:27 PM

In general I am very pleased with the balanced approach to all modes of transportation and the focus on safety and comfort for non-automobile traffic.

Optional question (4 response(s), 4 skipped)

Question type: Essay Question

Appendix D: Engage Waterloo Comments

The following list includes verbatim participant posts on the project page on Engage Waterloo between July 8, 2019 and April 7, 2020 (the period between the end of Phase One and end of Phase Two). A total of 11 participants provided comments.

- Overall, the bus transit service has gotten worse since the introduction of streetcar service. I can list countless trip examples where it takes longer than it did previously. The connection between buses and streetcars at the Block Line station is horrendous. A streetcar arrives at the station, passengers exit, and as they are going toward the bus stop, routes 201 and 22 leave right in front of them. If you expect people to take the service of Grand River Transit seriously and actually use them on a daily basis, you cannot have people waiting for a bus at a streetcar station for 30 minutes. 10 minutes is acceptable but anything more in the hot summers or cold winters is not acceptable.
- There are two very important places I would like to get to, neither of which is served by transit. The first is the Waterloo Recreation Centre and in winter particularly it is impossible to walk there from either Westmount or Erb. Sidewalks are often much too icy, the walk is too far and that translates to me as they will only serve folks who can drive, leaving out seniors and anyone without a car. The second place is The Cedars which is located at the side of Erb St. with no access by transit unless one can walk uphill, in bad weather which is quite impossible. At least a weekend stop Saturday and Sunday mornings would allow folks to get to their church/synagogue for services, if they don't drive.
- We have serious and urgent concerns with the major intersection at University/Auburn. Reference Chapter 6 - Transportation, this 4-way intersection is extremely dangerous for motorists, cyclists, and pedestrians alike. The volume of traffic combined with the speed limit does not usually allow enough time for pedestrians to cross University Avenue without running. Most often we have had to wait half-way across on the narrow median. Not only is volume and oftentimes excessive speed an issue along University Avenue, but to add to the danger, there are almost always cars turning at this Intersection. The University Avenue at Auburn Drive Intersection does not allow for safe transportation demands, as westbound motorists commonly exceed the speed limit in an effort to arrive at the following intersection to avoid a red light before entering Hwy 85. This intersection is located within a major bus corridor to Conestoga Mall, where the Route 202 Ixpress Eastbound connects with the Ion, and Westbound connects to The Boardwalk as well as both universities. We have witnessed from our front porch a number of near accidents at this intersection. In fact, a single vehicle accident occurred on the morning of Sunday, July 28th at this location. The car mounted the sidewalk and landed in the backyard of a corner residence. We fear that a catastrophic accident could have and will inevitably happen without addressing the serious dangers of this major intersection. St. Matthew Elementary School is very nearby, as is shopping at FreshCo Plaza, and University Downs Park is located at Auburn Road/Rosette. The University Avenue at Auburn Drive Intersection does not provide safe passage for motorists, cyclists, pedestrians, seniors, or persons with challenges as there are no traffic calming measures in place. Cars often race through turns from Auburn Drive onto University Avenue, putting pedestrians at serious peril.
- I would like to see trails such as Spur Line granted right of way with vehicles having stop signs, particularly on lesser side streets. In particular the crossing at William St E/Willow St, Allen St E,

John St. E, Roger St, Guelph St., and Wilhelm St. Ideally crossings would be raised and textured at these locations. Engineering Standards should see that pedestrian refuges (like those at Hillside/Laurel trail crossings on Weber and University) are wide enough for a bike + trailer and long-tail or bakfiets style cargo bike - this is currently not the case. I would like to see no Right Turns on Red at intersections with bike boxes (in particular Bridge St./Lexington and Lexington/Davenport) and pedestrian and bike scrambles at intersections like Davenport/Lexington (where the eastbound Lexington MUC ends at Davenport).

- Union Street is very wide and should be rebuilt with bike lanes that are separated from traffic. Union Street is currently very wide, which results in very fast-moving traffic. It is very uncomfortable when walking and biking. It is also a convenient route into Midtown from Belmont Village and Margaret Avenue. The City needs to work with the Region to improve Weber Street, as there are long distances between pedestrian crossings and the multi-use trail doesn't even continue into Waterloo from Kitchener.
- I fully support bike lanes and trails but quit doing it at the expense of our already congested traffic lanes. It took several minutes to drive through the congestion of two lane Erb street on a Saturday, and meanwhile not one cyclist using the lane that was hijacked for their use.
- As a commuter, I commute every day to Hamilton to Waterloo to support a parent with Alzheimer's in the evening. I am concerned that bike lanes are being put on major arterial roads. I too ride my bike on the weekends at home for short trips. I do not feel safe on major arterial roads when riding my bike and either take a dedicated bike path or side streets. A painted line will not protect you from heavy traffic. The half lane half-baked Dawson street solution is dumb. With heavy congestion on major arterial roads and infrequent cyclists using bike lanes. The Erb street Bridgeport road bike lanes are a joke. They have been hijacked and I do not see any bikes. The bike lanes should be on trails or secondary streets where traffic is not so busy. I do not support bike lanes on major arterial roads. The downtown bike lanes on king street are dumb and are a hazard. You cannot see traffic or bikes with a stop sign in at an intersection. Also, I think the transportation plan is not forward thinking enough. If electric vehicles are going to become prevalent, where are the charging stations? Where is the plan for autonomous vehicles as well?
- Hi! I think Albert, north of Columbia could easily be narrowed to two lanes, with protected bike lanes added to the sides. Especially near it connecting to Weber, a narrowing could allow the creek next to it to be widened, to meander more. The creek could be restored to a more natural state to increase flood protection and to create ecological habitat and more connection between people and nature. A protected crosswalk for the Laurel Trail where it crosses Columbia is sorely needed as it sees a lot of foot and bike traffic going to and from the university and Columbia has a lot of high-speed car traffic. As others have stated here, just painting a line doesn't make for a safe bike-lane. It needs to be protected from car traffic and it needs to be ploughed in winter. Thanks!
- It is currently difficult to travel East - West on the North end of the City by bike. It would be great if the Lexington MUC/Hillside trail network could be connected via MUC along Weber to Parkside Ave. We would love to quickly get from Eastbridge/RIM park to McCormick CC or even to the YMCA by bike but currently biking on Weber to Albert or Parkside is uncomfortable for me on bike - even though I am an experienced and confident cyclist.
- The City should continue to discourage the use by motorists of streets designated as "local" in the current Transportation Master Plan "TMP" as cut-through opportunities by proactively planning for the use of proven traffic calming principles and associated measures implemented

by city planners from other urban areas in their TMPs. It is vital for the health of our residential neighbourhoods that intra-city motorized vehicular traffic in the TMP continue to be encouraged to flow from local neighbourhoods, to minor and major collector roads, and then onto the major arterial/regional roads, and to limit opportunities for such traffic to infiltrate local streets. The re-classification of "local" streets as "collector" roads to manage congestion on such arterial/collector roads, or increasing acceptable volume levels on local roads to greater than the current 2,000 cars per day in the current TMP, should be resisted as options in the new TMP since these measures would significantly affect the liveability and walkability of our residential neighbourhoods. This issue is particularly acute for the Uptown residential neighbourhoods of Mary-Allen, Albert McGregor and Uptown West which are more prone to cut-through traffic due to the grid-like structure of their streets. (Waterloo's more recently planned suburban areas make use of crescents and dead ends to keep non-local traffic to the main collector/arterial road by design, although unforeseen cut-through and volume issues can still arise there too). Key guiding principles should be established for the TMP at the outset to ensure that the liveability/walkability score of all residents, including low-density residential neighbourhoods, remains high rather than placing the needs of auto commuters first. The City's current traffic calming policy needs to be updated. The trend toward favouring alternative forms of transportation by the City's planners (public transportation with the ION/bus route, cyclists, skateboarders, pedestrian, scooter, etc.) is highly encouraged to continue as pivotal to the updated TMP. The key transportation-related issues associated with cut-through, non-local vehicular traffic are increased volume which results in potentially increased speeds and decreased safety for pedestrians/cyclists etc. in areas designated as low-density residential areas under the zoning bylaw set forth in the City's current Official Plan. Excess speed in such residential areas could be effectively addressed I believe by implementing a city-wide 40 kph limit on all local streets as put forth by Mayor Jaworsky, down from the 50 kph (unless otherwise posted) currently in effect. Reduced speed in residential areas will increase safety. Traffic calming measures to address volume, speed and safety issues need to be proactively planned for in the revised TMP and holistically applied in order to be effective (as opposed to the current ad hoc approach) with standards created and implemented to ensure all residential environments are protected and the safety of pedestrians and those using alternative forms of transportation is paramount. These measures will help the City reach its goal of reducing residents' reliance on the auto and will help to retain Waterloo's reputation as great urbanized place in which to live.

- You want us to "describe how to develop a community that is less reliant on cars for travel". Good luck that won't happen. I must wonder if these educated planners have noticed that there are more walkers than cyclist in the City of Waterloo. If not, maybe they should get out of their "ivory towers" and start walking or are they too busy driving their cars to work, just like those who will make the final decisions the new transportation master plan. Waterloo Region is not Europe. We are not cyclist. We rely on our cars to get us from point A to point B. If you want to improve the moving of people, then convince GRT to improve their dis-functional transportation system. Stop wasting taxpayer's money on bike lanes, with the replacement of the "flower planters" on Albert St because cars and trucks are running into them. Stop with those posts, for the bike lanes, on Columbia St. as they are being replaced because cars and trucks are hitting them. The snow plough will also do their thing in removing those posts. If you want to improve things in this city, why not improve your by-law enforcement. First, get the students off our area streets. If they don't want to pay for the parking at the college or university, then let them take

the LRT or bus. Improve the dis-functional enforcement of snow removal. One officer in December and 2 in January and February let's get serious. With respect to changing the flow of certain streets in Waterloo, I realize that streets such as Bridgeport Road, King St. etc. are regional roads, but reducing Bridgeport Rd, the only major access to Waterloo off the expressway is just shy of stupidity. For once stand your ground. You ignored the businesspeople in the Waterloo core when you permitted the Region to reduce the number of lanes on King St. and decreased the number of parking spots. You want us to describe "how the city can leverage recent investment in light rail transit (ION)..." Forget it. I will never give up my car. I have better things to do than take over one hour to get from home to Conestoga Mall when I can drive it in less than 15 minutes. Yes, there are those who rely on GRT and the ION but the vast majority don't. As I said previously, maybe GRT should review their dis-functional system.

- Install a pedestrian scramble at University and King St. to make right/left turns from cars easier and safer for pedestrians. Not sure if this would result in more car build up between signal changes.
- I think we should plan to convert to electric buses.

Appendix E: Email Comments

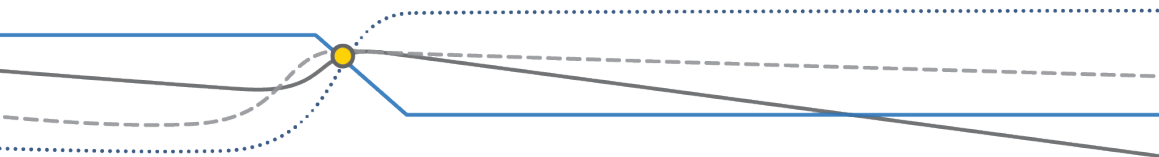
#	Date	Message
1	March 11, 2020	Comment: Could you please add me to the contact list for the City's TMP update? Thanks! Response: We have added you to the contact list. Please note we recently held a Public Information Centre to present the draft policies and plans for walking, rolling and cycling, roads, and transit that will form the basis of the updated Transportation Master Plan to be presented to City Council later this spring. Please consider reviewing the display boards on https://www.engagewr.ca/transportation-master-plan-looking-ahead and sharing your thoughts and comments on the future of transportation in the city through the online survey or by emailing WaterlooTMP@ptsl.com by March 30.
2	March 16, 2020	Comment 1: The Uptown West Neighbourhood Association had some questions at their meeting last week about the Transportation Master Plan. Would you be able to provide details on the following: 1. Will the full draft be shared with the community when ready? 2. What is the estimated timeline expected for the completion of the draft? 3. Can you highlight what the differences are to the new plan from the previous one? 4. Is there a way to know any suggestions or feedback (generalized to protect personal information) for the uptown area? 5. Is there a meeting date set to bring the plan to council? The group also wanted to share that they felt the engagement process could benefit from more in-depth engagement. This is a very passionate topic for a number of neighbours in this area. Residents shared that having time to read materials beforehand would let them ask questions while attending, having specific tools and ways to receive feedback would be helpful at meetings (e.g. one person shared that one individual talked the whole time during their group activity and gave no one else time to give feedback), having more time to notify others of meeting details (e.g. month in advance rather than a week), considering the time of year for the initial feedback (e.g. low attendance in summer months), and starting with robust and clear guidelines for feedback at the first engagement opportunity. I can certainly understand there are priorities, workloads, project timelines, etc. to be balanced but I wanted to share this for your knowledge. I would be happy to chat further if it would be beneficial.

#	Date	Message
		As well, I will be connecting with Councillor Bonoguore, as they had some questions regarding traffic in their neighbourhood in particular that have been ongoing conversations with transportation staff members and the Councillor. There might be some tie-in to the TMP recommended actions once approved or other types of connections so I wanted to give you a heads up if you are contacted. Thanks for your work and feel free to be in touch if I can provide further detail. Response: Apologies for the delay in responding to this enquiry on the Transportation Master Plan, but with the council meeting schedule changing so rapidly due to COVID-19 we wanted to be in a position to provide the latest information on this as 2 questions were raised on this subject. Please see responses to questions below, thanks for sharing with the team. 1. This is our preferred approach 2. The pandemic issue has changed the project timelines. We are currently targeting early August, however – this may change again depending on the situation 3. ION is now up and running, although a Regional service – is supported by city for first and last mile; Vision Zero principles (while not new, is new to Waterloo); 40kmh approach. Others are - minimal focus on roads, including widening and classification. Preparing for emerging technologies, shared mobility, Mobility as a Service. Next level Active Transportation – i.e. more focus on separated cycling infrastructure 4. The Phase 2 Engagement report will capture comments received from members of the public 5. We are currently targeting late August, however – this may change due to the current pandemic situation. The Engage Waterloo site will be updated accordingly The Engage Waterloo site for this TMP update has been active since June 2019 with a variety of methods for the public and interested parties/organizations to communicate feedback to the team. The on-line survey was extended until the end of April due to the pandemic situation, but we are still receiving general feedback at this time.
3	March 16, 2020	Comment: The GRCA has limited comments at this stage of the Transportation Master Plan (TMP), but will provide the following: Any new or expanded transportation facilities within the GRCA regulated area will require a permit from the GRCA. Depending on the scale and features present, additional site-specific study beyond the scope of the TMP may be required to implement some projects.

#	Date	Message
		- Any expanded roadway facilities should adhere to the applicable GRCA public infrastructure policies - New/expanded active transportation facilities should adhere to the applicable GRCA recreational use/infrastructure policies for flooding/erosion hazards. New trails should avoid intruding into wetlands and respect an appropriate buffer. Please let me know if you have any additional questions. Response: Thank you. We will be cognizant of these comments as we proceed through the study.



5 POP-UP EVENT MATERIALS





**THE CITY OF WATERLOO IS UPDATING THE EXISTING
TRANSPORTATION MASTER PLAN (TMP) TO ENSURE
THERE IS A MULTI-MODAL TRANSPORTATION SYSTEM
THAT PLANS FOR GROWTH TO THE YEAR 2041.**

WHAT IS A TRANSPORTATION MASTER PLAN?

A TMP sets a vision for transportation in the City. The TMP will identify a series of actions that the City can take to address walking, rolling and cycling, road, and transit needs in Waterloo.

WHAT ARE THE GOALS OF THE TMP UPDATE?

The four main goals of the new TMP are to:

1. Be a guiding transportation policy document
2. Provide more travel options
3. Identify how to be a community that is less reliant on cars for travel
4. Describe how the city can leverage investments in LRT and active travel to encourage citizens to walk, cycle and use transit more

HOW CAN I GET INVOLVED?

Everyone has a part to play, including residents, businesses, schools, other organizations, and you! You can get involved by providing feedback in any of the three phases of engagement



AT EACH PHASE OF THE PROCESS, YOU WILL HAVE OPPORTUNITIES TO SHARE YOUR IDEAS, VIEWS AND INPUTS TO SHAPE THE FINAL PLAN

***DETERMINING THE STATE OF THE
TRANSPORTATION SYSTEM TODAY***

FEBRUARY – JULY 2019

Will explore the existing conditions of the transportation system: What is working well? What needs to be improved? What can we learn from others?

MOVING THE SYSTEM FORWARD

JULY – OCTOBER 2019

Will identify a series of options to continuously improve transportation systems in the City

FUTURE TRANSPORTATION OPTIONS

NOVEMBER 2019 – APRIL 2020

Will reflect the final recommendations to advance transportation in Waterloo

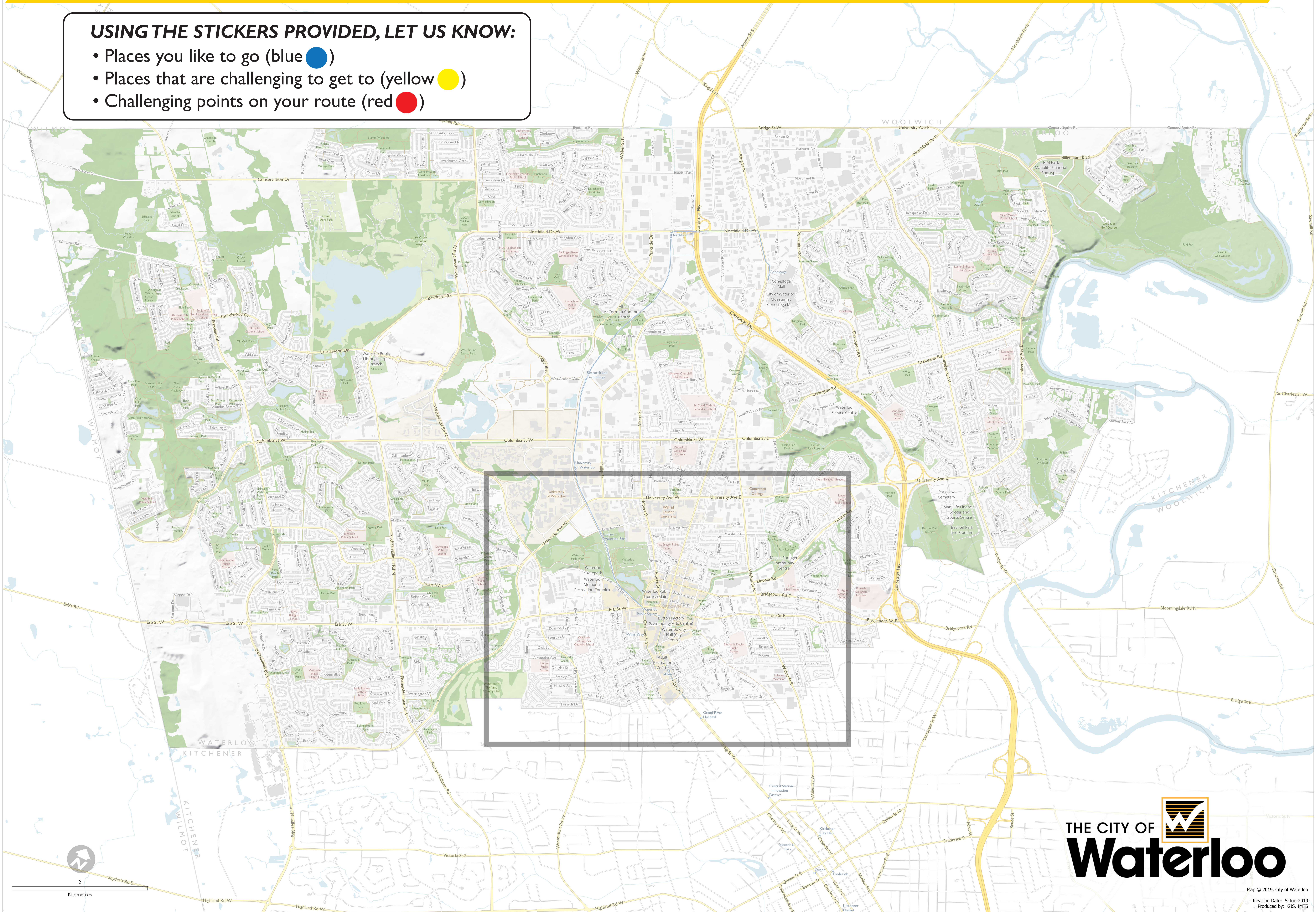


MOVING AROUND WATERLOO IS...

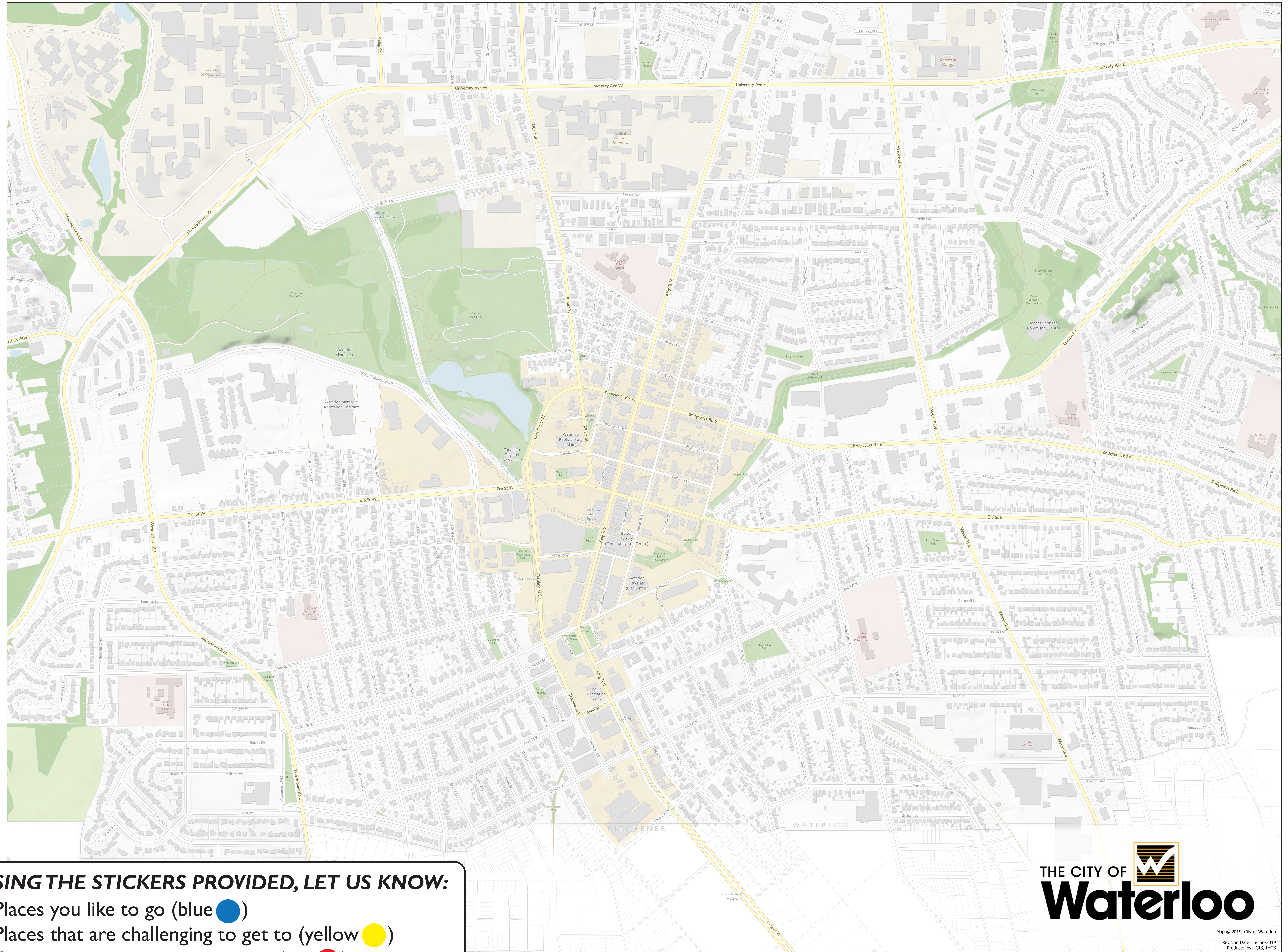
YOUR WATERLOO TRANSPORTATION TRIPS

USING THE STICKERS PROVIDED, LET US KNOW:

- Places you like to go (blue ●)
- Places that are challenging to get to (yellow ●)
- Challenging points on your route (red ●)



YOUR WATERLOO TRANSPORTATION TRIPS

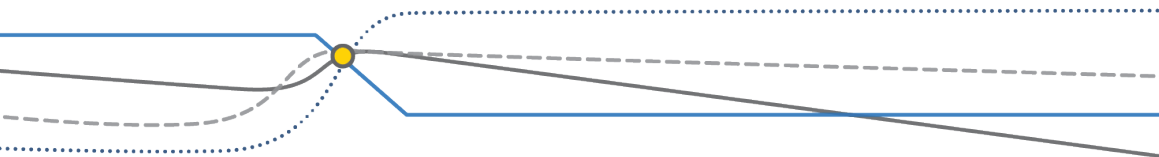


USING THE STICKERS PROVIDED, LET US KNOW:

- Places you like to go (blue ●)
- Places that are challenging to get to (yellow ●)
- Challenging points on your route (red ●)



6 STAKEHOLDER MEETING MATERIALS





INVITATION TO HELP SHAPE WATERLOO'S TRANSPORTATION MASTER PLAN

Dear Stakeholder,

The City of Waterloo is beginning a study to review and update the community's transportation master plan. The study will provide an up-to-date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years.

The update to the plan is expected to take approximately 12 months to complete. The specific objectives of the study will be to:

- develop a guiding transportation policy document;
- provide more travel options;
- describe how to develop a community that is less reliant on cars for travel;
- describe how the city can leverage recent investments in light rail transit (ION) and active transportation to encourage citizens to walk, cycle and use transit more.

The study will follow the requirements of the Municipal Class Environmental Assessment (EA) process (2011) and align strategically with the city's Official Plan and other master plans and policies.

As an organization with a keen interest in transportation issues affecting our community, we would like to invite you to attend one of two upcoming Stakeholder Focus Group sessions being held on June 26th at one of the times are listed below.

1. 1:30 – 3:30 pm
2. 5:30 – 7:30 pm

Both sessions will take place at RIM Park located at 2001 University Avenue East, room 104 (located on the main floor near Waterloo Sports Medicine). **Please RSVP by June 17th by [clicking here](#).**

Thank you in advance for your consideration. If there is a representative from your organization that is better suited to participate, please provide their name and contact information.

If you cannot attend one of these focused discussions, there are multiple community engagement events being coordinated within the City during the planning process. Please visit [EngageWaterloo](#) for online opportunities and a list of upcoming events.

If you have any questions, please contact me directly. If we do not receive a response from you, a member from LURA Consulting may follow-up to confirm.

Regards,

Christopher Hodgson, P.Eng.

Senior Project Engineer

Transportation Services

Integrated Planning & Public Works



CITY OF WATERLOO TRANSPORTATION MASTER PLAN STAKEHOLDER SESSION AGENDA

DATE: June 26th, 2019

TIME: 1:30 – 3:30pm

LOCATION:

- Room 104, RIM Park at 2001 University Avenue East (located on the main floor near Waterloo Sports Medicine)
- Transit: Via Route 202 i-Xpress
- Parking available

PURPOSE:

- To share an overview of the Transportation Master Plan process and components;
- To identify challenges and opportunities related to transportation in Waterloo;
- To identify local interests, motivations and barriers to sustainable transportation in Waterloo; and
- To discuss next steps.

TIME	AGENDA ITEM
1:30 pm	Welcome – City of Waterloo
1:35 pm	Overview of the TMP Presentation – Paradigm Transportation Solutions
1:50 pm	Discussion – facilitated by LURA • How has moving around Waterloo changed since the last Transportation Master Plan? (In the last 7-8 years). • What are the challenges related to transportation in Waterloo? • What are the opportunities related to transportation in Waterloo? • What would your ideal transportation system be like for Waterloo? • Are there any other things we need to consider?
3:15 pm	Next steps
3:30 pm	Adjourn



WATERLOO TRANSPORTATION MASTER PLAN PHASE I SURVEY

The City of Waterloo is currently updating the 2011 Transportation Master Plan (TMP). Please complete the following survey to help shape the City's next TMP which will take us to the year 2041.

1. How do you get around the City of Waterloo? Check all that apply.

- ☐ Driving a Car
- ☐ Passenger in a Car
- ☐ On Transit
- ☐ Walking/Rolling
- ☐ Biking
- ☐ Car-Share
- ☐ Other (please specify): _____

2. Which is your most common mode of travel? Check one.

- ☐ Driving a Car
- ☐ Passenger in a Car
- ☐ On Transit
- ☐ Walking
- ☐ Biking
- ☐ Car-Share
- ☐ Other (please specify): _____

3. How has moving around Waterloo changed since the last Transportation Master Plan? (In the last 7-8 years).

- ☐ Moving in Waterloo is **better** since the last Transportation Master Plan
- ☐ Moving in Waterloo is **about the same** since the last Transportation Master Plan
- ☐ Moving in Waterloo is **worse** since the last Transportation Master Plan



4. What do you like best about moving around Waterloo? Please tell us what is working well.

5. What if anything concerns you about moving around Waterloo? Check all that apply.

- ☐ Current traffic volumes
- ☐ Travel time
- ☐ Current transit connections
- ☐ Current state of sidewalks
- ☐ Current state of bike lanes/paths/trails
- ☐ Safety
- ☐ Other (please specify): _____



6. What prevents you from walking/rolling more frequently? Check all that apply.

- ☐ Destinations are too far to walk/roll
- ☐ There are faster options than walking/rolling
- ☐ Too much effort
- ☐ Too much to carry to/from destination
- ☐ Dangerous conditions (e.g. traffic and sidewalk conditions)
- ☐ Seasonal variations (e.g. hot summers, cold winters)
- ☐ Variations in weather conditions (e.g. rain)
- ☐ Physically unable or difficult to do so (due to sidewalk/trail conditions and/or personal ability)
- ☐ Other (please specify): _____

7. What would make it easier for you to walk/roll more frequently? Check all that apply.

- ☐ Closer proximity to amenities and destinations
- ☐ Better access and connectivity to destinations
- ☐ More/improved sidewalks and paths
- ☐ Friendlier/safer pedestrian environments (e.g. traffic calming, slower traffic)
- ☐ Friendlier/safer pedestrian experiences (e.g. more people on the streets, amenities along route, lighting trails and paths)
- ☐ Low cost or free delivery of purchased goods
- ☐ Other (please specify): _____

8. Are there specific locations within Waterloo that can or should be improved to support walking/rolling instead of driving?



9. What prevents you from cycling more frequently? Check all that apply.

- ☐ Destinations are too far to cycle
- ☐ There are faster options than cycling
- ☐ Too much effort
- ☐ Too much to carry to/from destination
- ☐ Dangerous conditions (e.g. traffic and road conditions)
- ☐ Seasonal variations (e.g. hot summers, cold winters)
- ☐ Variations in weather conditions (e.g. rain)
- ☐ Physically unable or difficult to do so
- ☐ Concern about being sweaty
- ☐ Concern about bicycle theft
- ☐ Lack of secure bicycle parking/lock up locations
- ☐ No bicycle
- ☐ Other (please specify): _____

10. What would make it easier for you to cycle more frequently? Check all that apply.

- ☐ Closer proximity to amenities and destinations
- ☐ Better access and connectivity to destinations
- ☐ More/improved bicycle lanes and paths
- ☐ Friendlier/safer cycle environments (e.g. bicycle lanes, traffic calming, slower traffic)
- ☐ Friendlier/safer cycle experiences (e.g. more bicycles on the streets, more bicycle parking, wayfinding signs and other cycle amenities along route)
- ☐ Incentives (e.g. corporate reward program)
- ☐ A bicycle sharing program (like BIXI, Bike Share Toronto)
- ☐ Bicycle training (i.e. CANBike)
- ☐ Other (please specify): _____



11. Are there specific locations within Waterloo that can or should be improved to support cycling instead of driving?

12. What prevents you from taking public transit more frequently? Check all that apply.

- ☐ There are faster options than public transit
- ☐ Transit routes not located close to home/destinations traveling to
- ☐ Service not frequent enough
- ☐ Too many transfers required
- ☐ Inconvenient to take multiple transit systems to get to destinations
- ☐ Cost of fares
- ☐ Vehicles uncomfortable or unpleasant to ride
- ☐ Stations and facilities (e.g. shelters) unpleasant to use
- ☐ Physically unable or difficult to do so (accessibility issues)
- ☐ Public perceptions about public transit
- ☐ Lack of walking/cycling connections to transit stops
- ☐ Other (please specify): _____



13. What would make it easier for you to take public transit more frequently?

Check all that apply.

- ☐ Better service coverage and routing
- ☐ More frequent service
- ☐ Improved vehicles and transit infrastructure (e.g. comfort, bicycle shelters, amenities, etc.)
- ☐ Better access and connectivity to destinations
- ☐ Improved fare structures (e.g. discounts)
- ☐ Integration of fares between transit systems (e.g. common payment type)
- ☐ Improved transfers between transit systems
- ☐ Incentives provided by the transit operator (e.g. point systems, rewards for travel, etc.)
- ☐ Incentives provided by your employer (e.g. transit voucher, reward system)
- ☐ Other (please specify): _____

14. Are there specific locations within Waterloo that can or should be improved to support public transit instead of driving?



15. What improvements could make vehicular traffic movement safer and/or more convenient in the City? Check all that apply.

- ☐ Installing more roundabouts
- ☐ Better coordinating traffic signals
- ☐ Separating cyclists from traffic at more locations
- ☐ Installing additional pedestrian crossings with flashing lights or traffic signals
- ☐ Lowering the speed limit on most City streets to 40 km/h or less
- ☐ Implementing additional traffic calming measures (e.g. speed humps, bump outs) on neighbourhood streets
- ☐ Widening of select roads
- ☐ Adding turn lanes and/or advance phasing (i.e. flashing green arrow) at more intersections
- ☐ Restricting pedestrian crossings at certain locations
- ☐ Constructing more bus bays
- ☐ Restricting on-street parking and stopping at certain locations
- ☐ Creating inset parking at more locations
- ☐ Other (please specify): _____

16. What would make moving around in Waterloo better?



17. Which age group below applies to you?

- ☐ Less than 10
- ☐ 11-15
- ☐ 16-25
- ☐ 26-45
- ☐ 46-64
- ☐ 65+

18. What are the first three digits of your postal code? _____

19. Would you like to receive project updates to your email?

- ☐ Yes
- ☐ No

20. If you selected yes, what is your email address? _____



TRANSPORTATION MASTER PLAN
LOOKING AHEAD



Stakeholder Meeting
June 26, 2019

Purpose

- To share an overview of the Transportation Master Plan process and components
- To identify challenges and opportunities related to transportation in Waterloo
- To identify local interests, motivations and barriers to sustainable transportation in Waterloo
- To discuss next steps



Agenda

- 1:30 pm Welcome – City of Waterloo
- 1:35 pm Overview of the Transportation Master Plan
(Paradigm Transportation Solutions Limited)
- 1:50 pm Discussion (facilitated by LURA)
- 3:15 pm Next Steps
- 3:30 pm Adjourn



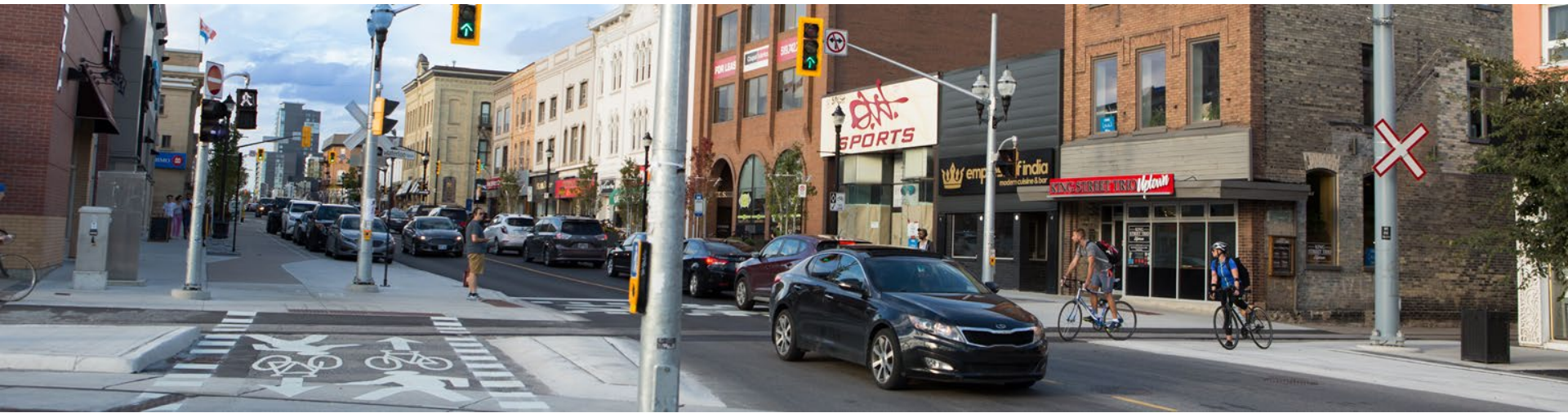
Presentation Outline

1. Transportation Master Plans
2. Study Goals and Objectives
3. Connections to Other Plans
4. Phases of Work and Timing of Deliverables
5. Engagement
6. Facilitated Discussion
7. Next Steps



What is a TMP?

- Strategic planning document that defines policies, programs and infrastructure required to meet the City's future transportation needs



What is in a TMP?

- Vision for transportation
- Existing system performance
- Future demand forecasts
- Actions and policies to address walking, rolling, cycling, road and transit needs



What is Not in a TMP?

- Minor projects, detailed operational issues or items not affecting long-term direction, e.g.:
 - Road reconstructions
 - Traffic control device changes
 - Locations of new bus stops



Study Goals



1. Review and update specific aspects of 2011 TMP to provide multi-modal transportation system to 2041
2. Reflect directions of Growth Plan for the Greater Golden Horseshoe (2019)
3. Conform to master planning process of Municipal Class Environmental Assessment

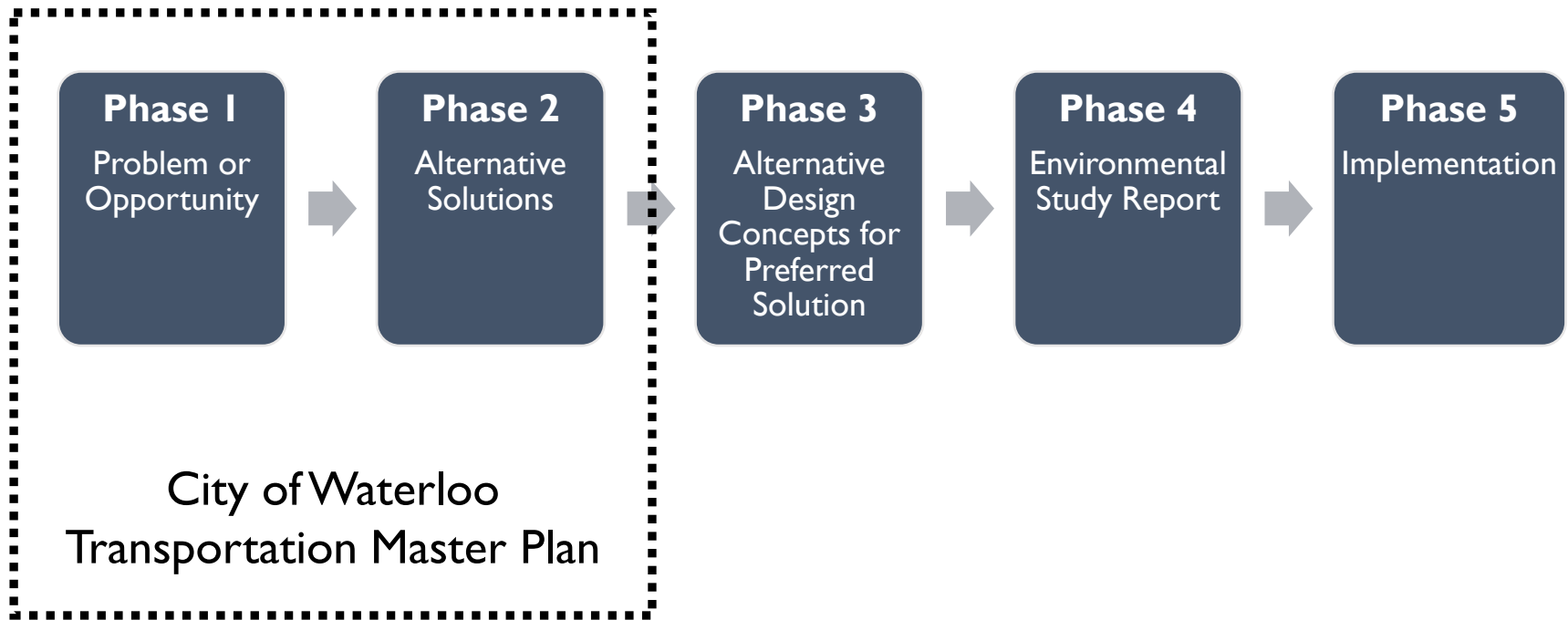


A Place to Grow



- Informs decision-making regarding growth management and environmental protection
- Sets population and employment targets for Region of Waterloo to 2041

Alignment with MCEA Process



Study Objectives



1. Ensure transportation network accessible for all ages and abilities
2. Meet goals and objectives of City's Strategic Plan and Official Plan
3. Improve road safety for all users through Complete Streets and Vision Zero principles
4. Support Regional TMP and new ION service*
5. Consider linkages to City's Asset Management Plan



Connections to Other Plans

City of Waterloo 2019-2022 Strategic Plan (Draft May 27, 2019)

- Equity, inclusion and a sense of belonging
- Sustainability and the environment
- **Safe, sustainable transportation**
- Healthy community and resilient neighbourhoods
- Infrastructure renewal
- Economic growth and development

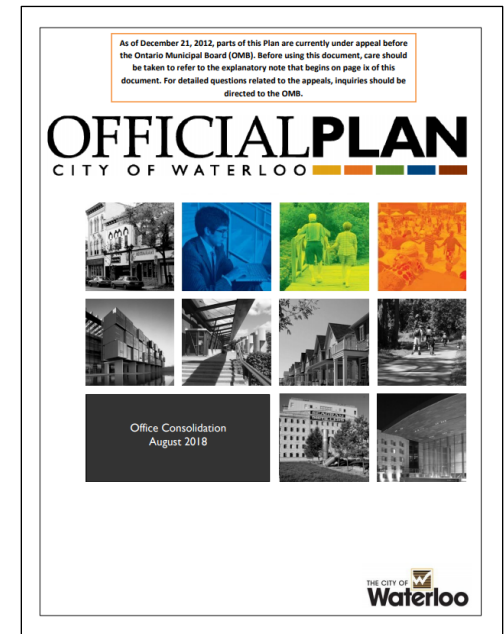


Connections to Other Plans

City of Waterloo Official Plan (s. 6.2 (1))

“Council may approve, and update as appropriate, additional documents to provide further direction with regard to these Official Plan policies. Such documents may include, but not necessarily be limited to:

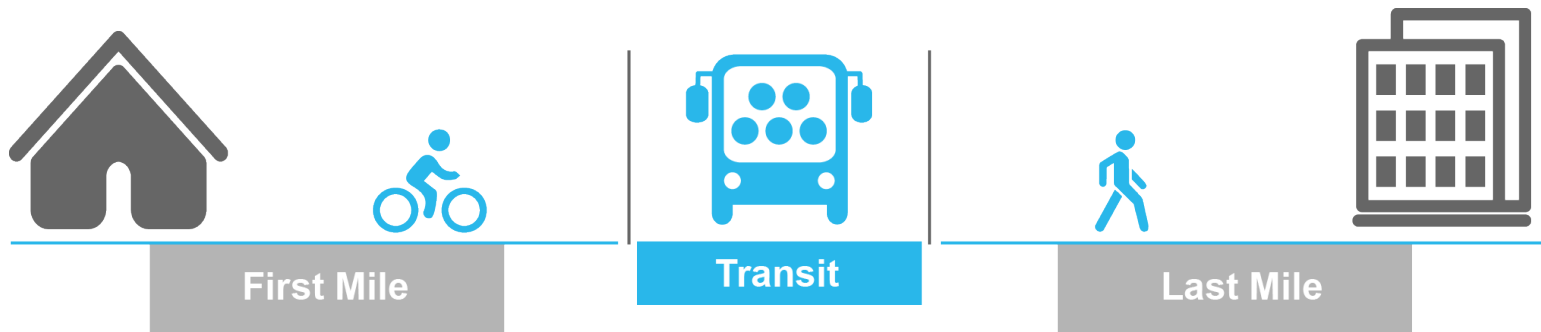
- a) **City of Waterloo Transportation Master Plan**, including a component to address pedestrian and bicycle movement ...”



Connections to Other Plans

Region of Waterloo Transportation Master Plan

Incorporate key elements into City's TMP to advance and build support for Regional initiatives (and vice-versa)
(e.g., “first and last mile”, AT crossings and infrastructure)



Phases of Work and Timing of Deliverables

Phase 1

- State of the Transportation System Today

February to August 2019

Phase 2

- Moving the System Forward

May to November 2019

Phase 3

- Future Transportation Opportunities

September 2019 to April 2020

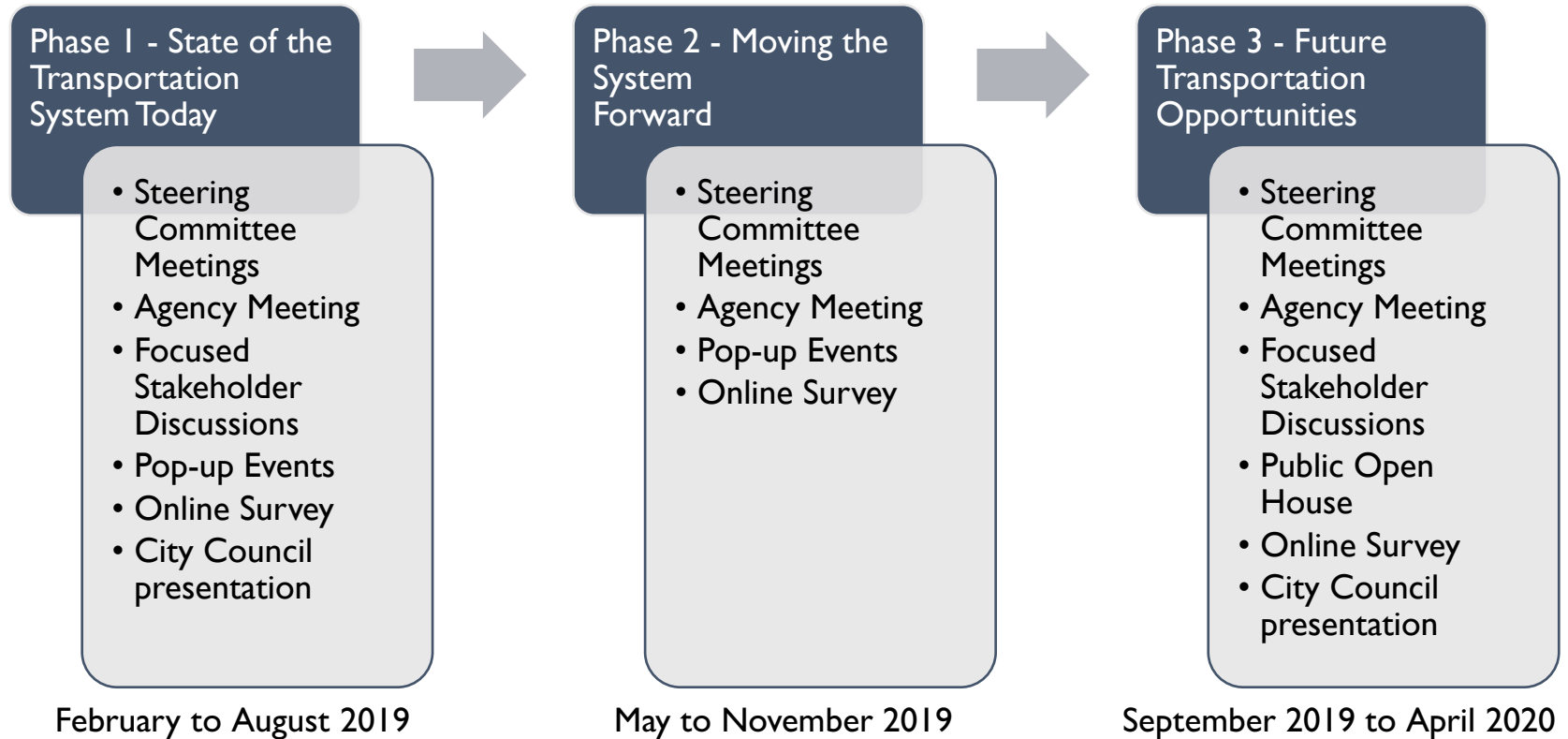


Engagement Objectives

- Provide meaningful, two-way communication
- Educate and inform participants
- Inform TMP update
- Seek specific feedback on:
 - Key issues and opportunities
 - Vision and guiding principles
 - Evaluation framework
 - Recommended strategies



Engagement Activities



Additional information available at:

<https://www.engagewr.ca/transportation-master-plan-looking-ahead>



Facilitated Discussion

1. How has moving around Waterloo changed since the last Transportation Master Plan? (in the last 7-8 years)
2. What are the challenges related to transportation in Waterloo?
3. What are the opportunities related to transportation in Waterloo?
4. What would your ideal transportation system be like for Waterloo?
5. Are there any other things we need to consider?



Next Steps



- Summarize Phase I engagement

Please provide your comments within the next two weeks (July 10) to be included in the Phase I Engagement Report

- Finalize existing conditions technical analysis and mapping
- Prepare Phase I Report



TRANSPORTATION MASTER PLAN *LOOKING AHEAD*



TRANSPORTATION MASTER PLAN LOOKING AHEAD



Invitation to Provide Feedback on Draft Elements of City of Waterloo Transportation Master Plan

Dear Stakeholder,

The City of Waterloo is undertaking a study to review and update the community's transportation plan. The revised plan will provide an up-to-date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years.

Last summer we invited you to a stakeholder focus group to help inform the plan update. Phase One of the project has since ended and we are looking to post the Engagement Summary on-line shortly.

We are now reaching conclusion of Phase Two of the project, where we have developed draft policy directions and network plans for the city's future transportation system. These policies and plans for walking, rolling and cycling, roads, and transit will form the basis of the updated Transportation Master Plan to be presented to City Council later this spring.

As an organization with a keen interest in transportation issues affecting our community, we would like to invite you to a second stakeholder meeting being held:

Tuesday, March 10, 2020 from 1:00 PM to 3:00 PM

**Hauser Haus, Waterloo Memorial Recreation Complex
101 Father David Bauer Drive, Waterloo, ON N2L 0B4**

**Travel by GRT Routes 5, 12 and i-Xpress 202. You can also get there by ION
(stop at Waterloo Public Square, Willis Way or Laurier-Waterloo Park)**

Please confirm your attendance by **Friday, March 6, 2020** by [clicking here](#) to RSVP.

If there is a representative from your organization that is better suited to participate, please provide their name and contact information.

If you cannot attend this session, you are welcome to join us at our Public Information Centre on March 10, 2020 between 6:00 PM and 8:00 PM, with a Presentation at 7:00PM at the same venue. You can also participate online by visiting **Engage Waterloo**.

Please contact me if you have any questions. If we do not receive a response from you by March 6, a member from LURA Consulting may follow-up to confirm your attendance.

Regards,

Christopher Hodgson, P.Eng.

Senior Project Engineer

Transportation Services

Integrated Planning & Public Works



CITY OF WATERLOO TRANSPORTATION MASTER PLAN STAKEHOLDER SESSION 2 AGENDA

DATE: Tuesday, March 10, 2020

TIME AND LOCATION: 1:00-3:00PM at Hauser Haus, Waterloo Memorial Recreation Centre

PURPOSE:

- Update stakeholders on progress of the Transportation Master Plan (TMP) Update.
- Share key findings and themes from public engagement to date.
- Solicit feedback on proposed policy directions for the TMP.
- Explore opportunities, challenges and considerations for the proposed policy directions.

TIME	AGENDA ITEM	DESCRIPTION
1:00 – 1:25PM	Overview of the Transportation Master Plan and Proposed Policy Directions	• Welcome and Introductions from the City of Waterloo • Paradigm to present what is a TMP, what is within the City's jurisdiction, the scope of the project, and project timeline/status • LURA will present What We Heard themes from the community during Phase I • Paradigm to present an overview of the proposed policy directions
1:25 – 2:50PM	Feedback on the Policy Directions	• LURA to facilitate an activity to ask the following questions for each policy theme area: ○ Do you agree with the directions presented? Why or why not? ○ How will the implementation of these policy directions impact transportation in your community (+/-/neutral and why)? ○ Is there anything missing? What considerations should be made before implementing this policy direction?
2:50 – 3:00PM	Wrap-Up and Next Steps	• LURA will summarize what we heard from today's session and Paradigm will share the next steps of the project



TRANSPORTATION MASTER PLAN
LOOKING AHEAD



Phase 2 Stakeholder Workshop

March 10, 2020

Purpose of Today's Workshop

- Provide study progress update
- Present draft policy directions and network plans
- Receive your feedback



Presentation Outline

1. Transportation Master Plan Overview
2. Phase 1 Community Engagement
3. Draft Policy Directions and Network Plans:
 - Guiding Philosophies and Strategies
 - Planning and Design
 - Operations and Maintenance
4. Next Steps

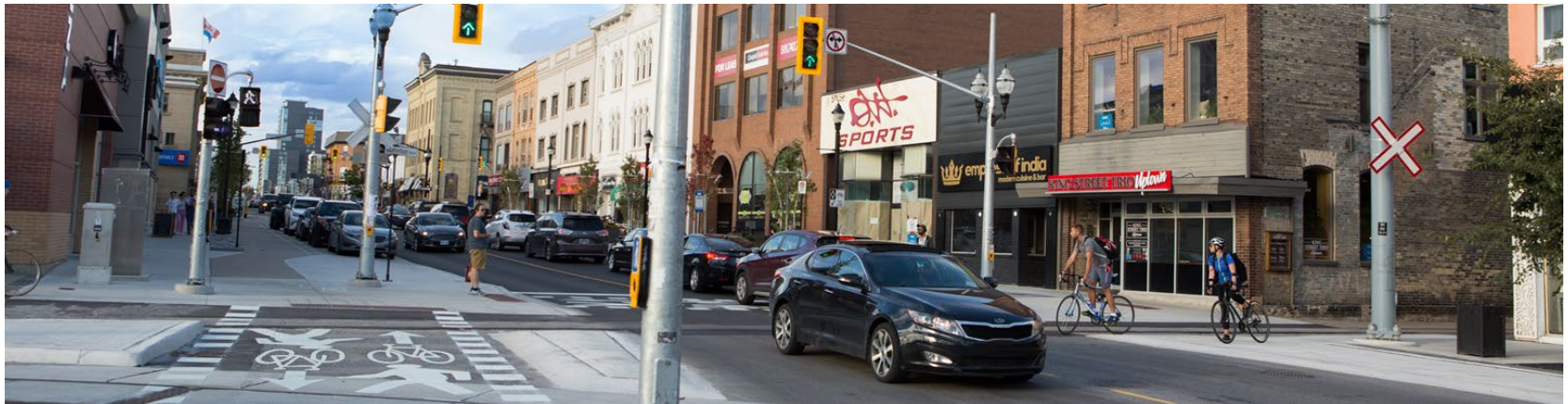


Transportation Master Plan Overview



What is the TMP?

Strategic planning document that defines the policies, programs and infrastructure required to meet the city's future transportation needs and fulfil Waterloo's transportation vision



What is not in the City's TMP?

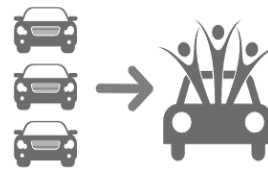
- Minor projects and operational issues (e.g., road reconstruction, traffic control device changes, bus stop relocations)
- Services city is not responsible for:



Transit (GRT and GO)
and School Bus
Transportation



AT Facilities and
Crossings on Major
Roads



TravelWise



Major Roads and
Traffic Signals

Study Goals



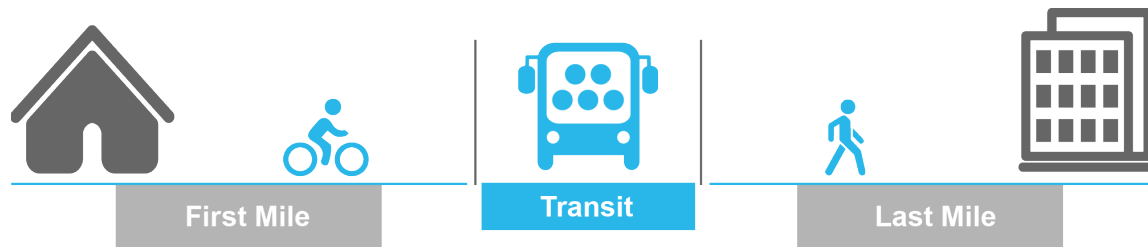
- Review and update specific aspects of 2011 TMP to provide multi-modal transportation system to 2041
- Reflect directions of Growth Plan for the Greater Golden Horseshoe (2019)
- Conform to master planning process of Municipal Class Environmental Assessment



Study Objectives



- Network accessible for all ages and abilities
- Alignment with City's Strategic Plan and Official Plan
- Safer streets for all users
- Support for Regional TMP and ION



- Linkages to City's Asset Management Plan



Phase 1 Community Engagement

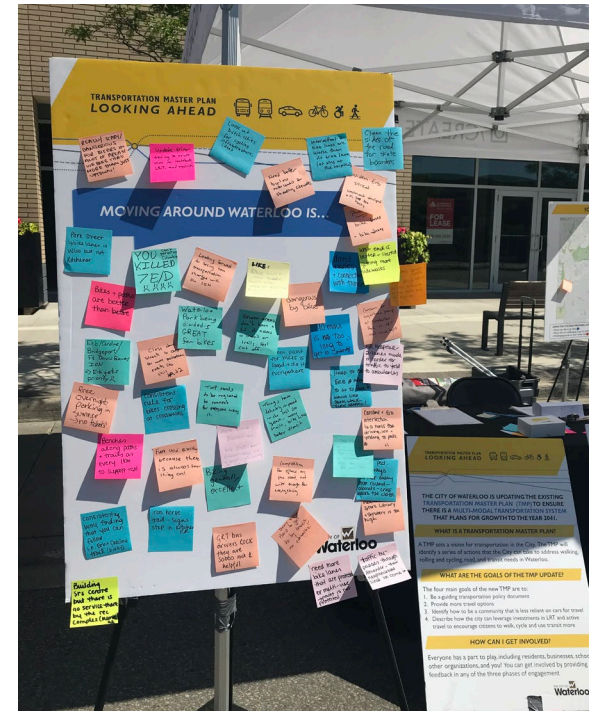


What We Did

Engagement Tool	Reached	Participated
Pop-Up Events (4)	242	97
Stakeholder Meeting	24+	21
Engage Waterloo	463	127
TOTAL	729+	245

Also consulted:

- City Council
- Advisory Committees of Council
- Agencies



What We Heard

Increase safety for pedestrians and make Waterloo more pedestrian friendly (e.g., benches, lighting)

Need more traffic calming throughout City

Winter sidewalk maintenance is priority for public safety

Need cycling infrastructure that is safe for adults and children to use during all seasons

Praise for separated pathways, but need better street crossings

Mixed feelings about roundabouts

Excitement for LRT

Willingness to leave cars at home for active travel

Misunderstanding Regional vs City transportation infrastructure and services



Guiding Philosophies and Strategies

Complete Streets
Vision Zero
Emerging Technologies



Alternative Planning Strategies

Capacity Focused Strategy

- Provide additional road capacity in response to traffic demands
- Primarily accommodate motorized vehicles

Demand Focused Strategy

- Concentrate on changing travel behaviour
- Strategically limit road expansion to create shifts in travel mode choice

A Complete Transportation Strategy

- Limit road expansion to very few locations
- Optimize existing road capacity
- Strategically convert or adjust auto capacity towards active transportation and transit



Complete Streets

Foundations

- Streets for everyone, purposely designed and operated to allow for safe access to all users
- Leveraging potential for streets to support variety of uses and more diverse mode share
- High-level policy translates to implementation strategies that alter decision making in street planning, design, construction, operation, and maintenance



Complete Streets in Waterloo

Draft Policy Directions

- Integrate mobility hubs, shared mobility and technology
- Allocate space to serve specific objectives defined by mode and demand
- Employ interim treatments and pilot/demonstration projects
- Improve communication methods
- Develop new decision-making tools to prioritize person-throughput and allow trade-offs
- Reduce lane widths and allocate road space to accommodate Complete Streets



Vision Zero

Foundations

- Strategy to eliminate all serious injuries and deaths on roads
- Safer streets through improved education, enforcement, engineering, evaluation and engagement
- Many existing road safety initiatives already underway in city with new programs planned



Vision Zero

Draft Policy Directions

- Re-affirm philosophy of reducing all serious injury and fatal collisions through current and upcoming programs
- Pursue new methods of identifying locations and trends with potential for safety improvement
- Implement proven countermeasures
- Consider emerging countermeasures on site-specific basis subject to trial application



Emerging Technologies

Foundations

- Connected/autonomous/electric vehicles, Mobility as a Service (MaaS), Mobility on Demand (MoD)
- Potential to transform how people and institutions use land and transportation systems to support economic and social activity
- Already influencing right-of-way, curb space and ancillary transportation facility use
- Continued evolution likely to accelerate impacts

Emerging Technologies

Draft Policy Directions

- Undertake phased approach to adopting bike, car and other modal (e.g. scooter) sharing opportunities
- Permit testing and adoptions of autonomous vehicles
- Assess potential MaaS system
- Establish publicly accessible vehicle charging
- Develop curb management strategy
- Explore car parking reform

Planning and Design

Roadway Network
Active Transportation Network



Roadway Network Classification

Draft Policy Directions

- Retain pedestrian-focused roadway classification system developed for 2011 TMP
- Reclassify select city roads to better reflect function
- Introduce **woonerf/shared street** classification (Northdale neighbourhood)
- Update roadway classification system in Official Plan



Roadway Network Projects

Draft Policy Directions

- Complete corridor expansion projects identified in 2011 TMP, 2019 DC Background Study and development plans but pursue no new city initiatives
- Undertake select intersection expansion projects
- Work with Region to implement 2018 RTMP road projects



AT Network

Draft Policy Directions

- Link to existing and future Regional and municipal networks
- Connect to key locations including post-secondary, community destinations, neighbourhoods, and ION LRT stations
- Close gaps in the existing network based on existing conditions and demand analysis



AT Network

Draft Policy Directions

- Prioritize user experience, aiming for an all ages and abilities network
- Implement context specific facility design based on roadway conditions and overall network density, completeness, quality, and directness
- Construct comfortable tie-ins between facilities and logical crossings

AT Network Wayfinding

Draft Policy Directions

- Expand to include turn-signs and trail-head signs at major locations, and to the remainder of the active transportation network based on priority
- Upgrade signage on new or rebuilt recreational trails to be AODA compliant
- Include processes for temporary conditions (closures, detours, etc.) impacting active routes
- Integrate wayfinding with Region, City of Kitchener, and GRT network signage

Operations and Maintenance

Winter Maintenance of Active Transportation Speed Limits on City Streets



Winter Maintenance of AT Foundations

- Snow clearing and ice treatment directly impact whether people choose to ride bikes or walk in the winter months, affecting access to transit, accessibility and safety
- Currently clear in accordance with Ontario regulations including all regional roads
- Public feedback requesting increased winter maintenance to improve safety and accessibility on sidewalks and bikeways and transit access

Winter Maintenance of AT

Draft Policy Directions

- Establish a priority network to deliver higher service levels and predictability to priority routes
- Identify key locations for connections and spot improvements
- Improve design approaches to consider adequate snow storage and ease of clearing
- Consider lighting strategies for safety and security in winter months
- Communicate with the public about winter maintenance and winter cycling

Speed Limits on City Streets

Foundations

- Some Canadian municipalities considering 40 km/h area/city-wide speed limits (reduced from statutory 50 km/h)
- Bill 65 permits neighbourhood-wide designation. Kitchener currently trialing in 3 communities.
- Currently 40 km/h limits in school zones and on select local residential streets in Waterloo
- Implementation challenges of city-wide 40 km/h limits

Speed Limits on City Streets

Proposed Policy Directions

- Consider area-wide 40 km/h speed limits for defined residential neighbourhoods
- Develop procedures and criteria for assessing potential communities
- Trial pilot areas and monitor effectiveness

Feedback on the Policy Directions

World Cafe Activity



What We Want to Know

1. Do you agree with the directions presented? Why or why not?
2. How will the implementation of these policy directions impact transportation in your community? i.e. positively, negatively, neutral and why.
3. Is there anything missing? What considerations should be made before implementing the policy directions?



Station Themes

Guiding Principles and Strategies	Planning and Design	Operations and Maintenance
• Complete Streets • Vision Zero • Emerging Technologies	• Roadway Network Classifications • AT Network	• Winter Maintenance • Speed Limits



Next Steps



- Address feedback received
- Prepare updated TMP report
- Present report to City Council

Questions? Contact Us:

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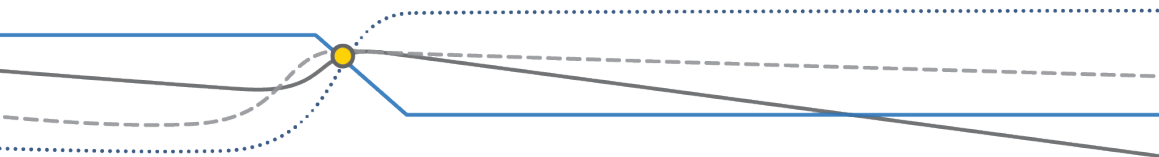


**TRANSPORTATION MASTER PLAN
LOOKING AHEAD**





7 COUNCIL PRESENTATION MATERIALS





TRANSPORTATION MASTER PLAN
LOOKING AHEAD



Presentation to City Council
June 24, 2019

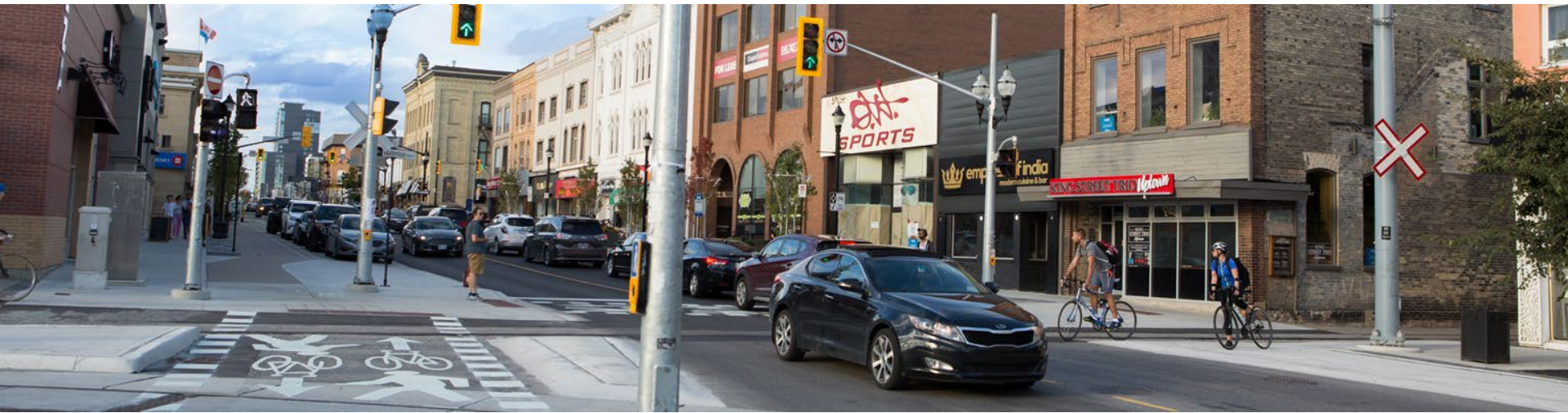
Presentation Outline

1. Transportation Master Plans
2. Study Goals and Objectives
3. Connections to Other Plans
4. Phases of Work and Timing of Deliverables
5. Engagement
6. Next Steps



What is a TMP?

- Strategic planning document that defines policies, programs and infrastructure required to meet the City's future transportation needs



What is in a TMP?

- Vision for transportation
- Existing system performance
- Future demand forecasts
- Actions and policies to address walking, rolling, cycling, road and transit needs



What is Not in a TMP?

- Minor projects, detailed operational issues or items not affecting long-term direction, e.g.:
 - Road reconstructions
 - Traffic control device changes
 - Locations of new bus stops



Study Goals



1. Review and update specific aspects of 2011 TMP to provide multi-modal transportation system to 2041
2. Reflect goals and objectives of Growth Plan for the Greater Golden Horseshoe (2017)
3. Conform to master planning process of Municipal Class Environmental Assessment



Study Objectives



1. Ensure transportation network accessible for all ages and abilities
2. Meet goals and objectives of City's Strategic Plan and Official Plan
3. Improve road safety for all users through Complete Streets and Vision Zero principles
4. Support Regional TMP and new ION service*
5. Consider linkages to City's Asset Management Plan



Connections to Other Plans

City of Waterloo 2019-2022 Strategic Plan (Draft May 27, 2019)

- Equity, inclusion and a sense of belonging
- Sustainability and the environment
- **Safe, sustainable transportation**
- Healthy community and resilient neighbourhoods
- Infrastructure renewal
- Economic growth and development

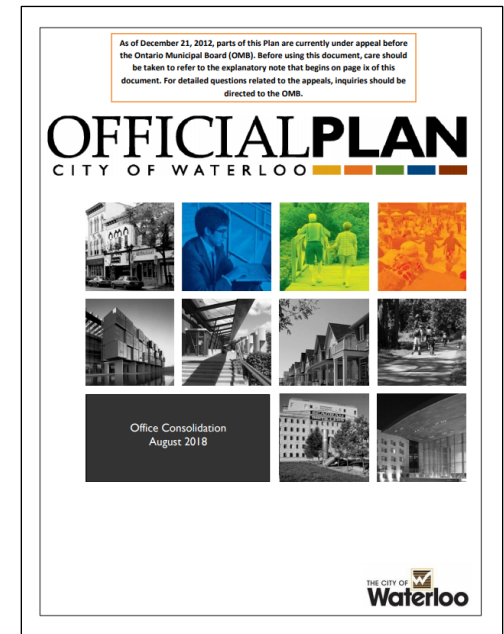


Connections to Other Plans

City of Waterloo Official Plan (s. 6.2 (1))

“Council may approve, and update as appropriate, additional documents to provide further direction with regard to these Official Plan policies. Such documents may include, but not necessarily be limited to:

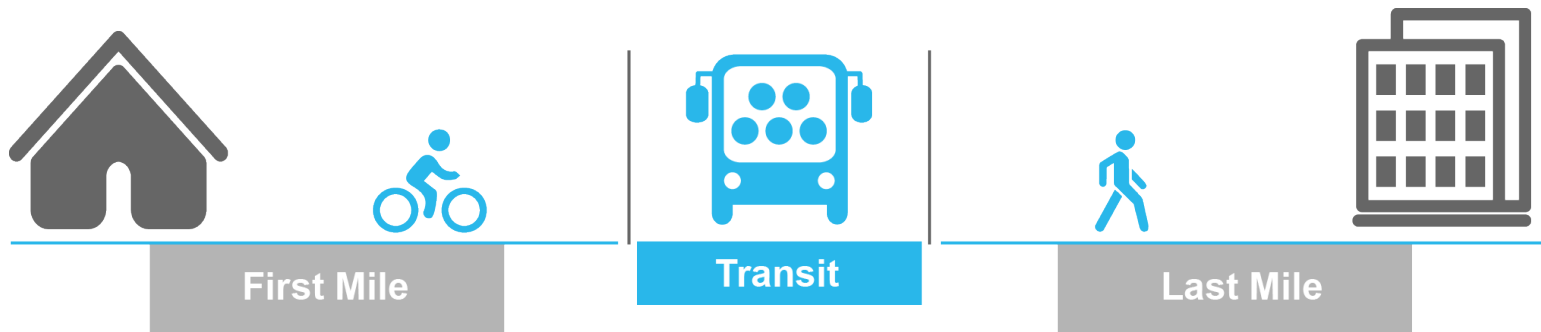
- a) **City of Waterloo Transportation Master Plan**, including a component to address pedestrian and bicycle movement ...”



Connections to Other Plans

Region of Waterloo Transportation Master Plan

Incorporate key elements into City's TMP to advance and build support for Regional initiatives (and vice-versa)
(e.g., “first and last mile”, AT crossings and infrastructure)



Phases of Work and Timing of Deliverables

Phase 1

- State of the Transportation System Today

February to August 2019

Phase 2

- Moving the System Forward

May to November 2019

Phase 3

- Future Transportation Opportunities

September 2019 to April 2020



Engagement Objectives

- Provide meaningful, two-way communication
- Educate and inform participants
- Inform TMP update
- Seek specific feedback on:
 - Key issues and opportunities
 - Guiding principles
 - Evaluation framework
 - Recommended strategies



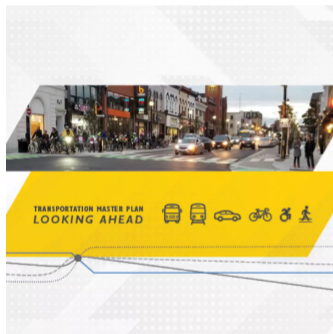
Engagement Activities

Activity	Phase 1	Phase 2	Phase 3
Engage Waterloo			
Social Media			
E-mail Address/Mailing List			
Online Survey	●	●	●
Community Pop-Up Events (5 per round)	●	●	
Public Information Centre			●
Community Stakeholder Meeting	●	●	●
Advisory Committees (WACAT, GRAAC)	●		●
Coordination Meeting with Region	●		●
Council Presentation	●		●





We're updating the city's transportation master plan and we need your help!



The City of Waterloo is beginning a study to review and update the community's transportation master plan. The study will provide an up-to-date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years.

The update to the plan is expected to take approximately 12 months to complete. The specific objectives of the study will be to:

- develop a guiding transportation policy document;
- provide more travel options;
- describe how to develop a community that is less reliant on cars for travel;
- describe how the city can leverage recent investments in light rail transit (ION) and active transportation to encourage citizens to walk, cycle and use transit more.

The study will follow the requirements of the Municipal Class Environmental Assessment (EA) process (2011) and align strategically with the city's **Official Plan** and other master plans and policies.

Your input is important to us!

Engaging the community will be a major component of this study. Individuals, organizations and groups are welcome to share their views through a number of channels taking place throughout the year including pop-up consultation events, information centres, stakeholder outreach meetings and more. Residents are invited to share comments here or e-mail WaterlooTMP@pts.com with questions or comments.



STAY INFORMED

Subscribe for project updates

Subscribe

6 members of your community

HIGHLIGHT SPECIFIC PLACES...

ANSWER OUR SURVEY HERE

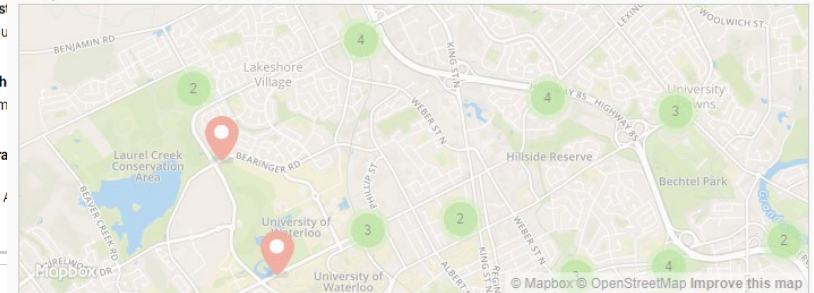
SHARE YOUR COMMENTS HERE

Timeline

- Phase 1: Determine Transportation System**
February 2019 - June 2019
- Phase 2: Moving the Plan Forward**
July 2019 - November 2019
- Phase 3: Future Transportation Opportunities**
November 2019 - February 2020

Transportation Points of Interest

22 days



On the side panel, click on the addition sign (+) to drag and drop pins to let us know:

- Places you like to go (blue pins)
- Places that are hard to get to (yellow pins) and
- Challenging points on your route (red pins)

Leave a comment with your pin to tell us more about your experience.

Go to Map



Next Steps



- Complete and summarize Phase I engagement:
 - Community Pop-Up Event (1 more), Community Stakeholder Meeting and GRAAC Meeting
 - Community Pop-up Events (4 completed), WACAT Meeting and Region of Waterloo Coordination Meeting
- Finalize existing conditions technical analysis & mapping
- Prepare Phase I Report
- Finish Phases 2 and 3 tasks that were advanced



TRANSPORTATION MASTER PLAN *LOOKING AHEAD*





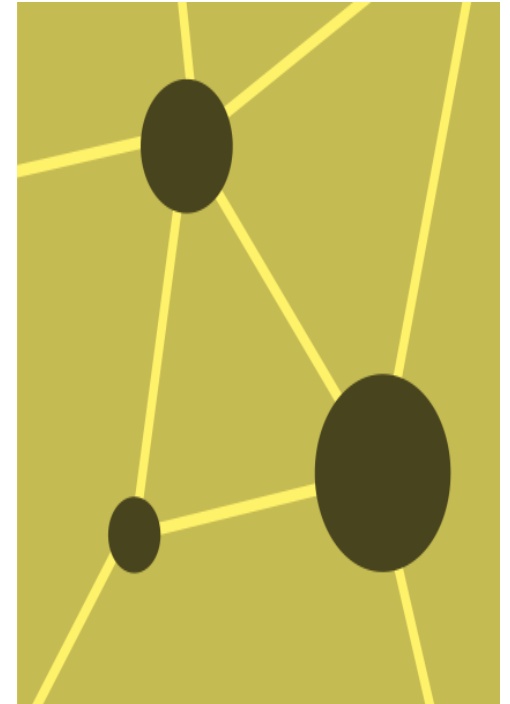
TRANSPORTATION MASTER PLAN
LOOKING AHEAD



City Council Workshop
September 9, 2019

Workshop Objectives

1. Update Council on study progress
2. Summarize key findings and next steps for public engagement program
3. Obtain input on Complete Streets and Vision Zero
4. Review progress with Active Transportation
5. Gain feedback on other topics



Agenda

1. Overview and Progress to Date (15 minutes):

- Public Engagement Program and Findings

2. Workshop Session (95 minutes):

- Complete Streets
- Vision Zero
- Active Transportation

3. Close and Next Steps (10 minutes)



** Members of Council welcome to follow-up after workshop with further questions and comments. Presentation will be provided.*

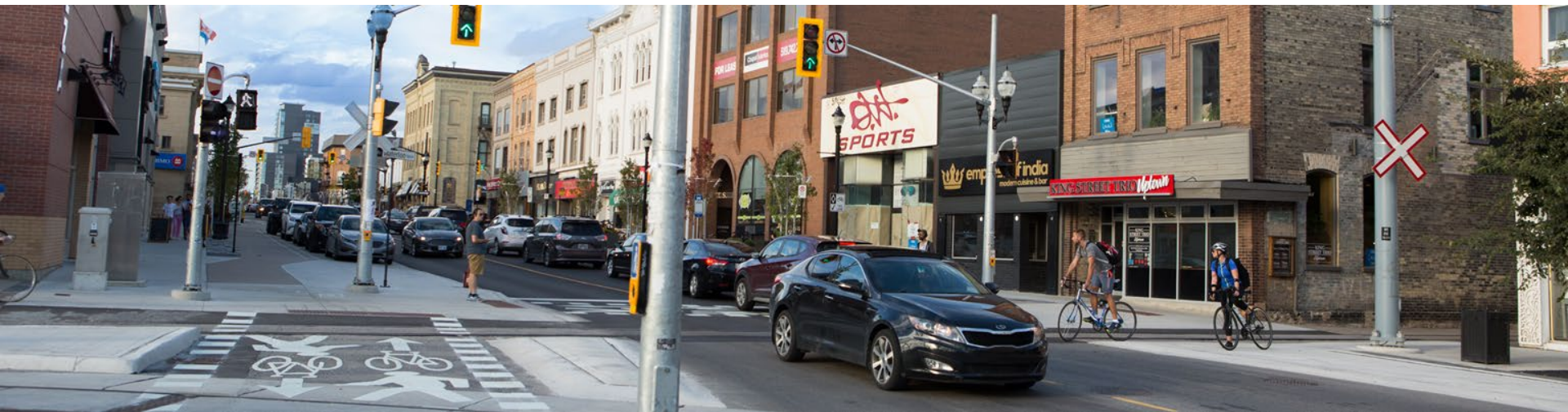


Overview and Progress to Date



What is a TMP?

- Strategic planning document that defines policies, programs and infrastructure required to meet the City's future transportation needs



What is in City's TMP?

- Vision for transportation
- Existing system performance
- Future demand forecasts
- Actions and policies to address needs and achieve vision



What is Not?

- Minor projects, detailed operational issues or items not affecting long-term direction, e.g.:
 - Road reconstructions
 - Traffic control device changes
 - Locations of new bus stops
- City does not have responsibility for:



Transit (GRT and GO) and
School Bus Transportation



Regional Roads
and Traffic Signals



AT Facilities and
Crossings on Major Roads



TravelWise

Study Goals

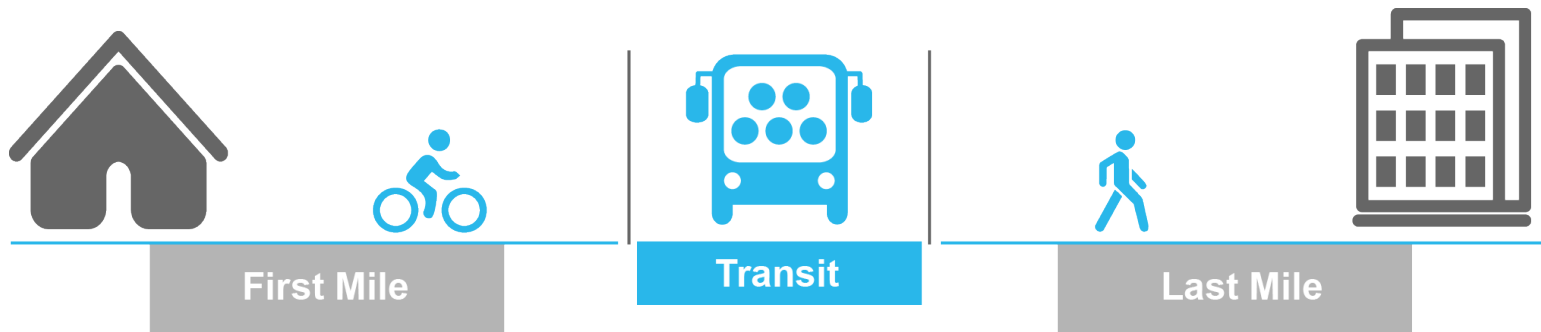


1. Review and update specific aspects of 2011 TMP to provide multi-modal transportation system to 2041
2. Reflect directions of Growth Plan for the Greater Golden Horseshoe (2019)
3. Conform to master planning process of Municipal Class Environmental Assessment

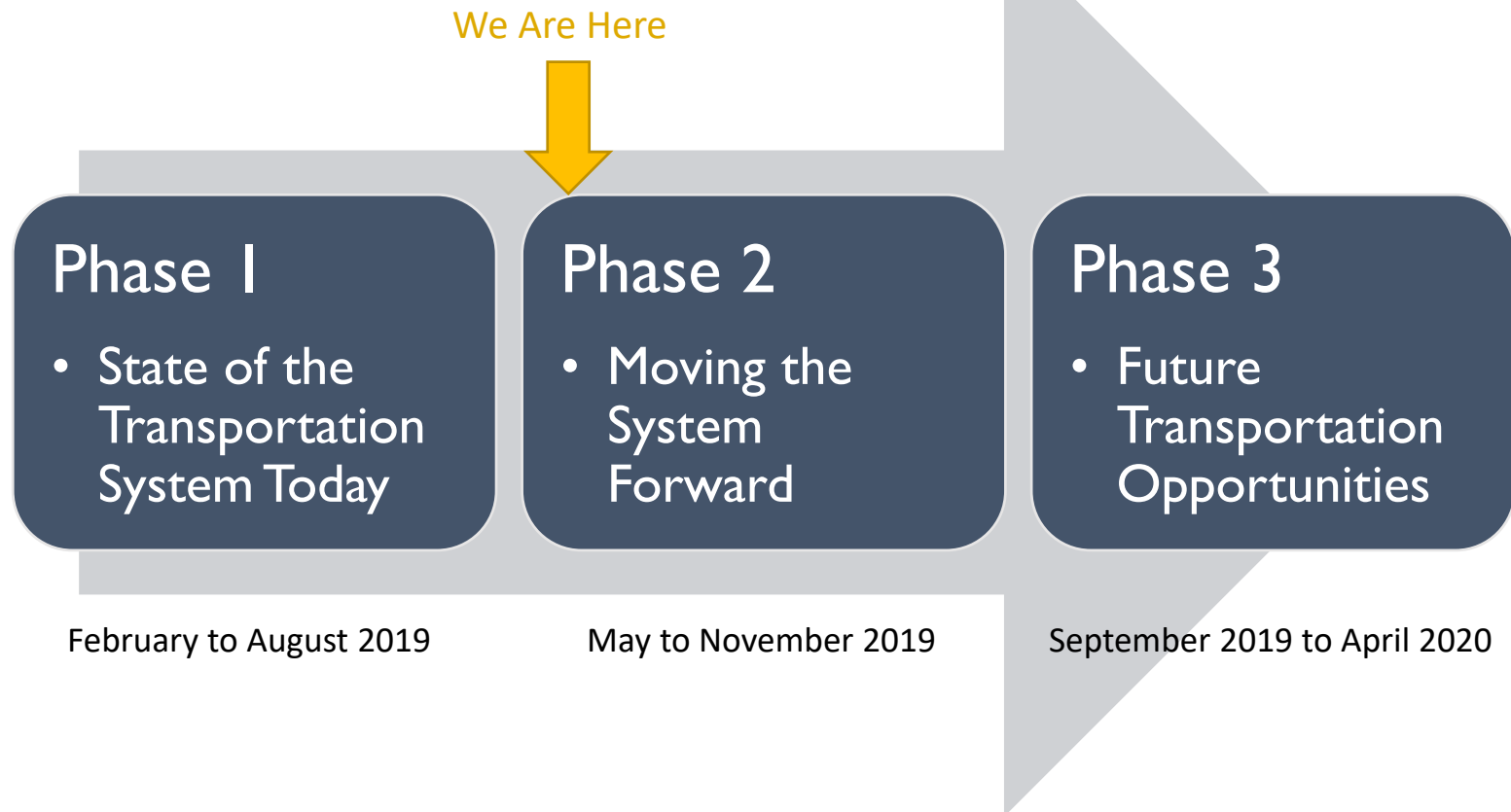


Connections to Other Plans

- City of Waterloo 2019-2022 Strategic Plan
- City of Waterloo Official Plan
- Region of Waterloo Transportation Master Plan



Phases of Work and Timing of Deliverables



Phases 2 and 3 Topics

Planning a Successful Transportation System

Complete Streets

Vision Zero

Width of Vehicle
Travel Lanes for
Urban Streets

Addressing
Identified
Collision
Locations

Planning for
Future Cycling &
Trail Routes

Road Crossing &
Intersection
Enhancements for
AT

Winter
Maintenance for
AT

Implementation
Costs & Funding
Opportunities for
AT

Wayfinding and
Signed Routes

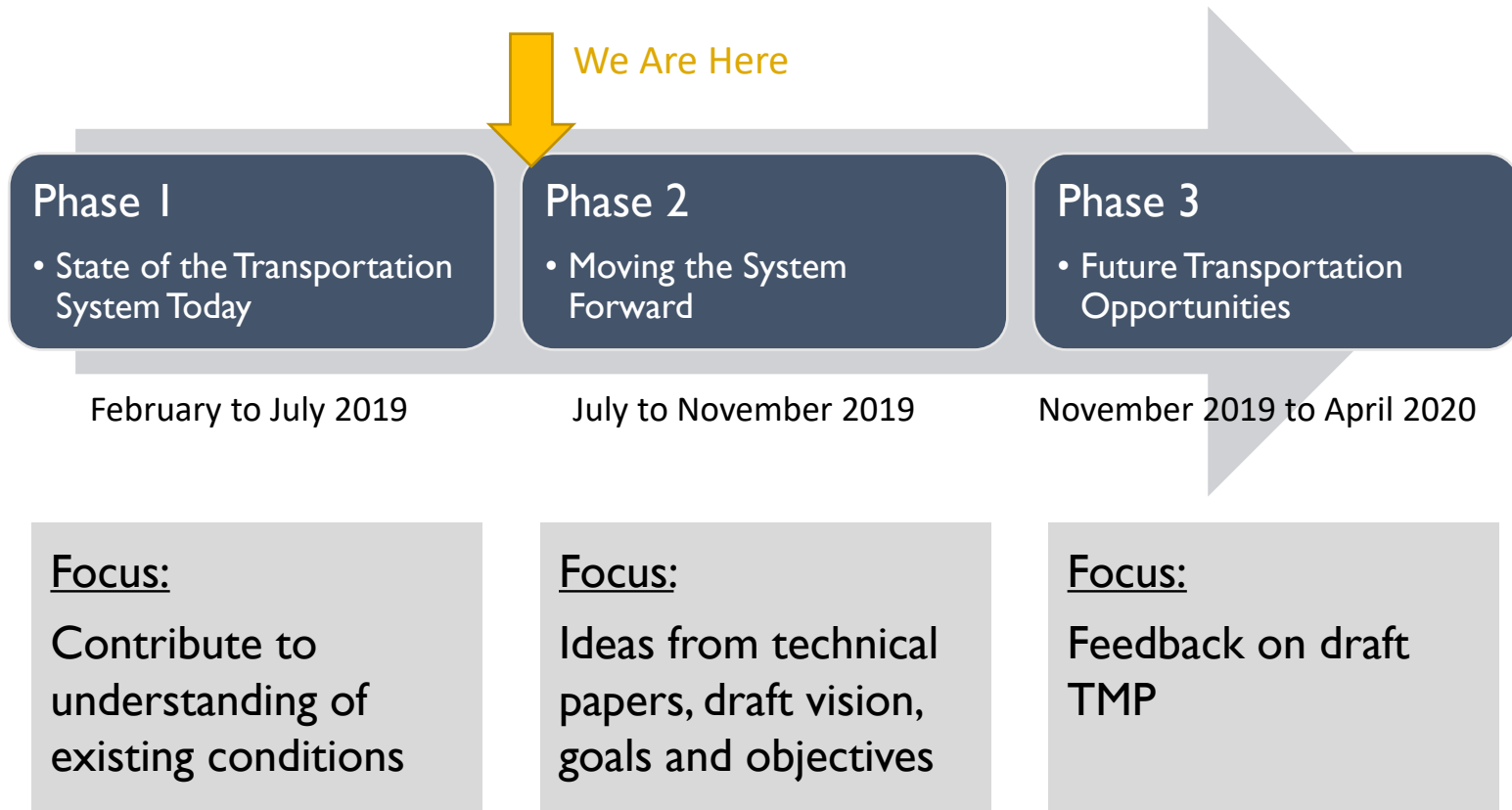
Major
Transportation
Improvements

Assessment of
40km/h Speed
Limits on a City-
wide Basis

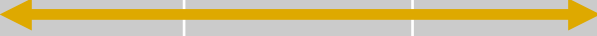
Emerging
Technologies &
Trends in
Transportation



Public Engagement Program



Engagement Activities

Activity	Phase 1	Phase 2	Phase 3
Engage Waterloo			
Social Media			
E-mail Address/Mailing List			
Online Survey	●	●	
Community Pop-Up Events	●		
Public Information Centres		●	
Community Stakeholder Meeting	●		●
Advisory Committees (WACAT, GRAAC, SAC)	●	●	●
Coordination Meeting with Region	●	●	●
Council Presentation/Workshop	●	●	●



Phase 1 Engagement Results

Engagement Tool	Number Reached	Number Participated
Pop-Up Events (4)	242	97
Engage Waterloo	463	127
Stakeholder Meeting	24+	21
TOTAL PARTICIPANTS	826+	245



THE CITY OF
Waterloo

What We Heard

Increase safety for pedestrians and make Waterloo more pedestrian friendly (i.e. benches and lighting)

More traffic calming is needed throughout City

Winter sidewalk maintenance is priority for public safety

Need cycling infrastructure that is safe for adults and children to use during all seasons

Praise for separated pathways, but need for better street crossings

Mixed feelings about roundabouts

Excitement for LRT

Willingness to leave cars at home for active travel

Misunderstanding Regional vs City transportation infrastructure and services



Engagement Next Steps

Phase 2 (Fall 2019)

- Public Information Centres
- Meeting with Region of Waterloo
- Online Survey (Engage Waterloo)

Phase 3 (Spring 2020)

- Community Stakeholder Meeting
- Advisory Committee Meetings
- Meeting with Region of Waterloo
- Council Presentation



Workshop Session



Complete Streets – What is it?

- Streets for everyone, purposely designed and operated to allow for safe access to all users
- Leveraging potential for streets to support variety of uses and more diverse mode share
- High-level policy should translate to implementation strategies that alter decision making in street planning, design, construction, operation, and maintenance



Complete Streets – What do they look like?



Evolving to a Complete Street

Sidewalks and Bike Lanes



Evolving to a Complete Street

On-Street Parking



Evolving to a Complete Street Streetscaping



Evolving to a Complete Street

Land Use and Built Form



Complete Streets in Waterloo

- Pioneering municipality in Canada
- Existing policies aimed at streets being “economically viable, sustainable, vibrant, walkable, bicycle friendly, age friendly, accessible, and diverse”
- Evolving today in response to new transport modes, on-demand mobility services, and rapid integration of technology
- Way people interact with streets also changing



Vision Zero – What is it?

- Strategy to eliminate all traffic fatalities and severe injuries
- Aims for safer streets through improved education, enforcement, engineering, evaluation and engagement
- Different than traditional approach, focussing on policies and designs with greatest impact on safety
- Key themes:
 - Safe Speeds, Safe Vehicles, Safe Roads and Safe Drivers



Vision Zero – What is required?

- Leadership, collaboration, and accountability
- Data to understand trends and impacts
- Equity and community engagement
- Speed management
- Timeline



Vision Zero in Waterloo

- 2019-2022 Strategic Plan establishes “safe, sustainable transportation” as a goal:
 - *Adopt Vision Zero practices and tactics to enable safe travel by all modes of transportation*
- TMP Update to:
 - Establish principles and components of Vision Zero plan
 - Provide safety foundation for Complete Streets, active transportation and neighbourhood traffic safety (e.g. City-wide 40 km/h speed limit) initiatives



Active Transportation in Waterloo

- Strong history of travel by active modes
- First mid-sized city in Ontario recognized as Gold Bicycle Friendly Community
- TMP Update to:
 - Continue support for active transportation
 - Expand opportunities for walking, cycling and rolling
- Taking next step will involve more challenging initiatives, including major roadway crossings



Complete Streets Discussion

Thinking about Complete Streets and the City's current policy and practices...

1. What is working well now?
2. What could be improved?
3. What role could Council play to help move things forward?



Vision Zero Discussion

Thinking about the possibility of Vision Zero as a key concept in our TMP...

1. What are the potential benefits?
2. What concerns or barriers do you see?
3. What role could Council play to help move things forward?



Active Transportation Discussion

Thinking about Active Transportation and the City's current policy and practices...

1. What is working well now?
2. What could be improved?
3. What role could Council play to help move things forward?



Other Topics (if time)

1. With the recent opening of ION Light Rail Transit system, what should the City do and/or facilitate to better serve the 'first and last mile' trip?
2. What should the City do and/or promote to prepare for automated, connected and electric (ACE) vehicles?
3. Other than improvements to active transportation, what should the City do and/or promote to encourage healthier travel choices?



Close and Next Steps



Close and Next Steps



- Finalize Phase 1 deliverables
- Complete Phase 2 technical analysis and policy development
- Conduct Phase 2 community engagement

** Member of Council welcome to follow-up after workshop with further questions and comments. Presentation will be provided.*



TRANSPORTATION MASTER PLAN *LOOKING AHEAD*





STAFF REPORT
Transportation Services

Title: City of Waterloo Transportation Master Plan Update,
Feedback from Council Workshop
Report Number: IPPW2019-059
Author: Chris Hodgson
Meeting Type: Council Meeting
Council/Committee Date: November 25, 2019
File: TMP 120092
Attachments: [\[Attachments\]](#)
Ward No.: All Wards

Recommendations:

That this report be received as information and:

1. This report be included in the public and stakeholder engagement section of the updated Transportation Master Plan report.
2. The information helps guide the Transportation Master Plan work.

A. Executive Summary

In 2011, the City of Waterloo approved its first ever Transportation Master Plan, a long range strategic planning and policy document to help guide the transportation vision for the city. An update to this plan commenced earlier this year to help guide the city for the next 20 years and beyond.

A Transportation Master Plan (TMP) is conducted under the master planning process of the Municipal Class Environmental Assessment, and as such, requires mandatory public and stakeholder engagement. On September 9, 2019 a workshop was held with City of Waterloo Council to advise them on project status, summary of key findings and themes from the phase one engagement work. An additional objective was to obtain feedback from Council members on a number of important subject areas within a TMP.

Council's feedback has been summarized into key themes and forms the foundation of this Staff report. The feedback will help guide the project team through the remaining phases of the Transportation Master Plan work.

B. Financial Implications

There are no financial implications with this report.

C. Technology Implications

There are no technology implications with this report.

D. Link to Strategic Plan

(Strategic Objectives: Equity, Inclusion and a Sense of Belonging; Sustainability and the Environment; Safe, Sustainable Transportation; Healthy Community & Resilient Neighbourhoods; Infrastructure Renewal; Economic Growth & Development)

(Guiding Principles: Equity and Inclusion; Sustainability; Fiscal Responsibility; Healthy and Safe Workplace; Effective Engagement; Personal Leadership; Service Excellence)

The subjects discussed within this report support the following Strategic Plan objectives – (i) Safe, Sustainable Transportation and; (ii) Healthy Community & Resilient Neighbourhoods

E. Previous Reports on this Topic

None

F. Approvals

Name	Signature	Date
Author: Chris Hodgson		
Director: Christine Koehler		
Commissioner: Cameron Rapp		
Finance:		
		CAO



City of Waterloo Transportation Master Plan Update, Feedback from Council Workshop IPPW2019-059

1.0 Background:

In 2011, the City of Waterloo approved its first ever Transportation Master Plan (TMP), a long range strategic planning and policy document to help guide the transportation vision for the city. An update to this plan commenced earlier this year to help guide the city for the next 20 years and beyond.

A Transportation Master Plan (TMP) is conducted under the master planning process of the Municipal Class Environmental Assessment, and as such, requires mandatory public and stakeholder engagement. On September 9, 2019 a workshop was held with City of Waterloo Council to advise them on project status, summary of key findings and themes from the phase one engagement work. An additional objective was to obtain feedback from Council members on a number of important subject areas within a TMP.

Council members were provided a number of targeted questions on each subject in advance of the workshop.

2.0 Workshop Summary:

2.1 Introduction

The workshop explored three transportation themes, including complete streets, vision zero and active transportation. During the session, each theme was discussed at a higher level using the questions outlined in table 1.0 below.

Councillors were invited to submit further comments following the session.

4 Integrated Planning & Public Works

Table 1.0 Questions posed to Council:

Complete Streets	Vision Zero	Active Transportation
• What is working well now? • What could be improved? • What role could Council play to help move things forward?	• What are the potential benefits? • What concerns or barriers do you see? • What role could Council play to help move things forward?	• What is working well now? • What could be improved? • What role could Council play to help move things forward?

2.2 What we Heard

Participant feedback has been summarized and organized into key themes for each transportation topic.

2.3 General Feedback

Across the discussion session there were a number of key themes that emerged. Council emphasized a need to balance the needs of pedestrians and cyclists more equally with those of vehicles, and that the current systems are still designed primarily with vehicles in mind. Council spoke of the desire to have an active and safe city, where all travel modes connect without gaps, where roads are safe for all users, and where people live and care about one another. There was recognition that a whole-systems mindset would bring the City into the next iteration of the TMP application.

Councillors suggested that the TMP identify solutions to bridging the gap between short-term actions and a longer term vision, and to consider including lighter, quicker options that will demonstrate immediate benefits while working towards longer term aspirations.

2.4 Complete Streets

Participants reflected on the current TMP (passed in 2011) and how it facilitated opportunities for the City to explore and implement key active transportation projects in the City (i.e. the Spur Line Trail, and other multi-use pathways). It was noted that when the City's current Complete Streets policy is applied in specific areas of the City or when reconstruction activities are occurring, it is positive and effective. However, it has not yet been applied on a city-wide scale.

2.4.1 Addressing gaps in the transportation system

Through the discussion, participants noted that some areas of the City are better connected than others. Participants noted that there are many gaps in the transportation system, and oftentimes it is the result of infrastructure projects related to Complete Streets not reaching far enough to connect to other, pre-existing infrastructure. It was suggested to extend project limits to encompass connection points to reduce gaps.

Other key gaps included intersections between regional roads and city roads.

Participants noted a constant challenge is the competing priorities between the City and region on how to approach road design.

2.4.2 Effectively communicating with stakeholders

Key stakeholders referred to in the conversation included drivers, vulnerable road users (people who walk, bike, children, etc.), Region of Waterloo and advocacy groups. It was mentioned that advocacy groups have expressed satisfaction with how they have been communicated with and engaged by the City. Participants also shared that sometimes drivers provide feedback that new bike lanes are underutilized.

Participants reflected on how projects related to improved street design are implemented, and suggested changing the current use of “pilot” designs to “interim” designs so that community members are aware that the City is committed to the street improvement, but still exploring design options. Additionally, participants mentioned the need to increase communication and collaboration with the Region of Waterloo so that the City’s transportation goals can be better met and better aligned with regional infrastructure work in the City of Waterloo.

Participants also mentioned the need for a document to point to when community members ask questions about transportation projects in the City, which could include a visual of the societal costs of different modes of travel.

2.4.3 Supporting health and inclusivity

Participants shared that while streets are public spaces, they do not always welcome all members of the public, and are serviced for cars and drivers before other street users. The idea of creating “healthy streets” across the City was shared, with examples of this including clearing sidewalks for pedestrians, transit users and other vulnerable road users during the winter months.

Participants also expressed the need to apply an equity and inclusion lens when implementing street projects to support vulnerable road users and making user design central to the City’s road processes.

2.4.4 Enhancing policy alignment and enforcement

Participants suggested a number of policy enhancements or areas for alignment including:

- Reviewing policy for temporary construction related to sidewalk and trail closure
- Creating policy to have sidewalks created on both sides of the street to support pedestrian travel
- Create other policies and charters to support staff to take action on items included in the TMP
- Considering how ride sharing services (e.g. Uber) will be addressed at the site plan stage and through zoning
- Consider how electric vehicle impacts public parking infrastructure

- Consider opportunities in master plans such as the Stormwater Master Plan that includes low impact development and their alignment with road reconstruction standards; and
- Consider stronger enforcement of traffic by-laws

2.4.5 Setting a baseline and measuring performance

It was emphasized the importance of baseline data on the City's performance relating to Complete Streets. As a result, it was recommended that the TMP update set targets, key performance indicators and other goals to help Councillors better understand the effectiveness of transportation actions in the City.

Participants suggested developing models to predict the impact of key transportation actions, and staff may request additional resources to support modelling and implementation of transportation actions that support Complete Streets. Participants also agreed that they will need to enforce the key principles outlined in the revised TMP when projects are brought forward to them in order to meet the City's transportation goals.

2.5 Vision Zero

2.5.1 Safe speeds

Council agreed that there are many benefits to implementing Vision Zero in the city. Participants highlighted that the City's current policies dictate that vehicle traffic speeds need to be more than 10km/h over the posted speed to be considered unsafe in a school zone. It was suggested that the City consider best practice data and studies that show lower speed limits reduce the number and severity of vehicular collisions.

There was a large emphasis on safe speeds in school zones and reducing cars in the school areas, and supporting Safe Routes to School projects.

2.5.2 Communicating with stakeholders

Councillors identified the need to use the right language to communicate what Vision Zero is, and its benefits to prevent a dialogue of "pedestrian" vs. "driver". Participants also discussed engaging youth in the conversation.

2.5.3 Areas for further consideration

Participants considered ways to reduce j-walking and suggested re-evaluating the minimum distance between traffic signals (if such a guideline exists). Participants also communicated concerns regarding drive-throughs and how they do not support the goals of Vision Zero. Enforcement of Vision Zero was also highlighted as a priority, where all City representatives (staff and Councillors) would need to enforce the principles to create safe streets.

Councillors shared ideas for potential solutions to support safe streets in the city including a review of photo radar, incentives, introducing traffic calming measures, and reducing the speed limit.

2.6 Active Transportation

2.6.1 Strengths

Participants mentioned that the City's Active Transportation Committee have spent a lot of time working with staff to identify and create a high-priority network to move people around the city. A strength that was identified was that the City is collecting a lot of data regarding active transportation habits and are able to leverage that data to secure funding for active transportation projects. It was highlighted that the goal is to support active transportation in all four seasons.

2.6.2 Addressing gaps in the network

Key areas of concern that were highlighted included transitions between multi-use trails, gaps in the sidewalk network and trails intersecting with roads. Participants shared the need to enable healthy spaces where active transportation users feel like they have the space they need to travel. Though our By-law prohibits cycling on a sidewalk, some cyclists feel shamed when using the sidewalk network because they do not feel safe on the road.

It was also mentioned that the City should support strong connections for the first and last mile of travel planning emphasizing the objective to make it easier and more appealing to walk, bike or roll. They discussed connecting to transit hubs, snow clearing pilots and shaded walkways as examples.

2.6.3 Effective communication and accessibility

Councillors highlighted the need to continue increasing signage, installing appropriate curb cuts and addressing accessibility. It was also mentioned that communication efforts would need to identify the benefits of active transportation/complete streets to all road users. Council also highlighted that transit should be more accessible and affordable by exploring free transit, or even just for youth.

2.6.4 Enhancing policy

Council shared that a hierarchy of the trail networks in the city could be developed similarly to roads in order to support active travel. Another idea included developing policy to support safe routes to school to address concerns of children crossing regional roads to walk/bike to school.

2.7 Role of Council

Through the discussion, Council was asked to reflect on their role in supporting active transportation and complete streets in Waterloo.

Council members identified the importance of the TMP as a foundational policy to guide decision-making. They see a role for Council to endorse the plan, and to actively consider implications to transportation while reviewing other reports and requests. Council indicated that it will be incumbent on them to fund enhancements to the transportation system that result from a commitment to implement the TMP, and they

8 Integrated Planning & Public Works

have a role as community educators and City advocates at regional and provincial government levels for those activities that are beyond the City's jurisdiction.



TRANSPORTATION MASTER PLAN
LOOKING AHEAD



City Council Update
July 13, 2020

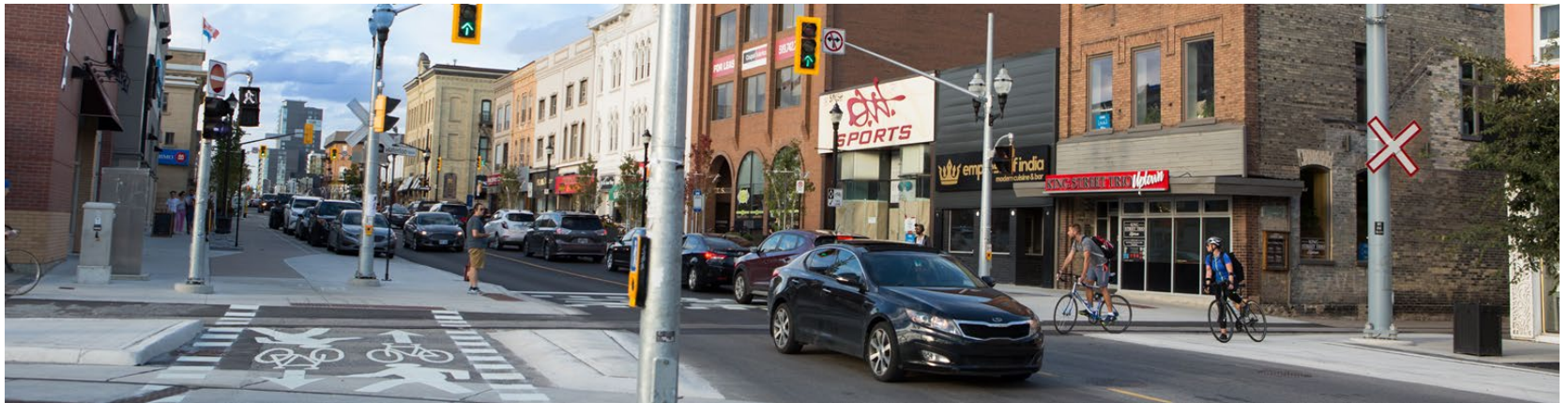
Presentation Outline

1. Overview
2. Engagement Summary
3. Key Directions
4. Next Steps



What is the TMP?

Strategic planning document that defines the policies, programs and infrastructure required to meet the city's future transportation needs and fulfil Waterloo's transportation vision



Engagement Participation

Engagement Tool	Reached	Participated
Pop-Up Events (4)	242	97
Engage Waterloo	1422	194
Stakeholder Meetings	40+	33
Advisory Committees (3)	50+	50+
Public Information Centre	40+	37
TOTAL	1794+	408+



Engagement with Council:

- Introductory Presentation – June 2019
- Key Themes Workshop – September 2019

What We Heard

Increase safety for pedestrians. Make Waterloo more pedestrian friendly.

Need more traffic calming throughout City

Winter sidewalk maintenance is priority for public safety

Need cycling facilities that are safe for adults and children to use during all seasons

Praise for separated pathways, but need better street crossings

Mixed feelings about roundabouts

Excitement for LRT

Willingness to leave cars at home for active travel

Misunderstanding Regional vs City transportation infrastructure and services

Need more communication and education to influence mode shift

Design roads to provide safety for all users

Need parking strategy to encourage switch to transit



Guiding Philosophies and Strategies

- **Underlying principles** applied in developing TMP Update. Form basis for plan actions.
- Three primary themes:
 - Complete Streets
 - **Vision Zero**
 - Emerging Technologies



Vision Zero

- Long history of City road safety initiatives:
 - Committees and organizations (RTCC, STSWR, WACAT)
 - Existing policies and programs (18) (traffic calming, 40km/h school zones, radar speed boards)
 - New initiatives (9) (collision data, ASE, 40km/h pilot)
- Current actions based on same philosophy
- Considerations and consequences in commitment



Vision Zero

- **Articulate road safety policy** capturing key tenets of Vision Zero and re-affirming safety commitment
- **Develop Road Safety Action Plan (RSAP)**
- **Pursue new methods of identifying locations** with potential for safety improvement
- **Consider trial applications** of emerging countermeasures



Planning and Design

- How City intends to **plan and design** transportation system consistent with guiding philosophies and strategies
- Two elements:
 - Roadways (no new roads)
 - **Active Transportation**



Active Transportation

- Strong history of travel by active modes
- First mid-sized city in Ontario recognized as Gold Bicycle Friendly Community
- TMP Update:
 - Continues support for active transportation
 - Expands opportunities for walking, cycling and rolling
 - Prioritizes user experience, aiming for all ages and abilities network



Active Transportation

- Introduce “Primary Network” mapping
- Construct comfortable tie-ins between facilities and logical crossings
- Identify streets for separated cycling infrastructure
- Provide guiding strategies for road crossing and intersection enhancement
- Implement trail lighting program
- Expand, upgrade and integrate wayfinding and signed routes



Operations and Maintenance

- How City intends to **operate and maintain** transportation system consistent with guiding philosophies and strategies
- Two key areas:
 - Winter Maintenance of Active Transportation Facilities
 - Speed Limits on City Streets



Winter Maintenance for AT

- Snow clearing and ice treatment directly impact whether people choose to cycle, walk, take transit in winter
- Currently, winter maintenance per O. Reg. 239/02 (MMS), including all regional roads, and Snow and Ice Removal By-law
- Tiered levels of service for bike lanes and trails per Winter Control Modernization Review

Winter Maintenance for AT

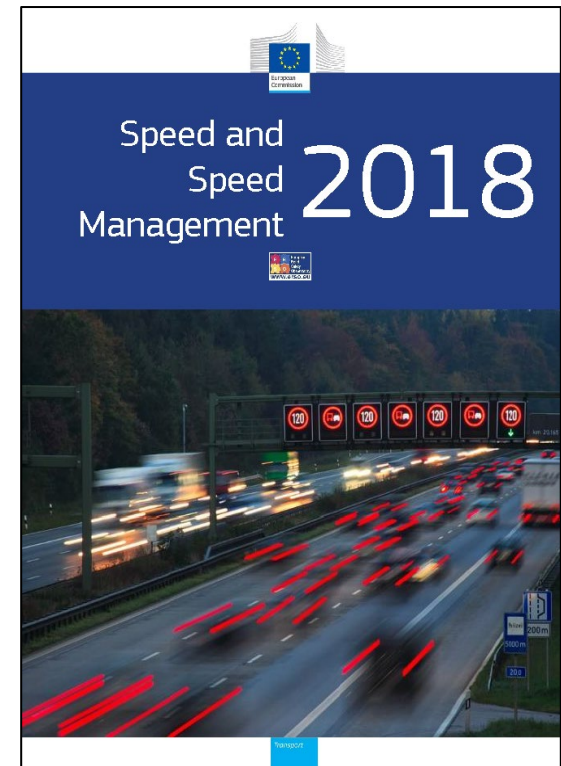
- **Determine “Primary Network”** for higher service levels and improved predictability (post TMP)
- **Improve clearing** at connection points
- **Improve design approaches** for adequate snow storage and ease of clearing
- **Consider lighting strategies** for safety and security in winter months
- **Communicate with public** about winter maintenance and winter cycling

Speed Limits on City Streets

- 2011** 40 km/h at all elementary schools
- 2019** Review of 40 km/h neighbourhood-wide through Kitchener-Waterloo JSIC
- 2020** Neighbourhood-wide (Westvale and Eastbridge) and street-specific 40 km/h, 30 km/h at schools, plus:
- Slow streets (Uptown and University areas)
 - People-friendly spaces (temporary closures)(Uptown)
 - Speed bumps on select streets

Speed Limits on City Streets

- No single solution to excess, inappropriate speeds:
 - Balance between road design, speed limit, and public perception
- Limit based on safe speed reflecting road function, traffic composition, and road design characteristics



European Commission, *Speed and Speed Management*, European Commission, Directorate General for Transport, February 2018

Speed Limits on City Streets

Use of 30 km/h Zones and Accompanying Measures in the Netherlands

Between 1985 and 1997, about 10-15% of the urban residential roads were converted to 30 km/h zones. The roads in these zones were redesigned using road humps, road narrowings, and mini-roundabouts to ensure the limits were respected. Subsequently, as part of the Sustainable Safety initiative, there was a major increase in investment in these zones between 1998 and 2007. In this period, the proportion of urban access roads treated has increased to 90%. Engineering work within the zones was however less extensive than in the earlier zones.

In parallel, engineering work has also been used where speed limits were not reduced to 30 km/h to maximize separation of vulnerable road users.

Source: Weijermars and Wegman (2011)

Speed Limits on City Streets

- **Focus on speed management** for local and collector roads within residential neighbourhoods
- **Conduct Neighbourhood Speed Limit Pilot Project** to investigate impacts, challenges, costs:
 - Two neighbourhoods
 - Gateway signing
 - Outreach component
 - Traffic By-law amendment

Next Steps



- Complete TMP Update report
- Post report on Engage Waterloo
- Present to City Council (August 24, 2020)

Questions? Contact Us:

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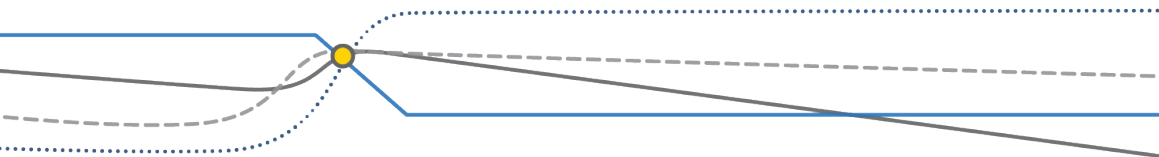


**TRANSPORTATION MASTER PLAN
LOOKING AHEAD**





8 ADVISORY COMMITTEE MEETING MATERIALS





TRANSPORTATION MASTER PLAN
LOOKING AHEAD



Presentation to Grand River Accessibility
Advisory Committee
June 27, 2019

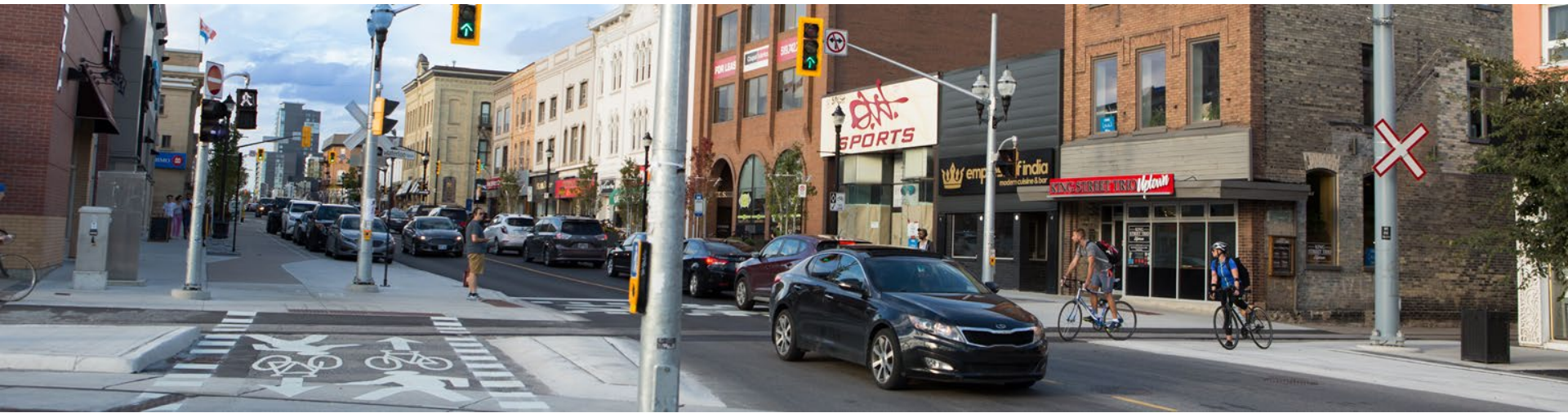
Presentation Outline

1. Transportation Master Plans
2. Study Goals and Objectives
3. Connections to Other Plans
4. Phases of Work and Timing of Deliverables
5. Engagement
6. Facilitated Discussion
7. Next Steps



What is a TMP?

- Strategic planning document that defines policies, programs and infrastructure required to meet the City's future transportation needs



What is in a TMP?

- Vision for transportation
- Existing system performance
- Future demand forecasts
- Actions and policies to address walking, rolling, cycling, road and transit needs



What is Not in a TMP?

- Minor projects, detailed operational issues or items not affecting long-term direction, e.g.:
 - Road reconstructions
 - Traffic control device changes
 - Locations of new bus stops



Study Goals



1. Review and update specific aspects of 2011 TMP to provide multi-modal transportation system to 2041
2. Reflect directions of Growth Plan for the Greater Golden Horseshoe (2019)
3. Conform to master planning process of Municipal Class Environmental Assessment



Study Objectives

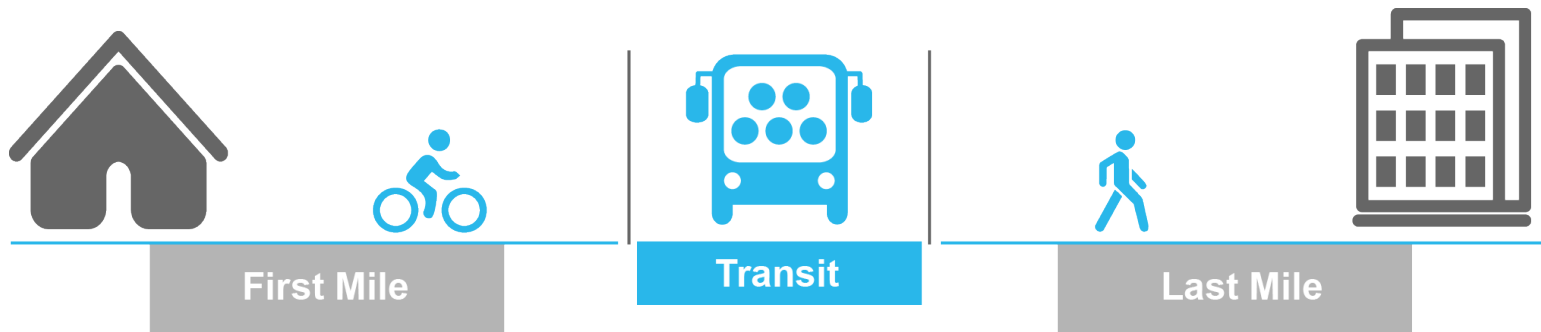


1. Ensure transportation network accessible for all ages and abilities
2. Meet goals and objectives of City's Strategic Plan and Official Plan
3. Improve road safety for all users through Complete Streets and Vision Zero principles
4. Support Regional TMP and new ION service*
5. Consider linkages to City's Asset Management Plan



Connections to Other Plans

- City of Waterloo 2019-2022 Strategic Plan
- City of Waterloo Official Plan
- Region of Waterloo Transportation Master Plan



Phases of Work and Timing of Deliverables

Phase 1

- State of the Transportation System Today

February to August 2019

Phase 2

- Moving the System Forward

May to November 2019

Phase 3

- Future Transportation Opportunities

September 2019 to April 2020



Engagement Objectives

- Provide meaningful, two-way communication
- Educate and inform participants
- Inform TMP update
- Seek specific feedback on:
 - Key issues and opportunities
 - Recommended strategies



Engagement Expectations

- Expectations:
 - Provide input and feedback
 - Serve as contact and share information with others
 - Build support for and aid in implementing the TMP (as appropriate)
- Contact:
 - Two meetings (this plus Phase 3)



Committee Feedback

- I. How has moving around Waterloo changed since the last Transportation Master Plan? (in the last 7-8 years)?
- a) Better than before
 - b) About the same
 - c) Worse than before

You can complete the full version online at:

<https://www.engagewr.ca/transportation-master-plan-looking-ahead>



Committee Feedback

2. What if anything concerns you about moving around Waterloo?
- a) Current traffic volumes
 - b) Travel time
 - c) Current transit connections
 - d) Current state of sidewalks
 - e) Current state of bike lanes/paths/trails
 - f) Safety
 - g) Other challenges?



Committee Feedback

3. What prevents you from walking/rolling more?
- a) Destinations are too far to walk/roll
 - b) There are faster options than walking/rolling
 - c) Too much effort
 - d) Too much to carry to/from destination
 - e) Dangerous conditions (e.g. traffic and sidewalk conditions)
 - f) Seasonal variations (e.g. hot summers, cold winters)
 - g) Variations in weather conditions (e.g. rain)
 - h) Physically unable or difficult to do so (due to sidewalk/trail conditions and/or personal ability)



Committee Feedback

4. What would make it easier for you to walk/roll more?
- a) Closer proximity to amenities and destinations
 - b) Better access and connectivity to destinations
 - c) More/improved sidewalks and paths
 - d) Friendlier/safer pedestrian environments (e.g. slower traffic)
 - e) Friendlier/safer pedestrian experiences (e.g. more people on the streets, amenities along route, lighting paths)
 - f) Low cost or free delivery of purchased goods
 - g) Other opportunities?



Next Steps

WHAT'S
NEXT?



- Summarize Phase I engagement
- Finalize existing conditions technical analysis and mapping
- Prepare Phase I Report



TRANSPORTATION MASTER PLAN *LOOKING AHEAD*





City of Waterloo- Update to TMP

Waterloo Active Transportation Committee

Alta Planning & Design



2



Kate Whitfield, P.Eng., MCIP, RPP
Senior Engineer/Planner
Alta Planning + Design

Matt Pinder, EIT
Senior Designer
Alta Planning + Design

Ezra Lipton
Planner
Alta Planning + Design



3

Alta Planning & Design



full-service **active transportation** planning,
design and engineering firm



4

Experts in Innovative Solutions





5

Experts in Innovative Solutions





6

Alta Planning + Design



Alta Planning + Design

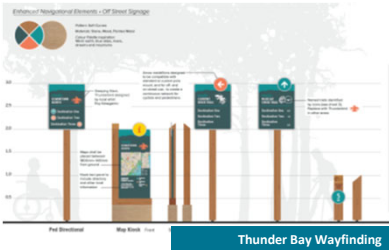

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Burlington Cycling Master Plan





Thunder Bay Wayfinding

Active Transportation Tasks



Phase 1

- Existing on and off-road cycling network
- Pedestrian and Cycling High Use Area Maps
 - Demand Heat Maps
 - Where people live, work, play and learn
 - Identifying key trip generators and destinations for cyclists and pedestrians
 - Identifying barriers revealed through community engagement

Phase 2

- Active Transportation – Planning for Future Cycling and Trail Routes
- Road Crossing and intersection Enhancements for Active Transportation

Backgrounders



- Complete Streets
- Winter Maintenance for Active Transportation
- Width of Vehicle Travel Lanes for Urban Streets
- Wayfinding and Signed Routes
- Assessment of 40 km/hr Speed Limits on a Citywide Basis
- Active Transportation – Implementation Costs for Planning Cycling projects

Future AT Content in Waterloo's TMP



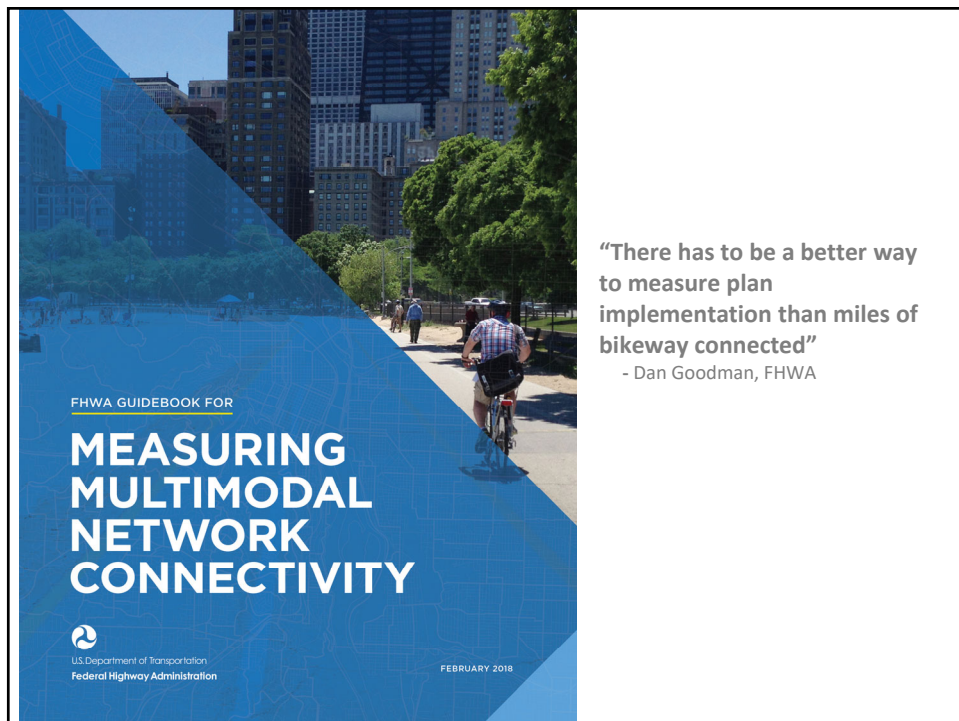
- **Active Transportation – Planning for Future Cycling and Trail Routes**
 - Missing Links/Barriers and Strategic Opportunities
 - Network Development
 - Defining Cycle Facility Type
 - Primary Routes and Capital Implementation Plan
 - Illumination Needs and Priorities for Off-Road Trails



**FHWA Guidebook for
Measuring Multimodal
Connectivity**

Kate Whitfield, P.Eng., MCIP, RPP
Transportation Association of Canada
Ontario Bike Summit – April 2019

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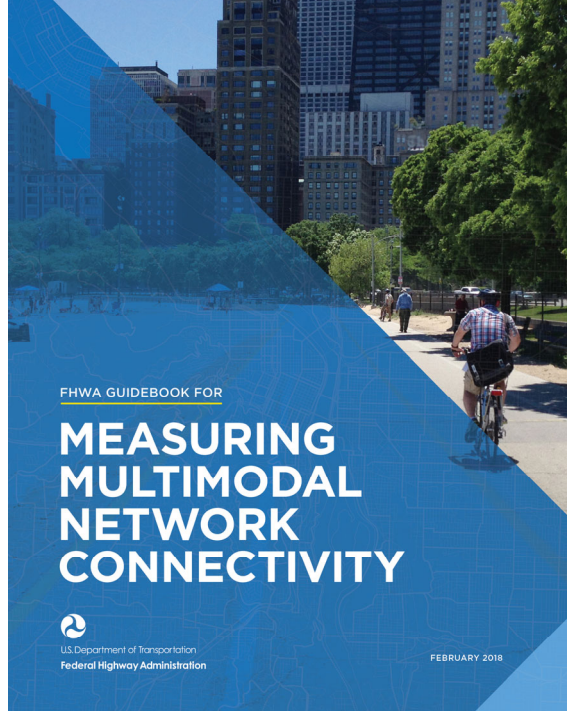


FHWA GUIDEBOOK FOR
**MEASURING
MULTIMODAL
NETWORK
CONNECTIVITY**

U.S. Department of Transportation
Federal Highway Administration

FEBRUARY 2018

**“There has to be a better way
to measure plan
implementation than miles of
bikeway connected”**
- Dan Goodman, FHWA



This is an **FHWA** guide.

Alta's Role:

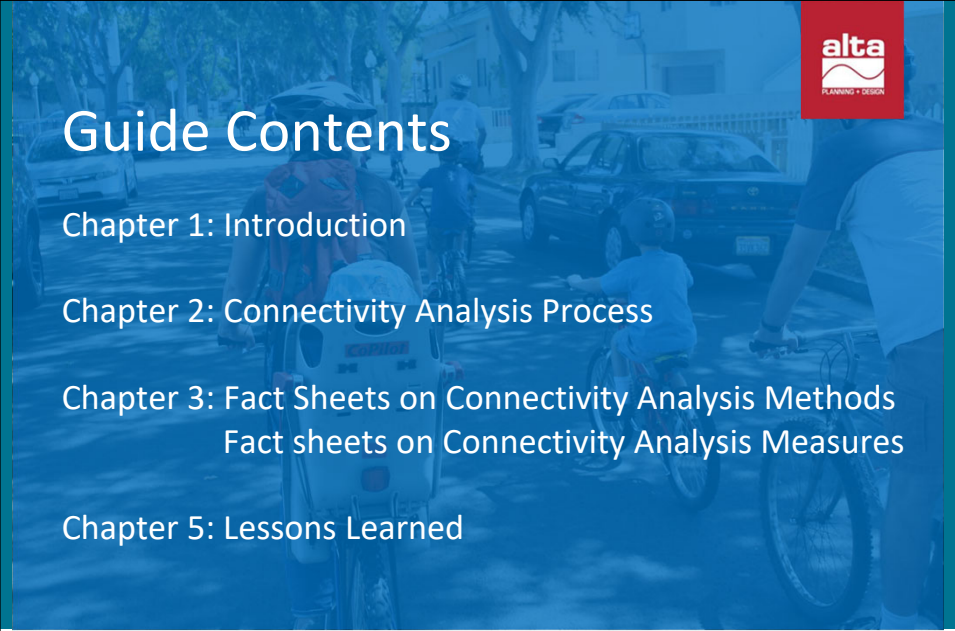
- Led technical analysis
- Led three case studies
- Contributed to the report narrative
- Led graphic design and report layout



Who is the audience for this Guide?

- Planners and analysts
- Generally anyone interested in the topic

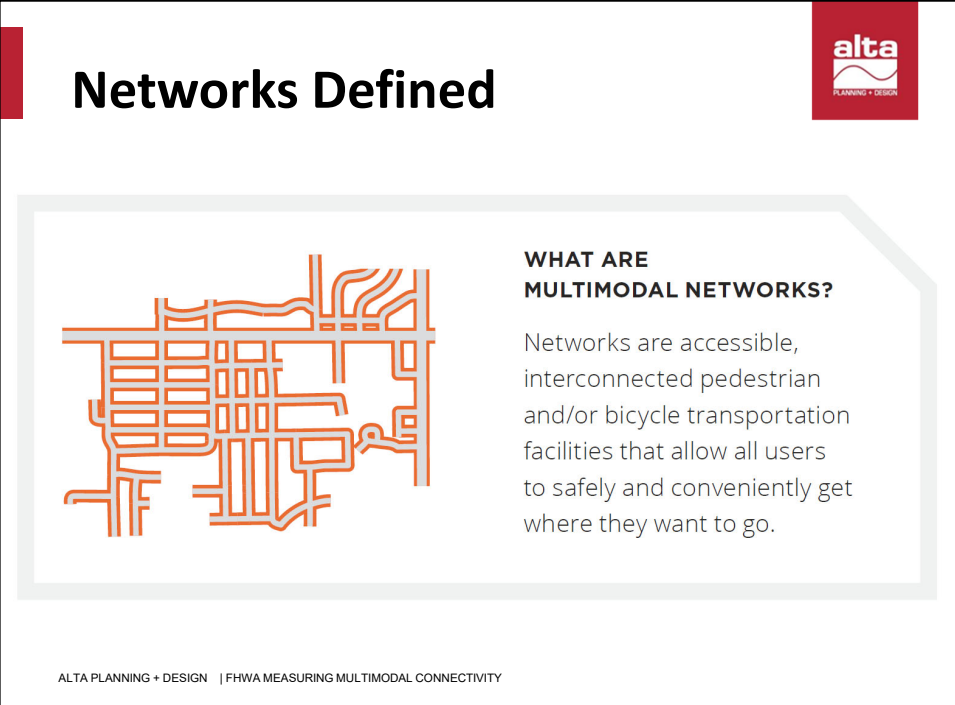
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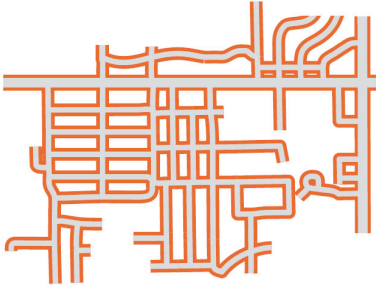

Guide Contents

- Chapter 1: Introduction
- Chapter 2: Connectivity Analysis Process
- Chapter 3: Fact Sheets on Connectivity Analysis Methods
Fact sheets on Connectivity Analysis Measures
- Chapter 5: Lessons Learned

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Networks Defined



WHAT ARE MULTIMODAL NETWORKS?

Networks are accessible, interconnected pedestrian and/or bicycle transportation facilities that allow all users to safely and conveniently get where they want to go.

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At the simplest level, network connectivity addresses the question, **“Can I get where I want to go easily and safely?”**

Multimodal network connectivity adds the dimension of travel choices to the picture: **“Can I get where I want to go easily and safely in whatever way I choose – for example, walking, bicycling, using transit or driving?”**

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Key Components of Pedestrian and Bicycle Network Connectivity

- Network completeness
- Network density
- Route directness
- Access to destinations
- Network quality

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Why Measure Multimodal Connectivity?



- Set goals and track progress
- Compare alternative plan scenarios
- Prioritize projects that close gaps and resolve barriers
- Advance goals for safety, equity, health, and quality of life

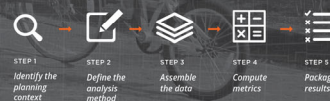


Photo credit: Second Wave Media

02

CONNECTIVITY ANALYSIS PROCESS

- 10 Step 1: Identify the Planning Context
- 14 Step 2: Define the Analysis Method(s) and Measures
- 19 Step 3: Assemble the Data
- 26 Step 4: Compute Metrics
- 29 Step 5: Package the Results



Connectivity Analysis Process



STEP 1

Identify the planning context

Clarify the purpose of the analysis, the decision(s) it will support, and the planning processes it will inform

STEP 2

Define the analysis method

Decide which method(s) and measures are best suited to the purpose of the analysis, and will make productive use of available resources

STEP 3

Assemble the data

Define the base network and assemble facility attribute and other relevant data

STEP 4

Compute metrics

Run the analysis to calculate connectivity for selected links, routes, and areas

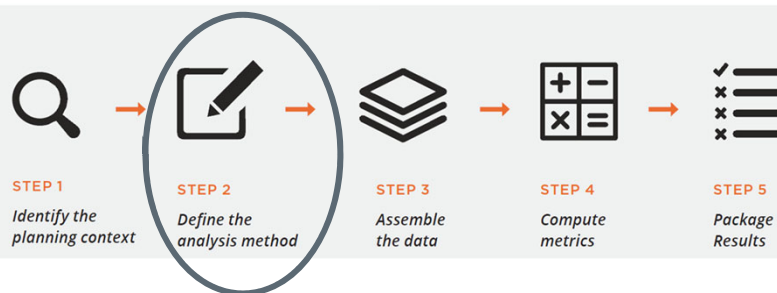
STEP 5

Package Results

Develop overlays, visualizations, and other presentation materials to support the decisionmaking process

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Step 2 – Define the Method



STEP 1

Identify the planning context

STEP 2

Define the analysis method

STEP 3

Assemble the data

STEP 4

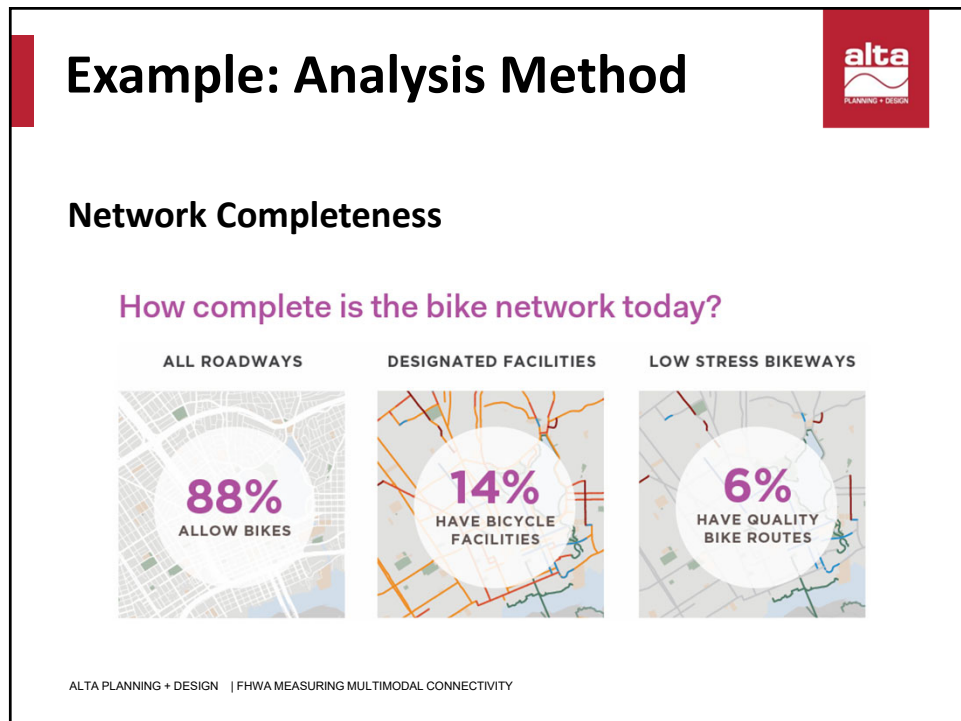
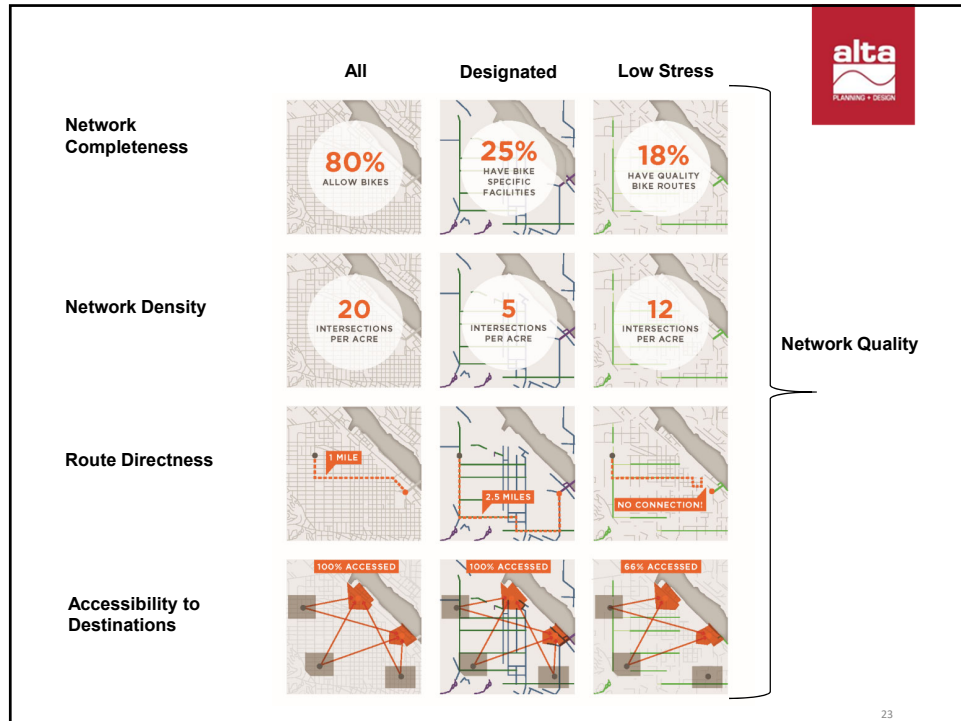
Compute metrics

STEP 5

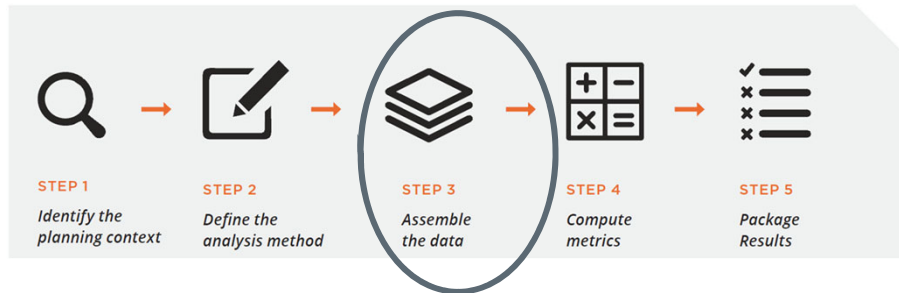
Package Results

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Step 3 – Assemble Data



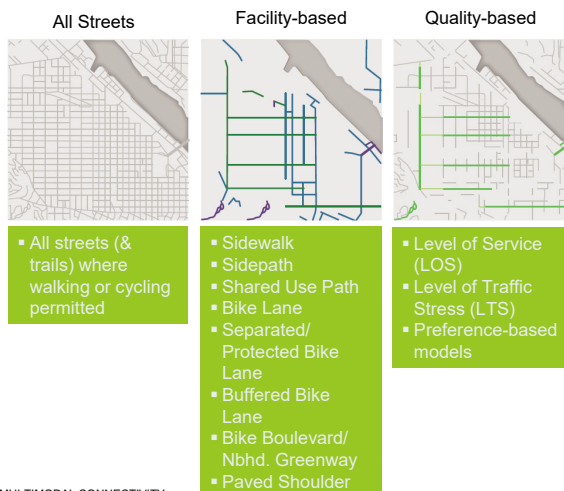
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Define the Network



- For meaningful results, measure network that:
 - addresses planning question(s)
 - people will actually use
- Strive to build better data on facilities, people and places
- Update & archive over time



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Street Network Data



- Bicycle and Pedestrian Facility Data
 - Designated facility types
 - Intersection features
 - Slope (terrain)
- Supporting Data
 - Roadway design characteristics (e.g. lane count/width, parking, turn lanes)
 - Traffic volume and/or speed
 - Heavy vehicle traffic
 - Potential obstacles (e.g. driveways)

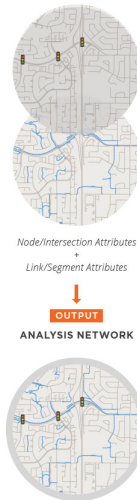


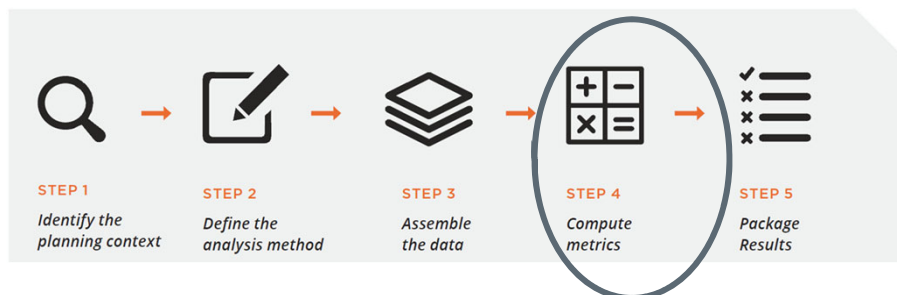
Table 4: Bicycle and Pedestrian Network Facility Types

FACILITY TYPE	DEFINITION
Sidewalk	That portion of a street which is intended for pedestrian use.
Sidepath	A shared use path adjacent to a street.
Shared Use Path	A bikeway physically separated from the highway by a barrier or other means.
Bike Lane	A portion of road pavement marked for exclusive use by bicycles.
Buffered Bike Lane	Conventional bicycle lane from which a buffer zone is provided.
One-Way Separated Bike Lane / One-Way Protected Bike Lane / One-Way Cycle Track	An exclusive one-way facility that is physically separated from the highway.
Contrailow Bike Lane	A portion of the street in one direction from travel.
Contrailow Buffered Bike Lane	A buffered bicycle lane in one direction from travel.
Contrailow Separated Bike Lane / Protected Bike Lane / Cycle Track	A separated bicycle lane in one direction from travel.
Two-Way Separated Bike Lane / Two-Way Protected Bike Lane / Two-Way Cycle Track	An exclusive two-way facility that is physically separated from the highway.
Bike Boulevard / Neighborhood Greenway	A street segment through which bicycle travel is encouraged.
Paved Shoulder	The portion of the emergency use, unpaved, are often used for bicycle travel.

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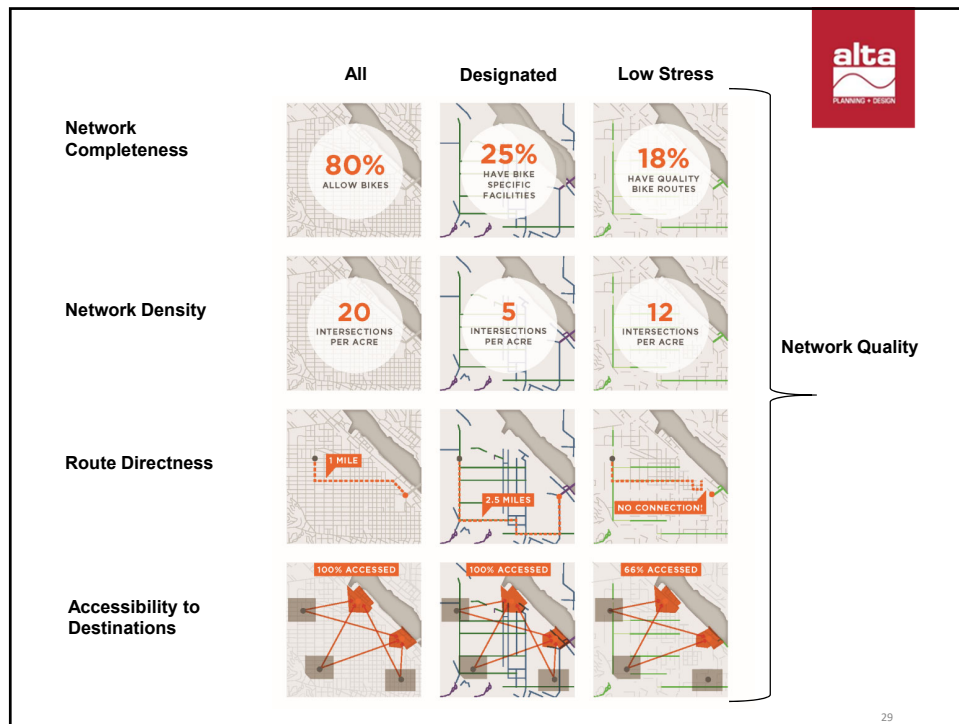
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Step 4 – Compute Metrics



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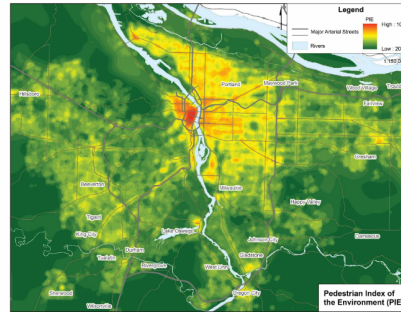
Compute Metrics

- Network completeness
- Network density
- Route directness
- Access to destinations
- Network quality

Connectivity Analysis Measures



- Bicycle Level of Service
- Bicycle Level of Traffic Stress
- Bicycle Low Stress Connectivity
- Bicycle Route Quality Index
- Pedestrian Index of the Environment
- Pedestrian Level of Service
- Pedestrian Level of Traffic Stress



Portland Region Pedestrian Index of Environment

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Bicycle Level of Traffic Stress



In general, a separated bicycle facility, such as a trail or a cycle track, would qualify as a low-stress (LTS 1) bikeway, while roadway shared with motor vehicle traffic operating at high speeds would receive a higher-stress score. The results of the LTS analysis helps identify existing areas with a high level of service as well as focus areas for improvement.



LTS 1

comfortable for all
ages and abilities



LTS 2

comfortable for most
adults



LTS 3

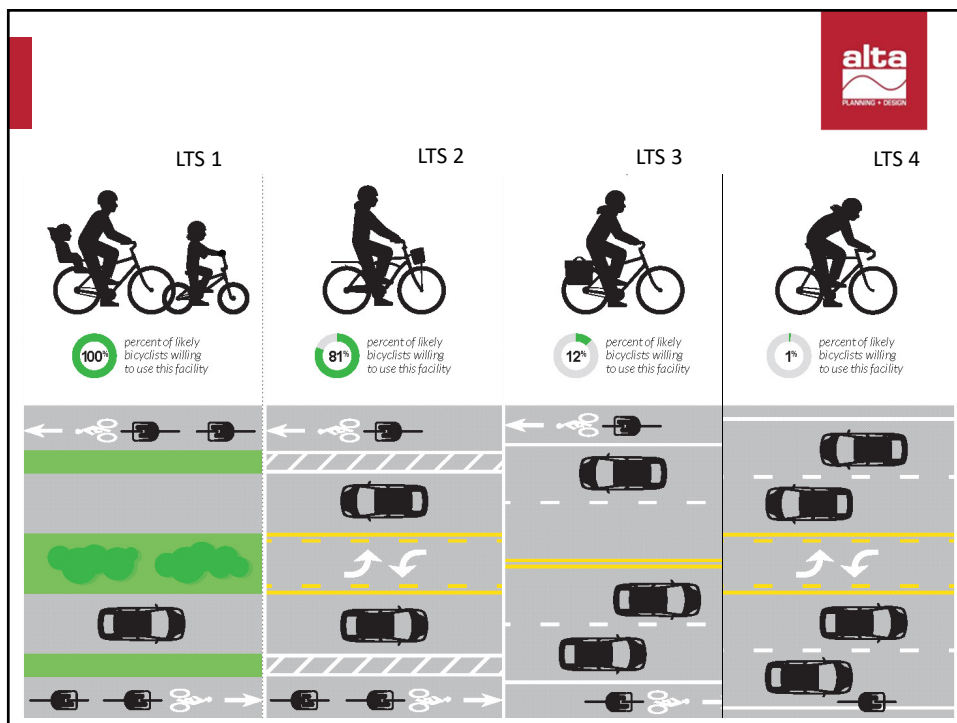
comfortable for
confident bicyclists



LTS 4

uncomfortable for
most

Everyone is working toward a *low-stress* bicycle network that people are willing to use.



Level of Traffic Stress



Step 5 – Package Results



STEP 1

Identify the planning context

Clarify the purpose of the analysis, the decision(s) it will support, and the planning processes it will inform

STEP 2

Define the analysis method

Decide which method(s) and measures are best suited to the purpose of the analysis, and will make productive use of available resources

STEP 3

Assemble the data

Define the base network and assemble facility attribute and other relevant data

STEP 4

Compute metrics

Run the analysis to calculate connectivity for selected links, routes, and areas

STEP 5

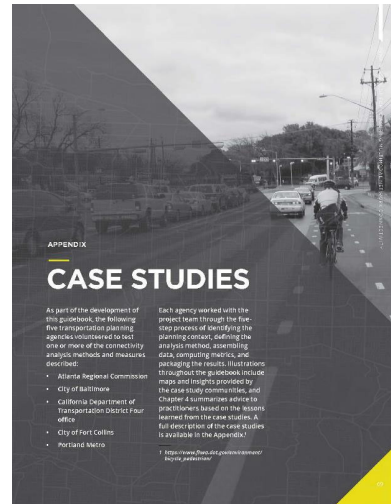
Package Results

Develop overlays, visualizations, and other presentation materials to support the decisionmaking process

Case Study Stories



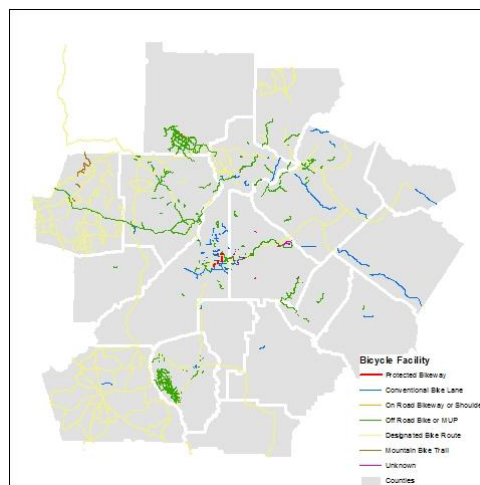
Agency, Lead Staff	Project
Atlanta Regional Commission, <i>Byron Rushing</i>	Connectivity measure to support livable centers
City of Baltimore, <i>Valorie LaCour, Jay Decker</i>	Measuring pedestrian connectivity in a dense urban area
Caltrans, <i>Sergio Ruiz</i>	Bicycle connectivity across highways
City of Fort Collins, <i>Tessa Gregor</i>	Bicycle network assessment comparison
Portland Metro, <i>Lake McTighe</i>	Regional connectivity measures



Atlanta Regional Commission



- Develop standard local bicycle connectivity measures and analysis methods for low stress facilities
- Identify projects for regional Livable Communities Initiative grant program
- Achieve regional bicycle connectivity goals



City of Baltimore

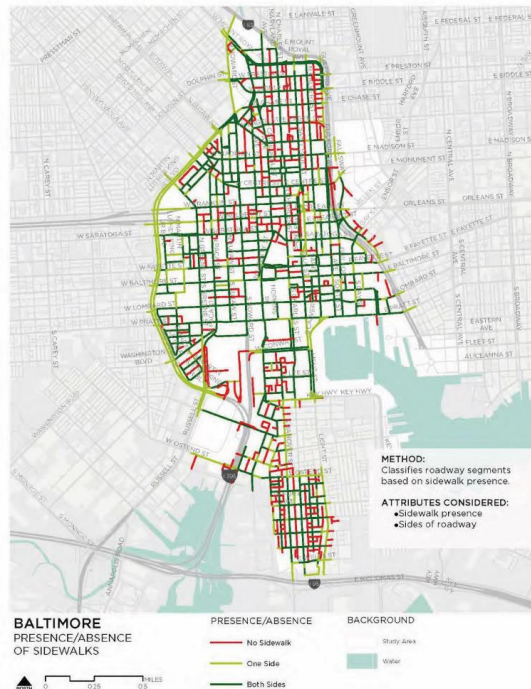


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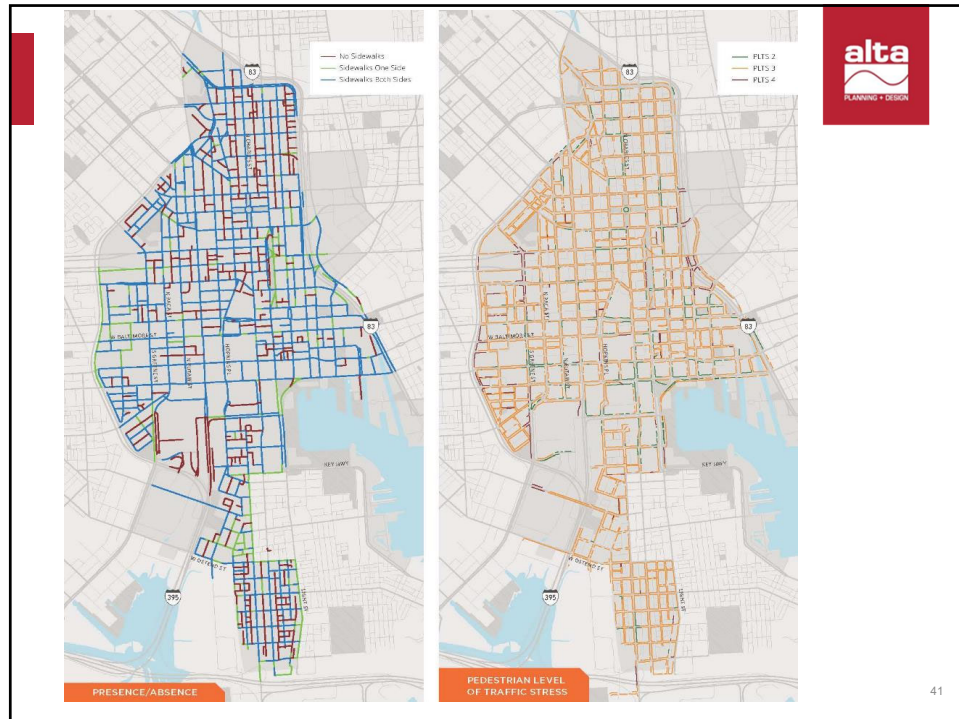
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City of Baltimore

- What does connectivity assessment look like in a robust network?
- Focus on accessibility



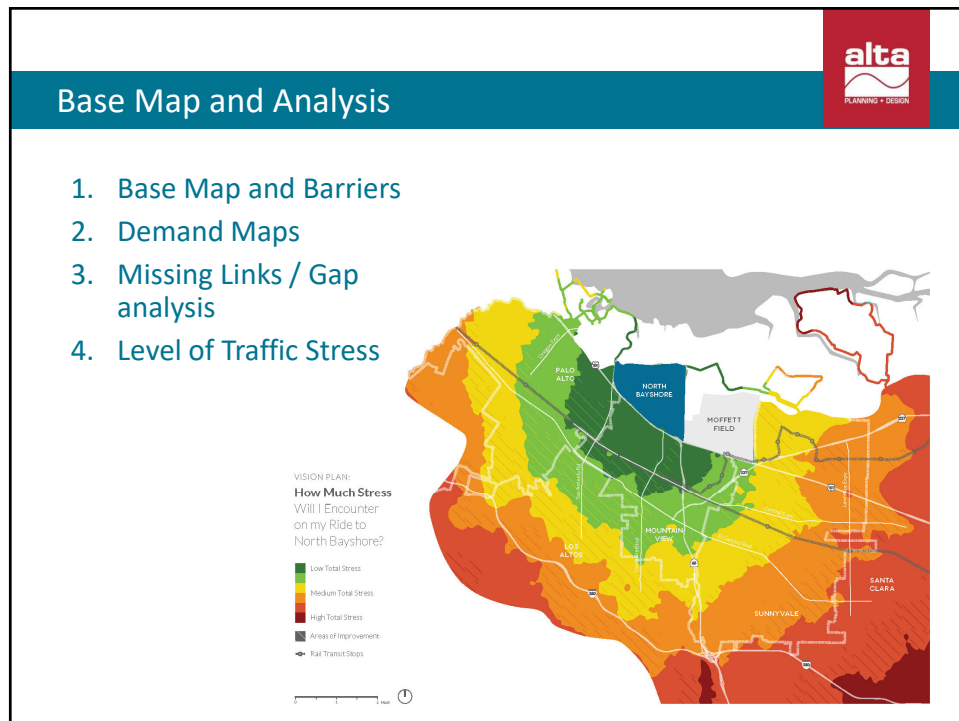
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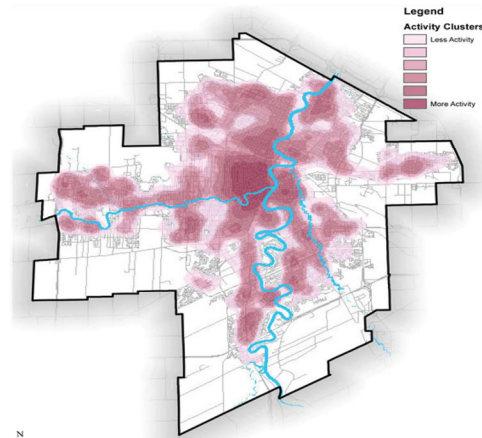
04
**LESSONS
LEARNED**

- Measures tracked over time
- Study area context + network vision are important
- Data maintenance is key
- Test!
- Explore display methods

ANALYSIS METHOD	KEY QUESTION	EXAMPLE MEASURES	SCALE	PLANNING TASK
Network Completeness	How complete is the planned bicycle and pedestrian network?	- Percent of planned nonmotorized facility-miles that are complete - Miles of planned nonmotorized facilities that have been built	- Small area - Large area	Monitoring and Benchmarking
	What portion of streets contain nonmotorized facilities?	- Percent of street-miles with nonmotorized facilities - Percent of street-miles that meet level of service or low-stress thresholds	- Small area - Large area	Needs Assessment, Scenario Analysis
Network Density	Does the street network allow for travel between destinations via a number of routes?	- Intersection density - Connected node ratio - Block length - Network density (street-miles per square mile)	- Route - Small area - Large area	Needs Assessment, Scenario Analysis
	Do designated bicycle and pedestrian facilities allow people to travel between destinations via a number of routes?	- Network density of nonmotorized facilities (lane miles per square mile) - Intersection density of nonmotorized facilities	- Small area - Large area	Scenario Analysis, Project Prioritization
Route Directness	Do nonmotorized facilities allow users to travel throughout a community via direct routes?	- Out of direction travel as a percentage of shortest path route - Network permeability	- Corridor - Small area - Large area	Scenario Analysis, Gap Identification, Project Prioritization, Benchmarking
Access to Destinations	How well do bicycle facilities connect to key destinations?	- Nonmotorized travelshed size - Number of homes/jobs accessible by bike/foot - Accessibility Indices (e.g. Walk Opportunity Index) - Number of homes/jobs accessible by bike/foot using a certain level of network quality	- Corridor - Small area - Large area	Needs Assessment, Gap Identification, Project Prioritization



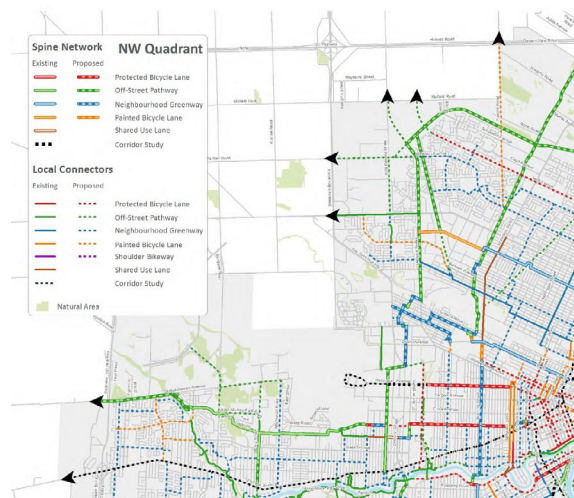
Demand Analysis



Activity Centre that provides demand for bicycle and pedestrian facilities

Network Development

Priority Network Improvements / Action Plan





TRANSPORTATION MASTER PLAN
LOOKING AHEAD



Grand River Accessibility Advisory Committee
June 25, 2020

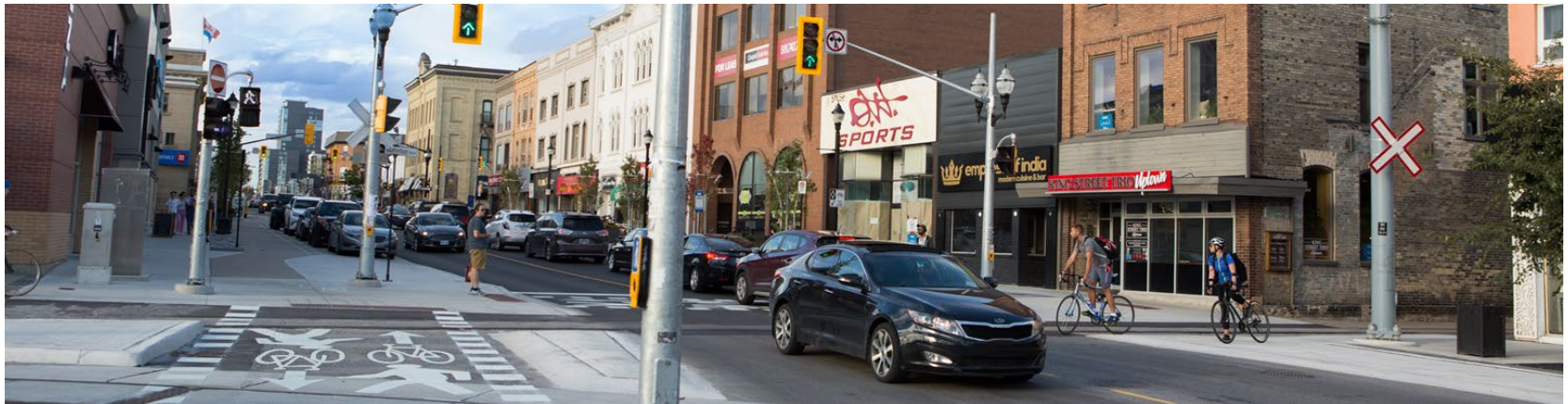
Presentation Outline

1. Overview
2. Engagement Summary
3. Plan Recommendations
4. Next Steps



What is the TMP?

Strategic planning document that defines the policies, programs and infrastructure required to meet the city's future transportation needs and fulfil Waterloo's transportation vision



What is not in the plan?

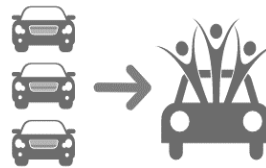
- Minor projects and operational issues (e.g., road reconstruction, traffic control device changes, bus stop relocations)
- Services city is not responsible for:



Transit (GRT and GO)
and School Bus
Transportation



AT Facilities on
Major Roads



TravelWise



Major Roads and
Traffic Signals

Engagement Participation

Engagement Tool	Reached	Participated
Pop-Up Events (4)	242	97
Engage Waterloo	1422	194
Stakeholder Meetings	40+	33
Advisory Committees (3)	50+	50+
Public Information Centre	40+	37
TOTAL	1794+	408+



What We Heard

Increase safety for pedestrians. Make Waterloo more pedestrian friendly.

Need more traffic calming throughout City

Winter sidewalk maintenance is priority for public safety

Need cycling facilities that are safe for adults and children to use during all seasons

Praise for separated pathways, but need better street crossings

Mixed feelings about roundabouts

Excitement for LRT

Willingness to leave cars at home for active travel

Misunderstanding Regional vs City transportation infrastructure and services

Need more communication and education to influence mode shift

Design roads to provide safety for all users

Need parking strategy to encourage switch to transit



Guiding Philosophies and Strategies

- Underlying principles applied in developing TMP Update. Form basis for plan actions.
- Three primary themes:
 - Complete Streets
 - Vision Zero
 - Emerging Technologies



Planning and Design

- How City intends to **plan and design** transportation system consistent with guiding philosophies and strategies
- Two elements:
 - Roadways (no new roads)
 - **Active Transportation**



Active Transportation

- **Link to existing and future** Regional and municipal networks
- **Connect key destinations** (post-secondary, community facilities, ION LRT stations)
- **Close gaps in existing network** based on condition and demand analysis



Active Transportation (cont'd)

- **Prioritize user experience**, aiming for all ages and abilities network
- **Implement “context-specific” facility design** based on roadway conditions and overall network density, completeness, quality, and directness
- **Construct comfortable tie-ins** between facilities and logical crossings



Active Transportation (cont'd)

- **Expand wayfinding** to include turn and trailhead signs at major locations, and remainder of AT network based on priority
- **Integrate City wayfinding** with Region, City of Kitchener, and GRT network signing
- **Upgrade signing** on new or rebuilt recreational trails to be AODA compliant
- **Plan for temporary conditions** impacting active routes (closures, detours, etc.)



Operations and Maintenance

- How City intends to **operate and maintain** transportation system consistent with guiding philosophies and strategies
- Two key areas:
 - Speed Limits on City Streets
 - **Winter Maintenance of Active Transportation Facilities**



Winter Maintenance

- **Establish priority network** for higher service levels and improved predictability
- **Improve design approaches** for adequate snow storage and ease of clearing
- **Consider lighting strategies** for safety and security in winter months
- **Communicate with public** about winter maintenance and winter cycling



Next Steps



- Complete TMP Update report
- Check-in with City Council (July 13, 2020)
- Present to City Council (August 24, 2020)

Questions? Contact Us:

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Senior Project Engineer
City of Waterloo Transportation Services
519-747-8791
Christopher.Hodgson@waterloo.ca

Gene Chartier, P. Eng.
Vice President
Paradigm Transportation Solutions Limited
519-896-3163 x501
gchartier@ptsl.com



**TRANSPORTATION MASTER PLAN
LOOKING AHEAD**





September 3, 2019

TO: City of Waterloo Sustainability Advisory Committee

FROM: Gene Chartier, P.Eng., Consultant Project Manager, Paradigm Transportation Solutions Limited

c.c.: Chris Hodgson, P.Eng., Senior Project Engineer, City of Waterloo
Susan Hall, Engagement Lead, Lura Consulting
Kate Whitfield, P.Eng., MCIP, RPP, Active Transportation Lead, Alta Planning + Design

RE: Questions in Preparation for City of Waterloo Transportation Master Plan Update Presentation to Sustainability Advisory Committee, September 12, 2019

ORIGIN:

In early 2019, the City of Waterloo commenced an update to its 2011 Transportation Master Plan, a long-range strategic planning and policy document, setting the transportation vision for the city for the next 20 years.

On June 24, 2019, the project team of City staff and consultants (Paradigm Transportation Solutions Limited, Alta Planning + Design and Lura Consulting) introduced City Council to the Transportation Master Plan update, advising on important aspects of the study including purpose of the plan, study goals and objectives, connections to other plans, timing of project deliverables and the community engagement program.

During the meeting, City Council requested the project team to provide a presentation to the Sustainability Advisory Committee. The presentation has been scheduled for the September 12, 2019 meeting of the committee.

REQUESTED INPUT:

The City of Waterloo has a strong history of promoting and facilitating travel by active modes (walking, cycling and rolling). Through the Transportation Master Plan Update, the City intends to continue its support for active and sustainable transportation, building on the efforts and achievements realized since the 2011 plan was adopted. Taking this next step will require the City to extend beyond “the low hanging fruit” and consider more challenging initiatives. Such actions may include more significant changes in personal travel behavior and infrastructure investments such as major roadway crossings.

As of part the presentation to the Sustainability Advisory Committee, the project team will be requesting member input on the following questions pertaining to travel in Waterloo, the use of active and sustainable transportation modes, climate change, technology and public health:



1. How has moving around Waterloo changed since the 2011 Transportation Master Plan? (in the last 7-8 years)? Is it better, worse or the same, and why? *You can view the full version of the 2011 plan online at: <https://www.engagewr.ca/transportation-master-plan-looking-ahead>*
2. Do you think the City has been successful in implementing active and sustainable transportation initiatives? Where has the City had the most (and least) success?
3. What roadblocks have there been to implement active and sustainable transportation projects in Waterloo? What role(s) could the Sustainability Advisory Committee and City Council play in helping to alleviate concerns and advance future active and sustainable transportation initiatives?
4. What transportation-focused actions should the City be considering to directly and indirectly reduce greenhouse gas (GHG) emissions and otherwise benefit climate change?
5. What should the City be doing and/or promoting to prepare for automated, connected and electric (ACE) vehicles?
6. Other than improvements to active transportation, what should the City be doing and/or promoting to encourage healthier travel choices?



TRANSPORTATION MASTER PLAN
LOOKING AHEAD



Presentation to Sustainability
Advisory Committee
September 12, 2019

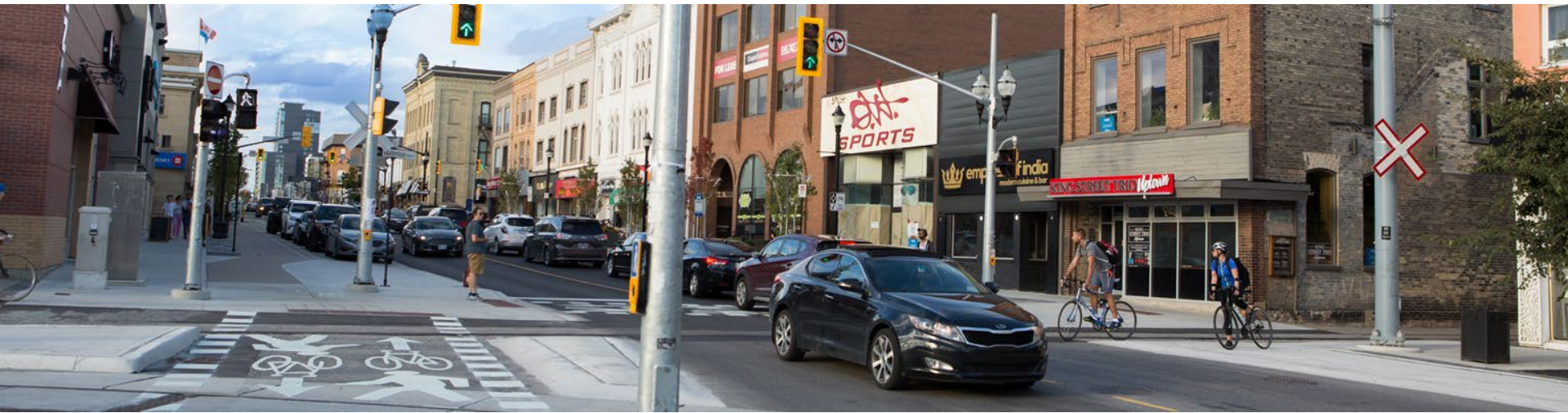
Presentation Outline

1. Transportation Master Plans
2. Study Goals and Objectives
3. Connections to Other Plans
4. Phases of Work and Timing of Deliverables
5. Engagement
6. Roundtable Discussion
7. Next Steps



What is a TMP?

- Strategic planning document that defines policies, programs and infrastructure required to meet the City's future transportation needs



What is in City's TMP?

- Vision for transportation
- Existing system performance
- Future demand forecasts
- Actions and policies to address needs and achieve vision



What is Not?

- Minor projects, detailed operational issues or items not affecting long-term direction, e.g.:
 - Road reconstructions
 - Traffic control device changes
 - Locations of new bus stops
- City does not have responsibility for:



Transit (GRT and GO) and
School Bus Transportation



Major Roads and
Traffic Signals



AT Facilities and
Crossings on Major Roads



TravelWise



Study Goals



1. Review and update specific aspects of 2011 TMP to provide multi-modal transportation system to 2041
2. Reflect directions of Growth Plan for the Greater Golden Horseshoe (2019)
3. Conform to master planning process of Municipal Class Environmental Assessment



Study Objectives

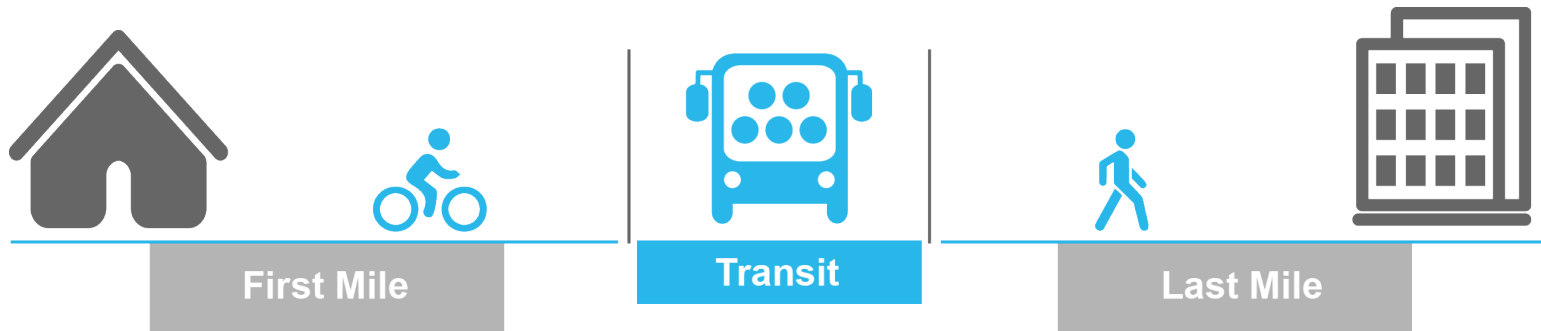


1. Ensure transportation network accessible for all ages and abilities
2. Meet goals and objectives of City's Strategic Plan and Official Plan
3. Improve road safety for all users through Complete Streets and Vision Zero principles
4. Support Regional TMP and new ION service*
5. Consider linkages to City's Asset Management Plan

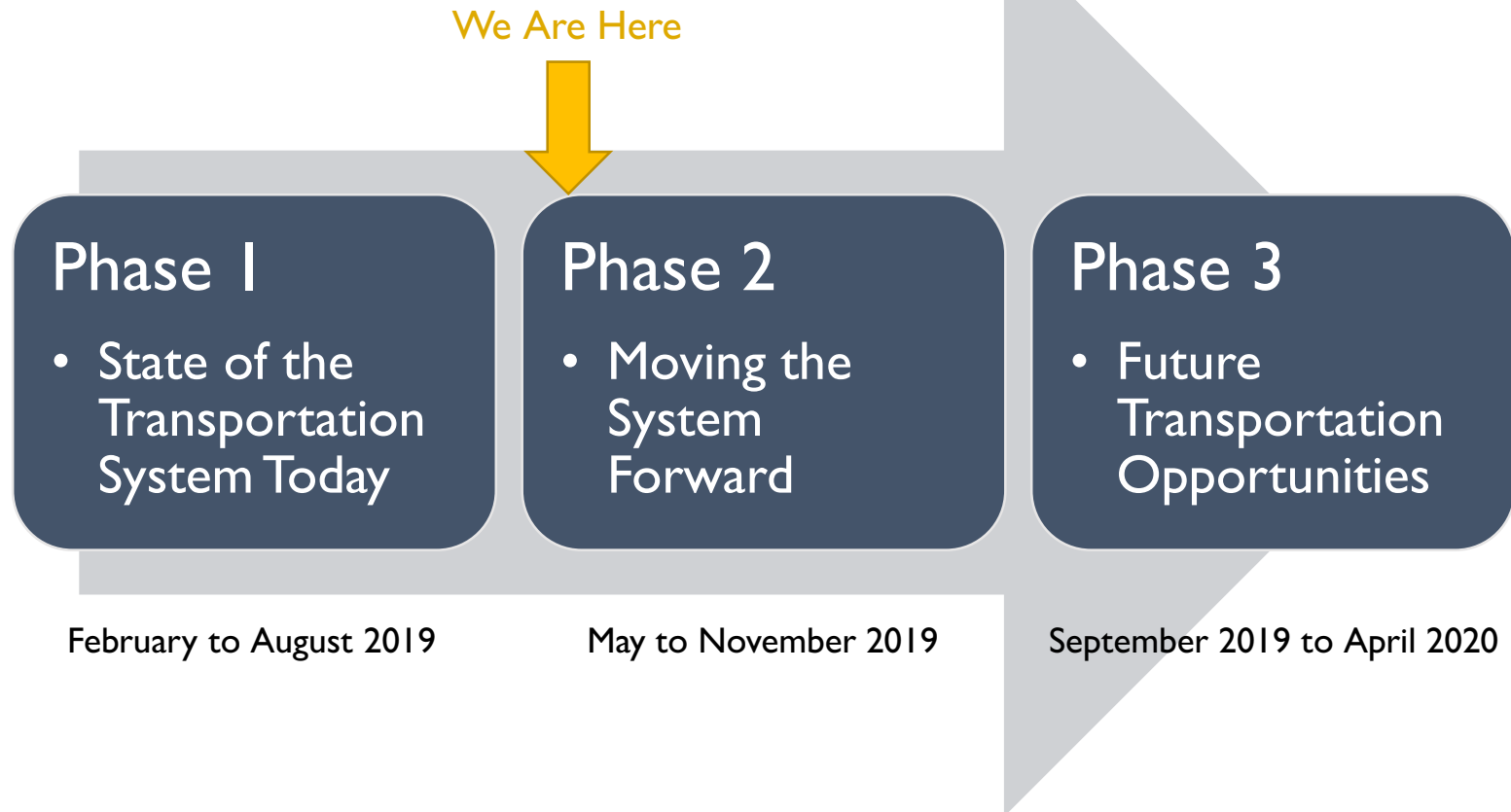


Connections to Other Plans

- City of Waterloo 2019-2022 Strategic Plan
- City of Waterloo Official Plan
- Region of Waterloo Transportation Master Plan



Phases of Work and Timing of Deliverables



Phases 2 and 3 Topics

Complete Streets

Vision Zero

Width of Vehicle
Travel Lanes for
Urban Streets

Addressing
Identified
Collision
Locations

Planning for
Future Cycling &
Trail Routes

Road Crossing &
Intersection
Enhancements for
AT

Winter
Maintenance for
AT

Implementation
Costs & Funding
Opportunities for
AT

Wayfinding and
Signed Routes

Major
Transportation
Improvements

Assessment of
40km/h Speed
Limits on a City-
wide Basis

Emerging
Technologies &
Trends in
Transportation



Engagement Objectives

- Provide meaningful, two-way communication
- Educate and inform participants
- Seek input and feedback on:
 - Key issues and opportunities
 - Recommended strategies
- Round 1 complete



Roundtable Discussion

- I. How has moving around Waterloo changed since the 2011 Transportation Master Plan? (in the last 7-8 years)
- a) Better than before
 - b) About the same
 - c) Worse than before



Roundtable Discussion

2. Do you think the City has been successful in implementing active and sustainable transportation initiatives? Where has the City had the most (and least) success?
3. What roadblocks have there been to implement active and sustainable transportation projects in Waterloo? What role(s) could the Sustainability Advisory Committee and City Council play in helping to alleviate concerns and advance future active and sustainable transportation initiatives?



Roundtable Discussion

4. What transportation-focused actions should the City be considering to directly and indirectly reduce greenhouse gas (GHG) emissions and otherwise benefit climate change?
5. What should the City be doing and/or promoting to prepare for automated, connected and electric (ACE) vehicles?
6. Other than improvements to active transportation, what should the City be doing and/or promoting to encourage healthier travel choices?



Next Steps

WHAT'S
NEXT?

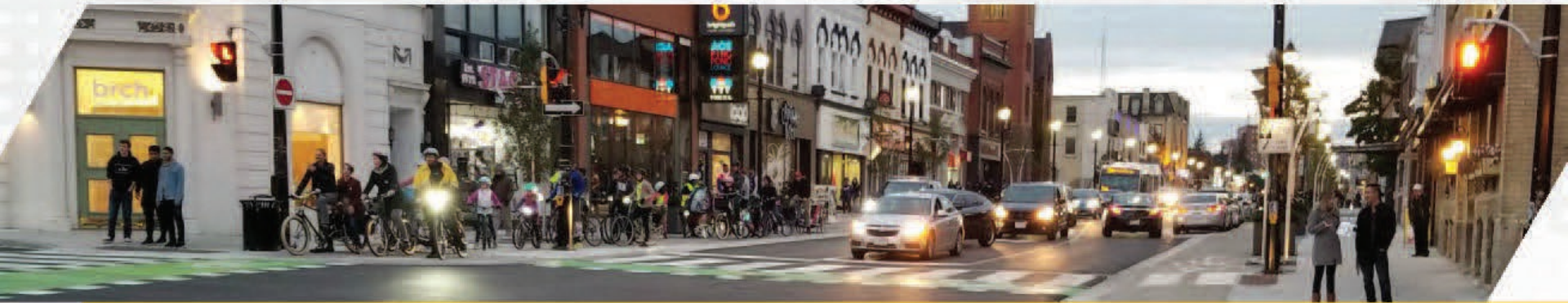


- Finalize Phase 1 deliverables
- Complete Phase 2 technical analysis and policy development
- Conduct Phase 2 community engagement



TRANSPORTATION MASTER PLAN *LOOKING AHEAD*





TRANSPORTATION MASTER PLAN
LOOKING AHEAD



Presentation to:

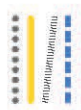
Waterloo Active Transportation Committee

June 11, 2019



Presentation Outline

1. Introductions
2. What is a Transportation Master Plan?
3. Study Goals and Objectives
4. Phases of Work/Tasks and Timing of Deliverables
5. Overview of Active Transportation Tasks (Alta)
6. Questions/Comments
7. Next Steps



What is a TMP?

- Establishes the vision for transportation services, assesses existing transportation system performance, forecasts future travel demand and defines actions and policies to address active transportation, road (and transit) needs in the City of Waterloo to 2041
- Not intended to address detailed, operational matters

State of TMPs in Ontario

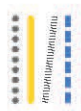
- Many lower-tier municipalities in Ontario have TMPs – even relatively small communities
- Many recently updated or in process of updating
 - e.g. Kitchener, Cambridge, Guelph, Brantford, Burlington, Oakville, Milton, Mississauga, Brampton, Caledon, Vaughan, Richmond Hill, Oshawa, Ajax, Pickering

State of TMPs in Ontario

- Key Features:
 - Multi-modal plans including walking, cycling, public transit, autos and goods movement
 - Strong emphasis on Active Transportation and Transportation Demand Management – integrated
 - “Passing” consideration of Autonomous and Connection Vehicles, Sharing Services and Mobility as a Service Concepts

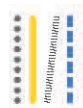
Study Goals and Objectives

- Review and update of 2011 TMP
- Multi-modal transportation system to year 2041
- Conform to master planning process of Municipal Class Environmental Assessment
- Reflect goals and objectives of new provincial Growth Plan for the Greater Golden Horseshoe



Study Goals and Objectives

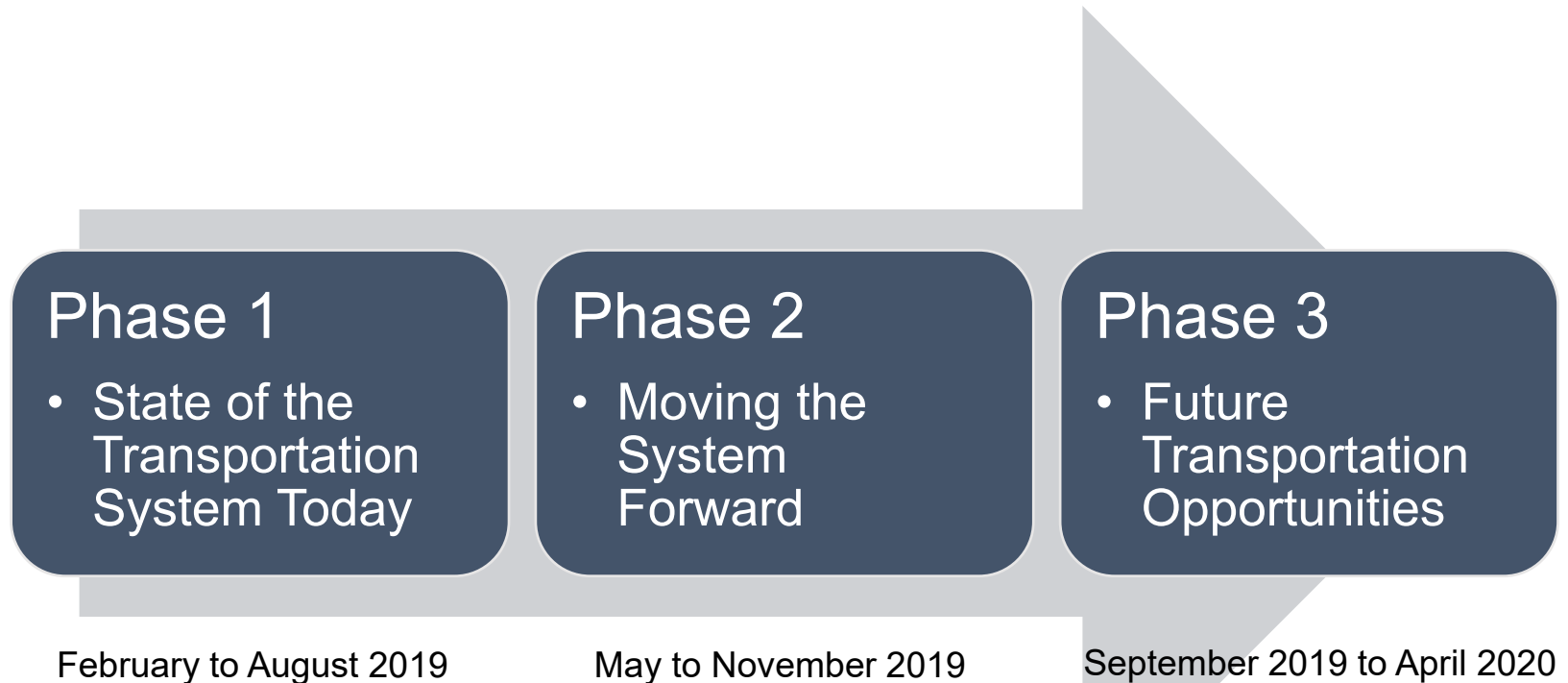
- Ensure transportation network accessible for all ages and abilities to meet future needs
- Meet goals and objectives of City Strategic Plan (being developed early 2019)
- Improve road safety for all users through Complete Streets and Vision Zero principles and practices



Study Goals and Objectives

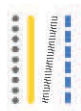
- Support Region of Waterloo RTMP Moving Forward and new ION system
- Consider linkages to City's Asset Management Plan and Long Term Financial Plan

Phases of Work/Tasks and Timing of Deliverables



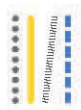
Overview of Active Transportation Tasks

- Presentation from Alta Planning & Design



Next Steps

- Feedback
- Public and Stakeholder Engagement
- Phase 1 Report





45 Spencer Street, Unit 101
Ottawa, ON, K1Y 2P5
(613) 319-0331
www.altaplanning.com

Memorandum

Date: March 13, 2020

To: Louise Finlay, City of Waterloo

From: Ezra Lipton, Alta Planning + Design

cc: Chris Hodgson, City of Waterloo
Chris Dedman, City of Waterloo
Kate Whitfield, Alta Planning + Design

Re: **Background for WACAT Meeting related to Active Transportation content in City of Waterloo Transportation Master Plan**

About this Memo

This memo provides background on the active transportation components of the Waterloo Transportation Master Plan for review by the WACAT Committee (Waterloo Active Transportation Advisory Committee). The memo presents information from the two phases of the project to date. The information is provided as a working draft for feedback, where the recommendations are subject to change based on the feedback provided and the on-going development of the proposed networks.

Phase 1 presents information on existing conditions relating to active transportation in the City of Waterloo. This includes consideration of the existing cycling and pedestrian networks, the existing relative demand for trips throughout the city, pedestrian and cyclists counts, pedestrian- and cyclist-involved collisions, gaps in the existing network, and an analysis of network connectivity to provide access to transit, schools, and other community destinations.

Phase 2 presents the proposed cycling spine and ultimate cycling network, which includes both existing facilities and proposes new facilities with a recommendation for the type of facility that should be implemented for each location based on the roadway characteristics.

Phase 1

Existing Cycling and Pedestrian Networks

Current Terminology

The following text provides an explanation of the existing facilities in the City of Waterloo. In Phase 2, new terminology is proposed for cycling facilities and trails to align with regional and provincial guidance, including the upcoming OTM Book 18 update.

Cycling Facilities

The City currently has five classification types for bikeways. An important note on terminology is that the total lengths of existing facilities are calculated by counting each direction separately, meaning that if there are bike lanes on both sides of a 1 km road, it would be considered a 2 km facility.

Raised bike lanes are physically separated facilities through vertical separation. The treatment can vary depending on where the facility is located whether that is in the boulevard. These facilities are generally built as part of road reconstruction projects. There are currently 3 km of raised bike lanes in the city on sections of King Street, Columbia Street W, and Albert Street.

Segregated/buffered bike lanes are a mix of physically and visually separated facilities. Segregated bike lanes are physically separated at road level. Buffered bike lanes are a visually separated facility using a painted buffer. Physical separators can be applied into the buffer of buffered bike lanes. The section of Lexington Road near Bridge Street is an example of a buffered bike lane. University Avenue West north of Erb Street is an example of a segregated bike lane. There are currently 7 km of segregated/buffered bike lanes in the city.

Painted bike lanes are a visually separated facility involving a painted, unbuffered on-road line. There are currently 130 km of painted bike lanes on roads such as University Avenue W, Keats Way, and Davenport Road.

Paved shoulders are the edges of roadways where extra space is provided and delineated. It is not for the exclusive use of cyclists. There are currently 4 km of paved shoulders in the city. An example is on the northern portion of Erbsville Road, north of Laurelwood Drive.

Signed routes are roads that have been identified as routes for cyclists, with mixed traffic operations. These roads generally have lower speeds and vehicle volumes. There are currently 21 km of signed routes. An example is Regina Street N.

Pedestrian Facilities

Sidewalks are the most common type of pedestrian facility. They are most commonly constructed of concrete and are vertically separated from the roadway. There are variations on where sidewalks are applied within the right-of-way that can have an impact on the experience of the pedestrian. The variations are illustrated in the photos below.



Sidewalk next to roadway (West Kelowna)



Sidewalk with small buffer (Halifax)



Sidewalk with furnishing zone (Waterloo)

There is a total of 545 km of sidewalks in the city. Most sidewalks are located in the downtown area. Outside of the downtown, some streets have sidewalks only on one side. Some streets do not have sidewalks on either side.

Walkways are generally short pedestrian routes that provide access between building blocks. They are designed for pedestrian use. There are currently 18 km of walkways throughout the city.

Pathways & Trails

The City currently distinguishes pathways and trails by two types of classifications, these are community trails and multi use paths.

Community trails are located throughout the city and the majority are located within parklands. The standards for these trails vary, for instance surface composition may be concrete, asphalt, stone dust, or mulch. Some of these trails are intended to provide direct, low stress routes such as the Laurel Trail, while others are intended for recreational uses such as the Westside trails. There are currently over 109 km of community trails in the city.

Multi use paths are located within road rights-of-way. They are intended for use by people walking, cycling, and rolling via active transportation modes. There are a variety of treatment types, with concrete or asphalt material, addition of a centreline on the path, existence and width of a boulevard, and the types of crossing treatments used at street crossings. There are currently 32 km of multi use paths. Many of these are located within regional road rights-of-way

Relative Demand

To better understand which locations in the City may have the greatest potential for cycling and walking trips, relative demand was identified by mapping a composite of trip generators (where people live, work, learn, shop, play, and access transit). The demand map shows the areas in the City with a relatively high concentration of trip generators, which include:

- ▶ Uptown Waterloo
- ▶ University of Waterloo
- ▶ Wilfred Laurier University
- ▶ Clusters of primary and secondary schools
- ▶ Business and research parks
- ▶ Shopping centres

Pedestrian and Cyclist Counts

The City has collected data on the number of pedestrians and cyclists at intersections throughout the city, but with a particular focus on intersections in Uptown Waterloo and at the junction of major roads. The counts, shown in the Counts map indicate that there are particularly significant pedestrian volumes around the universities. The intersections with the highest cyclist counts have cycling facilities, especially on physically separated facilities.

In addition, the City has installed eight counters along the existing High Priority Network to track the combined number of people cycling and walking along these routes. The Counts map shows the estimated number of cyclists and pedestrians at each of the eight locations on a typical day. The greatest number of cyclists and pedestrians were observed along the Laurel Trail where it crosses the Silver Lake Bridge with over 1,000 users per day, followed by the Iron Horse Trail at John Street with over 300 users per day.

Access To Analysis

In order for active transportation trips to be attractive, infrastructure needs to connect people to the destinations that residents need on a regular basis. For a greater segment of the population to use active transportation, the infrastructure should be of a low-stress or All Ages and Abilities standard, which includes physically separated bikeways. The Active Transportation Access To Analysis studies the performance of the existing network in achieving need. The analysis does this by calculating the population within 250 m of a low-stress bikeway that connects to everyday destinations – transit, schools, and community resources (which include libraries, community and recreation centres, city administrative buildings, hospitals, and grocery stores).

The analysis shows that a high percentage of residents have access to destinations using low-stress bikeways, but there are opportunities for improvement to ensure a higher percentage of residents have access. This analysis does not consider gaps and access to the bikeways, which would impact the usability and connectivity of the facilities. Uptown Waterloo, University of Waterloo, Laurelwood and the Northeast parts of the city generally had high access to low-stress facilities that access transit, schools, and community resources.

Collisions

The Collision map shows the number of reported pedestrian- and cyclist-involved collisions. From the map, the intersections with the highest number of collisions are:

- ▶ Columbia Street W and Phillip Street (13 collisions)
- ▶ Columbia Street W and Hagey Boulevard (9 collisions)
- ▶ Columbia Street E and Marsland Drive (6 collisions)
- ▶ Albert Street and Hazel Street (6 collisions)
- ▶ Columbia Street W and Hazel Street (4 collisions)

Many of these roads have cycling facilities and have higher volumes of cyclists. There are no treatments for cyclists at these intersections. There is no pedestrian crossing across Columbia Street E at Marsland Drive. Addressing intersections that have a higher number of collisions is a critical way to resolve safety issues.

Network Gap Analysis

Network gaps are missing links in the active transportation network that are barriers to people walking and cycling. Three categories of gaps can be identified, these are spot gaps, connection gaps, and system gaps. The gaps were organized based on their characteristics, which are described in the following section. The gaps were identified through comments from City staff, comments from the public, and by the consulting team. The Network Gap analysis provides a framework for the City to use as part of tracking, monitoring, and resolving issues in the cycling and pedestrian networks.

Spot Gaps

Spot gaps are localized obstacles or barriers to using a facility. Many separate spot gaps can exist throughout the length of a facility. Examples of spot gaps include:

- ▶ Missing curb ramp at a crossing
- ▶ An unmarked crossing
- ▶ An obstacle in the facility, such as a utility pole in the middle of the sidewalk

Most of the spot gaps that were identified were at intersections or crossings where no treatment is present to facilitate a safe crossing for pedestrians or cyclists. Additional spot gaps likely exist and could be identified over time, for example a spot gap could occur due to poor maintenance. It is recommended that the City have a process to collect complaints through 311 or another means, and then appropriately flag and send these reports to address them.

Connection Gaps

Connection gaps are areas between existing facilities where no facilities exist. This creates a barrier for people using active transportation modes. An example could be a sidewalk that ends a block before there is a crossing to another sidewalk. This situation might deter or prevent someone from walking to a destination. Otherwise, the situation may create an unpleasant or even hazardous travel experience.

Many of the identified connection gaps are where sidewalks currently only exist on one or neither side of the road. Another common situation for connection gaps was a connection to or from an existing trail to an on-road facility.

System Gaps

System gaps are areas where no facilities exist at all, and therefore act as a barrier to people traveling by active transportation modes to, from, within or through that area. The majority of system gaps are in the northern part of the City, and include significant east-west and north-south corridors where there are no existing active transportation facilities.

Phase 2

Pedestrian Network

Future plans for sidewalks and walkways will be addressed through policy, building upon the City's current policies that are in place. The pedestrian network will be enhanced through the network development work being completed in the proposed ultimate cycling network, as it will help the City to clarify existing trail standards and add additional trail connections to provide low-stress and direct routes for pedestrians.

Proposed Cycling Spine and Ultimate Network

Spine Network

This is the backbone of the network and consist of important cross-town routes provided access to major destinations (such as Uptown, the universities, and ION stations). These routes would be prioritized for maintenance, snow clearing, road crossing upgrades, among other elements. We suggest using the term "Spine Network" instead of "High-Priority Network", as the latter has the potential to mislead due to lack of

clarity with regards to what is prioritized. Priority can pertain to construction, maintenance, or design and right-of-way over intersecting routes. “Spine Network” better clarifies that these are intended to be at the top of the hierarchy.

Ultimate Network

Shows existing and proposed facilities to form an ultimate cycling network. The ultimate network resolves many of the gaps identified in the Network Gap Analysis. The ultimate network is classified into four on-road classifications:

Physically Separated Bikeway

This classification includes Raised Cycle Track, Separated Bike Lane, Multi-Use Path, and Multi-Use Trail facilities. These are intended for major network connections on streets with high volumes and speeds (>50km/h), and generally includes arterials and major collectors.

Visually Separated Bikeway

This classification includes Buffered Bike Lane, Conventional Bike Lane, and Paved Shoulder facilities. These are intended for major network connections on streets with medium volumes and medium speeds (<50km/h), and generally includes minor collectors.

Neighbourhood Bikeway

These are intended for low-volume, low-speed routes that provide a network connection. They will incorporate measures to reduce traffic speeds and volumes, and facilitate cycling through movement.

Conceptual Connection

These are desired connections that would need additional study to determine facility type depending on property opportunities, alignment, etc. These may be recommended to recognize obvious desire lines, or to avoid uncomfortable routes or obstacles (e.g. Highway 85 interchanges). Note that there are two Highway 85 crossings included in this category (one between University Avenue and Bridgeport Road and one between King Street and Northfield Drive).

Trails

The network also shows the existing trail network, which has been reclassified to identify which trails provide a transportation purpose based on alignment and connection in network, and takes into consideration existing surface material. Other trails are shown but do not have a direct, transportation purpose. These may be removed from the final version of this map once the trails that provide a transportation purpose have been confirmed.

Regional Roads

The regional roads are shown for context as either existing or planned facilities based on the Regional Transportation Master Plan. At this point no changes to the facilities on regional roads have been proposed. It has been identified that there may be an opportunity for the City to work with the Region on proposing new facility classifications for regional roads. For the spine network, regional roads are used in isolated cases where they provide an important linkage in the overall network.

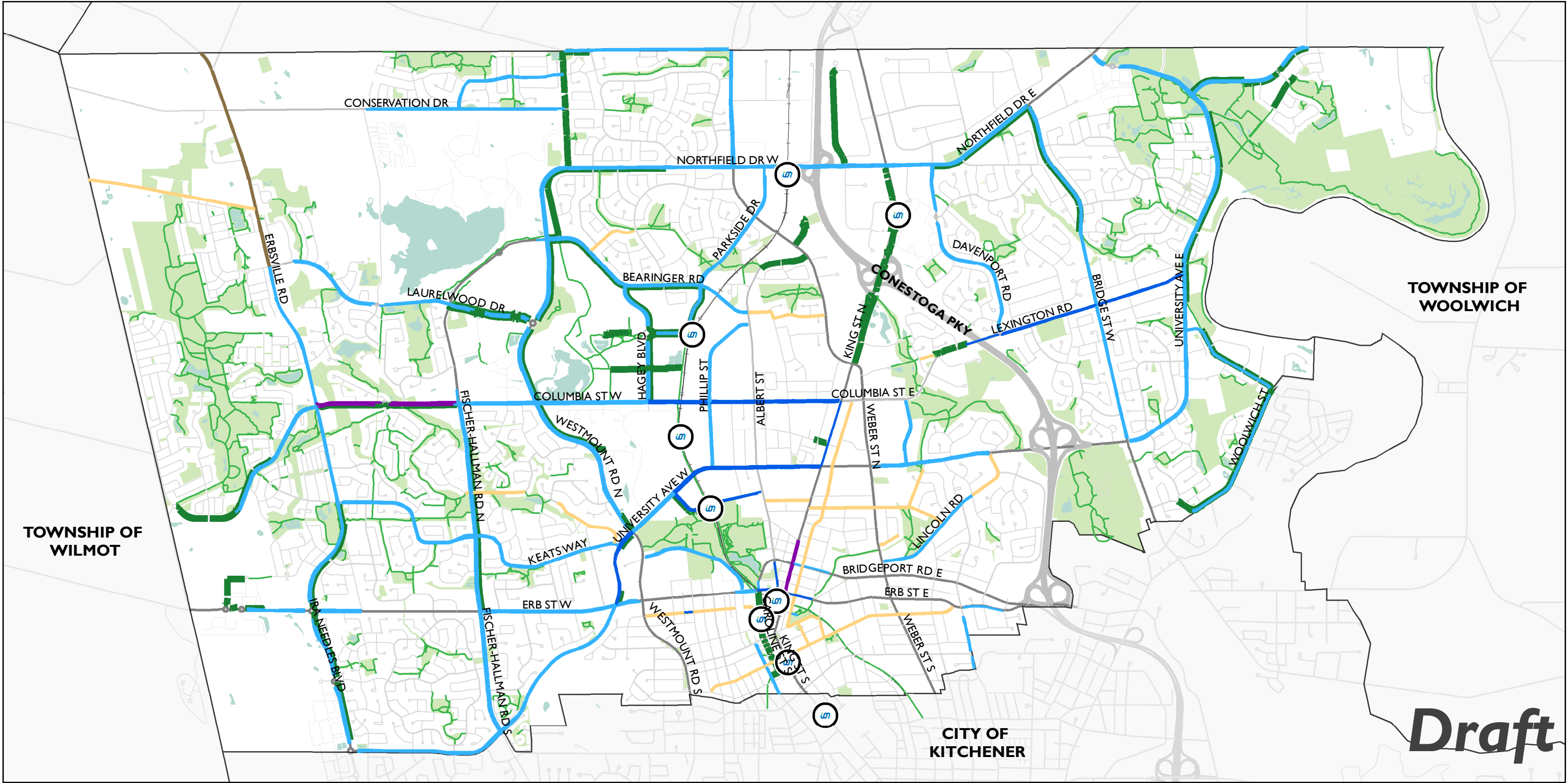


Figure 1
EXISTING CYCLING NETWORK

Map Version: 2/6/2020

Cycling Facilities

- Raised Bike Lane
- Segregated/Buffered Bike Lane
- Painted Bike Lane

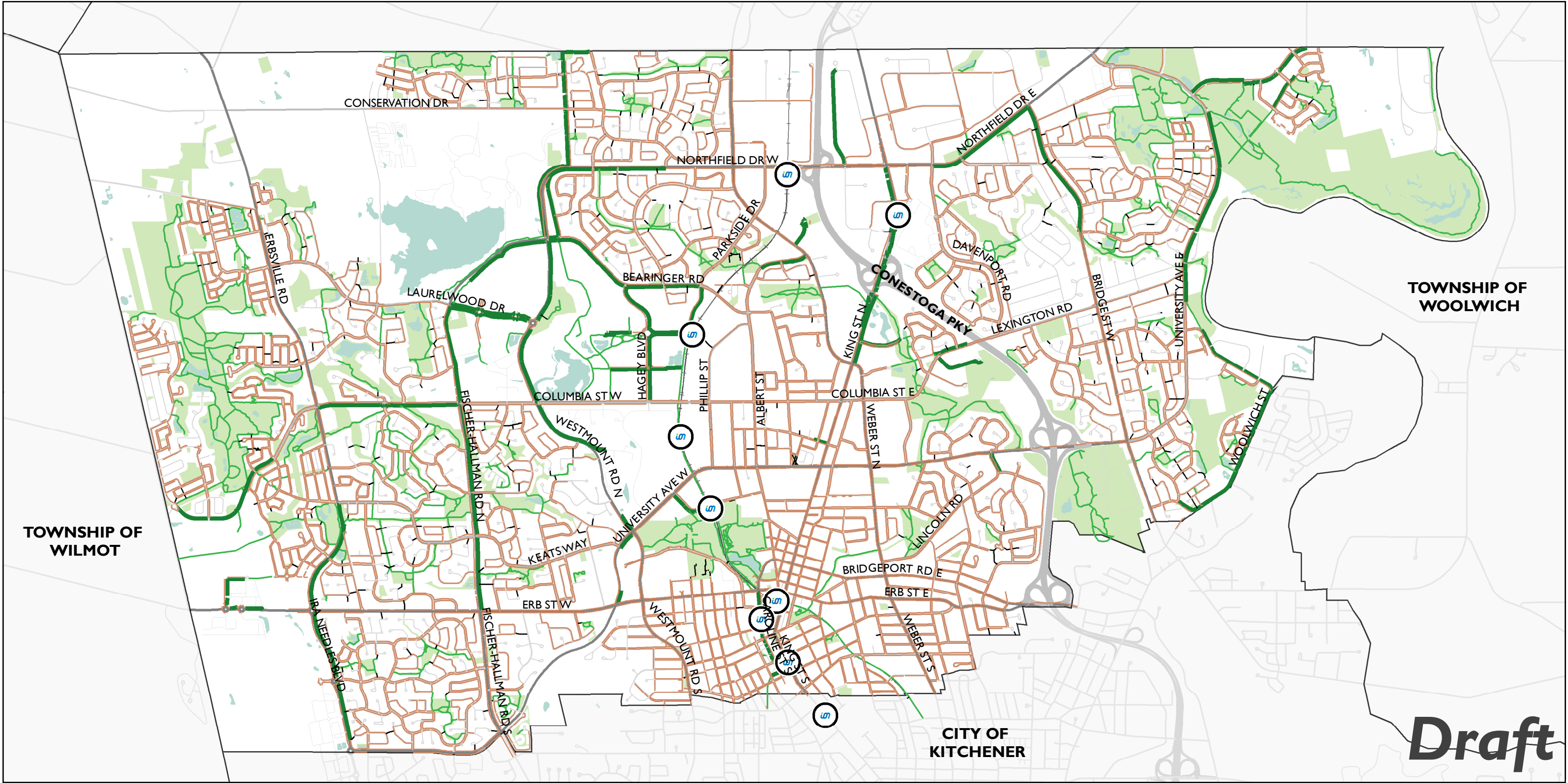
Trails

- Paved Shoulder
- Signed Route
- Community Trail
- Multi Use

Points

- iON ION Station





**Figure 1.1
EXISTING PEDESTRIAN NETWORK**

Map Version: 3/13/2020

Pedestrian Facilities

- Sidewalk
- Walkway

Trails

- Community Trail
- Multi Use

Points

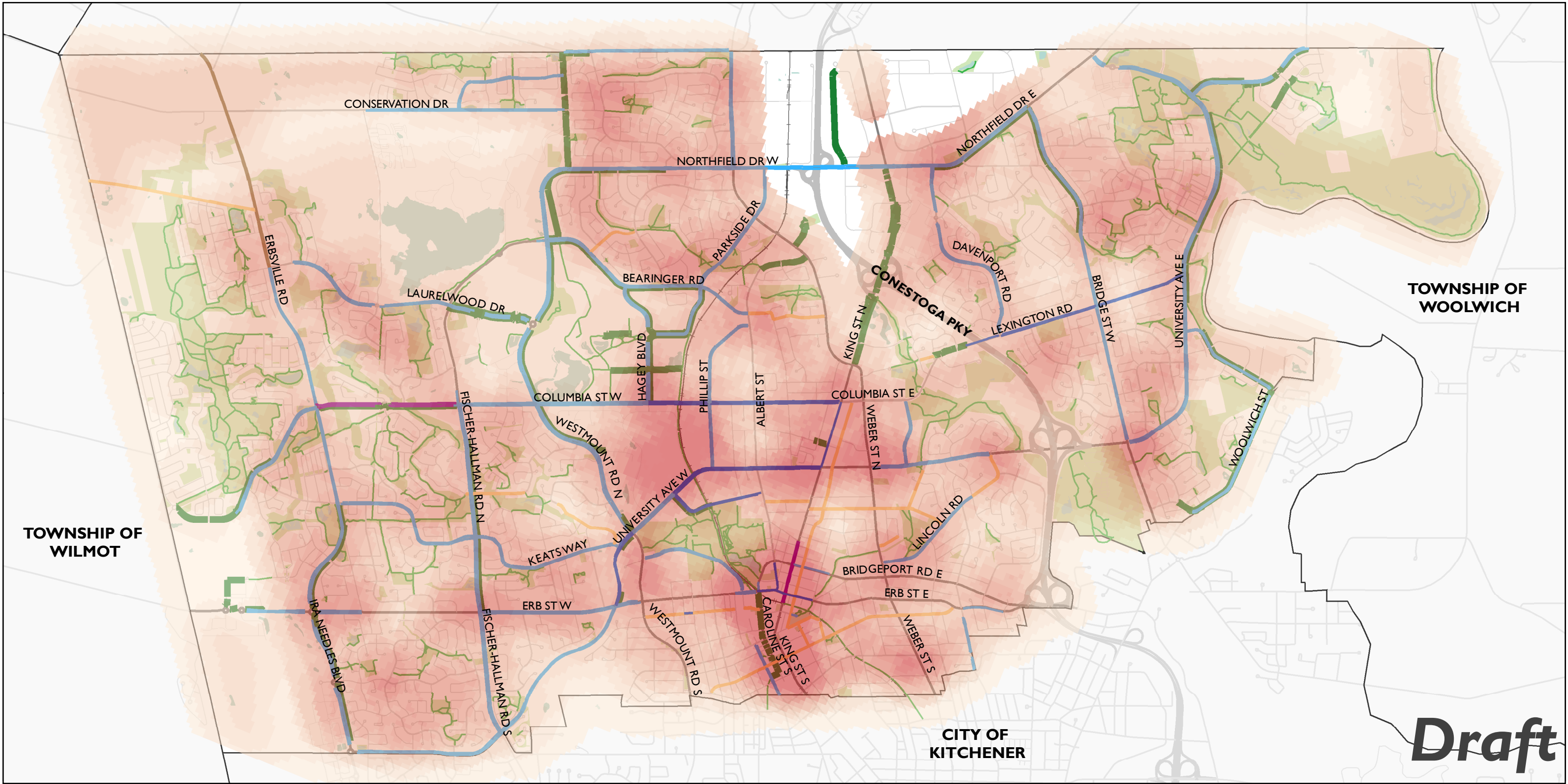
- ION Station

0 1 2

KILOMETRES

THE CITY OF

TRANSPORTATION MASTER PLAN



Draft

Figure 3
EXISTING CYCLING NETWORK AND RELATIVE DEMAND

Map Version: 2/6/2020

Cycling Facilities

- Raised Bike Lane
- Segregated/Buffered Bike Lane
- Painted Bike Lane

Trails

- Paved Shoulder
- Signed Route
- Community Trail
- Multi Use

Demand

- High : 27
- Low : 5

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KILOMETRES

THE CITY OF

Waterloo

TRANSPORTATION MASTER PLAN

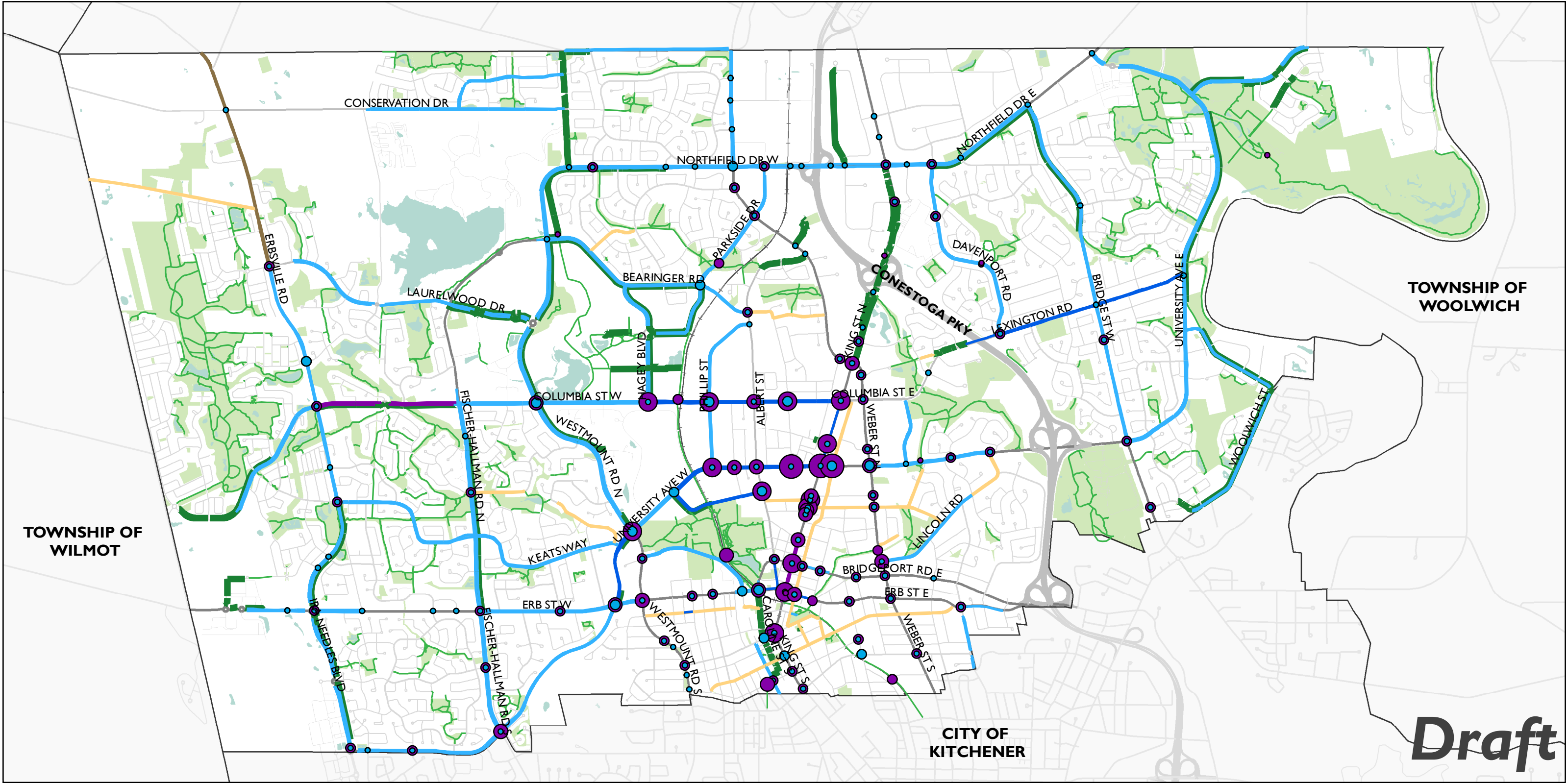


Figure 4
ACTIVE TRANSPORTATION COUNTS

Map Version: 2/6/2020

Cycling Facilities

- Raised Bike Lane
- Segregated/Buffered Bike Lane
- Painted Bike Lane

Trails

- Paved Shoulder
- Signed Route
- Community Trail
- Multi Use

Average Annual Daily Counts

- | | | | | | |
|------|---------|----------|-----------|-------|----------------|
| • | • | • | • | • | People Cycling |
| • | • | • | • | • | People Walking |
| <100 | 100-500 | 500-1000 | 1000-3000 | >3000 | |



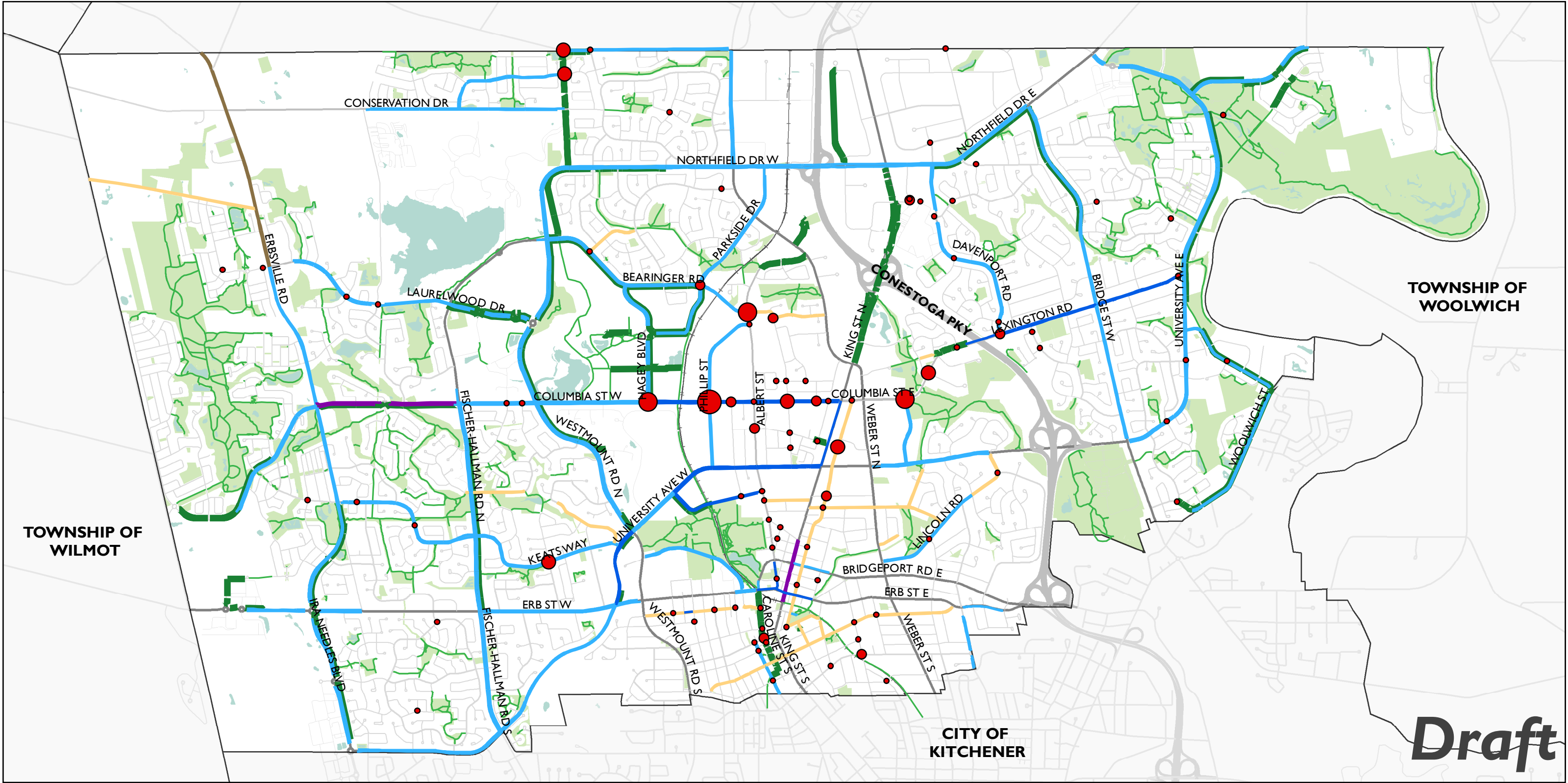


Figure 5
PEDESTRIAN- AND CYCLIST-INVOLVED COLLISIONS

Map Version: 2/6/2020

Cycling Facilities

- Raised Bike Lane
- Segregated/Buffered Bike Lane
- Painted Bike Lane

Trails

- Paved Shoulder
- Signed Route
- Community Trail
- Multi Use

Collisions (2012-2018)

1	5 - 9
2	10 - 13
3 - 4	

012

KILOMETRES

THE CITY OF

Waterloo

TRANSPORTATION MASTER PLAN

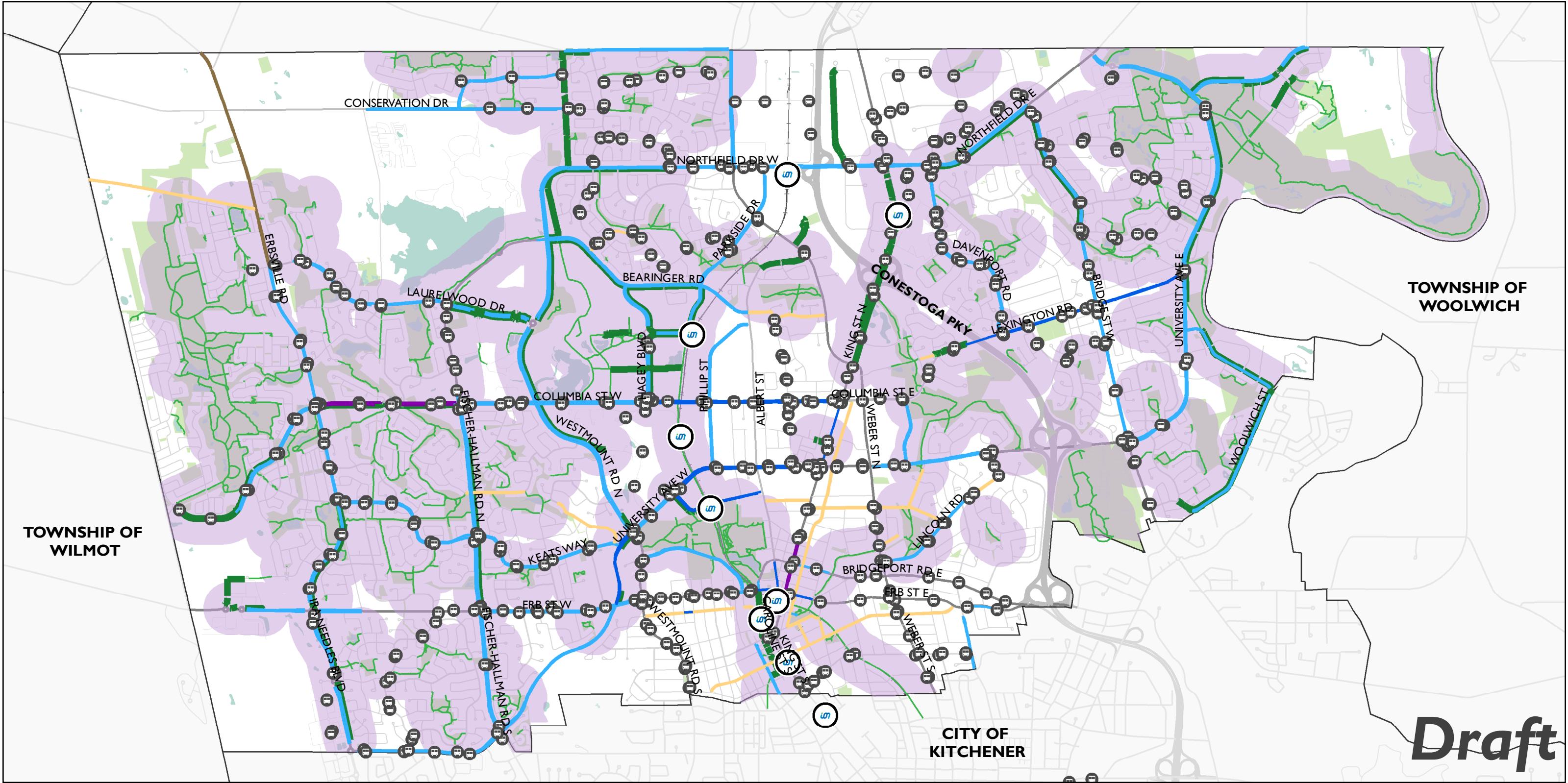


Figure 6
CYCLIST ACCESS TO TRANSIT

Map Version: 2/6/2020

Cycling Facilities

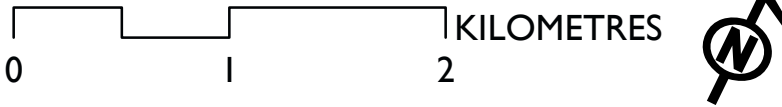
- Raised Bike Lane
- Segregated/Buffered Bike Lane
- Painted Bike Lane

Trails

- Paved Shoulder
- Community Trail
- Signed Route
- Multi Use

Transit

- u ION Station
- H GRT Bus Stop
- Low-Stress Corridor with Access to Transit



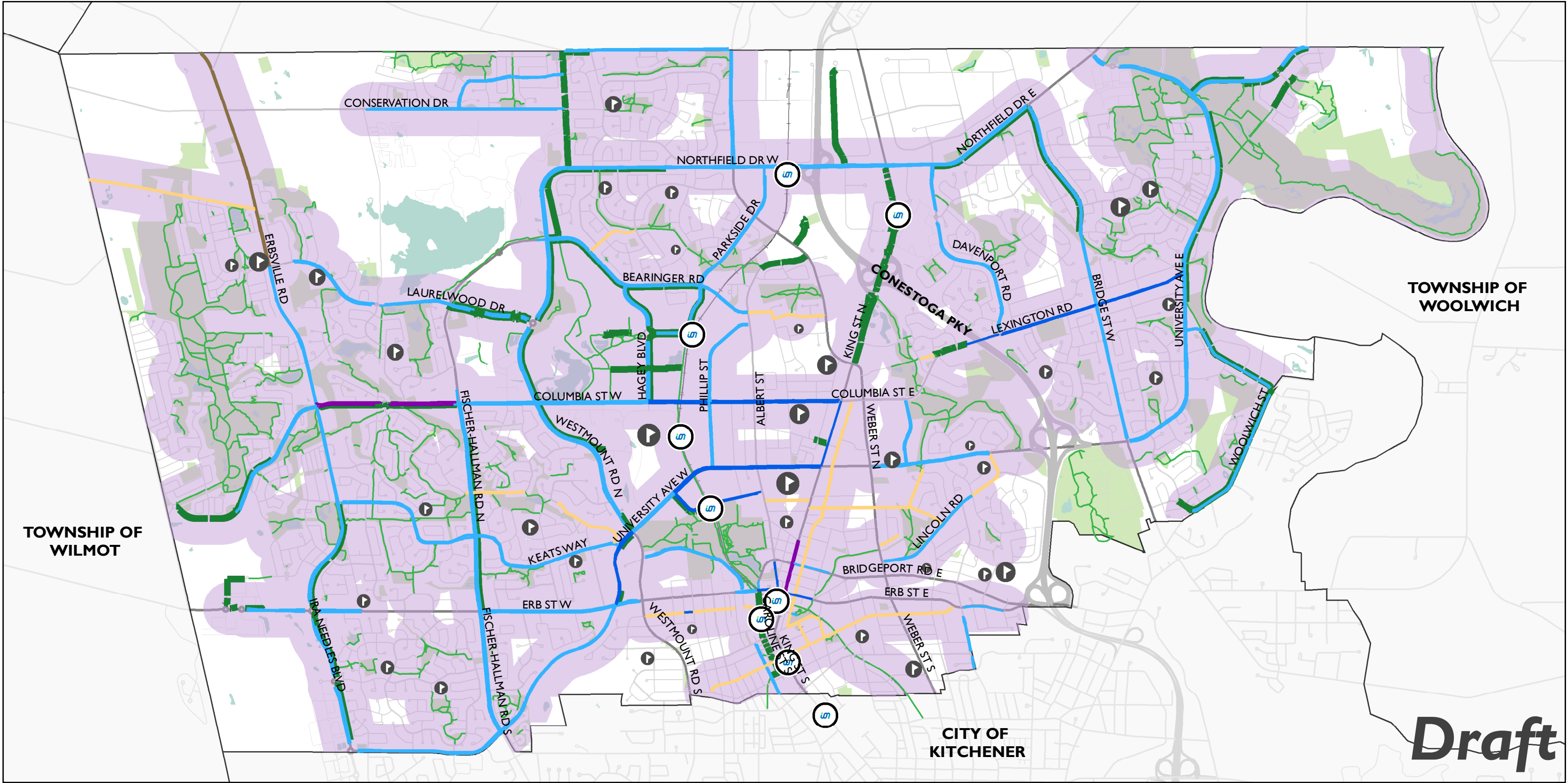


Figure 7
CYCLIST ACCESS TO SCHOOLS

Map Version: 2/6/2020

Cycling Facilities

- Raised Bike Lane
- Segregated/Buffered Bike Lane
- Painted Bike Lane

Trails

- Paved Shoulder
- Signed Route
- Community Trail
- Multi Use

Schools (scaled by known enrollment)

- <250
- 250-500
- 500-1000
- 1000-5000
- >5000

 Low-Stress Corridor with Access to Schools



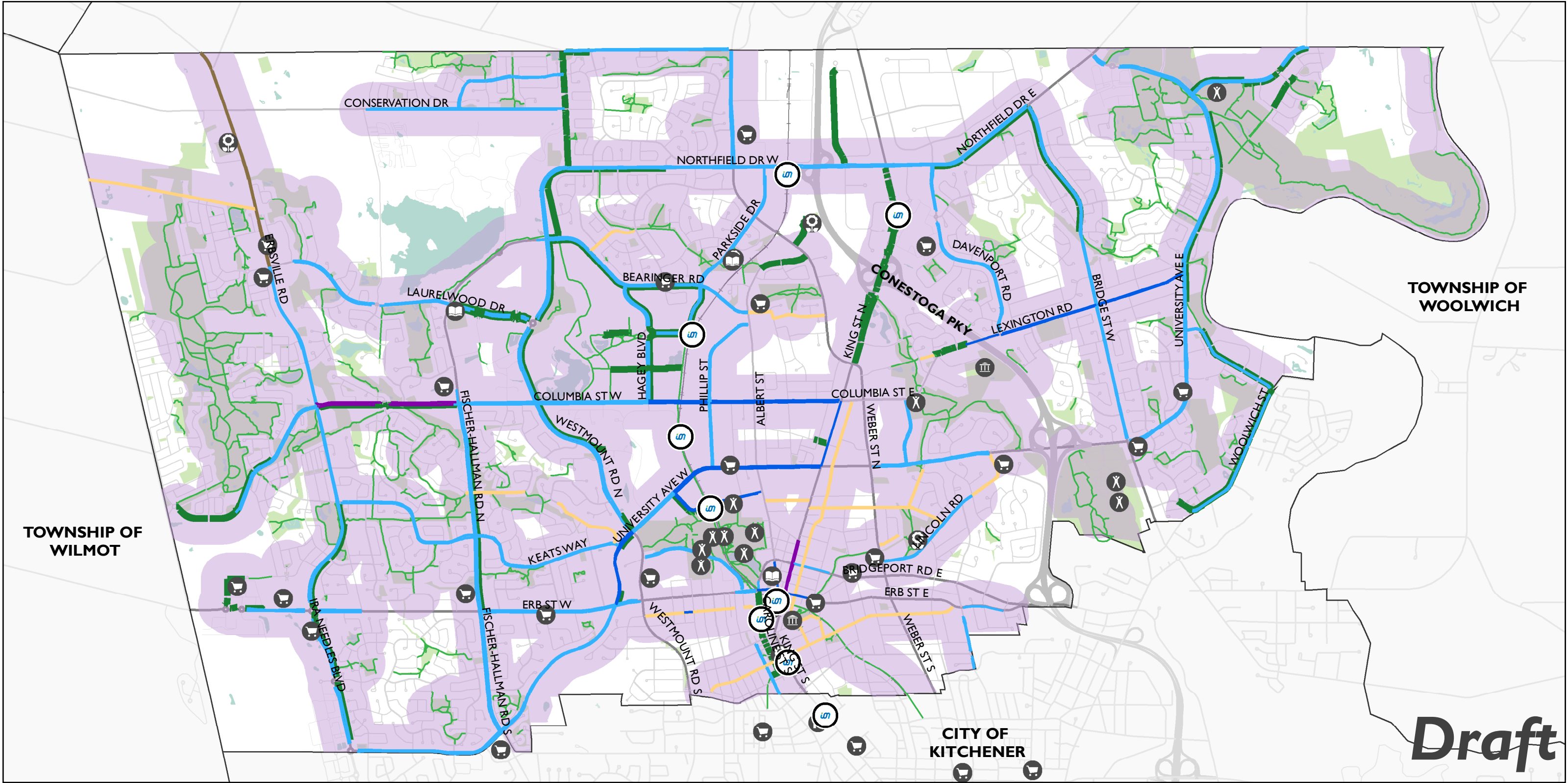


Figure 8
CYCLIST ACCESS TO COMMUNITY RESOURCES

Map Version: 2/6/2020

Cycling Facilities

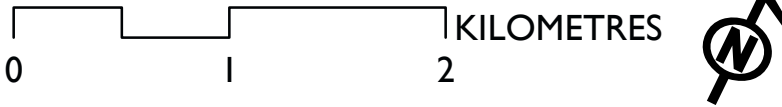
- Raised Bike Lane
- Segregated/Buffered Bike Lane
- Painted Bike Lane

Trails

- Paved Shoulder
- Signed Route
- Community Trail
- Multi Use

Community Resources

- City Administration
- Community Centre
- Grocery
- Low-Stress Corridor Access to Community Resources
- Hospital
- Library
- Sports or Recreation



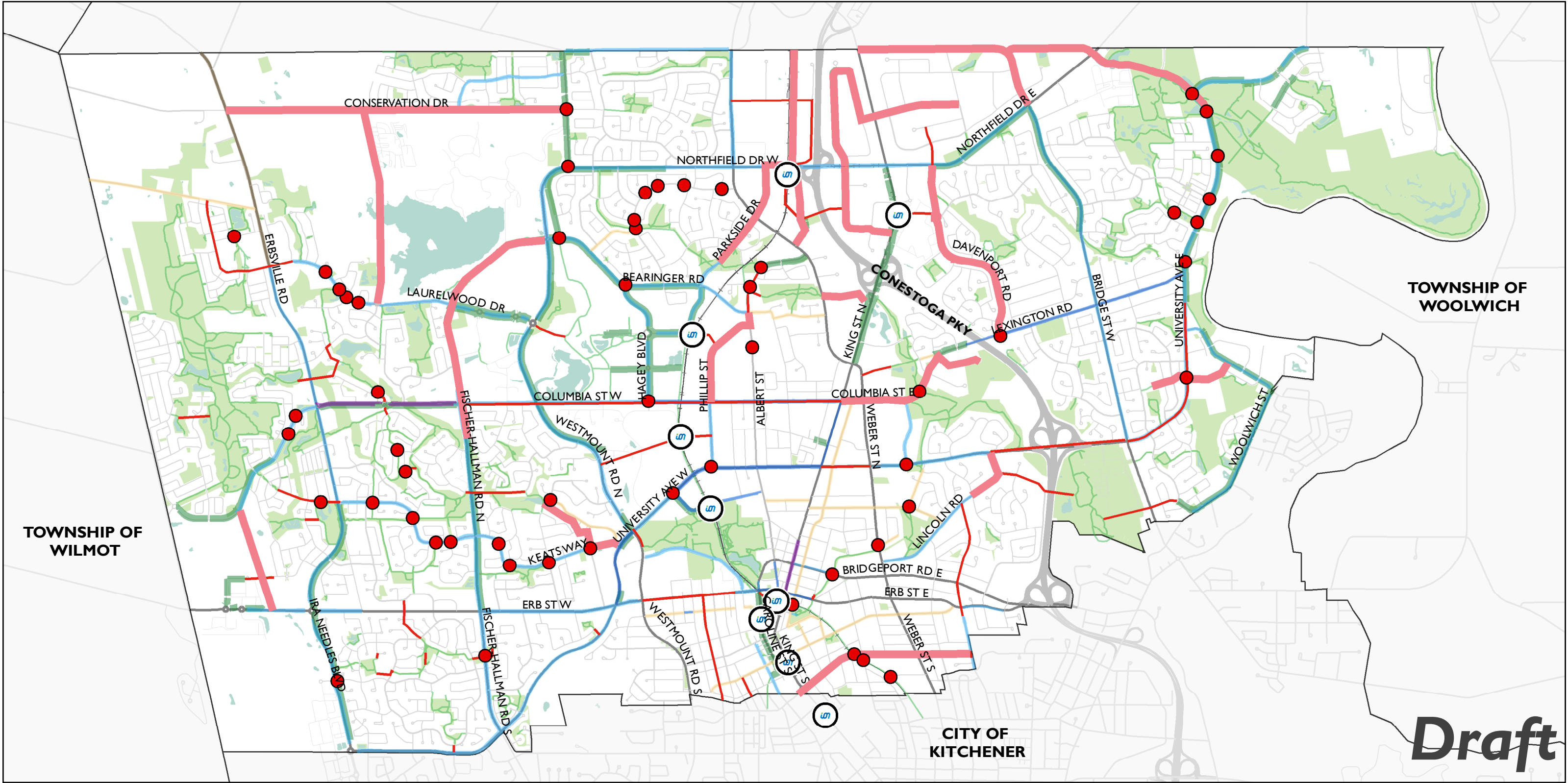


Figure 9
ACTIVE TRANSPORTATION GAPS

Map Version: 2/6/2020

Cycling Facilities

- Raised Bike Lane
- Segregated/Buffered Bike Lane
- Painted Bike Lane

Trails

- Paved Shoulder
- Signed Route
- Community Trail
- Multi Use

Gap Types

- Spot Gap
- Connection Gap
- System Gap



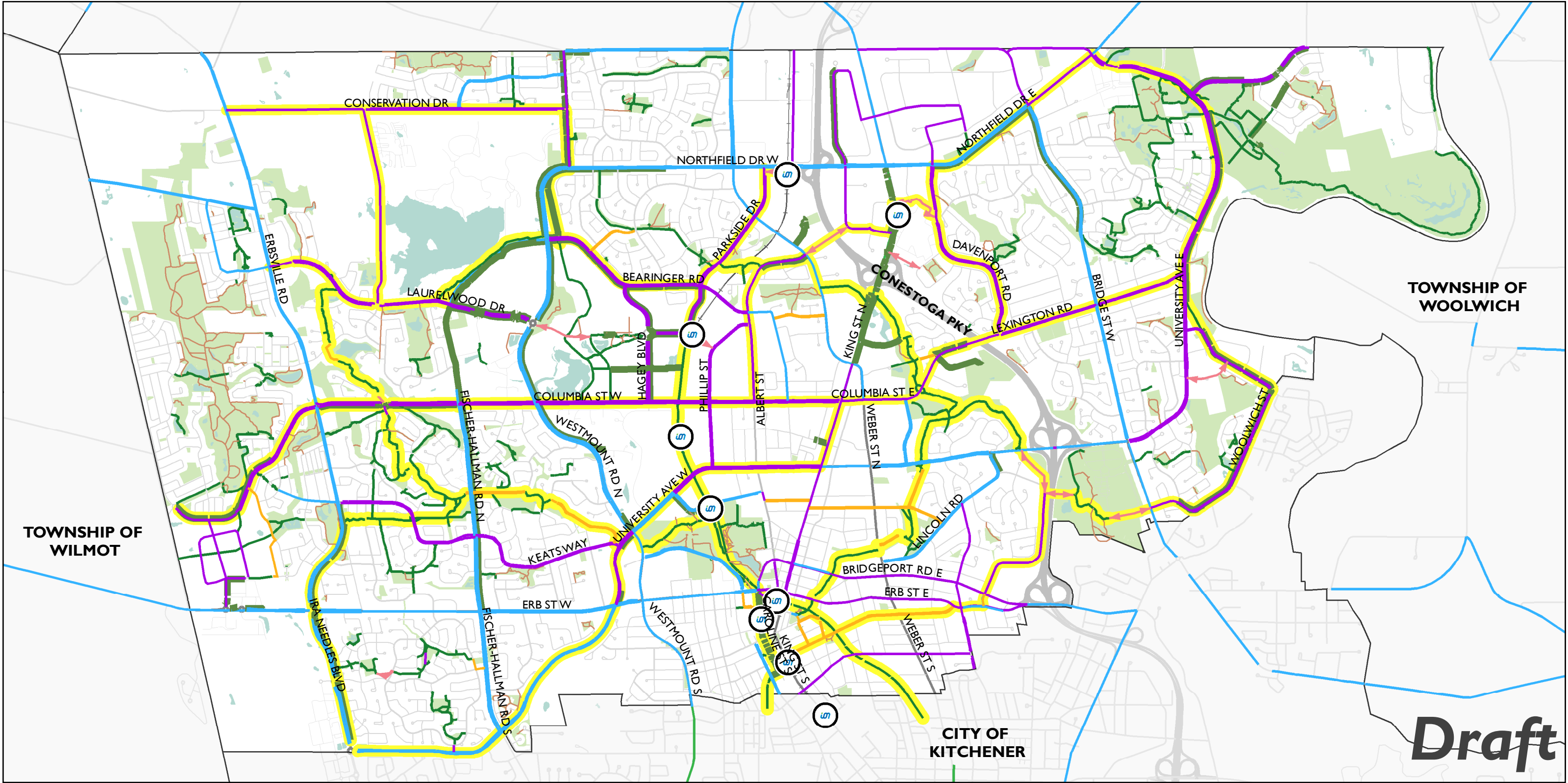


Figure 10
PROPOSED SPINE AND ULTIMATE CYCLING NETWORK

Map Version: 3/12/2020

Network

- Spine Network

Cycling Facilities

- Physically Separated Bikeway
- Visually Separated Bikeway
- Neighbourhood Bikeway
- Conceptual Connection

Trails

- Multi-Use Path
- Multi-Use Trail
- Other Trail

Other

- ION Station
- Park
- Waterbody

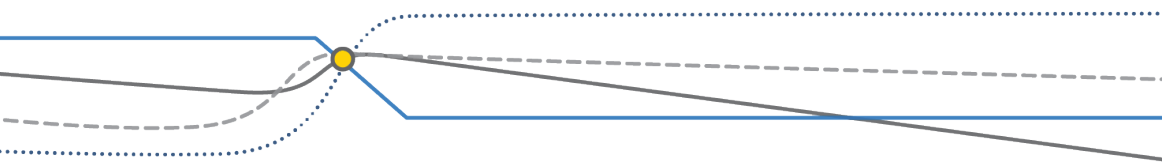
0 1 2 KILOMETRES

THE CITY OF **Waterloo**

TRANSPORTATION MASTER PLAN



9 PUBLIC INFORMATION CENTRE MATERIALS



TRANSPORTATION MASTER PLAN LOOKING AHEAD



NOTICE OF PUBLIC INFORMATION CENTRE

WE'RE UPDATING THE CITY'S TRANSPORTATION MASTER PLAN

And we need your help!

The City of Waterloo is undertaking a study to review and update the community's transportation plan. The revised plan will provide an up-to-date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years.

The study is following the requirements of the Municipal Class Environmental Assessment (EA) process and aligns strategically with the city's Official Plan, Strategic Plan and other master plans and policies.

Your input is important to us!

Engaging the community is a vital component of this study. Thanks to everyone who attended our public consultation events last summer or has provided input through our page on [Engagewr.ca/waterloo](https://engagewr.ca/waterloo) or by e-mail. Based on what we have heard so far, the Project Team has developed draft policy directions and network plans for the city's future transportation system. These policies and plans for walking, rolling and cycling, roads, and transit will form the basis of the updated Transportation Master Plan to be presented to City Council later this spring.

Learn more by attending our Public Information Centre on:

Tuesday, March 10, 2020 from 6:00 PM to 8:00 PM with a Presentation at 7:00PM

**Hauser Haus, Waterloo Memorial Recreation Complex
101 Father David Bauer Drive, Waterloo, ON N2L 0B4**

**Travel by GRT Routes 5, 12 and i-Xpress 202. You can also get there by ION
(stop at Waterloo Public Square, Willis Way or Laurier-Waterloo Park)**

Can't attend but still want to participate? Visit [Engagewr.ca/waterloo](https://engagewr.ca/waterloo) after March 10 to view the meeting presentation and participate in our online survey. You can also e-mail comments to WaterlooTMP@ptsl.com.

If you (or your agency or group) have any questions or would like to be added to the contact list to receive future updates, please contact either:

Chris Hodgson, P. Eng.

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Fax: 519-886-5788
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Fax: 855-764-7349
E-mail: gchartier@ptsl.com



Bill Jackson/Torstar
to benefit the St. Mary's General Hospital Foundation
the men's open division were, from left: Ralph
Leeder, Alain Lambert and Michael Chao. For a story
nicle.ca.

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100!

1 LUCKY IN LOVE BALLOT
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BALLOTS VALID FOR REDEMPTION ON SITE FROM
FEBRUARY 13th AT 9:00AM - FEBRUARY 27th AT 8:55PM

BRING THIS BALLOT TO THE ELEMENTS REWARDS DESK TO RECEIVE
ONE ENTRY INTO THE DRAW. ONE BALLOT PER PERSON.

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TRANSPORTATION MASTER PLAN LOOKING AHEAD



NOTICE OF PUBLIC INFORMATION CENTRE

We're updating the city's transportation master plan

And we need your help!

The City of Waterloo is undertaking a study to review and update the community's transportation plan. The revised plan will provide an up-to-date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years. The study is following the requirements of the Municipal Class Environmental Assessment (EA) process and aligns strategically with the city's official plan, strategic plan and other master plans and policies.

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City of Waterloo

Transportation Services

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Vice President

Paradigm Transportation

Solutions Limited

Tel: 519-896-3163

gchartier@ptsl.com

Check engagewr.ca/waterloo for
more information and project updates.

THE CITY OF
Waterloo



TRANSPORTATION MASTER PLAN
LOOKING AHEAD



Phase 2 Public Information Centre
March 10, 2020

Welcome to Tonight's PIC

- Thank you for attending!
- How to share your comments:
 - Stations
 - Comment Sheet
 - Online Survey
- Questions?



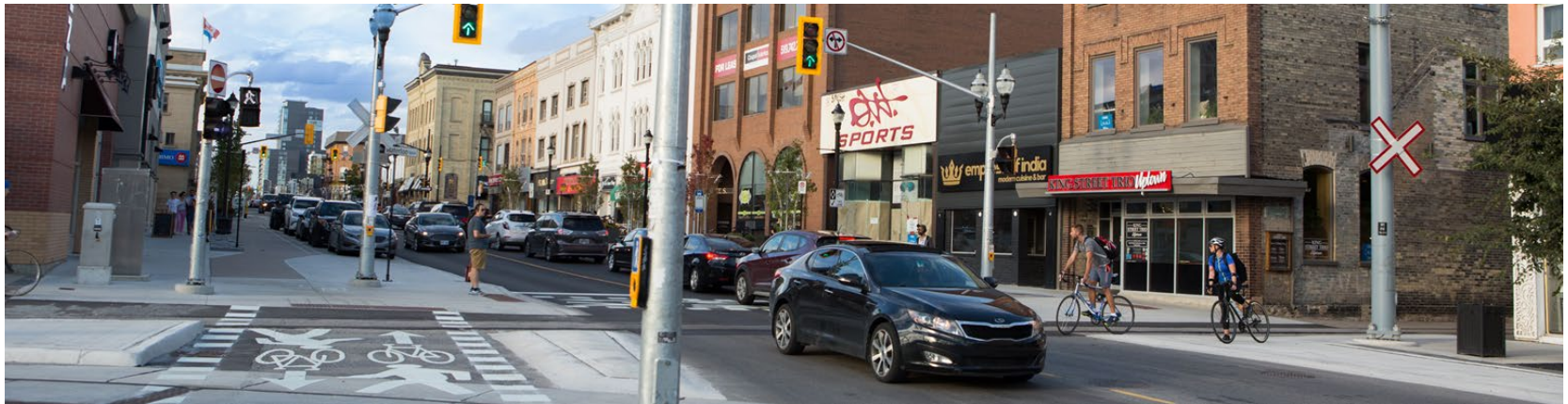
Presentation Outline

1. Transportation Master Plan Overview
2. Phase 1 Community Engagement
3. Draft Policy Directions and Network Plans:
 - Guiding Philosophies and Strategies
 - Planning and Design
 - Operations and Maintenance
4. Next Steps



What is the TMP?

Strategic planning document that defines the policies, programs and infrastructure required to meet the city's future transportation needs and fulfil Waterloo's transportation vision



What is not in the City's TMP?

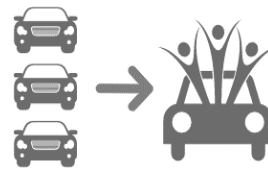
- Minor projects and operational issues (e.g., road reconstruction, traffic control device changes, bus stop relocations)
- Services city is not responsible for:



Transit (GRT and GO)
and School Bus
Transportation



AT Facilities and
Crossings on Major
Roads



TravelWise



Major Roads and
Traffic Signals

Study Goals



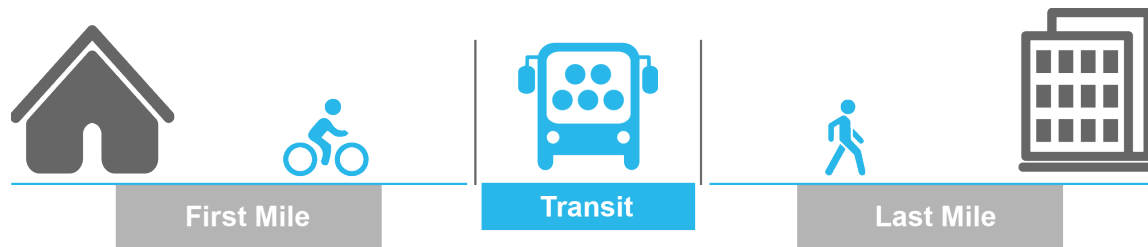
- Review and update specific aspects of 2011 TMP to provide multi-modal transportation system to 2041
- Reflect directions of Growth Plan for the Greater Golden Horseshoe (2019)
- Conform to master planning process of Municipal Class Environmental Assessment



Study Objectives



- Network accessible for all ages and abilities
- Alignment with City's Strategic Plan and Official Plan
- Safer streets for all users
- Support for Regional TMP and ION



- Linkages to City's Asset Management Plan



Phase 1 Community Engagement

Engagement Tool	Reached	Participated
Pop-Up Events (4)	242	97
Stakeholder Meeting	24+	21
Engage Waterloo	463	127
TOTAL	729+	245

Also consulted:

- City Council
- Advisory Committees of Council
- Agencies



What We Heard

Increase safety for pedestrians and make Waterloo more pedestrian friendly (e.g., benches, lighting)

Need more traffic calming throughout City

Winter sidewalk maintenance is priority for public safety

Need cycling infrastructure that is safe for adults and children to use during all seasons

Praise for separated pathways, but need better street crossings

Mixed feelings about roundabouts

Excitement for LRT

Willingness to leave cars at home for active travel

Misunderstanding Regional vs City transportation infrastructure and services



Alternative Planning Strategies

Capacity Focused Strategy

- Provide additional road capacity in response to traffic demands
- Primarily accommodate motorized vehicles

Demand Focused Strategy

- Concentrate on changing travel behaviour
- Strategically limit road expansion to create shifts in travel mode choice

A Complete Transportation Strategy

- Limit road expansion to very few locations
- Optimize existing road capacity
- Strategically convert or adjust auto capacity towards active transportation and transit



Guiding Philosophies and Strategies

- Underlying principles applied in developing TMP Update. Form basis for plan actions.
- Three primary themes:
 - Complete Streets
 - Vision Zero
 - Emerging Technologies



Planning and Design

- How city intends to implement future transportation system consistent with guiding philosophies and strategies
- Two elements:
 - Roadways
 - Active Transportation



Operations and Maintenance

- How city intends to operate and maintain system to meet guiding philosophies and strategies
- Two key areas:
 - Winter Maintenance of Active Transportation Facilities
 - Speed Limits on City Streets



Next Steps



- Address feedback received
- Prepare updated TMP report
- Present report to City Council

Questions? Contact Us:

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Senior Project Engineer
City of Waterloo Transportation
Services
519-747-8791
Christopher.Hodgson@waterloo.ca

Gene Chartier, P. Eng.
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519-896-3163 x501
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**TRANSPORTATION MASTER PLAN
LOOKING AHEAD**





City of Waterloo Transportation Master Plan

PUBLIC INFORMATION CENTRE

Hauser Haus, Waterloo Memorial Recreation Complex
101 Father David Bauer Drive, Waterloo
Tuesday, March 10, 2020
6:00 pm to 8:00 pm



Welcome

The purpose our PIC today is to:

- Review the work completed on the study (so far)
- Summarize community and stakeholder input received to date
- Present the draft policy directions and network plans
- Explain the next steps in the process
- Invite and receive your feedback

Please pick-up a comment sheet!

We encourage you to use the sheet provided to record any comments on the material presented today.

Questions?

Feel free to ask any member of our project team in attendance. We are happy to assist!



Study Background

What is the Transportation Master Plan?

The City of Waterloo is undertaking a study to review and update the community's transportation plan. The revised plan will provide an up-to-date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years.

Study Process

Phase 1:

Determining the State of the Transportation System Today



We are here

Phase 2:

Moving the System Forward

Phase 3:

Future Transportation Opportunities

Municipal Class Environmental Assessment

The study is following the requirements of the Municipal Class Environmental Assessment and will address the first two phases of this approved planning process.



Study Context

2011 Transportation Master Plan

Waterloo's first Transportation Master Plan (TMP) was released in 2011, outlining the recommended transportation policies and plans intended to support a "*City that is truly accessible to all*" to 2031.

With a new 2041 horizon, the TMP Update builds on the principles of the previous one, updating policies and actions in some areas and describing new ones to address the new transportation and land use issues facing the City of Waterloo.

Travel Trends, 2011-2016



- Population increased by 6.3%



- Daily number of trips grew by 9.6%



- Average trip length increased by 0.5 kilometres



- Auto passenger and driver mode shares decreased by 3% each



- Cycling and walking modes shares increased by 5% total



Engagement Summary

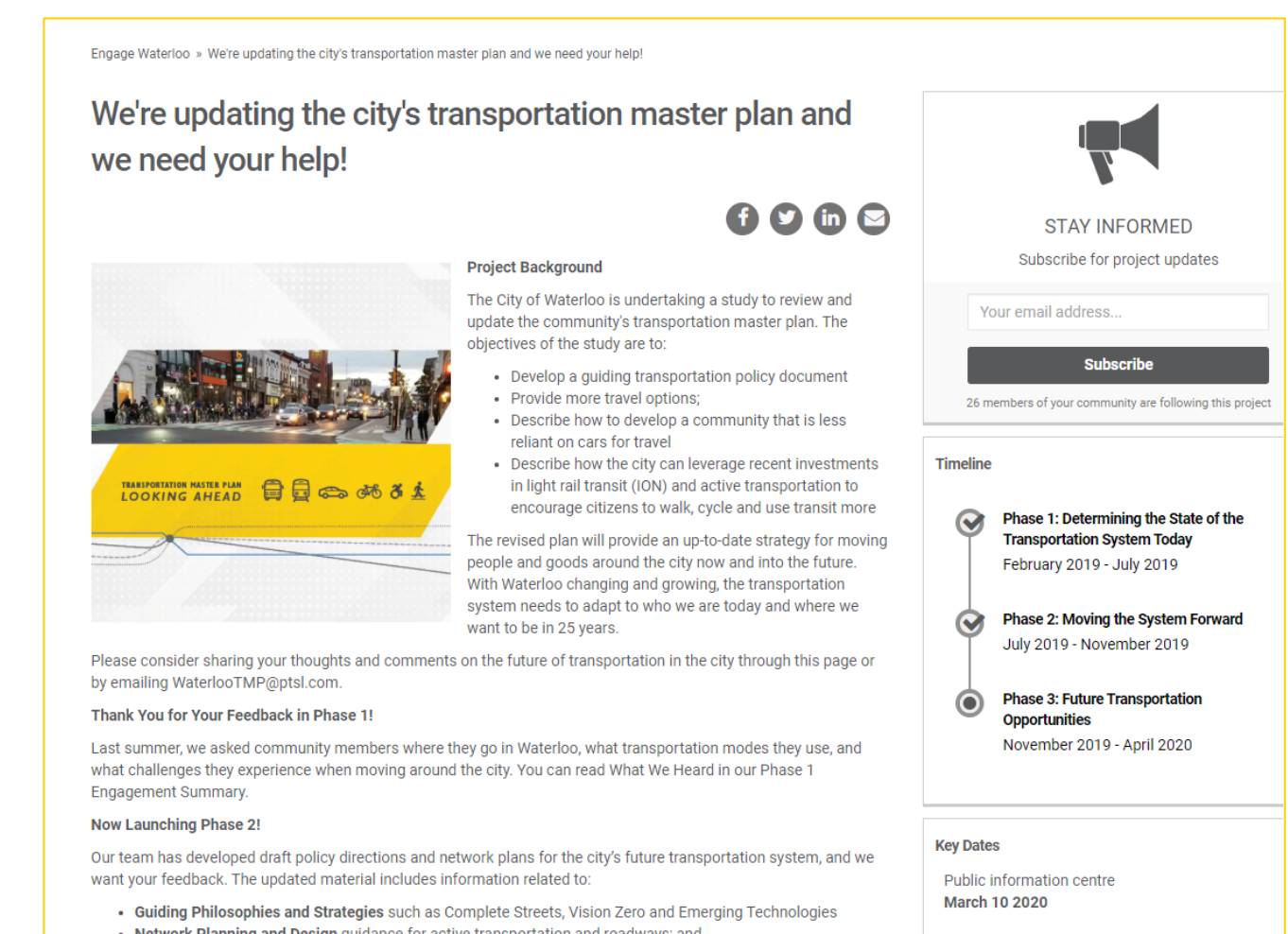
We've received input through a variety of methods. Thank you!

How We've Engaged

- Pop-up Events
- Stakeholder Meetings
- EngageWaterloo

What We've Heard (so far)

- Interest in pedestrian only streets
- Willingness to use active transportation modes
- Safety concerns about using active modes
- Lack of consistent signage between municipalities
- Desire for additional traffic calming
- Mixed feelings regarding roundabouts
- Request for additional off-road cycling infrastructure
- Need to improve winter maintenance
- Excitement for LRT
- Support for electric vehicles





Opportunities and Challenges

City of Waterloo continues to grow and urbanize



Commuter trips are still highly car dependent



Short trips are becoming less auto-dependent



Social equity is a pressing issue



Road safety is of paramount concern



Internal travel within the City follows a typical urban demand profile



Travel by a single mode is being replaced by travel by multiple modes



New mobility options are emerging





Transportation Vision and Goals

Waterloo has an equitable transportation system built on the principles of sustainability, choice and safety.

Goals for Transportation

- **Promote Travel Choice** – Enables everyone to make trips in an integrated and seamless manner without having to drive (or own) a car.
- **Create a Sense of Belonging** – Provides access to equal opportunity and benefits for all citizens.
- **Support Sustainable Development** – Supports sustainable growth initiatives within the City, benefiting both the economy and environment.
- **Optimize the Transportation System** – Makes the most of infrastructure and services that already exist.

By reviewing and renewing a plan to guide transportation, the City will be better positioned to meet the demands of the growing population, while maintaining a level of service appreciated by existing residents.



Alternative Planning Strategies

Alternatives

Capacity Focused Strategy

- Provides road capacity in response to traffic demands
- Primarily accommodate motorized traffic

Demand Focused Strategy

- Concentrates on changing travel characteristics
- Strategically withhold road improvements to create shifts in travel modes

Complete Transportation Strategy

- Reduce road improvements to strategic locations
- Optimize existing road capacity
- Strategically convert or adjust auto capacity towards AT and transit

Evaluation Criteria

A multiple account evaluation (MAE) framework was developed to compare the three alternatives and select the preferred strategy. A list of assessment criteria and associated metrics was developed to evaluate if the alternative scenarios would meet the goals of the TMP. The evaluation criteria used in the assessment included factors related to transportation, natural, social and policy environments, and economic implications. Based on the evaluation, a **Complete Transportation Strategy** is the preferred alternative.



Complete Streets

What are Complete Streets?

Complete Streets is typically defined as streets for everyone, purposely designed and operated to allow for safe access to all users. The City of Waterloo adopted a Complete Streets Policy in 2011 which envisioned an economically viable, sustainable, vibrant, walkable, bicycle friendly, age friendly, accessible, and diverse City. Advancing a multifaceted Complete Streets framework remains a key focus moving forward.



**PRIORITIZED
USES**



**SAFE BY
DESIGN**



**POINT-TO-POINT
TRIPS**



MULTIMODALISM



**COMPLETE
NETWORKS**



**DIGITAL
INFRASTRUCTURE**



ADAPTABILITY



**OUTCOMES
BASED**

Draft Policy Directions

- Integrate mobility hubs, shared mobility and technology
- Allocate space to serve specific objectives defined by mode and demand
- Employ interim treatments and pilot/demonstration projects
- Improve communication methods
- Develop new decision-making tools to prioritize person-throughput and allow trade-offs
- Reduce lane widths and allocate road space to accommodate Complete Streets



Vision Zero

What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all road users. Vision Zero aims for safer streets through improved education, enforcement, engineering, evaluation and engagement. Vision Zero focuses on the policies and street designs that have the greatest impact on safety.

City Initiatives

Collision Review Process	Traffic Calming Policy	Radar Speed Boards	Sidewalk Policy & Prioritization	Education Campaigns	Pedestrian Crossover Implementation (Upcoming)	Automated Speed Enforcement (Upcoming)
--------------------------	------------------------	--------------------	----------------------------------	---------------------	--	--

Draft Policy Directions

- Re-affirm philosophy of reducing all serious injury and fatal collisions through current and upcoming programs
- Pursue new methods of identifying locations and trends with potential for safety improvement
- Implement proven countermeasures
- Consider emerging countermeasures on site-specific basis subject to trial application



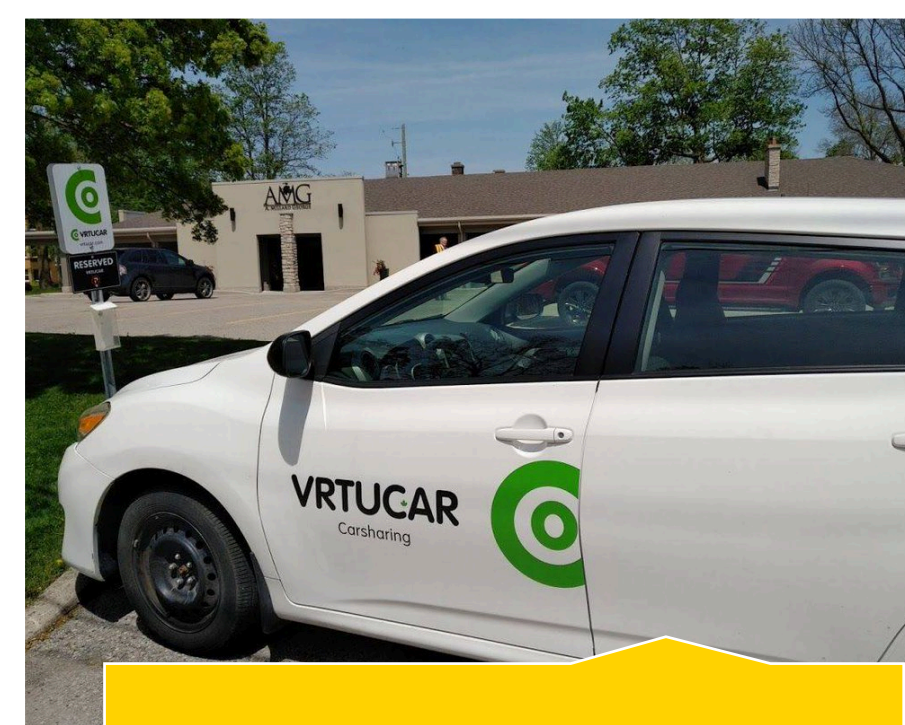
Emerging Technologies

Future Possibilities

Advances in automation, connectivity, electrification, and shared mobility are creating new ways to move people, goods, and services. The emergence of new transportation technologies and mobility options will shift current transportation systems and bring exciting potential benefits to consider and plan for.

Draft Policy Directions

- Undertake phased approach to adopting bike, car and other modal (e.g. scooter) sharing opportunities
- Permit testing and adoptions of autonomous vehicles
- Assess potential MaaS system
- Establish publicly accessible vehicle charging
- Develop curb management strategy
- Explore car parking reform



Carshare



Bikeshare



E-Scooter Share



Rideshare



Autonomous Vehicles



Mobility as a Service



We Want to Hear From You

Feedback on Guiding Philosophies and Strategies

Sticky Note Colour Code
Green – Yes/Positively
Yellow – Somewhat/Neutral
Pink – No/Negatively

	Do the draft policy directions fulfill Waterloo's Transportation Vision? Why or Why not?	How will the draft policy directions impact transportation in your community?	Is there anything missing from this theme area? What considerations should be made before implementation?
Complete Streets	Stickies here	Stickies here	Stickies here
Vision Zero	Stickies here	Stickies here	Stickies here
Emerging Technologies	Stickies here	Stickies here	Stickies here



Roads

Road Classification

A road classification system establishes a “hierarchy” of roads each serving a specific role in traffic movement and property access.

Draft Policy Directions

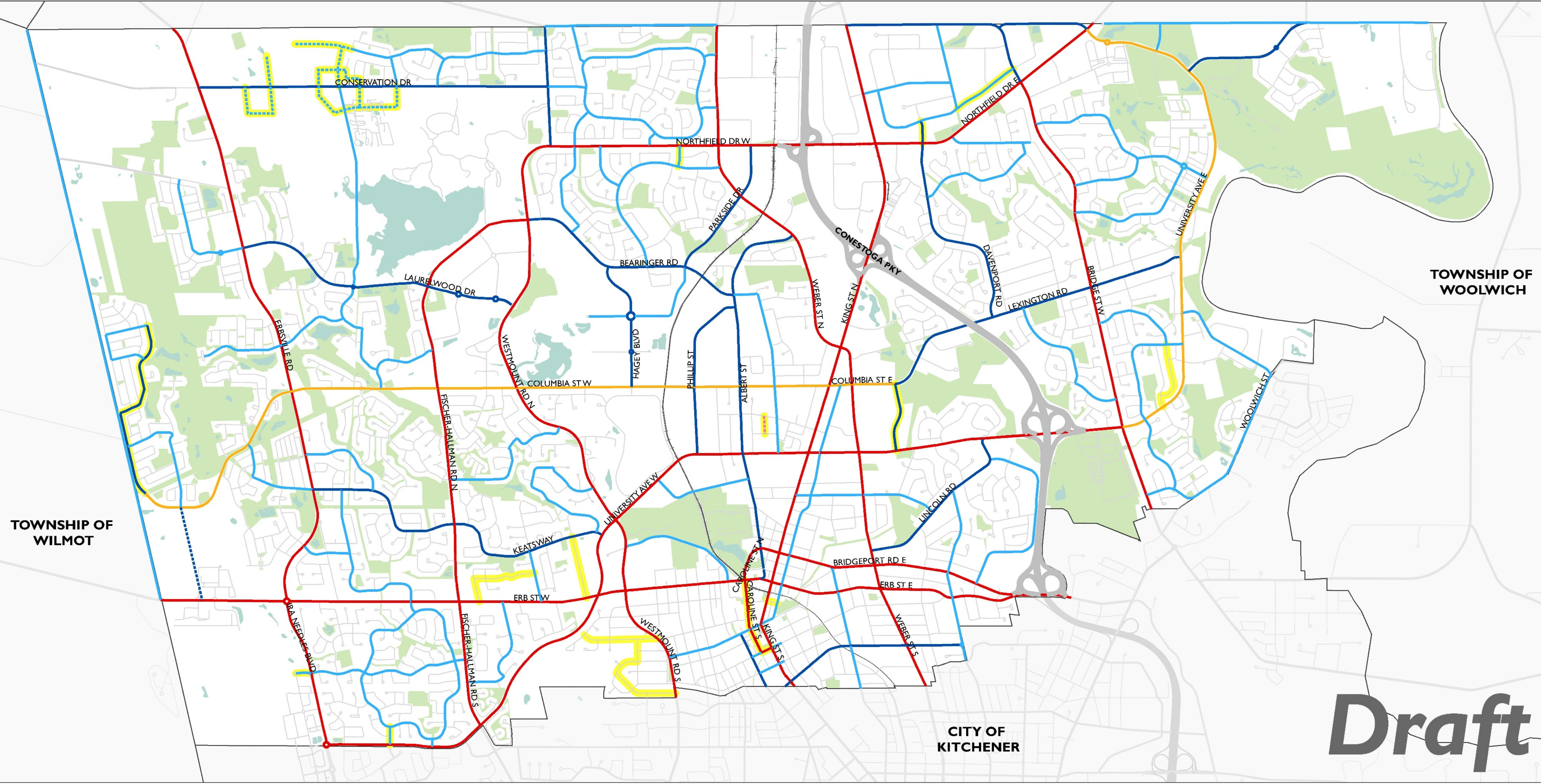
- Retain pedestrian-focused roadway classification system developed for 2011 TMP
- Reclassify select city roads to better reflect function
- Introduce woonerf/shared street classification (Larch Street in Northdale neighbourhood)
- Update roadway classification system in Official Plan

Road Network

The City has strategically moved away from road widenings; therefore no new widenings are recommended as part of the network.

Draft Policy Directions

- Complete corridor expansion projects identified in 2011 TMP, 2019 DC Background Study and development plans but pursue no new city initiatives
- Undertake select intersection expansion projects
- Work with Region to implement 2018 RTMP road projects



Draft

Map Version: 3/4/2020

PROPOSED ROAD CLASSIFICATIONS

Road Classifications

— Provincial Highway	— Future Major Collector	— Local Street
— Regional Arterial	— Minor Collector	
— City Arterial	— Future Minor Collector	
— Major Collector	— Future Woonerf	

TMP Recommendation

— Recommended for Classification Change

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Active Transportation Network

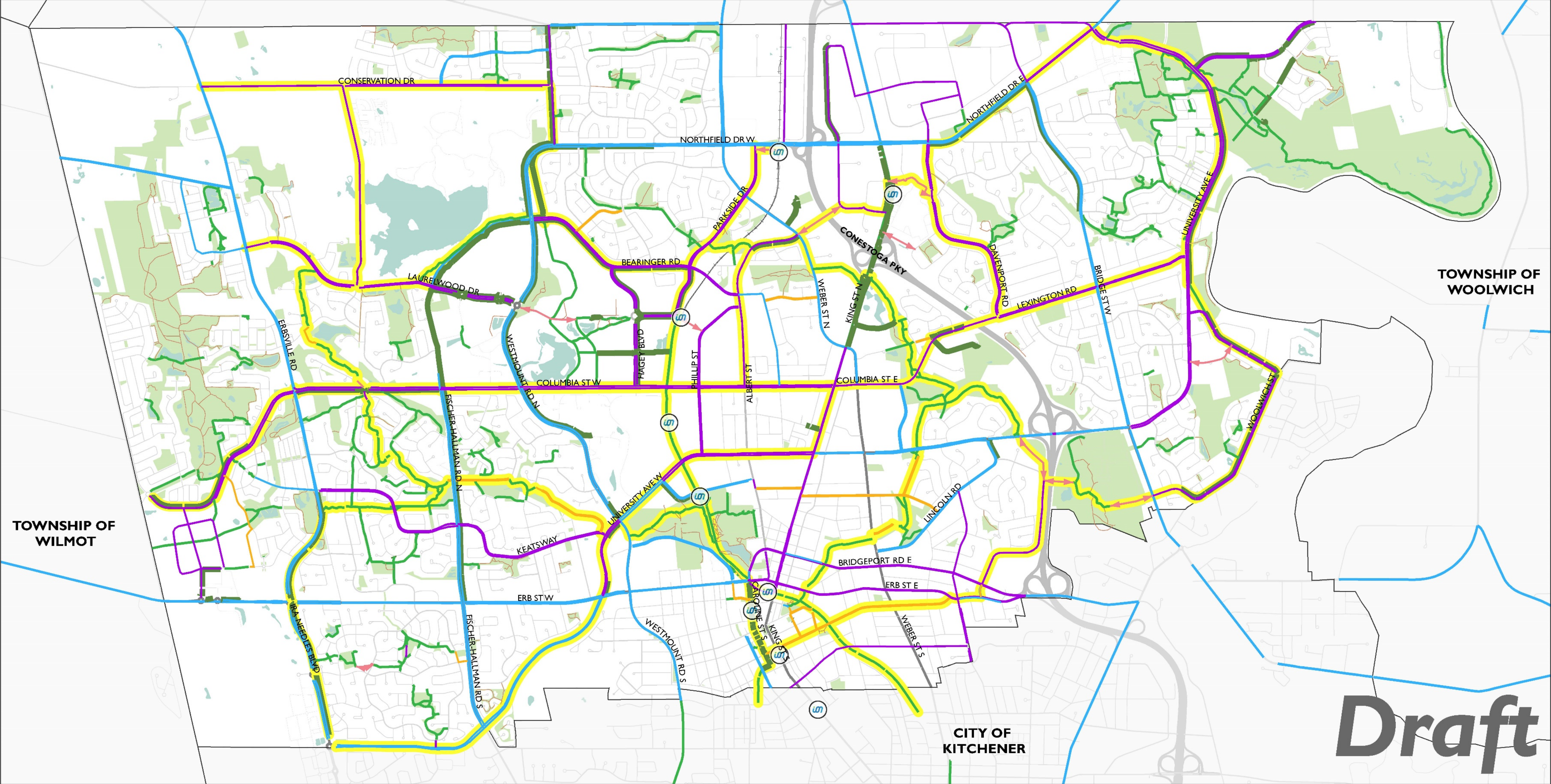
Goals for Cycling in Waterloo

The City is a Gold Bicycle Friendly Community working towards Platinum status. The focus of the TMP is to build on the existing network by prioritizing future investments and developing a minimum grid and high priority network in collaboration with the Region. The plan is not about one street in particular but focused on the creation of a strong network.



Draft Policy Directions

- Link to existing and future Regional and municipal networks
- Connect to key locations including post-secondary, community destinations, neighbourhoods, and ION LRT stations
- Close gaps in the existing network based on existing conditions and demand analysis
- Prioritize user experience, aiming for an all ages and abilities network
- Implement context specific facility design based on roadway conditions and overall network density, completeness, quality, and directness
- Construct comfortable tie-ins between facilities and logical crossings



Map Version: 3/6/2020

PROPOSED SPINE AND ULTIMATE CYCLING NETWORK

- Network**
 - Spine Network
- Cycling Facilities**
 - Physically Separated Bikeway
 - Visually Separated Bikeway
 - Neighbourhood Bikeway
 - Conceptual Connection
- Trails**
 - Multi-Use Path
 - Multi-Use Trail
 - Other Trail
- Other**
 - ION Station
 - Park

The proposed ultimate cycling network includes existing and currently proposed facilities on regional roads. The proposed facilities are from the Regional Transportation Master Plan. New recommendations may be developed through further discussions with the Region.

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Wayfinding & Signed Routes

What is Wayfinding?

Wayfinding is a system of signs, markings, maps, and other signifiers by which people follow a route from one place to another. It is intended to help people navigate their surroundings intuitively and efficiently. While wayfinding is integral to the success of an active transportation network, Waterloo's system is currently limited to the High Priority Trail Network and is gradually expanding to other on- and off-road routes.

Draft Policy Directions

- Expand to include turn-signs and trail-head signs at major locations, and to the remainder of the active transportation network based on priority
- Upgrade signage on new or rebuilt recreational trails to be AODA compliant
- Include signing processes for temporary conditions (closures, detours, etc.) that impact active transportation
- Integrate with Region of Waterloo, City of Kitchener, and Grand River Transit network signage





We Want to Hear From You

Feedback on Planning and Design

Sticky Note Colour Code
Green – Yes/Positively
Yellow – Somewhat/Neutral
Pink – No/Negatively

	Do the draft policy directions and network plans fulfill Waterloo's Transportation Vision? Why or Why not?	How will the draft policy directions and network plans impact transportation in your community?	Is there anything missing from this theme area? What considerations should be made before implementation?
Road Network Classification	Stickies here	Stickies here	Stickies here
Road Network Projects	Stickies here	Stickies here	Stickies here
Active Transportation Networks	Stickies here	Stickies here	Stickies here
Active Transportation Wayfinding & Signage	Stickies here	Stickies here	Stickies here



Winter Maintenance of AT Facilities

Current Practice

Snow clearing and ice treatment have a direct impact on whether people choose to ride bikes or walk in the winter months, affecting access to transit, accessibility for vulnerable users, and safety. The City currently clears in accordance with Ontario regulations (minimum standard), including all regional roads on behalf of the Region.



Draft Policy Directions

- Establish a priority network to deliver higher service levels and predictability to priority routes
- Identify key locations for connections and spot improvements
- Improve design approaches to consider adequate snow storage and ease of clearing
- Consider lighting strategies for safety and security in winter months
- Communicate with the public about winter maintenance and winter cycling



Speed Limits on City Streets

Why Lower Speed Limits?

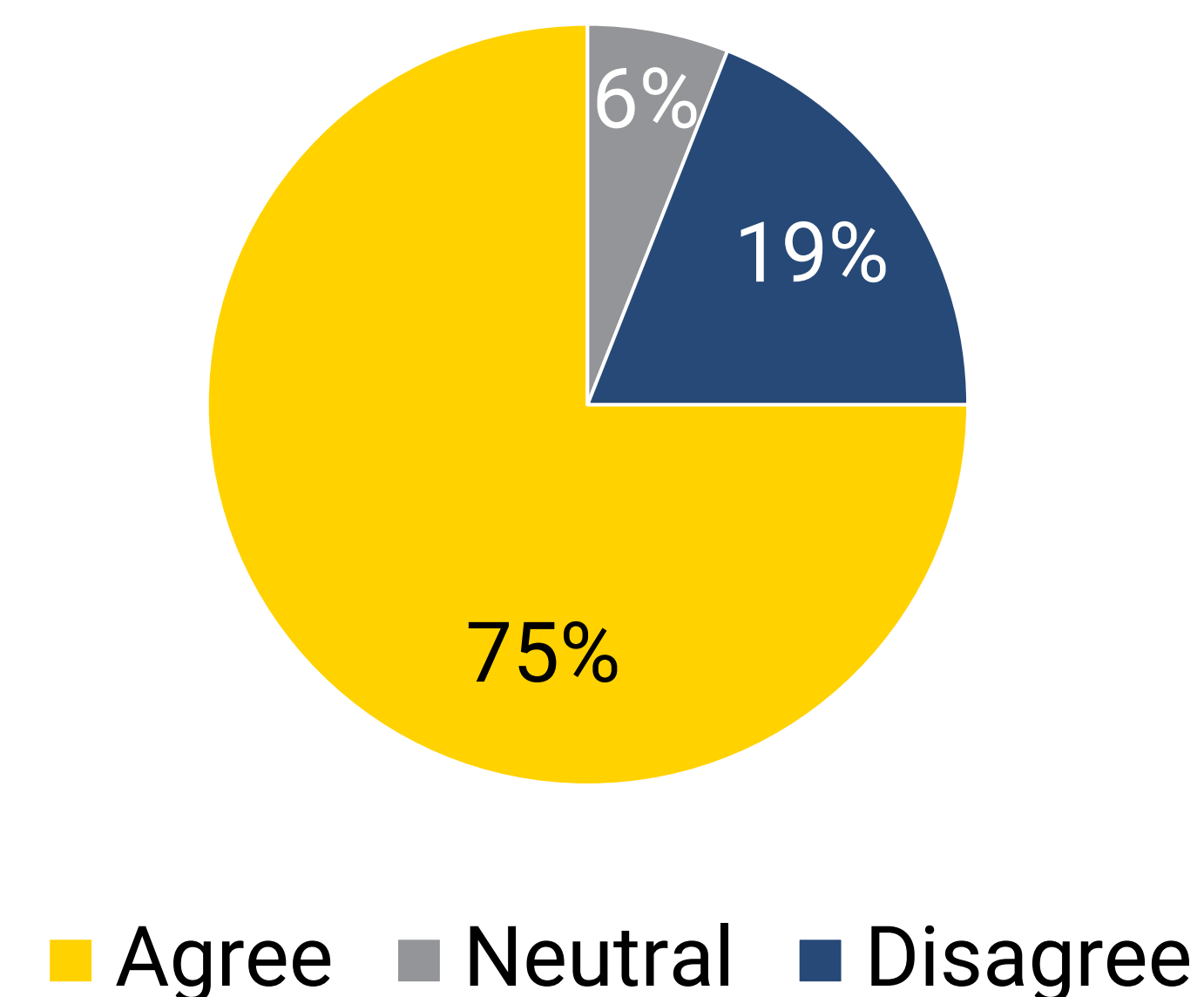
Urban streets are seeing a greater emphasis in multi-modal transportation as sustainable planning and design philosophy change how roads look and function. A major challenge to successful integration of road users (cars, pedestrians, cyclists) is the speed differential at which these users operate. Many municipalities have implemented, or are in the process of implementing, reduced speed limits in residential areas. Potential benefits include:

- Greater collision survival rates
- Lower risk of collisions
- Foster active transportation
- More human interactions

Draft Policy Directions

- Consider area-wide 40 km/h speed limits for defined residential neighbourhoods
- Develop procedures and criteria for assessing potential communities
- Trial pilot areas and monitor effectiveness

Public Opinion: Lowering Traffic Speeds is a Priority





We Want to Hear From You

Feedback on Operations and Maintenance

Sticky Note Colour Code
Green – Yes/Positively
Yellow – Somewhat/Neutral
Pink – No/Negatively

	Do the draft policy directions fulfill Waterloo’s Transportation Vision? Why or Why not?	How will the draft policy directions impact transportation in your community?	Is there anything missing from this theme area? What considerations should be made before implementation?
Winter Maintenance of Active Transportation	Stickies here	Stickies here	Stickies here
Speed Limits on City Streets	Stickies here	Stickies here	Stickies here



Next Steps

After this meeting we will:

- Summarize and process input received
- Evaluate and select preferred alternative
- Prepare final draft report for City Council this spring

Stay tuned ...

Visit us online at [Engagewr.ca/waterloo](https://engagewr.ca/waterloo) to learn more about the study!

**THANK YOU FOR
ATTENDING! Please return
your comment sheets.**

Please provide your feedback!

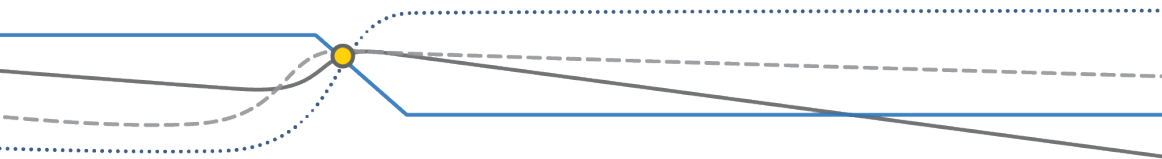
If you have any questions or comments, please contact:

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10 RESPONSE TO STUDY COMMENTS



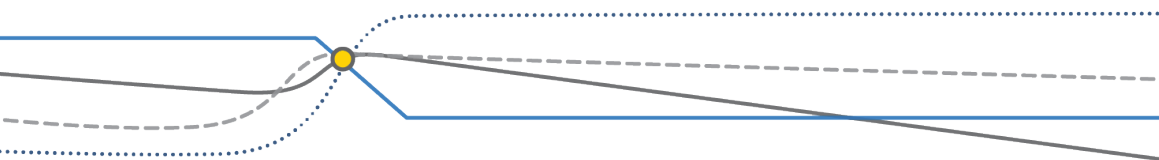
#	Date	Message	Response	Action
1	2019-05-02	Hi, I would be interested in participating in discussions/studies around transportation. I walk/take the bus often (no license yet though planning to get by the summer) and wanting to encourage my kids to take the ion, etc. to get around. I believe there should be incentives for those who have always driven (the hardest market to change) if they do take the bus (e.g. tax break, etc.)?	Good morning. First, let me apologize for the delay in responding. Thanks for your comments about transportation in Waterloo. We will certainly take them into consideration in completing the study. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates.	Added to contact list.
2	2019-05-06	Hello, I'd like to ask to be placed on to the communication/mailling list for the above-noted Transportation Master Plan study. Please confirm this request. Thank you.	Good morning. First, let me apologize for the delay in responding. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates.	Added to contact list.
3	2019-05-07	I'd like to receive updates and be involved in any consultation and planning. Thanks very much.	Good morning. First, let me apologize for the delay in responding. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates.	Added to contact list.
4	2019-05-07	please add me to info list for transportation study	Good morning. First, let me apologize for the delay in responding. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates.	Added to contact list.
5	2019-05-09	Hi Chris, Reep would like to participate in the Master Transportation Study in any way that makes sense. Could you add us to the contact list to receive updates? Many thanks.	Good morning. First, let me apologize for the delay in responding. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates.	Added to contact list.
6	2019-05-24	Hello I live at X Willow St in Waterloo in a high rise building. My unit faces onto ERB street. From time to time I observe drivers proceeding north on Willow to ERB St. Rather than turning right onto ERB they turn left into on coming one way traffic. I am wondering if the City of Waterloo would consider installing a right turn sign at the corner of Willow and Erb or alternatively a no left turn sign. Thank you for consideration of my request. Second Message (2019-07-17): Thank you for your response. I would like to add a further concern and that is the speed on Willow and William stress especially at the turn where the speed is to be reduced at least according to the sign. I observe cars travelling very fast around the curve. The area might benefit from a flashing light indicating speed.	Good morning. First, let me apologize for the delay in responding to your email. Thanks for your comments about traffic on Willow Street. We will certainly take them into consideration in completing the study. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates. Second Response (2019-07-17): Noted. Thank you.	Forward to the Region of Waterloo - Erb and Willow intersection signage Forward to the City of Waterloo - Speed reduction on Willow and William Added to contact list.
7	2019-06-12	Dear Christopher; I found your name in the Waterloo Chronicle re ad Looking Ahead. As a senior, currently with access to a car. I know one day I will switch to public transit. My needs are grocery shopping, medical appointments, and shopping. My biggest need will be getting to my dentist whom is on University & Bridge Street. I don't see a direct route but one that will require going downtown Kitchener then to switching buses a few times. Would like to see transit that would make getting to off route destinations cheaper than a taxi ride. I would pay more to get to my destination faster or be able to get to grocery stores out side of those in my immediate neighbourhood. Maybe a SMART/electric van that I could pre-book for pick up or one that goes to the Farmer's Market / Walmart / Value village once an hour on market days. And it takes me back to the closest transit stop. I am lucky, I have a stop 1/2 a block from my home. The LRT has a stop 1/2 block from my doctor, but my dentist much harder to get to. Also, as I would like to get transit to other grocery stores (Basics. Food Saver only option a car, now Sobeys I can walk to, Zehrs a bus., Central Mkt, I can take the lrt) I live three blocks from the ION Northfield hub makes walking no problem. Now for walking...I live on Silverbirch Drive, this neighbourhood has been well planned. Fitness Ctr, fast food, Big Bear Convenience Store, Sobeys, two coffee shops, two pharmacies, excellent access to GRT. The library is a healthy walk, add we have lovely walking trails.add two dental offices(but I favor my dentist) and for those that want alcohol it's a 40 min walk. What is lacking is programs during the day for seniors @ the McCormick Arena. Public Transit has to be: •quick get you to work on time •as useful as a car, making it cheaper than car via parking hassles and it's servicing customer needs/destinations •allow bus passengers to sit down (not stand for hours). But don't have the space	Good morning. First, let me apologize for the delay in responding. Thanks for your comments about transportation in Waterloo. We will certainly take them into consideration in completing the study. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates.	Forward to GRT - On demand transit service for seniors Added to contact list.

8	2019-06-16	Gentlemen: This message is to express interest in participating in the review/updates of the City's Transportation Master Plan, and also to ask that you add my name to the contact list for updates. I believe strongly in the need to improve public transportation in Canadian cities, and am a regular user of Grand River Transit and Via Rail service to Toronto. Clearly, there is strong economic rationale for improving Via and Go train services to Toronto. I am an active long distance walker and an enthusiastic user of the bike path system in Waterloo and Kitchener. Indeed, my wife and I purchased our current home in part because it is located directly on an Ion route and on the bike path system. Further, it is my view that improvements are needed in the design and maintenance of city streets in Waterloo and the neighbouring municipalities, as well as to Highway 7 between Waterloo and Guelph and to Highway 401. All of the above views and interests raise serious questions about the cost of our urban transit system. I look forward to learning more, and to participating in this important public policy exercise. Second Message (2019-06-26): Gentlemen: How should I interpret acknowledgement the lack of an acknowledgement or reply to my message below?	Good morning, Our apologies for a tardy response to your email. We have added your name to the contact list and will advise you of future opportunities to participate in the study. Have you had the opportunity to complete the online survey for the study? If not, you can find the survey at our engagement site https://www.engagewr.ca/waterloo Sorry, hit send prematurely. Also wanted to take the opportunity to thank you for your interest in the study. We concur it's a very important and timely discussion in the City of Waterloo.	Added to contact list.
9	2019-07-05	I am a person who rides bicycles. My whole family rides. I am riding from Waterloo to Manitoulin via Tobermory with my 11 y.o. son next week and riding home the following week. I would LOVE to provide feedback from a cyclists perspective on ANYTHING G being done in Waterloo or the region. I have strong opinions and a wealth of experience from four season cycling in Waterloo, Kitchener and (shem) Thunder Bay. (-30C was my cut-off.) Please do not hesitate to contact me or to forward this email as you see fit.	Good morning. Thanks for your comments about cycling in Waterloo. We will certainly take them into consideration in completing the study. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates.	Added to contact list.
10	2019-07-31	Hi, Rachel Martin has told me that I could send comments/feedback about the Transportation Master Plan directly to you. I hope that you will consider the comments that I have made below. Mark Mutrie 1. One of top three proposals in the public realm initiative is a tree-lined promenade from the Erb/Caroline intersection to the Public Square. As part of this proposal, I would like to see a "scramble intersection" implemented at Erb and Caroline. While the true definition of a scramble intersection periodically sets the lights so pedestrians can cross in any direction including the diagonals, at the Erb/Caroline intersection the traffic lights could be implemented to allow pedestrians to cross diagonally parallel to the LRT tracks whenever the intersection is closed for an LRT train to pass. In this way, the Central Promenade in Waterloo Park would naturally flow into the uptown area and lead into the proposed promenade from that intersection to the Public Square. The scramble intersection could, of course, be implemented independently of the public realm initiative. 2. We have speed reductions and/or increased fines in School Safety Zones. The speed along streets that border parks, recreation complexes and government buildings need to be reduced in a similar way. Simply put, if the speed limit is reduced near schools to protect our children, it should also be reduced near parks and recreation facilities to protect our children. Children, seniors and, quite frankly, everyone need to be able to cross streets safely in "Pedestrian Priority Zones" to get to parks, swimming pools, libraries and other government facilities. We should not have to drive to these amenities - let's reduce our carbon footprint and increase our actual footprints. As an example, there is a large residential area on the south side of Erb St. The Waterloo Rec Complex is on the north side. All residents, and children in particular, should be able to walk to the Rec Complex which means crossing Erb St safely. The intersection of Erb St and the Rec Complex is a major intersection. It is a major intersection.	Good morning. Thanks for your comments about pedestrian safety in Waterloo. We will certainly take them into consideration in completing the study. We have added your name to the study contact list and will inform you of future engagement opportunities. Please check EngageWaterloo at https://www.engagewr.ca/transportation-master-plan-looking-ahead for study updates.	Forward to the Region of Waterloo - Erb & Caroline pedestrian scramble phase, Erb Street School Zone Speed Reductions Forward to City of Waterloo - School Zone Speed Reductions and speed table pilot projects Added to contact list.
11	2019-09-12	Hi Chris Hodgson, I hope life is treating you well. I understand that the City is in process of reviewing the 2011 TMP. Upon my review of the existing TMP from 2011 posted on the EngageWR.ca page on the City of Waterloo site, I note on page 30, the Road Classifications map is using an outdated map showing Avondale Ave. South, John St. West and Allen St. West as minor collectors in error. There is a more current council-approved version of the map showing the re-classification to local streets that residents were able to achieve by working closely with city council from 2011 to 2014 as you may recall with the final motion approved by Council on July 14, 2014. The link on the same page to the 2012 Official Plan does show local classification for the aforementioned streets and is a more current version of Road Classifications. It is imperative and helpful I believe for the study to start off on the proper footing with factual road classification information so I would respectfully request the council-approved road classification map be inserted in place of the existing one in the TMP. The latest version of the map can be found in the records of former City planner, Ryan Mounsey. Second Message (2019-09-13): Thank you Gene for your prompt response which is much appreciated and helps to allay my concerns. Many thanks for your help and I look forward to participating in this study.	Good morning Thanks for your email. We are aware of the discrepancy between the road classification mapping in the 2011 TMP and the current City of Waterloo Official Plan for this area of the City. Rest assured we will be working from the figure in the Official Plan. We appreciate you bringing this to our attention.	Added to contact list.
12	2019-11-06	Hello, Is the public input phase of the development of the master plan completed? It appears to me that the online survey and map are no longer active. I don't see any listed pop-up events or sessions (website lists dates "coming soon") I'm using this link: https://www.engagewr.ca/transportation-master-plan-looking-ahead If there is still an opportunity to provide input could you please let me know how? In specific I am looking to recommend a main bike trail get lighting (it was lit for the last several decades and recently became unlit during a park renovation) Thank you for your work,	Good morning, Thanks for your inquiry. Unfortunately, your email was misplaced in our records and only just came to my attention. My sincerest apologies for the delayed response. You are correct that the survey and map are no longer active. Our initial phase of outreach has concluded (which is why there are no pop-up events or sessions noted), but we are still accepting public input through the email address (as you've done) and the commenting feature on the EngageWaterloo site. We are currently planning the next phase of outreach, which is tentatively scheduled for the spring of 2020. Further details will be provided through the EngageWaterloo site. We will take your comments regarding trail lighting into consideration in preparing the plan. I will also pass your specific question along to City staff in the intervening period, if you haven't already reached out. Again, terribly sorry for the delay in getting back to you.	Forward to City of Waterloo - Bike Trail Illumination Added to contact list.

13	2020-03-11	Could you please add me to the contact list for the City's TMP update? Thanks!	We have added you to the contact list. Please note we recently held a Public Information Centre to present the draft policies and plans for walking, rolling and cycling, roads, and transit that will form the basis of the updated Transportation Master Plan to be presented to City Council later this spring. Please consider reviewing the display boards on https://www.engagewr.ca/transportation-master-plan-looking-ahead and sharing your thoughts and comments on the future of transportation in the city through the online survey or by emailing WaterlooTMP@ptsr.com by March 30.	Added to contact list.
14	2020-02-22	It is becoming very obvious that essentially all traffic planning revolve around how to make it almost impossible to navigate the city by car. There seems to be an assumption that removing traffic car lanes and replacing them with bike lanes is progressive. Seeing the crowds of cycles jockeying for position in their dedicated lane shows how necessary they are! This is especially so during the winter months. I am obviously being sarcastic but seeing how our snow clearing costs escalate because of the numerous types of equipment required is one example which should give pause, when doing traffic planning. Please take off the blinders and also realize that there are numerous areas of the Region where a vehicle is a necessity, not an option, to be mobile. By closing vehicle lanes, etc., it is guaranteed that the rural residents will not venture into the downtown. Is this a plan to segregate Canadian citizens? Does this help the downtown to prosper? Please consider these comments from a lifelong resident of the Region.	First, let me apologize for the delay in responding. Thanks for your comments about transportation in Waterloo. We will certainly take them into consideration in completing the study. Please note we recently held a Public Information Centre to present the draft policies and plans for walking, rolling and cycling, roads, and transit that will form the basis of the updated Transportation Master Plan to be presented to City Council later this spring. If you haven't already, please consider reviewing the display boards on https://www.engagewr.ca/transportation-master-plan-looking-ahead and sharing your thoughts and comments on the future of transportation in the city through the online survey or by emailing WaterlooTMP@ptsr.com by April 30.	Responded to email



11 DRAFT TRANSPORTATION MASTER PLAN 2020 UPDATE COMMENTS



- Responses already provided to Councillors to date via e-mail or on Jan 18 are **shown in red**
- All other responses **shown in purple**

Theme/Subject	Question/Comment Raised	Councillor	Response to date (where applicable)	Action
Northdale Streetscape Master Plan	1. The ultimate cycling network does not include the Northdale Streetscape Master Plan. That is, separated facilities on Albert (Columbia-University), visually separated facilities on Hazel (which need updating to separated; Columbia-University), and MUT on all of Hickory (west of King). This excludes these key connections from assessment for the primary network (Albert continuing southwards perhaps, and Hazel as a key transit route with a high school and a university may trigger criteria). It may also disadvantage these previously prioritized road reconstructions in the capital budget process.	Henry	The Northdale Streetscape Master Plan work was provided to the consultant, I will request them to revisit this based on the above. Alta has worked with staff to ensure that the active transportation projects identified in the Northdale Streetscape Master Plan are reflected in Map 8.6 Proposed Ultimate Network map. Some of these projects are planned through development charges and are not reflected in the implementation plan with direction from City staff.	Complete
Road widening	2. What is the rationale for including a widening of Bridge (King to Northfield), other than that it was in the previous TMP? Are we intending this to become a significant transportation connection to divert King-Northfield traffic?	Henry	As you reference, this was prepared through the previous TMP which was an outcome of the travel demand forecasting (modelling) work completed back then. The land use and anticipated function of the road network there was quite a bit different given the planned expansion of RIM in the north-east part of the city. One of the tasks of the update was to review the modelling work given the changes in Waterloo over the past 10 years, including introduction of ION. But, as communicated to Council and outlined in section 9.4, we were unable to complete this task. Recommendation #41 advises that this task be undertaken following completion of the Regional Official Plan update. We will then be in a better position to determine if this is still required, or if the time line changes and we adjust accordingly. Additionally, given this is a Boundary Road with the Township, their input into the process would be required.	Complete
Winter maintenance	3. On pg ES.15, what what are staff suggesting with the following: "The City needs to build capacity to implement new methods and equipment to better maintain active transportation infrastructure during winter months and extreme weather events arising from climate change. This would include the necessary budget adjustments to add such capacity in the near to mid-term time frame." Is this a commitment to some extent to broadening city snow clearing to certain routes?	Henry	One of the key observations through the TMP update was the need to improve the active transportation network for year round use, specifically winter maintenance. Recognizing this would have capital and operational impacts, the TMP provides guiding philosophy and recommended criteria type on how this could be undertaken. The technical memorandum in Appendix C provides a greater level of information but essentially, the thought process was for a future cross-departmental working group could investigate this subject further based on the TMP information and bring forward options for Council's consideration. In terms of specific locations, the proposed Primary Network (map 8.6) was prepared with the intent that it would see a focus of maintenance requirements as well as other focus areas such as trail lighting etc.	Complete
Varied	<u>Technical notes</u> 1. In s7.4.3 Data Collection / Indices - AT includes trips within 5 km yet report divides trips into those shorter/longer than 8 km - Suggested Road Performance metrics are auto-centric rather than people-centric (LOS v. MMLOS) 2. Table 9.4 discrepancies - Woonerf in low density areas? - Minor collector speeds at 50? Design speed higher than posted speeds?	Henry	1. Indicators list revised to note active transportation trips less than 8 kilometres in length to correspond to report findings. Multi-modal level of service added to list of indicators. 2. Table 9.4 updated to indicate Woonerf is applicable in higher density areas as well. The Transportation Association of Canada Geometric Design Guide for Canadian Roads (GDGCR) notes "one of the first requirements in developing a new geometric design is to establish the appropriate design speed to use for design. The design speed to be adopted, which is typically based in some way on the anticipated operating speed, directly influences the principal parameters used in road design, which include active transportation elements, horizontal alignment,	Complete

Theme/Subject	Question/Comment Raised	Councillor	Response to date (where applicable)	Action
	- Description of cycling facilities particularly minor collector seem inconsistent with typology in Figure 9.7 3. Table 9.3 and Figure 9.7 don't align for curb width 0.5 v 0.8m		superelevation, vertical alignment, stopping sight distance, passing sight distance, lane width, shoulder width and roadside elements". Design speed is defined as the speed set for the design of those geometric features of the roadway that affect vehicle operation. In general, design speed should not be less than the intended operating speed. Furthermore, operating speed refers to the 85th percentile speed of vehicles at a time when traffic volumes are low, and drivers are free to choose the speed at which they travel. City staff recommends that Council endorse that the Design Speeds for City streets shall be consistent with those ranges set out in Transportation Association of Canada (TAC) Design Guidelines, and the planned posted speed limit for that street. Refer TAC GDGCR Table 2.6.5: Characteristics of Urban Roads attachment for further information. Table 9.4 Minor Collector – Cycling Facilities text updated to “Generally Dedicated On-Road Facilities and Off-Road Facilities Where Appropriate” 3. Figure 9.7 updated to note 0.8 m semi-mountable curb	
Varied	FYI - On Monday, I also expect either Councillor Bonoguore or I to lead questions on the AT typologies for major and minor corridors. I'll be wondering about curb management challenges on both and whether some major collectors may need more separation than others. I've been referred by some to Churchill Ave in Ottawa as a collector road example. The Regions new manager of transportation policy had a hand in that one, I understand.	Henry	The TMP work is inherent in its recognition that painted bike lanes are not the go to for higher traffic volume corridors but the need for separated facilities. It must also be recognized that the context and constraints of any existing street, even major collector or arterial street - may not always accommodate what may be preferred. Further, that the nature of the project itself (e.g. reconstruction versus rehabilitation), provides both opportunities and constraints.	Complete
Design Speeds	High design speeds should not be the `go to' and should not have higher design speeds than posted speeds	Henry	Agreed.	Complete
Traffic Speeds	Would like to see language considering some 30km/h zones and strengthen the recommendations of the plan	Henry	The City is currently piloting 40 km/h area wide and 30 km/h school zones. Depending on outcome of the pilot program, if effective, the City may consider extending the use of these speed management tools to other neighbourhoods in the City. This may include considering 30 km/h zones as part of the speed management program. Targeted areas such as parks, community zones, school frontages may be considered for 30 km/h zones.	Complete
Collector Roads	Staff should take the cross sections in the TMP for discussion, specifically the local street and collector roads	Henry	The context sensitive issues of individual streets need to be considered when planning a cycling facility. There is not one design that will fit in all situations and in fact, should not be considered to be a cookie-cutter design – even for a particular street classification (with the exception perhaps of brand new streets in greenfield subdivisions etc.). The TMP cross sections are conceptual and for guidance, as are those examples in OTM Book 18 and other design guides and manuals. OTM Book 18 has an entire chapter on facility type selection including 13 guiding criteria that a planner/designer should consider. While a consistent approach helps considerably, a layout/facility must be adaptive to suit the local conditions and may look different along a street or even between blocks. However, the principles of what is trying to be achieved would still remain.	Complete
20-Minute City	The draft calls for planning around the "20 minute" city. The Region's Official Plan review includes a focus on 15 minute neighbourhoods, consistent with planning literature, and we will have to conform to this. It	Henry	The City will evaluate the implications of the 20 Minute City as part of the OP review.	Complete

Theme/Subject	Question/Comment Raised	Councillor	Response to date (where applicable)	Action
	seems odd we would use 20 minutes in the TMP knowing we will need to use 15 minutes in our OP update, currently underway.			
Intersections	The draft speaks about intersections almost as an aside when talking about other things (e.g. crossing distances, providing treatments, distance between road crossings, and completing traffic modeling before expanding them). I would like to see some intersection-specific discussion and a specific numbered recommendation that encapsulates what we are trying to do that guides design choices. That could include minimizing crossing distances (avoiding medians, tight turning radii, minimum lane width as no space is required for parking, etc.), the idea of protected intersections at appropriate road types (i.e. off-road cycling travel pathways protected from movements), and any right-on-red restriction considerations.	Henry	The Complete Streets work captures information about intersection improvements. As well, there is information about upgrades included in the Intersections Improvements memo. The report may not detail information about specific intersection improvements along cycling corridors. The TMP includes a caveat that corridor improvements also include intersections. The intersection design will manage/reduce conflict. Typically, the Region has jurisdiction of the larger signalized intersections in the City and are responsible for implementing upgrades.	Complete
Speed Limits	What changes in residential street design at a design speed of 30 kph from 40 kph? That is, to what extent can a future signage change be consistent with the engineered experience. Staff are cautious about a leap from 50 to 30 due to compliance concerns, so recommend 40. I am somewhat concerned about sunk costs if and when staff believe 30 becomes appropriate.	Henry	The Transportation Association of Canada <i>Geometric Design Guide for Canadian Roads (GDGCR)</i> notes “one of the first requirements in developing a new geometric design is to establish the appropriate design speed to use for design. The design speed to be adopted, which is typically based in some way on the anticipated operating speed, directly influences the principal parameters used in road design, which include active transportation elements, horizontal alignment, superelevation, vertical alignment, stopping sight distance, passing sight distance, lane width, shoulder width and roadside elements”. Design speed is defined as the speed set for the design of those geometric features of the roadway that affect vehicle operation. In general, design speed should not be less than the intended operating speed. Furthermore, operating speed refers to the 85th percentile speed of vehicles at a time when traffic volumes are low, and drivers are free to choose the speed at which they travel. City staff recommends that Council endorse that the Design Speeds for City streets shall be consistent with those ranges set out in Transportation Association of Canada (TAC) Design Guidelines, and the planned posted speed limit for that street. Refer TAC GDGCR Table 2.6.5: Characteristics of Urban Roads attachment for further information.	Complete
Roll-Curbs	Reconsidering the use of roll-curbs, recognizing that residential or commercial frontage leads to short term parking/stopping of vehicles forcing vulnerable users to use the roadway is inconsistent with an all ages and abilities network. The arterial road cross-section provides a one-pass winter control opportunity for all AT infrastructure. Consider using that typology in collector roads will focus expansion of service along the primary network and key streets, consistent with the plan and minimizing incremental capital and operating costs.	Henry	With the exception of King Street (and more during the construction phase), the city has not experienced any issues of vehicles parking on those other streets where raised cycle tracks are located. As referenced above, the context of each street needs to be considered. Current maintenance practices and funding would need to be reviewed in greater detail to accommodate such typology.	Complete
Planning Strategies	Why does the update opt for "complete transportation strategy" rather than "demand focused"? Given current approaches, the complete strategy seems more akin to business as usual, while demand-focused is more aligned with the direct action we need to combat the climate emergency. Insight here is appreciated.	Bonoguore	For context, we carried the Complete Transportation Strategy forward as the recommended approach from the previous plan and presented this alternative as the preferred strategy to the public at the March 2020 PIC. The decision to recommend Alternative 3 happened in part because this step came earlier in the study before we had received the input from Council (July 2020 update). The City has definitely `moved the needle' in terms of reducing the dependency of the auto since the last TMP. We've seen a reduction of 5% auto trips which relate directly to an increase in 5% active trips. Even with an increasing population we've seen a	Complete

Theme/Subject	Question/Comment Raised	Councillor	Response to date (where applicable)	Action
			reduction in vehicle ownership of 3.1%. The ION system, expanded GRT and i-Xpress services will only help see further achievements. We're moving in the right direction for sure. That being said, we still see Alternative 3 as slightly preferred because the City is not quite at a point in its evolution where it can completely abandon travel by the auto, which still sees 80% of all trips. It's still necessary for several areas of Waterloo albeit the plan places (considerably) less focus on the Single Occupancy Vehicles (SOV) for serving future transportation needs and generally eschews road widening, although a few select expansion projects remain that were carried forward from the previous TMP modelling work, the majority of which have already been implemented or in the current capital plan (Columbia Street East). The exception to this is Bridge Street. One of the tasks of the TMP update was to review the modelling work given the changes in Waterloo over the past 10 years, including introduction of ION. But, as communicated to Council and outlined in section 9.4, we were unable to complete this task. Recommendation #41 advises that this task be undertaken following completion of the Regional Official Plan update. We will then be in a better position to determine if this is still required, or if the time line changes and we adjust accordingly. Further, that through the TMP update Council demonstrated a strong desire for no more major road widening which would need to be taken into account in the decision-making at the appropriate time. We see the focus of the proposed draft TMP being active transportation, including the many programs, initiatives, policies and projects to support the goals and vision. Given the next TMP update is planned for 2026 and that the city would appear to be heading in the right direction, Alternative 2 could certainly be the strategic direction in the future. Of course, with all such matters, we will be happy to take guidance from Council.	
Active Transportation priorities	Is Erb Street not part of the priority network due to regional priorities?	Bonoguore	Regional roads are shown for context as either existing or planned facilities based on the 2018 Regional Transportation Master Plan. No changes to the facilities on Regional roads have been proposed, although there may be an opportunity for the City to work with the Region to propose new facility classifications for Regional roads. For the Primary Network, Regional roads are used in isolated cases where they provide an important linkage in the overall network.	Complete
Winter Maintenance	In the Plan recommendations in the executive summary: Why does #13 say to align our hopes with existing equipment and methods? Why are we not seeking updated projections for required equipment and methods to support our goals?	Bonoguore	One of the key observations through the TMP update was the need to improve the active transportation network for year round use, specifically winter maintenance. Section 8.6 and the technical memorandum in Appendix C covers the overall context of this subject in considerable detail, and also includes the work undertaken last year by Deloitte. There are several observations and recommendations. I can clarify that recommendation #13 specifically relates to how we may consider the design of some elements of future active infrastructure that, by first considering what equipment the City already has within its fleet for maintenance/operations – could mitigate the need for purchasing specialized equipment. For other observations and specific recommendations, please refer to 8.6.2.	Complete
Varied	(And just a minor clarification for page ES.21: Millennials are IN the workplace, not entering. They are in their 30s. It's Gen Z who will be 'entering' during this TMP	Bonoguore	Noted, text updated.	Complete
Varied	1. Q: Road network performance indicators: I have concerns about congestion and vehicle delay being included without some kind of	Bonoguore	1. Yes. Update TMP to include working on congestion, delay and high car usership.	Complete

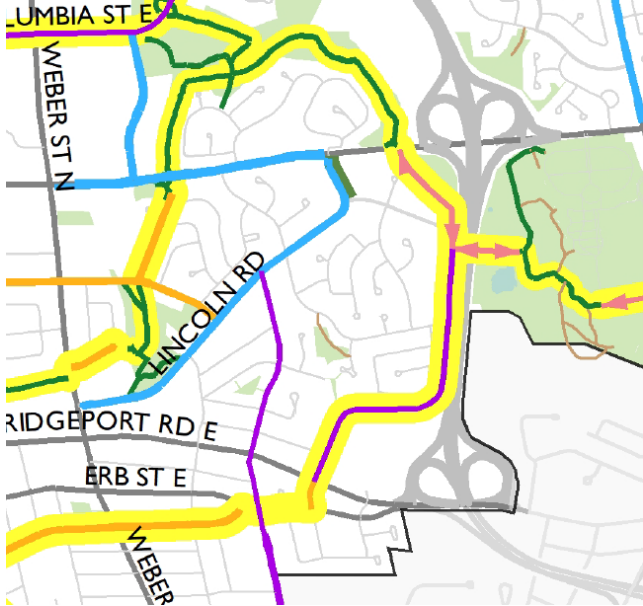
Theme/Subject	Question/Comment Raised	Councillor	Response to date (where applicable)	Action
	caveat. Congestion and delay are not the enemy; high car usership is the enemy. Therefore, some congestion and delay should be tolerated before being ameliorated to help bring about mode shift. Can wording such as this be included in the TMP? 2. Q: Book 18 is currently being updated. Was due 2020. Any word on when it will come? If it brings substantial new recommendations or capabilities, how can those be incorporated into our strategies once the TMP is passed? 3. Q: Re “low stress” bikeway analysis: Says 85% of residents live within 250m of low-stress bikeway. BUT almost every cyclist will tell you that painted-on bike paths are high stress. Can we find out what this analysis looks like with those routes removed? 4. NOTE: Spot gap analysis: considerable gap missing on Caroline at the LRT stop. Further correspondence: This isn't a city thing -- I've raised it with my regional colleagues and they are aware of it. Just wanted to flag for our records/consideration. While there are two existing crossings, neither actually meet the needs of most people crossing Caroline, particularly those exiting the LRT. The most common destination point seems to be Willis Way. The PXO is useful for pedestrians coming from the south, but LRT riders I've seen tend to just cross traffic at the north/Willis Way end of the platform, rather than backtrack to the PXO. At peak times, streams of people are just walking across Caroline from the north end of the platform. Meanwhile, the island is past the most common destination -- people need to cross one road (FDB Drive), go to the island, then backtrack to Willis. For cyclists, this is a significant problem spot, too. If you are on the Iron Horse Trail but want to go to Willis Way/King Street, you need to either use the PXO then ride on the sidewalk (roadway is very narrow), or ride past your destination and use an island that isn't wide enough for a bike anyway. Some cyclists will go up to Erb and then cut back on the trail beside the LRT lines, but that's again the long-way-round. 5. For my ward info: What is the "Iron Horse Trail realignment on John St"? Are we giving up on the angled connection that meets the sold-off portion of the trail?) 6. Q: 8.6.1: Winter operations are still a major issue for cycling infrastructure and sidewalks. Does this document address the call for city clearing of (some) sidewalks, perhaps in a tiered fashion, or the clearing of snow at intersections? I can't seem to find it, but maybe I overlooked it. 8.7.9: LOVE that trail lighting will be designed to avoid light pollution! 7. Q: Rec. 29: Signs: Is there encouragement to consult with users to ensure appropriate placement, etc? (We have signs in Ward 7 that		2. This was responded to on Jan 18. Alta was on the team developing the update to OTM Book 18 and have already incorporated the new recommendations into the 2020 TMP Update. 3. This was responded to on Jan 18 – Painted bike lanes are not included as a low-stress bikeway in the analysis.; however, low-stress bikeways do include trails. 4. There is a PXO immediately south of the ION station and a pedestrian island immediately north of station. Caroline Street is a Regional Road, any further questions should be directed to the Region. 5. We will revise the title to be clear. Essentially this is just providing an alternative option for IHT users to cross the Park & John intersection using cross-rides. This tool was not available back in the late 2000's when Park Street was re-designed. 2 short lengths of existing sidewalk would be replaced with MUPs. Confirming IHT route remains as is. 6. One of the key observations through the TMP update was the need to improve the active transportation network for year round use, specifically winter maintenance. Recognizing this would have capital and operational impacts, the TMP provides guiding philosophy and recommended criteria type on how this could be undertaken. The technical memorandum in Appendix C provides a greater level of information but essentially, the thought process was for a future cross-departmental working group could investigate this subject further based on the TMP information and bring forward options for Council's consideration. In terms of specific locations, the proposed Primary Network (map 8.6) was prepared with the intent that it would see a focus of maintenance requirements as well as other focus areas such as trail lighting etc. 7. There are standards to where signs should be placed. As networks mature and the City evolves, signs should be revisited and revised as necessary. 8. The purpose of this section is to identify potential funding opportunities beyond the tax base that may, or may not interest Council. The TMP is endorsing none but providing for information. 9. The Transportation Association of Canada <i>Geometric Design Guide for Canadian Roads (GDGCR)</i> notes “one of the first requirements in developing a new geometric design is to establish the appropriate design speed to use for design. The design speed to be adopted, which is typically based in some way on the anticipated operating speed, directly influences the principal parameters used in road design, which include active transportation elements, horizontal alignment, superelevation, vertical alignment, stopping sight distance, passing sight distance, lane width, shoulder width and roadside elements”. Design speed is defined as the speed set for the design of those geometric features of the roadway that affect vehicle operation. In general, design speed should not be less than the intended operating speed. Furthermore, operating speed refers to the 85th percentile speed of vehicles at a time when traffic volumes are low, and drivers are free to choose the speed at which they travel. City staff recommends that Council endorse that the Design Speeds for City streets shall be consistent with those ranges set out in Transportation Association of Canada (TAC) Design Guidelines, and the planned posted speed	

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	direct cyclists away from the safest crossings of major streets.) Can we add “change or adapt route signage as networks mature”? 8. Q: 8.7.11 / [Rec 30] It strikes me we should avoid advertising and sponsorship of public trails OR create guidelines to minimize signage and make sure it’s clear these are city, not private, spaces. Potential to undermine the public nature of these spaces. Can wording such as this be included? 9. WHY ARE DESIGN SPEEDS SO HIGH?: City Arterials are listed with design speed of 70kmh and an average running speed of 60-80. These roads are 60kmh at most. Should we not design them that way? Major collectors == Albert Street, Union Street == shouldn’t have design speeds of 60. Design speed must influence driver behaviour. Set it at 50. Minor collectors proposed to be 40kmh. Set design speed for 40. 10. Q: Reclassifications: Allen St W (one block with LRT) and Caroline to go regional arterial. What is the predicted impact of that? 11. Q: 9.1.3 Love the multimodal levels of service! We need these kinds of parameters to assess the effectiveness of streets and intersections for all road users. Would like to see some language acknowledging that some metrics will have subjective aspects, not just objective == i.e. perceived safety for a pedestrian. 12. Q: 9.2.3: Speed limits > Report says where we’ve posted 40kmh for school zones, speeds drop but are still over the posted limit. This is troubling. Shows that residents will go over the posted speed, so if we want people driving 40kmh in neighbourhoods, we need to post the speed lower. If we are designating speed "areas", can we have some neighbourhoods (e.g. inner urban) set at 30kmh and others (e.g. suburban) at 40kmh? What would it look like with 30kmh across the whole city? 13. Q: Winter operations are still a major issue for cycling infrastructure and sidewalks. I really appreciate the snow clearing advice, to go beyond the minimum with a strategy for tiered sidewalk clearing and priority cycling network. Is there a recommended timeline attached? 14. Q: To address ongoing problems with snow windrows on many uptown streets, I’ve flagged the need to re-introduce boulevards wherever possible on streets that now have curb-faced sidewalk. Is this the appropriate document to request a replacement of boulevards be considered / included in future policy? 15. Q: Could we call for the end of beg buttons? When cars get a green light, pedestrians should also automatically get a green light. Buttons can still be present to force a light change at relevant intersections where warranted. Can we include in the TMP, or does it need to come from Regional TMP?		limit for that street. Refer TAC GDGCR Table 2.6.5: Characteristics of Urban Roads attachment for further information. 10. These 2 streets were transferred to the Region several years ago as part of the LRT process. Identifying these in the draft TMP report (Map 9.1) is merely a house-keeping exercise. The Official Plan update project that will commence this year will require accurate representation of street classification. 11. This was responded to on Jan 18. 12. Experience shows that signs and line painting alone have limited effect as identified in the Vision Zero work. This is also our experience here in Waterloo over many years of data collection. The design and operation of the street is only one factor – driver behaviour and the vehicle are factors largely outside the City’s control. Yes, this can be done. There is a standard approach following HTA requirements. Staff recommend this be considered within the speed management program. This was responded to on Jan 18. 13. We have not prepared a time line for any action on this subject. The thought process was for a future cross-departmental working group which could investigate this subject further based on the TMP information and bring forward options for Council’s consideration. 14. Based on the Complete Streets philosophy, the review of boulevard sidewalks should be automatic when planning and designing city streets and so is inherent within this TMP. Although this is not always possible due to local context. Streets should at least be reviewed at the start of that process and where constraints exist, trade-off’s need to be considered and evaluated against the broader needs of the community. An example would be narrowing a street to create space and the potential loss of on-street parking. 15. Staff reviewed Region Staff Report and followed up with Council separately. 16. This was responded to on Jan 18. 17. This was responded to on Jan 18. Elimination of centre medians will be reviewed in the context of the roadway. 18. In the 2011 TMP work, the Traffic Calming Policy was updated because the original policy was developed back in 2001. The ‘vehicles per day’ threshold of 900 for Local Roads in the current Traffic Calming Policy was a criteria carried forward from the 2001 policy, as was the ‘10km/h over posted speed limit’ criteria. Staff did not feel that the 2011 policy required updating further, therefore the 900 ‘vehicles per day’ threshold remains as is.	

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	16. Q: Rec. 37: When discussing “data-driven” road safety management, are public complaints and user feedback considered “data”? Often complaints or issues raised by pedestrians are deemed “unsupported” by the data. Is there language we can include in the TMP to get around this? 17. Where discussing the elimination of centre medians, is it based on an understanding that some centre medians should be retained? (i.e. designated Cultural Heritage Landscapes report or in situations where a median provides a pedestrian refuge?) Or does that need to be spelled out? 18. There are some concerns of a mis-match between ‘vehicle per day’ measures for local roads, and the implementation metric in the traffic calming policy. The draft TMP lists local roads as carrying up to 2000 vehicles per day. The traffic calming policy sets 900 vehicles a day as an acceptable metric for considering traffic calming. Does the 900 still stand, given that up to 2000 is now listed as ‘acceptable’ for a local road? If so, great! If not, is a new traffic calming policy likely to be developed once the TMP is approved? Should council request a new one, or does the ‘complete streets’ policy kind of supersede it / take its place?			
Trail lighting	I understand Moses Springer wasn't able to get the underground infrastructure to put lighting along the trail during the park's construction and that during Mackay construction they might be able to put some underground infrastructure around the bridge. I'm not sure about all of the details, but that's my cursory understanding. With the TMP coming forward on Monday I wanted to know if you know if trail lighting through Moses Springer is being prioritized. There has been huge community interest in getting lighting along that trail.	Vasic	The TMP work has identified trails and pathways that would benefit from trail lighting, these are shown to be along the Primary Network which includes the Laurel Trail through Moses Springer Park (map 8.6 in volume 2). However, it has not prioritized specific locations due to the magnitude and high cost of lighting needs along the Primary Network. What has been prepared is a set of guiding criteria to assist staff in establishing those priorities for retro-fitting lighting on these trails. Additionally, trails identified along this Primary Network should be considered for the inclusion of trail lighting when the scope of the project, and its budget is being prepared.	Complete
Trail lighting	Thanks so much for this. What's the best way to keep this community interest in lighting on this part of the trail as a priority? It's my understanding that there isn't a particular project that would include lighting as part of a budget in the future because there was a bigger construction of Moses Springer a couple of years ago, so I could see that spot slipping off the priority list. So, how would I, as a councillor, advocate for this as a priority, taking into consideration there is a guiding criteria to assess? My worry is that because Moses Springer has already been under construction it might fall away as a priority.	Vasic	A good question. Perhaps to start off, I will advise that the annual budget for retrofit lighting is not extensive. Given this and that trail lighting is not cheap, it is highly likely that larger sections of trails along the proposed Primary Network would require future funding. These would be prioritized and brought forward for Council's consideration through future budget processes. This is how we see this program progressing: · The criteria would be applied subjectively · From a network perspective, each section along the proposed Primary Network would first be considered on the basis that each is as important as the other. This initial position ensures that we apply the process with an equity lens across the city Once the criteria is applied, we would look to develop the priority list accordingly – similar to how we apply the sidewalk infill program, and as per that program - some will be easier and some more complex. This will then help determine which can be addressed by (i) the retrofit program; (ii) future budget needs; or (iii) as part of a planned capital project	Complete
Trail lighting	Thanks so much. This helps a lot. In thinking about Moses Springer, is there a process or procedure by which if something that might have been a priority is not going to be possible for budgetary or other reasons (i.e.,	Vasic	Noted.	Complete

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	putting in underground infrastructure for lighting), council or the ward councillor might become a part of the conversation for problem solving or thinking through if we should come back to council requesting budget, if that were even possible. Knowing that we were embarking on the TMP update and that trail lighting would be important, that the lighting came off the Moses Springer construction project might have been something we (I) might have wanted to see if it was possible, as a way to lower costs down the road and also meet AT objectives and priorities, and address what residents in the area were advocating for. I'm kicking myself because I think I made the assumption (unfounded, for sure, so this isn't about anyone making a mistake or anything) that lights were going to be possible through that project and also more likely because council supported trail lighting in the budget, so just trying to think through the best process for how to mediate this as a potential blind spot in the future. Not something you need to get back to me about in the near future, but for post-TMP thinking. It's just come up because of TMP.			
Trail lighting	In advance of my questions coming from me for the TMP I wanted to share a perspective from a resident about trails, lighting and parks. Below I'll copy and paste what they said, but another thought they added was that in thinking about parks there could be a process by which after the park was upgraded users of the park were followed-up with to ask what they like, what they don't like, what's missing etc as a way to improve parks overall. This came up because of talk of lighting on the trail through Moses Springer. Including you, Jeff and Mark, as a consideration for the upcoming Parkland Strategy, too. Below are her comments re: lighting. I did look through the document and read the section on lighting. As far as the document goes I may have missed it but I don't see anywhere if path sections have had the lighting priority criteria applied to them? For example I think there can be a good argument that the bikeway through Moses Springer is a primary transportation route (not just a recreation route) given it's part of the larger trail network and its connection to the community centre. A general comment on the transportation plan is that lighting is a subsection of the overall plan but not considered at all when routes are designated by quality or type. I can see this potentially making routes look the same in quality on city maps when in reality during parts of the year sections may be very unequal in quality for cyclists and pedestrians due to the lighting. For example if a person was going to use the city information to plan a recreation or commuting route the classification types wouldn't help as much during the late fall / winter / early spring when the light levels are low. Routes would be rated and labelled the same based on other criteria but then the person using the trail would unexpectedly pass from areas with and without lighting	Vasic	I will defer to Community Services staff regarding the parks, however – can confirm that we have not applied the criteria to the trails. While we have a new and budgeted lighting program, the criteria outlined in TMP update has been prepared to assist staff prioritizing those trails within the network as described through these e-mail chains. This is something staff would begin working on should the TMP be approved by Council. I would also encourage a review of the detailed work within section 8.7.9 and the associated technical memorandum work in Appendix C that gives further technical guidance on this subject. <u>Response from Environment & Parks:</u> To follow up on Chris' comments. Within the parks realm, very few of our smaller neighbourhood parks include lighting for a number of reasons including safety concerns, surrounding property and environmental impacts and of course costs. Our smaller neighbourhood parks tend to close at dusk. From a CPTED perspective lighting a pathway or select areas within a dark park can actually be unsafe for users. I know this seems counter intuitive. Imagine someone shining a spot light on you in the dark. You cannot see beyond the lit area and who or what may be there. Cyclist by virtue of having lights on their bikes will continue to use our unlit parks, but pedestrian less so. Lighting can also invite unwanted behaviour into a park. Lighting is certainly a topic that can create some very strong community and neighbour reactions. Many different stakeholders and property owners need to be included in the discussion. Sport field lighting aside, even pathway and rink lighting is often not appreciated by surrounding residential properties. Lighting “trespass” is an issue that we are often dealing with and even the most advanced shielding systems cannot stop all light at the property line. That is not to say that we do not support or do not have lighting in neighbourhood parks. We do, however, review each site individually. If a pathway cuts through a park and is part of a greater priority active transportation network, it is typically lit. During a park development or redevelopment process those priority routes are likely already known OR parks staff may consult with our Active Transportation	Complete

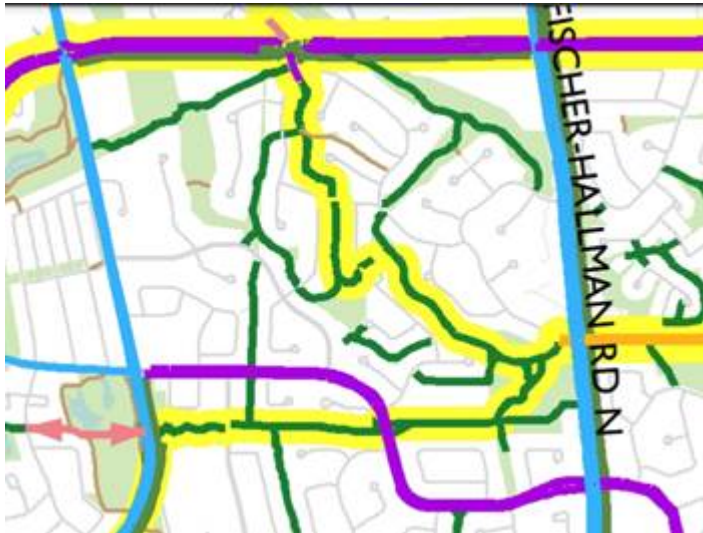
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			staff. At other times, through the public engagement process lighting may be requested from a community. Staff would then review the site and surrounding properties to see if that is possible. If it is possible and prioritized by the community, it would become part of the overall budget and other lesser priority amenities may need to be excluded from the final plans. Keep in mind, this process is typical of entire park development or re-development projects. Smaller playground replacement or trail replacement projects would not include budget to add lighting and it would be very unlikely that the budget would accommodate such a request.	
General/Staff report	1. is there anything that didn't make it into the TMP that you wish would have? 2. What are you and other staff working on this most excited about getting going on from the recommendations? 3. What is "traffic modelling" and what will not undertaking any until after the ROP review is done prevent us from doing? 4. Will everyone who participated and is in the study contact list be contacted directly to review the draft plan that's approved by council? I wasn't sure who is considered an "interested" party who will be contacted directly. 5. I think there will be a lot of enthusiasm for the emphasis on pedestrians in this TMP!	Vasic	1. Can't think of anything. 2. Excited about every part of this TMP update. 3. Region of Waterloo Travel Demand Forecasting Model (the Model) to help identify any City roads that would see future capacity pressures due to forecasted growth in population and employment. The Model forecasts transportation trip-making by mode and trip purpose across the Region based on population and employment forecasts generated by the Region to project future travel demands. These forecasts ultimately translate into person trips by various travel modes on the transportation network as people move to, from and within the Region of Waterloo. A further task of the WTMP update was to use the Model to analyze existing and projected traffic conditions to help establish modal shift targets and corporate targets for reducing Carbon Dioxide (CO2) emissions. The above noted discrepancies would also make the setting of such targets questionable and potentially unusable. 4. Yes, following Council approval to release to the public, a communication e-mail was sent out on January 19, 2021. 5. Noted.	Complete
Sidewalk policy	1. Where would the cash-in-lieu for a sidewalk/MUT a developer is supposed to put in be allocated? Should a particular reserve fund be included in the policy? 2. I'm sure the below statement included in the draft policy is true, but wondering if the policy should include a reference to at least one study that is considered an exemplar in evidence-based research about sidewalks. a. "Numerous studies and research have noted that sidewalks are an essential component of good urban design and enhance overall general public health." 3. It says that loss of snow storage is not a reason to preclude sidewalk installation. However, I do think a blvd buffer zone is so important because plowed snow is so much harder to shovel often and also sometimes people will have shovelled before the plow comes and then will have to do it again after. I get that the intent is that it shouldn't be a reason not to put a sidewalk in, but is there a way to also include that there should be a blvd for snow storage? Or am I totally off base on that? 4. As for snow clearing, it confirms it is the responsibility of the homeowner, though the draft TMP speaks to increased responsibility	Vasic	1. This is an existing and established program within Development Engineering and is being recommended to remain as part of the policy update. 2. Current and previous Council administrations have demonstrated the importance of, and support of sidewalks in Waterloo, especially in recent months with some high profile locations. Given this is only a policy update and the need and justification is embedded in the TMP and Official Plan, staff do not believe a reference such as this is necessary. 3. Boulevard sidewalks are preferred to assist in separation of traffic and pedestrian realm, as well as provide space for snow storage, but this is not always achievable. Based on the Complete Streets philosophy, the review of boulevard sidewalks should be automatic when planning and designing city streets and so is inherent within this TMP. Although this is not always possible due to local context. Streets should at least be reviewed at the start of that process and where constraints exist, trade-off's need to be considered and evaluated against the broader needs of the community. 4. Snow clearing is in accordance with the Snow and Ice By-law and has been for many years, which outlines that winter maintenance is the responsibility of property owners. This information already exists within the draft updated policy. While the city does undertake a significant amount of snow clearing, this is a	Complete

Theme/Subject	Question/Comment Raised	Councillor	Response to date (where applicable)	Action
	from the city along the priority network. Is there a way to capture that direction from the TMP in this sidewalk policy? 5. I think it's captured here implicitly, but I wonder if there is a way to explicitly say that pedestrians are a more vulnerable road user than cyclists. There are some cyclists that seem to forget this and it gives cycling (and cyclists) a bad name. Perhaps this is more for an education campaign?		program not a policy. The TMP is a policy document that identifies these points and also provides rationale and areas of consideration for potential expansion of that program. The Sidewalk Policy is a tool for providing information on where sidewalks would be constructed. 5. We will look to our education information.	
Volume 1	1. Looking at the cycling network map, how will one get from Erb/what I think is Allen to Erb and what I think is Bluevale? Right now it's painted on Erb, but is there a different plan for the future because on the map it's highlighted without a colour for which cycling facility is/will be there. 2. Should a TMP should be speaking to public washrooms. I understand there will be more information about this coming to council via another report from community services, but if we want more people walking and biking we need more washrooms nearby when people can't hop in their car to get to the next washroom more quickly. How does the AT community speak to the public washrooms discussion? Is it/should it be part of active transportation initiatives? 3. Is the road widening of Hwy 85 to city boundary to King St. N still planned, just not started? 4. Glad to see that crossing the expressway at Bridgeport and University should be pursued still. I know you're already working on this. Have you made any headway on advancing this? a. And so I understand this, it looks like some alternative routes (perhaps just interim?) are being proposed that are quite high cost (i.e., the Bechtel Park connections). Will this still be a worthwhile investment to if/once more direct connections are made along Bridgeport and University? 5. What's a home-based work or school trip? (p. 47 of volume 1) 6. I think this is more of a zoning thing but I wonder if we permitted some more small-scale commercial uses like a coffee shop or small bakery that people could run out of their houses, we would be able to increase active transportation more, or at least people would meet this particular need (and there might be others based on the details of the total daily trips by purpose) and also decrease car trips more. Would a document like this speak to this idea I'm sharing – zoning opportunities to decrease automobile use – beyond referencing thinking about land use planning policies? 7. Figure 5.7 (in volume 1): a. Has the data been further segregated by where in the ward AT is happening (i.e., east or west of the expressway)? b. Is there a complementary map that shows where AT infrastructure was built between 2011-2016? Curious if/how infrastructure has influenced any increases. 8. Map 5.6 (Volume 1) a. I want to zone in on the lower live work play demand analysis for ward 5 around Lincoln Road and Bluevale. This is a lower-income area, so I'm curious more for the details about this. My lay	Vasic	1. Erb Street is a Regional road, staff will contact the Region for more information. 2. Staff do not believe washrooms are a transportation matter, but more aligned with Community Services. Washrooms will be part of Parkland Strategy coming out this year BUT through a parks only lens. 3. This would be an MTO driven project and City staff would need to follow up with MTO for more information regarding possible implementation and timing. 4. University Ave is now scheduled for 2025. We are still working with the MTO on the lane and interchange configuration which as you can appreciate is going to take some time. Staff would need to review locations at the appropriate time, depending what or if, any other routes have progressed in the area. 5. A home-based work trip is a trip that starts at the person's place of residence and ends at their place of work. Similarly, a home-based school trip is a trip that starts at the person's place of residence and ends at school. 6. Agree, this is a zoning and planning matter. 7. The data was not further segregated by area within the identified Ward. A map of built infrastructure between 2011-2016 was not prepared. 8. In reviewing the Ultimate Cycling Network, which includes both existing and planned infrastructure – there is a significant network within this area. 	Complete

Theme/Subject	Question/Comment Raised	Councillor	Response to date (where applicable)	Action
	person’s concern would be because it shows lower demand, less infrastructure to increase active transportation might be targeted for there because there might not be seen to be “the greatest potential for cycling and walking trips” when perhaps it is a spot that would benefit from it most. I’m curious for your thoughts on this. My mind goes to why is that a lower demand area and are there ways the city can support it to become a higher use area? Should a “more comprehensive transportation assessment” (p. 62 in volume 1) be completed in this location? 9. What’s an acceptable level of service for an urban centre? Is the aim A or B at every intersection? 10. Does the TMP saying revenue can be generated from focused advertising along trails mean they are in support of it or are stating it’s a possibility. They do take an opinion/make a bit of a recommendation on some of the other points, but not on this. Curious why. In one of the other volumes it does speak to something like adopting a part of a trail. That seems more appealing to me than a private sector donation. 11. The timing for review of the WTMP might be a bit off from the OP review and DC studies reviews since the former has just begun and the latter was already completed. What’s your plan for coordinating these reviews, if at all?		Map 8.6 PROPOSED ULTIMATE CYCLING NETWORK Cycling Facilities — Physically Separated Bikeway — Visually Separated Bikeway — Neighbourhood Bikeway — Conceptual Connection Trails — Multi-Use Path — Multi-Use Trail — Recreation Trail Other ○ ION Station ■ Park ■ Waterbody 9. This is a philosophical decision by municipalities. The Region is the designated road authority for traffic signals design and operation. Multi-Modal-LOS (MMLOS) is a relatively new approach in the field of transportation. Traditionally, intersections were assessed on the basis of moving auto traffic through an intersection, now the MMLOS approach looks to equalize the importance of active users to vehicles. Acceptable level of service is context-sensitive and dependent on the mode of transportation. Historical acceptable levels of service (such as LOS A or B) are not sustainable due to land requirements, etc. and evolving City goals. 10. The purpose of this section is to identify potential funding opportunities beyond the tax base that may, or may not interest Council. The TMP is endorsing none but providing for information. 11. Following completion of the 2011 TMP, the goal was to review and update the report in 2016. However, due to competing priorities this prevented staff from undertaking this work. Recommendation #5 states – “Review the WTMP every 5 years, ideally in conjunction with a review of the OP and Development Charges Studies.	
Volume 2	1. What’s the “Bridgeport north neighbourhood?” 2. Taking note of some big gaps in access to school (St. Agnes/L’Ecole Harmonie) and community resources (St. Agnes/L’Ecole Harmonie St. Matthew/Sandown/Wintermeyer) in ward 5. Glad to know this. 3. 8.7.7 Active Transportation Connection to Woolwich: Does an EA automatically include working with Indigenous Peoples and groups? I remember speaking about this with you, Chris, and a resident at the PIC at the rec complex and one of the considerations was to include Indigenous Peoples and groups in exploring this possibility. I think it would be good to include that in the TMP, either here or as an overarching approach. Thoughts? 4. In guidelines for wayfinding there is a specific guideline for signage directed at cyclists (conspicuity). What’s the reason there is not a complimentary guidelines specifically for pedestrians? 5. Wayfinding for unintuitive routes made me wonder if signage might actually make things more confusing in those locations. How are signs used to increase clarity at unintuitive routes. I personally would consider caroline/erb unintuitive and I’m not sure how signage would make it less confusing and wonder if it would make it more overwhelming. 6. Do you have any ideas for existing area(s) to evaluate the 20-minute city concept objectives? Is that something we might see evaluated in the remainder of this term of council. I’m super curious about this one and, like every ward councillor I’m sure, if it can be piloted in ward 5.	Vasic	1. Name reference removed. 2. No response 3. Yes. This is a mandatory requirement under the Municipal Class Environmental Assessment process. 4. The design guidance for wayfinding is based on NACTO and is applicable for both cyclists and pedestrians. 5. The design guidance for wayfinding based is on NACTO and is applicable for both cyclists and pedestrians. Caroline Street and Erb Street are Regional Roads. 6. Staff consider this would be a land use planning function that it would be an exercise for Planning Services, perhaps a section within the OP update that is starting this year. 7. There has been a number of utilization studies completed and reports to Waterloo Council on parking in the Uptown. There are other Recommendations included in the TMP that relate to review of parking. Generally, parking is covered in many areas of the plan – refer to Recommendations 45, 51 and 53. 8. While ride-hailing and ride-sharing may have potential negative consequences, it is important for the City to consider their impact in the future. The City is not advocating for one service over another, rather investigating all potential services. The City will investigate these opportunities further as part of Recommendation 44. Recommendation 44: Develop a Shared Mobility Strategy for the City in collaboration with the Region, local stakeholders, and potential partners. The	Complete
Volume 3	7. I was surprised that the TMP suggested to continue with the 2008 Uptown Waterloo Parking Strategy. I would have imagined that it			

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	would have suggested an update given the strategy is more than 10 years old. Thoughts on why it recommends monitoring and not an update? 8. Car sharing, ride sharing, ride hailing, and ride sourcing are described in this document as good for AT. I'm thinking about controversies around apps like uber for things like worker rights and passenger safety. In volume three the draft is kind of vague about its support, or not, for these ride sharing apps – maybe for intermunicipal, but sounds like not super supportive of ride sharing within a municipality. I'd be curious about the consultant's and staff thoughts on this. 9. One of the suggestions in the TMP is for bike-sharing and e-bikes, but there was a bike sharing pilot in town. Are there barriers to doing a bike sharing program again overall and in our local context? I'm trying to understand if this suggestion is a realistic one given what staff learned about bike sharing (and scooters) in Waterloo.		strategy should consider the merit of introducing/piloting an of an Ecomobility Hub, as well as assess the potential for a Mobility as a Service (MaaS) system. 9. Since October 2018 the City of Waterloo has participated in two micromobility pilots. - Lime E-scooter - Two phases to the pilot: - Phase 1 – October 2018 to December 2018 (ended due to the snow) - Phase 2 – April 2019 to August 2019 (ended with Lime pulling out of the pilot). The e-scooter pilot was a partnership between the University of Waterloo and the City of Waterloo. The e-scooter was “geofenced” along the Laurel trail from Uptown Waterloo to the Research and Technology Park. - Dropbike - Launched in May 2019 and ended in December 2019 The Region of Waterloo and area municipality collaborated this pilot. Based on the Ministry of Transportation 5-year e-scooter pilot opportunity, Region and local municipal partners are currently collaborating on a micromobility study for the Waterloo Region. Part of the process requires establishing if and where e-scooters should be allowed to operate. Various options were developed and considered by the public via a survey on Engage Waterloo as part of the engagement process. At the appropriate stage in the process, Staff will bring forward information on the feedback, issues and challenges as well as recommendations of the study.	
Various	A few potential typos? - On p. 8 of Volume 1 it looks like the highlighted info is missing at the top of the page around notice of completion date. - I think on p. 30 of Volume 1: ward 1 says southeast on p. 30 and then in the table says southwest. p. 32, 5.1.1: “paths, and trails” – take out the highlighted comma? p. 13 volume 3, add “be”: “From a safety perspective, the City’s road network appears to be performing better than others in Canada and even in Sweden based on research completed by the Region of Waterloo. But the City is always striving for improvement, particularly as there is a renewed emphasis on increasing mobility by active transportation and transit.	Vasic	Text updated. - Notice of Completion date will be entered once the Notice is sent out. - Text revised to “Southwest” - Text removed. - Text added.	Complete.
Road Diet	The change the terminology of ‘Road Diet’ to ‘Right-sizing’ the road	Freeman	Road diet is a term used within technical manuals, but will change as Council desires. Road diet terminology changed to “roadway reconfiguration”.	Complete
OTM Book 18	Can the terminology in update to OTM Book 18 be factored?	Freeman	OTM Book 18 is in its final stages of update. The terminology within the TMP update factors in the new terminology.	Complete
Text Edits	Update the ‘Executive Summary’ to include the ‘Old Abbey’ neighbourhood within the 40km/h speed reduction trial	Freeman	Text revised.	Complete

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Winter Maintenance	Staff should consider low cost improvements around winter maintenance	Freeman	Noted.	Complete
Engagement	WACAT provided input into the TMP study process, specifically with Mr. Graham Vincent as their representative on the project steering committee	Freeman	N/A. Additional: WACAT endorses the Transportation Master Plan and supports the initiatives to improve infrastructure and safety of active transportation for all ages and abilities in all seasons for the multiple benefits to our community - including our climate mitigation goals.	Complete
Engagement	Has the team considered targeted questions to assist the community in responding to the TMP engagement?	Hanmer	The team did not consider questions for this final phase of engagement. It did in Phase 2. Follow up comment, targeted questions were added to the Engage Waterloo site on (i) winter maintenance, (ii) lower speed limit areas and (iii) Vision Zero.	Complete
Coordination	How is the city and this document coordinating with other municipalities plans?	Hanmer	The city is working with other adjacent municipalities on many projects and studies. An example - as part of the City of Kitchener's Cycling Master Plan, Waterloo had a representative on that study to help ensure discussions were taking place on cycling connectivity between cross-border streets Additional: This update considers the work and recommendations of the Regional Transportation Master Plan update of 2018	Complete
Speed Limits	Can we post speeds signs for certain areas of the city? If we go to 40km/h zones what is the requirements for signs?	Bodaly	Yes we can, this will all be part of the speed management program. If we were to move a 40km/h zone, we must provide signage at the entranceways to those zones. Essentially, a sign is required whenever there is a change in speed	Complete

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January 27, 2021	Grand River Conservation Authority	The Grand River Conservation Authority (GRCA) is in receipt of the Draft 2020 Update to the Waterloo Transportation Master Plan (TMP). The TMP may propose measures that have the potential to impact regulated features across the city. The GRCA appreciates the opportunity to provide comment as the TMP and any of its recommended projects progress. We understand this TMP update is being completed at a higher level, following the master planning process (Approach #1) of the Municipal Class Environmental Assessment (Class EA). All projects recommended in the TMP that proceed to subsequent Class EA planning and/or design should be screened to determine if they may impact a feature regulated under Ontario Regulation 150/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation). Our web mapping is available at https://maps.grandriver.ca/web-gis/public/. Any projects within the Regulation Limit will require a permit from the GRCA pursuant to Ontario Regulation 150/06. In general, City should be conscious of GRCA’s public infrastructure policies, as applicable, where transportation facilities may interact with floodplains (8.1.15-8.1.17), watercourses (9.1.2), erosion hazards (8.2.21, 8.1.22) and wetlands (8.4.6, 8.4.7). Additional or alternate policies may apply, such as within the Laurel/Clair Creek Special Policy Area in Uptown Waterloo. The City should also consider how transportation facilities can positively or negatively impact natural hazards and GRCA regulation of nearby properties. Consulting the GRCA early in subsequent project planning and design helps identify what, how and to what degree GRCA policies will apply. The GRCA will continue to work with the City in balancing public infrastructure objectives with natural hazard management. We are already reviewing some transportation projects, such as the re-routing of The Great Trail north of Randall Drive (Volume 2, Recommendation 19), Boardwalk Extension (Volume 3, Table 9.6) and the Fischer-Hallman / Bearinger Road Improvements (Volume 3, Table 9.7, Project 9). We will await the final TMP before providing high-level comments on other projects that may be regulated. We trust this information is of assistance. If you have any questions or require additional information, please contact me at 519-621-2763 ext. 2292 or theywood@grandriver.ca.	Thank you for providing comments on the Draft TMP 2020 Update. The City will ensure all projects recommended in the TMP that proceed to subsequent Class EA planning and/or design will be screened to determine if they may impact a feature regulated under Ontario Regulation 150/06 and consider GRCA’s policies. The City will continue to consult with GRCA for all subsequent projects recommended as part of the TMP.
February 1, 2021	Waterloo Economic Development Advisory Committee and Upper Beechwood Neighbourhood Association	Thanks for the opportunity to comment on the latest version of the plan. I'm on the Waterloo Economic Development Advisory Committee and they asked committee members to provide feedback. I also happen to be president of our neighbourhood homes association in Upper Beechwood with about 200 member households, so took the opportunity to ask our association executive for their opinions on two specific items. 1. Bike route through the Upper Beechwood neighbourhood (running north to south, highlighted in yellow). 	Thank you for your comments regarding the bike route through Upper Beechwood. This route was already part of the City’s primary cycling network and was retained as part of the 2020 TMP. However, there will be some challenges to bring the trails up to current standard. We received additional comments regarding potential upgrades to Keats Way and have responded to them separately.

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		This generated the most feedback, with opposition to encouraging more commuter bike traffic. Reasons included pedestrian and dog walking use, walkers heading to school and wildlife use of the corridor (deer and foxes). Given the poor surface conditions, narrow path, limited sight lines and pedestrian traffic, my personal guess is most bike commuters won't use it for long, and will stick to pretty quiet and fast residential streets like Clair Creek, Branstone and Roxton. 2. Keats Way upgrades. One member of our executive team may follow up directly as they have pretty detailed feedback which I can't adequately capture here. Thanks for the opportunity to comment. If you have any other questions please let me know.	
February 14, 2021	WalkCycle WR	I have been reviewing the draft TMP -- there is a lot of material to get through -- as I am sure you are well aware. I have decided to send feedback on one issue at a time, in priority order. First, I want to applaud the project team for a comprehensive and forward-looking plan. There is much to commend. The TMP sets out a vision and direction on policy and practices for at least twenty years. As such, it must be bold and recognize that current trends and pressures will only accelerate. These considerations should include that the climate emergency must be foremost in our minds and transportation policy is critical to meeting our obligations. Secondly, we are becoming increasingly aware of people-oriented policy and viewing policy through an equity lens – these considerations are paramount in transportation policy. The topic for this particular feedback is speed management. It is commendable that the TMP uses both Vision Zero and Complete Streets for guidance. However, the goal of setting the speed limit on quiet residential streets to as high as 40 km/h is at odds with both of these resources and with research. I assert that if you stick to this goal, it will be obsolete in short order just as was the lane-width guidance in the 2011 TMP. The research is clear: 30 km/h is a much safer speed than 40 km/h. At the faster speed, fatalities will triple and serious injuries almost double. This is illustrated in the following graphic: Armed with this knowledge, it is not possible to claim adherence to Vision Zero and yet set the speed limit to 40 km/h. In setting the speed limit to 30 km/h you would not be alone. It is common on residential streets in Toronto and Montreal. In Calgary, although they did opt for the default speed of 40, they called for all new and retrofitted streets to be designed for 30. Of course, a lower speed limit will be of limited benefit without other actions, including: • Extensive use of Automated Speed Enforcement (ASE) • Design speeds for new and reconstructed streets no higher than the speed limit • Education and awareness campaigns • Other traffic calming measures You may not be recognized as heroes for adopting lower speeds and speed management policies, but it is the right thing to do. No one will recognize you for the lives that will be saved but think of the pain and anguish that will be quietly avoided. I'll leave you with this poignant illustration from The Black Swan: See attachment for graphics.	Thank you for your comments regarding speed limits for residential streets. As part of the Speed Management Program and Road Safety Action Plan, the City will further investigate speed limits for residential streets, including potential 30 km/h zones.
February 14, 2021	WalkCycle WR	Once again, I applaud the project team for what is, on the whole, an excellent and progressive plan for transportation in Waterloo. I am pleased to see the extensive treatment of Active Transportation. I will be writing later on specific feedback on that. Today, I am writing specifically on the issue of winter maintenance of Active Transportation facilities. While the draft TMP makes a strong case for enhanced winter maintenance of all AT facilities (on a priority basis), I don't think it goes far enough or uses strong enough language. I hope that Council will insist on greatly enhanced standards with rigorous monitoring to ensure adherence to the standards. This will, of course, require an investment in equipment and staff and ongoing operating costs -- but this is the future! Winter maintenance of sidewalks and cycling infrastructure is, first and foremost, an issue of equity. Moving around our city in the winter safely and in a timely fashion should not be reserved who choose and can afford to drive cars.	Thank you for your comments regarding winter maintenance of active transportation facilities. One of the key observations through the TMP update was the need to improve the active transportation network for year round use, specifically winter maintenance. Recognizing this would have capital and operational impacts, the TMP provides guiding philosophy and recommended criteria type on how this could be

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		Secondly, it is a climate issue -- we cannot expect a major shift to active transportation to reduce greenhouse gas emissions if the option is only available for half the year. With good year-round maintenance, people can get rid of their second or their only car. It is also about health -- not only does active transportation provide a huge private and public health benefit, but poor winter maintenance results in slips and falls causing broken bones and worse, with the resulting loss of productivity and personal impacts. (I speak from personal experience as my wife fell on a poorly cleared sidewalk and broke her hand -- a year for full recovery and thousands of dollars in physical therapy.) It is clear that the present policy of relying on individuals to clear the sidewalk adjacent to their property does not work. It only takes one negligent resident to impede the movement of those with mobility challenges (including those pushing a stroller.) Why should the city use tax dollars to ensure motorized vehicles can get where they are going efficiently and safely while refusing to spend tax dollars to ensure residents who are walking or cycling (whether solely or using transit) can get where they are going efficiently and safely? There is no logic to this other than saying that cars are more important than people. The current standards for maintenance of cycling facilities are woefully inadequate. The high priority trails are usually well maintained but the roadway bicycle lanes are often impassable, necessitating veering out into traffic to avoid snowbanks and ice buildup. Why should cycling facilities have a lower standard than the adjacent roadway (certainly in terms of timeliness) when cycling actually requires a higher standard -- cars can easily navigate 5 cm of snow but this is not easy on a bicycle, particularly when adjacent to fast-moving vehicles. I would submit that most of the TMP volume on cycling depends on fair weather unless the city adopts a bold and aggressive winter maintenance program. Those “low stress” routes just don’t cut it on poorly maintained roads and trails. The “Interested but Concerned” segment of the population will never maintain their habits in the winter months if we cannot do better. “Studies confirm that it is substandard infrastructure and maintenance, rather than the cold or the snow, that keeps cyclists off their wheels in winter.” -- https://citymonitor.ai/transport/why-winter-is-a-poor-argument-against-bike-lanes Oulu, Finland, is regarded as the world capital of winter cycling. There, the standard is to start clearing cycling routes when snow reaches 2 cm and to not allow it to get deeper than 4 cm. Their maintenance crews (outsourced) are contractually required to cycle the routes themselves and to host social gatherings to obtain feedback from the public! Let’s not set our standards based on poor examples in many North American cities but rather on the best in the world. I noted several helpful and illustrative points from the Winter Maintenance for Active Transportation Technical Paper: “Staff concerns regarding increased volume of work and clearing without corresponding increase or reallocation of resources” -- pg. 329 “Transportation crews prefer cycle tracks at grade with sidewalk for ease of clearing” -- pg. 329 “NACTO recommends designing separated bicycle lanes at sidewalk level to simplify winter maintenance by providing a greater width for clearing and allowing larger vehicles to be used” -- pg. 333 “The North Dakota DOT reports that managing ice proactively uses one third as much de-icing material as reactive treatments.” [using brine] -- pg. 332 “Recommendation: The creation of a priority winter clearing network for cycling infrastructure should be a key objective of the update to the City’s TMP” - pg 340	undertaken. The technical memorandum in Compendium of Working Papers provides a greater level of information but essentially, the thought process was for a future cross-departmental working group could investigate this subject further based on the TMP information and bring forward options for Council’s consideration.
February 17, 2021	WalkCycle WR	What a wonderful opportunity, 24 hours after a significant snowfall, to follow up with some observations. First, dedicated cycling facilities on Caroline, Erb (regional pilot) and Albert have all been cleared in a timely fashion, so kudos to the staff responsible! The exception (as usual) is the one section of the Caroline St MUT just north of William that is privately maintained — is the TMP the right place to correct the policy that allows this to happen? Secondly, on road bicycle lanes are a mess. Here is a photo of Park St. At Allen, looking north.	Thank you for your additional comments regarding winter maintenance of active transportation facilities. The City will review winter maintenance for bike parking as part of the wider Winter Maintenance Strategy for Active Transportation.

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		 Clearly, the Ontario standard is not being observed at present. I find this to be a recurring pattern observed over several years. Thirdly, while many sidewalks are well cleared, there are enough exceptions (as usual) that someone who is mobility challenged would not dare venture forth. This photo shows one example of a city-generated barrier, in this case on Allen St. W at Belmont:  Finally, a topic that I did not touch on previously, is that bike racks need to remain accessible. I realize that many are on private property but perhaps a combination of education of property owners and snow contractors combined with incentives associated with city-supplied racks might help? Here is an example from today (I had a much better example where the snow is piled onto the bike rack at Uptown Mall, but that photo seems to be missing):	

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		 I hope that these observations will help as you consider the policy directions that are set for the coming decades in the TMP.	
February 17, 2021	Uptown West Neighbourhood Association	As the Transportation Master Plan nears completion, we would like to comment on a few aspects on behalf of the residents of Uptown West. Many residents, we have spoken to, are in support of active transportation over motor vehicles. Many will welcome active transportation initiatives on our neighbourhood streets and other transportation measures as noted in this letter. Residents are pleased to note that there have not been any significant “up-classifications” of neighbourhood streets and are in favour of the reduced neighbourhood speed limits, although they have questions regarding enforceability. We thank you for your work toward these goals and submit the following questions: 1 The 2011 Transportation Master Plan (TMP) increased the “vehicle per day” capacities of Minor Collector roads like William St. from 3,000 to 5,000 and of Local Streets from 1,000 to 2,000. The 2020 TMP maintains these increases. What was the rationale for these increases and what is their anticipated effect in Uptown West? 2 The Traffic Calming Policy currently on the City’s general website, notes that calming may be warranted if a Local Street has more than 900 cars a day or a Collector street has more than 2,000 cars a day. City residents need the assurance from City staff that active modes of transportation on local residential streets will be promoted and cut-through car traffic discouraged. The 2020 TMP does not contain any Traffic Calming Policy. May we assume that these 900 / 2,000 calming thresholds are continued? 3 There is not a Traffic Calming Policy in the body of or as an Appendix to the 2020 TMP, whereas the 2011 TMP did contain one (Appendix D). Why has this Policy not been made a part of the 2020 TMP? 4 As part of this Engagement process, could a copy of the latest, detailed version of the Traffic Calming Policy be disseminated to residents? 5 Neighbourhood speed limit reductions are a focal point of the 2020 TMP. Will the city commit to implementing Recommendation 36 of the 2020 TMP to “develop a comprehensive Speed Management Program focusing primarily on speed management for local and collector roads within its residential communities” to monitor and ensure compliance with the reduced speed limits, or will it be up to residents to request and monitor enforcement by the Waterloo Region Police?	Thank you for your comments on the Draft Transportation Master Plan 2020 Update. Please find our responses to your comments below: 1. For context and background, prior to the 2011 TMP work, Park Street was in fact classed as a City Arterial road and William Street classed as a Major Collector road. Both streets were down-classified to Major Collector and Minor Collector respectively, as it was felt these better reflected this neighbourhood. Had this not been done, the original classifications would potentially have seen a greater ‘vehicle per day’ count. Road classifications must consider the variety and make up of all streets, neighbourhoods and land use types across an entire municipality, not any one neighbourhood. Based on Transportation Association of Canada (TAC) guidelines, Local roads would typically see volumes ranging from <1,000 to <3,000. The range of <2,000 for Local roads and <5,000 for Minor Collectors were approved in the 2011 TMP and are consistent with these guidelines, reflecting the diversity of

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			neighbourhoods across the City of Waterloo. 2. Yes. 3. Correct. In the 2011 TMP work, the Traffic Calming Policy was updated because the original policy was developed back in 2001. Staff did not feel that the 2011 policy required updating further. Only policies considered in need of updating, or new ones were progressed in the 2020 TMP update. 4. The current traffic calming policy has been on the city's website since 2011. 5. Committing to implementing Recommendation #36 is entirely dependent on City of Waterloo Council on several key points: • approving the 2020 TMP update and the subsequent recommendations and actions of the study; • an understanding that this commitment applies equitably to all neighbourhoods within the City of Waterloo; • commitment and support to providing funding and resources for the various programs, policies and projects of the TMP update, as current funding levels (e.g. for traffic calming) and resources do not reflect the anticipated citywide needs; • understanding and acceptance of potential negative impacts and implications that may be associated with implementing such measures across the city (e.g. emergency response times, transit services, winter maintenance operations etc.)
February 19, 2021	Sustainability Advisory Committee	The emphasis on facilitating active transportation throughout the TMP is very encouraging. While this represents promising movement in the right direction, we flag the lack of mention of the Climate Emergency as a significant oversight. Our primary recommendation is thus to integrate the Climate Emergency as a more central focus of the TMP, making it a cornerstone component of the City's overall plan to address the Climate Emergency. The TMP provides the opportunity for the City to show leadership by conveying the urgency of the need to act on climate change and the willingness to take the bold action necessary to meet targets and facilitate the necessary transformative changes in mode share. The TMP should highlight the high proportion of emissions represented by the transportation sector; and the central role that mode shifts must therefore play in meeting	Thank you for your comments on the Draft Transportation Master Plan 2020 Update. A further task of the WTMP update was to use the Region of Waterloo Travel Demand Forecasting Model (the Model) to analyze existing and projected traffic

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		emission reduction targets. We strongly recommend including modelled information where possible to enable evaluation of the emissions impact of this policy direction, and to assess its capacity to create mode shift. The TMP refers to changing transportation priorities throughout, including as a result of the COVID pandemic. It would be helpful to see plans to capitalize on opportunities presented by the disruptive impacts of the pandemic (on commuting, working and travel patterns), to help change behaviours at a large scale. This might include reflection on the learnings from the COVID bike lane pilots, which could be particularly relevant as the TMP indicates the prioritization of future pilot initiatives (ES.14). What mechanisms are in place to evaluate and facilitate learnings from such pilots, and to eventually scale them up towards greater impact? We recognize the crucial role of the infrastructure changes outlined within the TMP in supporting mode shifts. We also note the importance of parallel work to change culture, norms and expectations around what are desirable modes of transportation. What (if any) public engagement/outreach components could be incorporated into the TMP; and could further measures to disincentivize driving be implemented? Examples to consider would be parking fees (also a potential revenue stream) and further traffic calming, e.g., expanding plans to reduce speed limits beyond school zones and neighbourhoods, and consider even greater reductions (e.g. below 40 km/h) in the longer term, considering that this plan brings us to 2040. We note that commitments to no new road widening, and eliminating parking minimums are promising steps in this direction. <u>Design</u> We are pleased to see the emphasis on cycling connectivity throughout. Consider greater emphasis on walkability via connection of sidewalks, natural trails and paths; and incorporation of green space throughout interconnected trail networks. In addition to connectivity, the principles of accessibility, continuity, directness of routes to amenities services and public spaces should be emphasized. Overall, a primary aim should be supporting the transition away from automobiles as the primary means of transportation within the City, with investments in low-carbon and healthier alternatives prioritized. <u>Re Vision Statement</u> It would be helpful to hear more on the “why” of the vision statement: i.e., <i>why</i> build a system based on these principles? Is it to connect people and amenities, move people and goods, or promote quality of life? Specifically, public health outcomes (e.g., via improved air quality, mitigating impacts of climate change, higher levels of physical fitness) could be mentioned, in addition to, as mentioned above, the urgency of the need to addressing climate change. Under the goal of supporting sustainable development: recommend incorporating the ‘social’ element of sustainability (e.g., well-being) alongside mention of benefits to the economy and environment. With respect to economic opportunities, it might be helpful to highlight specific potential economic benefits (e.g., note data from the US showing more jobs produced per dollar spent on public transport relative to road construction; greater retail spend associated with bike trails and parking infrastructure relative to car parking; and the potential for jobs and revenue in industries such as retail, manufacturing and bicycle tourism¹) <u>Ride-hailing/ride sharing (ES.5)</u> We urge against including private ride-hailing, ride-sharing, and ride-sourcing companies (such as Uber and Lyft) as a long-term solution or part of a successful strategy for transportation challenges. These companies often poach ridership from smaller local businesses; and can contribute to congestion and idling, thus adding to carbon emissions and impacting quality of life for residents. Consider supporting initiatives like community car share and bike share organizations. Delivery services are mentioned as a potential ripple effect in the TMP update to Council; however, we also suggest considering the potential of infrastructure/policy to support cargo bikes/e-cargo bikes to reduce congestion and emissions associated with delivery trucks; particularly as online shopping continues its increasing trend (see, for eg²). <u>Mode Share data (ES.4):</u> We note that the data showing a decreasing trend in vehicle ownership seems to contradict vehicle registration data from RoW. Is the data on decrease in vehicle ownership from the TTS survey data in absolute terms or relative terms? (For example, per	conditions to help establish modal shift targets and corporate targets for reducing Carbon Dioxide (CO2) emissions. Due to discrepancies in the model and the City’s future population forecasts, this task was unable to be completed. The Model discrepancies would make the setting of such targets questionable and potentially unusable. Development of the TMP started in 2019 and was largely completed at the start of the COVID-19 pandemic. While edits were made to the report to include impacts of the COVID-19 pandemic, a full review of the impacts was not anticipated at the time of writing. Over time, as the City and Region collects data, a more fulsome picture of the impacts of the COVID-19 Pandemic will be understood. While ride-hailing and ride-sharing may have potential negative consequences, it is important for the City to consider their impact in the future. The City is not advocating for one service over another, rather investigating all potential services. The City will investigate these opportunities further as part of Recommendation 44. TTS is a voluntary survey. We are unsure where the Region obtained their data. The City looked at TTS as part of the previous TMP, between the TMPs and again as part of the TMP update. This maintains consistency between the reports. Vehicle registration in the Region of Waterloo is anticipated to grow because population is growing. However, the vehicle ownership per capita is changing (lower). Vehicle ownership per capita is detailed in the TMP. For roundabouts, current design guidelines have relocated the pedestrian crossing to a minimum of 12 metres from the yield line. All newer roundabouts will meet this design. Recommendation 47 relates to EV charging infrastructure and specifically notes for the City to “continue to develop

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		capita emissions in Waterloo from transportation dropped between 2010-2015 but the net result was still an increase in emissions due to population growth. Still a good trend, but is not actually reducing emissions!) We further suggest the inclusion of plans to: - enhance pedestrian safety at roundabouts; eg by improving lighting and moving walkways further away from the roundabout. - expand EV charging infrastructure - ensure access to drinking water fountains and public washrooms along trails We applaud the prominence of Vision Zero and the 20-Minute City – both excellent initiatives. https://www.iea.org/articles/changes-in-transport-behaviour-during-the-covid-19-crisis?utm_content=buffer70338&utm_medium=social&utm_source=twitter.com&utm_campaign=buffer 1. City of Toronto delivers on cargo e-bike recommendations to help reduce GHG emissions Pembina Institute	and implement an electric vehicle charging station program.” City Staff do not believe drinking fountains and washrooms are a transportation matter, but more aligned with Community Services. Drinking fountains and washrooms will be part of Parkland Strategy coming out this year but through a parks only lens.
March 1, 2021	City of Waterloo Growth Management Staff	Growth Management staff have reviewed portions of the draft Transportation Master Plan (TMP) and provided comments, which are detail below. Please note, comments provided by Growth Management do not include Volume 1 Foundations of the draft TMP as they were not reviewed at this time. Comments on the current version of the TMP concentrated on Volume 2 and 3 of the TMP. Overall, Growth Management staff support the direction of the TMP and the general balancing of various transportation modes and priorities. The themes and direction of the TMP will be incorporated into the relevant section of the Official Plan (OP) as part of the OP review process. Active Transportation - Increase emphasis on Active Transportation is consistent with current and likely future directions of the OP policy. Updates to the OP for AT appear to be minimal as the two documents are consistent. Only minor policy modifications and updates for the OP are likely required. - There are updated definitions of cycling infrastructure – definitions can be updated in OP to maintain consistently with TMP. - For intersection and road crossing, it is recommended that the TMP provide consideration for additional mid-block crossings where the distance between intersections is large. Suggest adding to “Recommendation 9” or elsewhere to have a policy that allows for shorter lengths between blocks and crossing locations to improve Active Transportation. - At the TMP update meeting on July 29 2020, it was noted in the meeting minutes “<i>The active transportation and land use link is discussed in the TMP, but additional detail needs to be added.</i>” It is not clear if this additional detail has been added to the TMP. If it has, could this be heightened for reference? - Maps 8.6 and 8.7 - If cycling trails are not listed on Map 8.7 as a short to long-term priority, will they still be achieved within the lifespan of the plan? For example, map 8.6 shows a “Visually Separate Bikeway” for Conservation Drive and Erbsville Road. However, these sites are not identified on map 8.7. Will bike lanes still be built if not shown on map 8.7 of the TMP? - Where multi-use trails and multi-use path are considered in newer developments, the TMP should address concerns with locating the trails along property lines. - City Council has endorsed the University Avenue Gateway Strategy. While University Avenue is a Regional Road, several City owned roads intersect with this important corridor e.g. Albert, Phillip. It would be beneficial if active transportation facilities adjacent to University Ave could be considered as short to medium term priorities to help facilitate the vision of the University Avenue Gateway Strategy. Complete Streets	- Noted. - Mid-block crossings added to Recommendation 9. Additionally, Table 9.4 includes intersection pedestrian crossing spacing for different classifications - Text in Section 6.2 revised to detail link between active transportation and land use. - To clarify that Map 8.6 ‘Proposed Ultimate Cycling Network’ consists of both existing and future proposed routes. Additionally, the facilities along Regional roads are from the Region’s TMP and future ones will be implemented by the Region (i.e. Erbsville Rd), although new recommendations may be developed through discussions with the Region. Projects already identified in the approved capital budget and forecast are not shown on Map. 8.7 ‘Proposed Cycling Priority Projects’ - (i.e. Conservation Drive and Beaver Creek), as new projects require new funding. - This is not considered to be a TMP macro level issue. The planning and design of streets should be reviewed with a context sensitive lens to determine the appropriate active transportation facility. - The relevant projects to this study are already shown under the short and medium terms on Map 8.7. The Region

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		7. Growth Management supports the direction of the complete streets section and Complete streets 2.0 with the complete streets approach and will continue to update accordingly in the OP. 8. Growth Management suggests additional direction related to the role of streetscaping in designing complete streets could be added to the TMP discussion. 9. 20 Minute City – this has implications for the OP. The City will evaluate the implications of the 20 Minute City as part of the OP review. Roadway Classifications and ROW Widths 10. Table 5-2 of the Official Plan lists road allowances for specific segments of roads in the City of Waterloo. There does not appear to be any reference to this table in the draft TMP. What are the recommended modifications to the road allowances listed in Table 5-2 of the OP? The TMP should provide an updated table of road widening requirements for the OP. 11. Further to the above, it would be beneficial when the City takes a road widening during the development process if there were some direction and/or justification and context for the road widening. A paragraph or two in the TMP outlining that widenings may be taken for a variety of reasons not just for travel lane expansions could provide the justification of an OP policy. The TMP could outline that widenings may be taken for active transportation facilities, infrastructure needs or streetscaping, and not just for travel lane expansion. 12. Table 9.4 of the TMP addresses previous comments relating to re-balancing the allocation of right-of-way components. Identifying pavement widths within the larger ROW provides more clarity. 13. Table 9.5 of the TMP identifies several proposed road classification changes. As part of the OP review process, these roads will need to be updated or removed from Table 5-2 of the OP if the ROW widths no longer correspond with the new road classification. The TMP should provide a table identifying these changes. Ideally, additional context and rationale for the change could be added to the table. 14. Only one Woonerf Street is currently identified on Map 9.1. Will additional Woonerf streets be considered? If they are not listed on the road classification schedule, they will require an Official Plan Amendment to implement. 15. While recognized that Woonerf streets are the official name for the style and function of the street proposed, the majority of population is unfamiliar with this term. It is recommended that these streets be renamed/reclassified to a more user-friendly term such as “Shared Street” or “Woonerf/Shared Street”. Parking 16. Recommendation 50 states “updating the City’s Zoning By-law, to include policies to discourage excess supply and encourage better use of existing spaces” the City’s Zoning By-law was recently updated in 2018. The By-law already includes a parking overlay that allows for reduced parking in the Uptown area. Are there additional reductions in parking rates required? If so what should these be? Sidewalk Policy 17. Sidewalks near schools are often in residential neighbourhood and typically have standard sidewalk widths. However, sidewalks in peak periods of morning and afternoon bell-times near schools often become overly crowded with children and parents walking to/from schools. As part of the sidewalk policy, it is recommended that direction for wider sidewalk standards be added to the sidewalk policy to be applied to areas immediately adjacent to schools. The sidewalk policy could point to the development manual to provide appropriate standards, provided they were wider than regular sidewalks in residential areas. Additional Considerations 18. It is noted that TMP emphasises a shift towards prioritizing a more balanced approach to the overall transportation framework with an increased focus on active transportation. However, a key component that appears to have been omitted in the TMP is Goods Movement. The TMP should acknowledge that the movement of goods remains a vital component of the overall transportation framework. Efficient goods movement is needed for economic development and	has planned works for University Avenue. There are no equivalent parallel road opportunities. 7. Noted. 8. Streetscaping is embedded in the Complete Streets 2.0 discussion. 9. Noted. 10. This will be prepared by City staff post TMP approval. 11. Section 9.4.1 updated to include text noting widenings may be taken for reasons not related to vehicle travel lane expansions. 12. Noted. 13. This will be prepared by City staff post TMP approval. 14. Correct. At this time, only one Woonerf is being proposed. Future ones may arise over time. The TMP will be reviewed in 2026. 15. Shared Street has separate meaning for cycling facilities. The term Woonerf appears well documented with Council at this time. 16. Section wording revised to note the City recently updated the parking policies in the Zoning By-law. Recommendation changed to “Continue to explore car parking reform, including reviewing and refining the City’s Zoning By-law policies to discourage excess supply and encourage better use of existing spaces. 17. 8.7.3 Sidewalk Widening at Key Locations recommends widening at locations with high volumes of pedestrians. 18. Text on this is embedded in the Provincial Policy Statement (2020) in Section 3.2.1 (Volume 1). Additionally, Section 5.1.2 covers this and Map 5.5 shows truck routes in the City.

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		to deliver critical goods and infrastructure to the community. In addition to highlighting the importance of goods movement as part of the overall framework, the TMP should provide a map identifying key goods movement corridors and routes.	

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Engage Waterloo Comments		
January 12, 2021	If you really agree with the pedestrian charter, it is important to have all walkthroughs and walkways between streets cleared in the winter. No Winter Maintenance doesn't cut it. The walkway near my home is used by seniors, children going to school, dogwalkers and cyclists. On Saturday, my husband slipped on the ice and scrapped his head and hurt his arm.	Noted.
January 19, 2021	Very nice planned updates to travel within our city. A couple things that I would inquire about for consideration and inclusion are; 1. Columbia street heading west between Weber and King. This is a very difficult stretch as the road narrows to one lane due to restrictions with nearby buildings. I would be curious to explore removing the left turn lane from eastbound traffic (no left turn onto weber from columbia) to enable 2 lanes in both directions through this block. There are often challenges when westbound traffic is backed up and cars that are emerging from the curve and hill from dearborn area realize this backup and try to quickly turn left onto marsland to avoid. 2 lanes heading west on columbia through weber and king could mitigate this risk. 2. Colonial acres - a number of communities have started lowering the speed limit to 40 kph. Since colonial acres has no sidewalks, it would be very considerate to have speed reductions in this community with other measures included to encourage this desired behaviour.	1. This section of Columbia Street is in the approved capital forecast for improving traffic flow between Marsland Drive and King Street. Currently scheduled for 2026/27 construction 2. Noted.
January 19, 2021	Is it possible to implement a turning lane from Colombia St W to St Moritz Ave. This turning lane would aid traffic flow for people leaving in Vista Hills. Alternatively, a roundabout could also be a good solution. Same for the intersection at Colombia Street West and Erbsville Rd. Either a roundabout with lanes dedicated to turn to and from Colombia St W in Vista Hills Direction would be highly desired. Connect Platinum Drive to Boardwalk roundabout and double lane road opn Erb St W between Costco and Erbsville Rd roundabout.	1. Not a detail that a TMP gets to but noted. 2. This intersection is under the jurisdiction of Region of Waterloo and will be reviewed at time of that project 3. Noted
January 20, 2021	Let's start with the city of waterloo and the region of waterloo when it comes to the environmental emergency ! Start by eliminating staff paid parking passes and get rid of parking lots at city buildings! Eliminate staff using government vehicles for anything but work related business! Why did the region buy diesel powered buses when full electric or hybrid buses were available at the time of purchase? Ban any vehicle weather city owned or subcontracted to idle more then 5 minutes and apply steep fines if caught , and fine the individual not the city or company ! This will change peoples habits! I see so many vehicles espically in the winter idling unnecessarily! Have the cities and regions set a president by setting an example of doing there best to offset the climate emergency ! I also see the city of waterloo wants the province of Ontario to shutdown the natural gas generation ! Thats great but what is your solution to power the province espically since we are transiting to more to greater use of electricity? Look forward to your responce ! I have brought forward these issues to mayors and regional staff but no answers !	Noted.
January 22, 2021	The problems caused by COVID will be nothing compared to what we'll face if we don't limit climate change. Please continue investing in public transit and creating *separated* bike lanes, and have the city fund sidewalk snow clearance. (My tax burden will be much less than I currently pay to have someone shovel, and "more enforcement" is not working! Shunting sidewalk snow removal onto individuals is sexist and ableist: It strands many disabled residents at home, leaves everyone else at risk of serious injury, and makes it impossible to walk with a stroller or shopping cart.) I'm sickened by how many people are whining about the temporary bike lanes. I saw several cyclists using the ones on Erb every day, and I think they would have been more popular if they'd been safer (i.e. separated by concrete barriers, and not sharing the bus lane). I saw too many overturned pylons to feel safe using them myself. But better cycling infrastructure would give my children more independence, and transform my family's health and lives.	Noted.
January 25, 2021	I wish to register a comment regarding Table 9.5, Item J in the 2020 update to the Transportation Master plan. While I support many of the proposed changes such as Vision Zero & lowered speed limits, I cannot quite understand how a reclassification to "Regional Arterial" for Caroline St. from Erb to Allen is in any way consistent with other changes.	1. These 2 streets were transferred to the Region several years ago as part of the LRT process. Identifying these in the draft TMP report (Map 9.1) is merely a house-

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	Caroline right now is a dangerous dodging game for literally HUNDREDS of Uptown West residents who need to cross it, on foot, or on people-powered wheels, to get to where they need to go for work, daily business in the community or for connections to public transit. Speed limits are TOO HIGH, and are still disregarded by drivers. The crosswalks are unheeded by drivers and are poorly placed for any actual pedestrian users, situated as they are to go between parking lots or loading docks, not sidewalks. UPgrading this stretch to any type of "Arterial" category seems ill-planned and dangerous. Both this portion of Caroline and the paralled section of King St should instead be redesigned to prioritize pedestrian access to the business core and to the public transport options in the Uptown hub - that means reduced vehicle traffic, making sure cars that are not going TO uptown are directed AROUND uptown (Weber or Westmount), and making pedestrian access the priority.	keeping exercise. The Official Plan update project that will commence this year will require accurate representation of street classification. 2. Noted
January 28, 2021	I see the bike lane lobby is out in full force! How many people actually use bike lanes. I am in favour of 40 km/h on residential streets and not on residential streets I am in favour of putting speed bumps, cross walks with lights, four way traffic stops to make stuff safer. I am against leaving residential not ploughed for days after a snow storm and giving priority to bike lanes. Also, the major automotive manufacturers will convert to elecetrc vehicles. Have these educated inane planners noticed those trends? Volvo will be completely electric by 2025. VW will be electric 50% of their fleet will be electric, half of Fords fleet will be electric by 2024. Have these inane planners noticed that no one is using the bike lanes! I thought after the trouncing by the 94% not in favour of the temporary bike lanes received by Councillor Strickland and him calling this a stupid idea, the city would have come up with a revised plan! I do favour the bike trails around Laurel Creek Conservation, I do favour multi-use paths for bikes, scooters and whatever floats your boat. I do not favour creating a rat maze so that if people have to commute to work &gt; 20 kms take longer to get out of it. Have you seen a massive increase in cycling down town where the noodle lights are or on Belmont. Where is your revised plan? I am tired of the neighbourhood whiners and complainers who make up stuff when it is not based on facts.	Noted.
January 28, 2021	Give us back the roads! I never see any bikes in the bike lanes. The bike lanes only cause congestion and add more pollution due to the traffic they cause.	Noted.
January 29, 2021	Albert Einstein said the definition of insanity is doing the same thing over and over and expecting a different result. The City of Waterloo planning department has not learned from the massive rejection of the temporary bike lanes. The councilors of the City of Waterloo with exception of ROW councilor of Sean Strickland got the message after 94% of his calls were against bike lanes on major arterial roads. The downtown bike lanes are not used and only drive people away from the downtowns. How many more businesses is the City of Waterloo going to kill by having delivery drivers refuse to deliver supplies to businesses? You would have thought the city would have got the message and modified their plans. I am in favor of 40 km/h speed limits on residential streets or even 30 km/h in school zones when school is in sessions. I am not in favor of reducing speed limits on major arterial roads or in the rural areas. I am in favor of placing speed bumps to slow, cross walks with lights and four way stops. I am not in favor of plowing bike lanes and leaving residential streets not plowed for days for bike lanes that are not used. The bike lanes are used as a excuse to reduce green house gases. The city has been encouraging bike lanes since 2011 and ten years later we have bike lanes that are seldom used. Marg Hoss-Bay is absolutely right about the conversion to electric vehicles by the major automotive manufacturers. The City is too large and spread out and is not Europe. I am in favor of multi-use trails that would be created not by taking away lanes for main travel. These bike paths such as the iron horse trail are actually used. Lastly, I do not trust the metrics and stats made up by the City of Waterloo because they are not accurate. I do not support the charter of pedestrians because it is based on motherhood statements and there are no facts to support the City of Waterloo's claims. I am afraid the only way we are going to stop this insanity is to have an election and vote these politicians out of office. I am also dismayed that the city and the region use this forum as a scientifically accurate measure of public opinion. Every media outlet puts an asterisk on an on-line survey when they publish as it is not scientifically accurate. I am also dismayed, that the moderators remove comments which are not aligned with the project's thinking and are too critical. Enough is enough!	Noted.
January 29, 2021	Some items are out of touch, much as the temporary bike lanes were. Reducing speed limits to 30km/h is reasonable during school hours , or better yet before and after school and lunch hours. At 10pm on a Thursday, it's senseless. Bike lanes have mostly been poorly implemented - 2 way bike lanes on a 1 way street or bike lanes on the left side of a one way street are a couple of examples. Exceptions are the ones near university and Westmount where they are more like an extension of the sidewalk vs a carve off of a traffic lane. Barriers between driving lanes and bike lanes that mess up plowing increase costs and dangers. Additionally, traffic slows down or comes to a halt, impacting the ability to get goods to businesses, slowing down buses, and increasing idle time and green house emissions. There is no mention of working to create optimized traffic lighting, or any other measures to improve the actual throughput on major streets. Has anyone calculated the impact of spending an extra 10 or 15 minutes each way on a commute on a daily basis. What about the increased costs as anyone who delivers goods to retail or residential can do fewer deliveries per driver per day, needing more vehicles and drivers?	Noted.

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	Don't get me wrong, we don't need to be racing down side streets and a lower limit there could be ok but pilot it first. And let's slow down on the traffic bumps that are hard for plows and add yet more maintenance costs instead focusing on better enforcement of the limits. On the plus side, planfully developing higher density residential along main transit routes optimizes the spend and efficiency of transit solutions. Mixed development that reduces the amount of travel from home to shopping, restaurant, community services, and recreation also reduces the need for driving.	
January 29, 2021	I think one major concern in the city is it is very difficult in some area's to see the lines between lanes. There was a lot of work done on Weber St in Waterloo last year. Weber and King St area in front of the old Chapters store has lines that aren't very visible. Considering they had a long time to do this project I don't understand why that is so.	Noted.
January 31, 2021	I am shocked and disappointed after the negative feedback on the temporary bike lanes and covid 19 streets that the active transportation strategy has not been revised. You would think after this uprising there would have been some revisions to the plans and strategy. Flrst of all, here is what I am agreement with I am in favour of reducing the speed limit on residential streets to 40 km/h. Around schools when school is in session, they should be reduced to 30 km/h. I am not in favour of reducing speeds on major roads with the exception of a school zone. Where possible, schools should have drop off locations so that kids do not run out from their parents cars who are dropping them off. Now for the pedestrian safety issue, I would like to see speed bumps, red light cross walks and four stops. The motherhood statements by the adoption of the Swedish strategy is only motherhood and will cause inaction on these pedestrian safety issues. Now last but not least the bike lanes. I do not support clearing snow from bike lanes and having residential streets not plowed for days and you need a four wheel drive vehicle to get out of your street to work. I do not support bike lanes on major arterial roads and taking away vehicle lane traffic and the bike lanes are seldom used. I do not support killing the down town businesses such as in down town Waterloo who have had to put up with years of construction. My friends who owns business says delivery drivers refuse to deliver their business because of the traffic mess created downtown.	Noted.
January 31, 2021	You would have thought after the negative feedback on the temporary bike lanes and COVID streets that the transportation plan would have been modified based on the feedback received. Ok, here is what I do support! I do support lowering speed limits to 40km/h in residential neighbourhoods. I do support lowering speed limits around schools to 30km/h when it is in session. I do support creating parent drop off zones at schools so that kids do not dart out from their parents parked cars where possible. Now for the pedestrian safety issues, I do support red light cross walks on roads, I do support speed bumps in residential neighbourhoods, and I do support four-way stops in residential neighbourhoods. I do not support adopting a Swedish declaration on traffic rights that no one could object to in principal but could be interpreted anyway for this out of touch council who does not listen to its constituents to propose inane ideas. Do you have facts which support that people are being harmed at an alarming rate? Now for the bike lanes, I do not support removing a traffic lane on a major arterial road and replacing it with a bike lane that is seldom used. I do not support plowing bike lanes first and leaving residential roads unplowed for days for bike lane users who rarely use them. I do support plowing the iron horse trail that is used. I do support mulit-use trails for walking, bikes, scooters and skate boards. I do support a network of trails which could use secondary streets. I like bike trails as I feel safe on them. A bunch of flowerpots on Albert and University avenue is not safe. I like the improvements to Laurel creek and other dedicated paths to be guilt. I do support a policy that when a major arterial road is repaved or upgraded, that a multi-use trail should be added as long as it does not take away a traffic lane. I do support putting the businesses in the core of Waterloo first. They have had enough to deal with ION construction, COVID, bike lanes, and the reduction of parking and are fleeing the core! Waterloo square is empty. Suppliers are refusing to deliver to these businesses because of this. I do believe that electric vehicles are coming on-line which will not pollute and this new fact should be taken into account in the strategy. In addition, I believe we need to vote out office politicians who do not answer e-mails or phone calls, respond to their constituents, and lecture their constituents.	Noted.
January 31, 2021	When will the city of waterloo council understand that no means no to bike lanes on major arterial roads. You would have thought the active transportation strategy consultants would have gone back to the drawing board after the overwhelming rejection of the temporary bike lanes. The strategy is to be a forward looking. It is not. It does not take into account autonomous vehicles and electric cars. It is not future looking and just regurgitates a failed policy which has been roundly rejected. The phase 1 community engagement is a joke! Not one comment was against the bike	Noted.

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	lanes, when I know several of my neighbours were against this and sent e-mails. The statistics are skewed in favour of the bike lobby by asking 1.7% of the population what would you do make bicycling more useful. Is there any wonder, why the public has lost confidence in this council when they used a tragedy of COVID to ram through a policy that the majority does not support. The only thing I could support is the lower of speed limits on neighbourhood roads and school zones. Stop wasting money on this nonsense and paying consultants.	
February 1, 2021	I would second the many comments I have read here that wonder why the plan still favours the bike lanes on main roads. I watched in horror as I saw pedestrians walking the wrong way in the bike lane on Westmount Rd.; cyclists blowing through stop lights at pedestrian activated crossings on Bridgeport Rd.; cars turning right out of the bike lane @ Westmount & Erb; & the morning traffic backed up on Westmount at Erb to south of Lourdes . I note, that there is little mention of those in our city who are not able to bike anymore but might still want to walk safely. I feel the elderly have been forgotten in this plan. The bike lanes Uptown are placed so you must cross the bike lane to get to the bus stop. That is very dangerous! Intersections are more dangerous Uptown because of the position of the bike lane. Snow is a serious impediment to walking, especially when the pedestrian crossing is not cleared and in fact is often clogged with huge amounts of snow & ice left by the plows. The plows do not clear the parking lay-bys (like the ones on Allen) and they are quickly transformed into ice covered slabs. Ironically some of theses bays are designated for disabled drivers. This is Canada we need to do better with snow.	Noted.
February 4, 2021	I live on a residential street, with a K-8 school about 400m away. About 1 or 2 months ago, NEW signs for 50 km/h appeared on my street only a few hundred metres from the school. Cars already drive too fast. It's a quiet neighbourhood. Speed limit should be 40 max, even 30. At night, people walking or cycling are hard to see. People need to cross the street to get to their mail, or walk their dogs. 50 is much to fast. Please remove these signs. Pastern Trail (N of University)	Noted.
February 5, 2021	There must be a commitment that restricting motor vehicles on major roads will not be allowed to cause cut-through car volumes to go up on neighbourhood streets. It would be irrational to make major roads more active transportation friendly by making neighbourhood streets less active transportation friendly. I do not object to John St. and Allen St. West of King being designated as Collector roads between King St. and Park St. However, it should be specifically confirmed that such designations will never be extended west of Park St. The 2011 Transportation Master Plan increased the vehicle-per-day capacity of Local Streets from 1,000 to 2,000 without any meaningful community notice or feedback. Why have these increases now become ingrained, as they would make neighbourhood traffic intolerable? It should be noted that these capacities trigger the City's policies on Traffic Calming. Allowing these capacities to be approached would certainly defeat in neighbourhoods the 2020 TMP's expressed de-prioritization of motor vehicles in favour of active transportation. Reduced neighbourhood speed limits are welcome. I would like to hear specifics of plans for effective enforcement of the speed limits, though. As well, focus on speed limits without commitment to restricting neighbourhood traffic volumes would not be helpful, as noted above. The sections on parking seem to forecast moving more parking to neighbourhood streets and charging for this street parking. It would be in order to outline specifically what you think this will look like.	Noted.
February 9, 2021	Municipalities have a legal right to provide accessible communities to people with Disabilities and all active transportation users per the city's pedestrian charter. Current winter sidewalk clearing policies & practices alongside lack of enforcement mean a violation of these human rights. We need city-wide sidewalk clearing in order to provide consistent access to anyone with mobility challenges/physical disabilities, vision challenges/impairments, as well as for anyone using active transportation. When we plan our city for our most vulnerable, everyone benefits. Investing immediately in access will increase the safety for ALL active transportation users, reduce road users which ultimately save costs on road maintenance and makes our communities safer, and works toward reducing emissions.	Noted.
February 10, 2021	This is a comment about city buses on King St, along the same parts of King St. Where the LRT is running. Except where there are turning lanes at traffic lights, there is now only one lane for each way of traffic. If one gets "stuck" behind a city bus in this line, traffic is stopped at each bus stopping. If the LRT is along King St. why is it necessary for busses to be on King St? And there are several bus routes along King St. There must be some other efficient way to run these routes other than up and down King St.	Noted.
February 15, 2021	I am concerned as an uptown resident about the proposal to eliminate minimum parking requirements for new development, and fees for parking. Taller and taller buildings are being built with fewer parking spaces and I fear that the residents of these condos will spill over on to parking on residential streets. I see more people using active transportation here and there, but all of my neighbours still drive to work and have multiple cars. I need a car for my job, I cannot perform the day to day duties of my job without a car. As parking becomes more difficult to find in the core, this means my after work errands are happening out of the core, where I can find parking. It does not make sense after a full day of work, to drive home, park, then walk Uptown, shop, and back, when a quick stop where I can find parking gets these errands done in half the time. If we want to keep our Uptown thriving, we need to make it easy for all to access.	Noted.

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February 15, 2021	Keep bike lanes and side walks separate! Caroline's mixed used sidewalk is a safety hazard, especially if you are walking with another person trying to socially distance. Bikes come up flying along, often don't use their bikes and then speed past you. Several times I have almost been clipped by a bike that I did not hear coming that was trying to pass.	Noted.
February 16, 2021	I am very supportive of reducing speed limits universally on local roads in the city to 40 km/hr because of the resultant safety benefits (improved survival rates). I could not agree more that merely posting a 40 km sign on its own will prove ineffective. I would add studies have shown that speed reduction interventions used in Waterloo and other municipalities that rely primarily on enforcement to reduce speeds to the posted limits are ineffective and unsustainable, especially now given the limited policing capacity, the need to handle much higher priority crimes, and the potential de-funding of police budgets going forward. Studies also show that the primary speeding offenders typically are the local neighbourhood residents themselves. So I agree, modification of behaviour is a more more effective approach and I fully support the use of an ongoing Speed Management Program for local and collector roads within residential communities to help raise awareness and change the mindset of speeders. On a single lane roadway, you can only travel as fast as the person ahead of you so if neighbourhood residents travel at the 30 kph or 40 kph limit and mind the stop signs, the speeders will have to as well. In addition to speed limits, as a resident of a low-density, Uptown residential neighbourhood, I have a few other specific concerns to raise after reading through the new draft Transportation Master Plan that are not captured in your somewhat constricting survey. They are listed below in order of importance. 1) Absence of Traffic Calming Policy. Where is the former Appendix D, Traffic Calming Policy that was an integral part of the 2011 Transportation Master Plan (“TMP”)? I can find only a few general comments pertaining to Traffic Calming in the new draft TMP. Such an important, transportation-related document needs to be included for public scrutiny as part of the resident stakeholder engagement process. The traffic calming policy is likely more important to maintaining safety, promoting active transportation, and to increasing the overall liveability and walkability score of our neighbourhoods than the Updated Sidewalk policy that has been included for review. The existing Traffic Calming Policy posted on the City’s web site contains a tool chest of interventions which meet provincial and urban planning standards and are triggered when certain prescribed warrants in terms of volume and speed are exceeded. Such tools are available to City Staff for use on residential streets when unintended consequences of urban planning occur related to population growth and excessive automobile traffic which detract from a neighbourhood’s walkability and liveability score. In particular, older residential neighbourhoods in the Uptown designed with a grid road pattern face potential volume (not just speed) issues from increased cut-through traffic pressures as the urban core intensifies in accordance with the 2020 Official Plan for the next 20 years to 2041 and beyond. In the 2011 TMP, an increase in street capacity (volume) from the previous version was made from 1,000 vpd to 2,000 vpd for local roads and from 3,000 vpd to 5,000 vpd for minor collector roads. The current Traffic Calming Policy (last updated in 2009 and likely on the City’s radar and overdue for updating soon) sets thresholds for volume that are used by City staff to determine the need for a traffic study and/or traffic calming interventions. Such volume thresholds are currently set in the policy at 900 vpd for a local road and 2,000 vpd for a collector road which is reasonable given these numbers are based on historical traffic counts taken during at least two formal neighbourhood traffic studies in the Uptown over the last 20 years. The City also has significant amounts of detailed historical traffic data available from many intermittent traffic volume and speed counts taken over this time too. If volume stayed at or below those historical levels, we know that the volume is mostly related to the travel of local neighbourhood residents rather than to cut-through traffic from outside the neighbourhood. My concern is that if the volume warrants are raised in the future to be more commensurate with the increased capacity now set for the roads through Uptown neighbourhoods, i.e., 2,000 vpd for local streets and 5,000 vpd for minor collectors, then the incremental volume of largely cut-through traffic will be deemed acceptable and not eligible under the increased threshold for consideration of any traffic calming interventions leaving residents to “live with” the problem. City residents need the assurance from City staff that active modes of transportation on local residential streets will be promoted and cut-through traffic discouraged. To do this, City staff needs some wording in the document that shows a commitment to retaining the volume warrants at the documented historical levels of 900 cars for local and 2,000 for minor collector roads in its Traffic Calming Policy. 2) Regional arterial road lane reductions. I am concerned about the narrowing of arterial roads surrounding Uptown neighbourhoods to a single lane in order to accommodate bike lanes even though I am supportive of the City’s overall active transportation approach which helps to move us away from our reliance on the automobile and is good environmentally. Continuance with arterial road lane reductions and the ensuing constriction of traffic will have the unintended consequence of encouraging cars to move off the regional arterial road network which has the historical design capacity to accommodate them and onto adjacent local residential streets. It would mean that traffic flow on major arterial roads through the Uptown will, to avoid the congestion, have the option to readily access the multiple north/south and east/west grid-pattered, low-density residential streets feeding off them	Please find our responses to your comments below: 1. In the 2011 TMP work, the Traffic Calming Policy was updated because the original policy was developed back in 2001. Staff did not feel that the 2011 policy required updating further. Only policies considered in need of updating, or new ones were progressed in the 2020 TMP update. 2. The warrant volumes of 900 vpd and 2000 vpd remain as they are. 3. Noted.

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	which will only exacerbate the cut-through traffic and volume issue mentioned in my first point. This is all the more reason, if the bike lanes strategy is retained on regional roads, for the warrants for volume in the Traffic-calming Policy to remain where they are at 900 vpd and 2,000 vpd for local and minor collector roads respectively. Also why not promote the use of existing bike routes through the Uptown low density residential areas via its very accessible grid network or the Iron Horse Trail where there is much less car traffic and where it is much safer for cyclists and leave the cars on the regional arterial roads that have been designed to handle such large volumes of car traffic at the expense of millions of taxpayer dollars. Bike traffic is the more appropriate, preferred and welcome mode of transportation in Uptown residential neighbourhoods, not cut-through car traffic which degrades the neighbourhood's liveability. 3) On-street parking. With the intensification of the Uptown core in the Official Plan, and the associated and ensuing high-rise developments to come, there is and will be conflict between the two land uses. The low-density residential housing will lose the natural sunlight and green spaces, e.g., most recently, the proposed high-rise redevelopment in the Union St. E. and King St. area of the Mary-Allen neighbourhood. Added to this issue is the increase in parking pressures on local streets as variances from the bylaw parking requirements are readily given to developers of such projects who do not fully provide for on site parking on their own property which then spills onto neighbouring streets.	
February 18, 2021	After reviewing the TMP draft, we submit these questions on behalf of our residents. 1 The 2011 Transportation Master Plan (TMP) increased the “vehicle per day” capacities of Minor Collector roads like William St. from 3,000 to 5,000 and of Local Streets from 1,000 to 2,000. The 2020 TMP maintains these increases. What was the rationale for these increases and what is their anticipated effect in Uptown West? 2 The Traffic Calming Policy currently on the City's general website, notes that calming may be warranted if a Local Street has more than 900 cars a day or a Collector street has more than 2,000 cars a day. City residents need the assurance from City staff that active modes of transportation on local residential streets will be promoted and cut-through car traffic discouraged. The 2020 TMP does not contain any Traffic Calming Policy. May we assume that these 900 / 2,000 calming thresholds are continued? 3 There is not a Traffic Calming Policy in the body of or as an Appendix to the 2020 TMP, whereas the 2011 TMP did contain one (Appendix D). Why has this Policy not been made a part of the 2020 TMP? 4 As part of this Engagement process, could a copy of the latest, detailed version of the Traffic Calming Policy be disseminated to residents? 5 Neighbourhood speed limit reductions are a focal point of the 2020 TMP. Will the city commit to implementing Recommendation 36 of the 2020 TMP to “develop a comprehensive Speed Management Program focusing primarily on speed management for local and collector roads within its residential communities” to monitor and ensure compliance with the reduced speed limits, or will it be up to residents to request and monitor enforcement by the Waterloo Region Police?	Please find our responses to your comments below: - For context and background, prior to the 2011 TMP work, Park Street was in fact classed as a City Arterial road and William Street classed as a Major Collector road. Both streets were down-classified to Major Collector and Minor Collector respectively, as it was felt these better reflected this neighbourhood. Had this not been done, the original classifications would potentially have seen a greater ‘vehicle per day’ count. - Road classifications must consider the variety and make up of all streets, neighbourhoods and land use types across an entire municipality, not any one neighbourhood. Based on Transportation Association of Canada (TAC) guidelines, Local roads would typically see volumes ranging from <1,000 to <3,000. The range of <2,000 for Local roads and <5,000 for Minor Collectors were approved in the 2011 TMP and are consistent with these guidelines, reflecting the diversity of neighbourhoods across the City of Waterloo. - Yes. - Correct. In the 2011 TMP work, the Traffic Calming Policy was updated because the original policy was developed back in 2001. Staff did not feel that the 2011 policy required

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		updating further. Only policies considered in need of updating, or new ones were progressed in the 2020 TMP update. 4. The current traffic calming policy has been on the city's website since 2011. 5. Committing to implementing Recommendation #36 is entirely dependent on City of Waterloo Council on several key points: • approving the 2020 TMP update and the subsequent recommendations and actions of the study; • an understanding that this commitment applies equitably to all neighbourhoods within the City of Waterloo; • commitment and support to providing funding and resources for the various programs, policies and projects of the TMP update, as current funding levels (e.g. for traffic calming) and resources do not reflect the anticipated citywide needs • understanding and acceptance of potential negative impacts and implications that may be associated with implementing such measures across the city (e.g. emergency response times, transit services, winter maintenance operations etc.)
February 18, 2021	My apologies that I have not been able to read everything to the level of detail that I would have liked. This is a lot of information for a non-expert. A few points: 1. It strikes me that our master plan does not focus enough on economic development. I'm all for active transportation, but the reality is that in a city this size cars will always play an important role as an efficient mode of transportation. For example, we have a lot folks commuting between Guelph and Waterloo daily, and if we care about economic efficiency (both in terms of people matching to the job that best suits them and people spending the minimum amount of time possible commuting) then we have an obligation to facilitate car traffic as well (ideally of the electric variety). There needs to be a highway between Waterloo and Guelph. There also needs to be fast transportation in and out of the core of the city. We should be widening Erb and Bridgeport, not narrowing them. Active transportation is great, but let's admit that it won't be the solution for everyone. 2. I live in Beechwood Park and have some comments about active transportation in this neighbourhood. We are a neighbourhood where there already is a lot of active transportation. Many of us (including myself) walk or bike to work. Here, people, not cars, own the street. My concern is that the city misunderstands what our neighbourhood needs to facilitate active transportation. Right now our streets function as a woonerf, and building more sidewalks will have the opposite of the desired effect. Right now the roads are effectively shared between pedestrians, bikers, and cars. If you	Road classifications must consider the variety and make up of all streets, neighbourhoods and land use types across an entire municipality, not any one neighbourhood. The road classifications for Shakespeare and Longfellow were prepared through the 2011 TMP work and were approved by Council. In the 2020 TMP update, Neighbourhood Bikeways are proposed for Shakespeare and Craigleith, which is typically a shared street that may be optimized for bicycle

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	start putting sidewalks and bike lanes everywhere, you effectively hand the road to cars and relegate everyone else to their respective lanes. When I go for my nightly walk with my family, I don't want to be relegated to the sidewalk where we cannot all walk side by side. Being enlightened with respect to active transportation does not mean implementing the same solution everywhere. It means understanding how different potential solutions would work in different settings and therefore which solution to deploy where. 3. There needs to be more input from locals as to what they want in their neighbourhood. Residents know best how their streets work (and don't work). The process should be more democratic - residents need to have a real voice. All too often city officials pretend to consult with residents but their attitude throughout is that they know best and hence they don't hear residents. 4. Shakespeare Dr. does not need a bike lane. Bikes can circulate perfectly safely sharing the road. Creating a bike lane or two will be counter productive. 5. The map on p130 indicates Longfellow & Shakespeare are minor collectors. These are not minor collectors but rather local streets for local traffic. My neighbors and I ask that they please be designated as such. 6. The transportation plan needs to take into account other competing factors like preserving heritage and natural landscapes.	travel through traffic calming to help keep traffic and speeds lower. The recommendations in the updated Sidewalk Policy reflect City Council's current position with sidewalks in Waterloo.
February 18, 2021	Regarding Appendix B -Updated Sidewalk Policy - the public should be able to ask the City to provide an alternative design if the community doesn't want a sidewalk. Regarding designating Longfellow & Shakespeare as minor collectors. These should be redesignated to "local". Shakespeare is a proposed bike route in the active transportation network, connecting to Craigleith via the trail beside Clair Lake. If the City wants to the streets to be more friendly to alternate forms of transit, Shakespeare & Longfellow shouldn't be classified as a by-pass route to move cars from Westmount to Keatsway. Longfellow is certainly not a minor collector as the majority of vehicles have turned off before they are even half-way up the street. Perhaps the first block is a collector but that's it!	Noted.
February 19, 2021	Thank you for the opportunity to provide feedback on the city's transportation master plan. I have two concerns: 1) The item "The public can ask the City to provide an alternative design if the community doesn't want a sidewalk." should be reinstated, not removed. It is important that communities have input and be given options. 2) Longfellow Drive and Shakespeare Drive should be re-designated to local roads instead of minor collectors. If the City wants to commit to making the streets more friendly to alternate forms of transit, Shakespeare and Longfellow shouldn't be classified as a by-pass route to move cars from Westmount to Keatsway. Thank you for your attention to my concern.	Noted.
February 19, 2021	Thank you for the opportunity to comment: 1) The combination of Shakespeare and Longfellow remain identified as minor collectors. It is unclear why these roads require this classification when others like the Roxton Drive / Branstone Drive / Clair Creek Boulevard area west of Fischer-Hallman has no minor collector system. It is also unclear as to how Longfellow and Shakespeare meet the criteria of a minor collector road, especially with the upcoming changes to the road profile on Longfellow, which include the ROW being reduced from 9.0m to 7.0m. 2) Given Beechwood Park's topography, issues in the winter can affect access of emergency vehicles as has occurred recently on Algonquin Place. A priority should be given to ensuring such roads are cleared early on so safe access for fire, police and paramedics/ambulances can be maintained. 3) There should be a potential exception provided in the policy relating to maintenance of key elements of cultural heritage landscapes designated in the official plan and heritage conservation districts. As written, there are no exceptions for anything. Mohawk, Algonquin and Iroquois from Longfellow to Algonquin would require a sidewalk on at least one side of the road under the draft sidewalk policy. 4) The sidewalk policy should reference Woonerfs as exceptions to the policy. Woonerfs are not mentioned in the sidewalk policy and would appear to require sidewalks as currently written if they are through streets. 5) The reference to the 2005 sidewalk policy in Table 9.4 should be removed. 6) A neighbourhood bikeway is proposed for Shakespeare Dr. from Keatsway to a public path connecting Shakespeare Dr. to the multi-use trail through Clair Lake Park. This proposed bikeway provides further support for Shakespeare Dr. & Longfellow Dr. being re-categorized from minor collectors to a local streets.	Noted. (5) Reference to the 2005 Sidewalk Policy in Table 9.4 was removed.

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	7) The public path connecting Shakespeare Dr. to the multi-use trail through Clair Lake Park will be a severe pinch-point with a high risk of unsatisfactory interactions between various users. The path is narrow. It is well used by people of varying ages & abilities (wheelchairs, pedestrians, strollers, young children, dog walkers, families). The width barely accommodates pedestrians especially under social-distancing requirements. Not all cyclists respect other users & some travel at high rates of speed. This path has significant potential for accidents or unpleasant interactions with cyclists and ambulatory users & needs to be addressed when considering the implementation of a neighbourhood bikeway along Shakespeare Dr. 8) Lowering the speed limit on residential streets in the Beechwood Park neighbourhood will improve the experience for those living in the neighbourhood and for those alternative users of the streets (bikes, runners, pedestrians, wheelchairs, scooters, strollers).	
February 19, 2021	Thank you for giving us the platform to share comments. I would like to comment on two items: 1. Minor collector streets located within neighbourhoods and 2. Traffic calming measures are not in the 2021 TMP as they were in the previous TMP. 1. Minor collector streets within neighbourhoods, such as William Street West in Uptown Waterloo need to be designed with pedestrians in mind and not just for increased traffic flow. The daily vehicle for minor collectors allows for up to 5,000 vehicles at a speed limit of 50 km/h. As this street is in the center of our neighbourhood, is a route that feeds into a few schools, and is in a neighbourhood with high active transportation use, it has high pedestrian traffic. The TMP notes, “Studies have shown that a reduction in vehicle operating speeds from 50 km/h to 40 km/h increases the chance of survival from 15% to 70% for a vulnerable road user struck by a vehicle. This rate is further increased to 90% for operating speeds of 30 km/h.” To reduce the risk of fatalities, minor collectors within neighbourhoods need to have an active transportation, pedestrian first approach with “opportunities for innovation to develop safe and pedestrian friendly streets” and a reduced speed limit. I would like to suggest a design speed limit range for minor collectors to be 30km/h - 50 km/h to allow for minor collectors within neighbourhoods to have a lower speed limit. Better yet, change the status of William Street to a local street as it is located within a residential neighbourhood. 2. Traffic Calming measures only seem to be listed in when talking about eliminating center medians. If there is interest in lowering the speed of traffic, why not include a traffic calming policy as there was in the 2011 Transportation Master Plan?	1. Noted. 2. In the 2011 TMP work, the Traffic Calming Policy was updated because the original policy was developed back in 2001. Staff did not feel that the 2011 policy required updating further. Only policies considered in need of updating, or new ones were progressed in the 2020 TMP update.
Waterloo TMP Email Comments		
January 27, 2021	Thank you for the update- this really great. I'm not sure if this the right format to provide feedback but my family and I have safety concerns about the intersection at University and Marsland. We live at 121 university ave (Village on the Green) and often cross at this intersection to take the kids or dog for a walk at Hillside Park. In the last year I have been nearly hit by cars on at least three occasions. It always happens the same way. Cars are lined up at the intersection waiting to make a left turn from Marsland onto University headed toward the expressway. Because the entrance to Village on the green has much less vehicle traffic and even appears to some drivers as a residential driveway, drivers assume there will be no cars or pedestrians to watch for before making their unprotected left turn. Since University is so wide, these drivers don't tend to look far enough to see the opposite corner of the intersections, they begin their left turn and have to slam on the brakes in the middle of the intersection if a pedestrian was crossing during the 'walk signal'. Additionally since Marsland was repaved there has been increased vehicle traffic using Marsland to get from Lexington/Columbia to University (probably headed to the expressway). I think this safety concern could be easily and cheaply solved by adding an 'advanced green' signal so that there is protected green left turn arrow. This would give pedestrians the opportunity to cross while left turning cars wait for their left turn signal to turn green. Thanks for all your great work!	Good morning, thanks for the e-mail. Please be advised that a Transportation Master Plan does not get into the micro level of detail of intersections, it's a macro level planning study. The intersection of University Avenue and Marsland Drive is under the jurisdiction of the Region of Waterloo and therefore, concerns or suggestions should be directed to them. I have provided the contacts below: Egerton Heath EHeath@regionofwaterloo.ca Mark Liddell MLiddell@regionofwaterloo.ca
February 2, 2021	I'm aware the the city is currently reviewing its transportation master plan, and that Keats Way is on the medium term list for separated bike lanes. Awesome! I've got some grander ideas for Keats Way to make it an even better active transportation route. I've made a little site: https://keatsway.ca I'd love to get your thoughts on the idea, and hear any advice you have for the right way to bring this sort of thing to the city.	Thanks for the information, very much appreciated. I am confident that a future Keats Way could look much different than it does today. For information, how that looks will ultimately be dependent on whether the work is done through a complete reconstruction as part of other capital needs (such as upgrading or

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		replacing underground infrastructure), rehabilitation (such as resurfacing the road only) or a retro-fit project - as the opportunities, constraints and budgets are not the same for each. Seasonal maintenance, including winter maintenance would also factor into the ultimate layout, as well as reviewing the design standards at that time as this is an ever evolving field. In reviewing the current information, I can advise that Keats Way is not in the current capital program from a reconstruction perspective. Hoping the above helps provide some context.
February 2, 2021	I'm a citizen member of Markham's advisory committee on pedestrian and cycling. We have been exploring Vision Zero and a few of us are surveying other municipalities on a specific aspect of implementing a VZ type road safety plan. Can you spare a few minutes on the phone with me? My number is 416-993-4957, or perhaps you prefer to tell me your availability for a short call?	I was forwarded your e-mail from the consultant and can advise Waterloo is certainly working along the path of Vision Zero. The specifics of a Road Safety Plan will be the focus of my colleague - Jenny Setterfield (copied), Manager of Transportation Operations. Please be advised though that she is on vacation until February 8. I would be happy to chat with you some time this week, however, I must admit that we are in the beginning stages of putting the Road Safety Action Plan together as part of Vision Zero (VZ). We have many existing road safety initiatives that staff already implement such as our radar speed display boards, but we are aiming to put the VZ lens on top of all these and package it as part of our comprehensive program.
February 18, 2021	I am writing in response to the 2020 Transportation Master Plan. I am concerned about the increase of vehicles per day carried forward from the 2011 TMP: Minor Collector road traffic increase from 3,000 to 5,000 and local road increase from 1,000 to 2,000. The above increases are contrary to the stated purpose of the 2020 TMP to 'leverage .. investment in ION ... to encourage citizens to walk, cycle and use transit.' Allowing more traffic on local roads will not encourage walkers and cyclists. It appears more likely that the City is looking for ways to reroute traffic displaced by the ION and intensive condo tower development through adjacent neighbourhoods - an indication of poor planning. Why does the 2020 TMP not include traffic calming measures on local roads with more than 900 cars per day and a collector road with more than 2,000? This would help ameliorate the increases in traffic incursions on adjacent neighbourhoods. More transparency is needed. The latest version of the Traffic Calming Policy should be distributed to residents.	Road classifications must consider the variety and make up of all streets, neighbourhoods and land use types across an entire municipality, not any one neighbourhood. Based on Transportation Association of Canada (TAC) guidelines, Local roads would typically see volumes ranging from <1,000 to <3,000. The range of <2,000 for Local roads and <5,000 for Minor Collectors were approved in the 2011 TMP and are consistent with these

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	A speed limit reduction program for Uptown West streets needs to be included in the TMP, with assurances that it will implemented and monitored.	guidelines, reflecting the diversity of neighbourhoods across the City of Waterloo. In the 2011 TMP work, the Traffic Calming Policy was updated because the original policy was developed back in 2001. Staff did not feel that the 2011 policy required updating further. Only policies considered in need of updating, or new ones were progressed in the 2020 TMP update. The current traffic calming policy has been on the city's website since 2011.
February 19, 2021	One comment I'd like to make and hopefully have addressed is the removal of the community consult and ability to ask the city to provide alternate designs if a community doesn't want a sidewalk. That is from Appendix B - Updated Sidewalk policy. I believe that taking voice from community and not giving them recourse is a step backwards in a democratic and respectful society. The communities we transit do have a right, on account of their investment dollars (our homes are our single largest investments) and efforts to have a say in how they are arranged. Our homes and communities are sacrosanct and people should have avenue to be heard, and to have alternate arrangements considered. We don't want to reinforce notions that "you can't fight city hall". We need to work together.	Noted.
February 19, 2021	I'll start by saying that I hope this isn't a waste of time; so far the city hasn't grasped what Longfellow and Shakespeare streets represent. I also only received one feedback from all the emails that I sent previously about the Longfellow sidewalk issue. When I read articles in the paper by other residents of Waterloo, it seems nobody from the city is listening; they have their agenda and they are going to stick by it. Of course, there are two sides to each story, but our own Longfellow story's ending was abysmal. First of all, Shakespeare and Longfellow should not be designated as a bypass from Westmount to Keatsway; we certainly don't see that now and wouldn't want to encourage it. Also, if you want the streets to be safe for bicycles, why would you want to designate the streets as bypass streets? Let's keep our streets safe, which they are now. (However, the city didn't believe this non-safety issue when we mentioned it before.) By the way, even though there are sidewalks on Shakespeare, most of us continue to walk on the road in the winter. Aha! I would like a reply to this email, not like all the others. Would it be too much to ask to listen to the residents of Waterloo who don't seem to be represented by anyone.	Road classifications must consider the variety and make up of all streets, neighbourhoods and land use types across an entire municipality, not any one neighbourhood. The road classifications for Shakespeare and Longfellow were prepared through the 2011 TMP work and were approved by Council. In the 2020 TMP update, Neighbourhood Bikeways are proposed for Shakespeare and Craigleith, which is typically a shared street that may be optimized for bicycle travel through traffic calming to help keep traffic and speeds lower. The recommendations in the updated Sidewalk Policy reflect City Council's current position with sidewalks in Waterloo.
February 19, 2021	I want you to end the war on cars. I have two little kids I need to get to activities (when not sheltering in place because of Covid). I am not walking for ten or twenty kilometers with them. I'm not going to ride my bike with them (one on a tricycle) and I am not going to take the bus or the ION. I have a car and I will be voting in the next election for whichever politician will let me use it. Please stop forcing those of us with families to crawl along major thoroughfares in our cars (which we pay a hell of a lot for the privilege to drive) because some politician wanted to be "Green" and introduce a barely-used bike lane. Bye the way, the city really should do a study on the amount of extra pollution being produced when cars are stuck in traffic.	Noted.
February 21, 2021	In recent summaries and feedback on social media and engage waterloo. I have found that citizens concerns who do not share the city's vision, these citizens' feedback is not incorporated into the final summary reports. I have provided in the attached word document some of the screen captures that	Noted.

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	should make it into the final summary report from engage waterloo, facebook and 570news. I have noticed that people who disagree in these feedback mechanisms, their feedback does not make it into the final report on any issue. You will find that most people are in favour of the 40km/h limit in residential areas and school zones. You will find most people do not support bike lanes on major arteries. I work for a large multi national company and we have lost over 43 of our employees from to Covid two of whom I knew personally. In addition, I lost my Great Aunt in a nursing home. It was disgusting to use this tragedy and pandemic to ram through covid streets and bike lanes. 2020 was a very difficult time for me I had prostrate cancer, a heart attack and a diabetic foot infections. I was driven to Toronto every day to Judy Dan Treatment centre at North York General for treatment and I saw how much the Bike lanes were not used. Sean Strickland got the message when 94% of feedback he received rejected the temporary bike lanes. I know Eileen Grogan who owned a successful health food store and operated for over 25 years. She had to shutdown her business. She was told by the planning department her business did not fit the vision. She had suppliers tell her because of the ION tracks they refused to deliver supplies to her business. My friend Joe Ciginelli and his staff at GT Barbers who are icons of down town Waterloo tell me with the new traffic plans they are losing customers as seniors are no longer able to get to his shop. I heard ridiculous statement, for each \$1 spent on bike lanes you will get \$1 dollar back in return for their businesses. If you drive away your customers who patronize you, with this inane and stupid logic you will at best become a non-profit or go bankrupt. How many more businesses are you going to kill with the unending construction. I am sorry I believe that the City of Waterloo and its council needs to rebuild trust. Using COVID as an excuse in a time of tragedy shows that the City of Waterloo cares more about bike lanes than supporting seniors and meeting the needs of their constituents and listening to constituents. You would have thought after all this feedback the transportation plan, re-imagining Willis Way and re-imagining University Avenue would have been modified with the feedback given on not have bike lanes on major arteries. In addition, you would have thought with the major automotive manufacturers announcing they are converting their fleets to electric and automotive vehicles and these factors are not incorporated into the updated plans. What did I find, when the new report was released, citizens concerns who disagreed were not taken into account and their statements were not incorporated into the summary reports. You can tell that some of the councilors have never held a leadership position in an organization by their lecturing and condescending e-mails. I will give you some advice. Do not make stuff up. Listen to your team. Do not lecture people when they disagree with you but reach out to them. Also, make sure your vision is not a hallucination. I need this current council needs reform and needs to grow. My 83 year old mother who was born on William Street and she has lived in Waterloo for all her life has called the Uptown Waterloo the rat maze and she hates the Durrell Noodle lights in uptown Waterloo. She and her friends swear everyday about the idiotic policies of the City of Waterloo. See attachment for bike lane feedback.	

I have been reviewing the draft TMP -- there is a lot of material to get through -- as I am sure you are well aware. I have decided to send feedback on one issue at a time, in priority order.

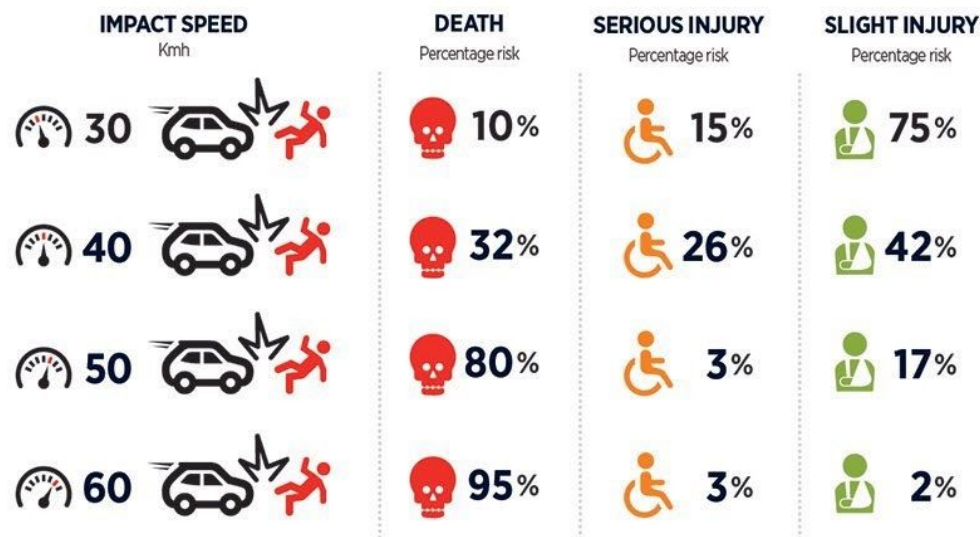
First, I want to applaud the project team for a comprehensive and forward-looking plan. There is much to commend.

The TMP sets out a vision and direction on policy and practices for at least twenty years. As such, it must be bold and recognize that current trends and pressures will only accelerate. These considerations should include that the climate emergency must be foremost in our minds and transportation policy is critical to meeting our obligations. Secondly, we are becoming increasingly aware of people-oriented policy and viewing policy through an equity lens -- these considerations are paramount in transportation policy.

The topic for this particular feedback is speed management. It is commendable that the TMP uses both Vision Zero and Complete Streets for guidance. However, the goal of setting the speed limit on quiet residential streets to as high as 40 km/h is at odds with both of these resources and with research. I assert that if you stick to this goal, it will be obsolete in short order just as was the lane-width guidance in the 2011 TMP.

The research is clear: 30 km/h is a much safer speed than 40 km/h. At the faster speed, fatalities will triple and serious injuries almost double. This is illustrated in the following graphic:

Death and injury risk percentages



Armed with this knowledge, it is not possible to claim adherence to Vision Zero and yet set the speed limit to 40 km/h. In setting the speed limit to 30 km/h you would not be alone. It is common on residential streets in Toronto and Montreal. In Calgary, although they did opt for the default speed of 40, they called for all new and retrofitted streets to be designed for 30.

Of course, a lower speed limit will be of limited benefit without other actions, including:

- Extensive use of Automated Speed Enforcement (ASE)
- Design speeds for new and reconstructed streets no higher than the speed limit
- Education and awareness campaigns
- Other traffic calming measures

You may not be recognized as heroes for adopting lower speeds and speed management policies, but it is the right thing to do. No one will recognize you for the lives that will be saved but think of the pain and anguish that will be quietly avoided. I'll leave you with this poignant illustration from *The Black Swan*:

Illustrate with the following thought experiment

Assume that a legislator with courage, influence, intellect, vision, and perseverance manages to enact a law that goes into universal effect and employment on September 10, 2001; it imposes the continuously locked bulletproof doors in every cockpit (at high costs to the struggling airlines)—just in case terrorists decide to use planes to attack the World Trade Center in New York City. I know this is lunacy, but it is just a thought experiment (I am aware that there may be no such thing as a legislator with intellect, courage, vision, and perseverance; this is the point of the thought experiment). The legislation is not a popular measure among the airline personnel, as it complicates their lives. But it would certainly have prevented 9/11.

The person who imposed locks on cockpit doors gets no statues in public squares, not so much as a quick mention of his contribution in his obituary. "Joe Smith, who helped avoid the disaster of 9/11, died of complications of liver disease." Seeing how superfluous his measure was, and how it squandered resources, the public, with great help from airline pilots, might well boot him out of office. *Vox clamantis in deserto*. He will retire depressed, with a great sense of failure. He will die with the impression of having done nothing useful. I wish I could go attend his funeral, but, reader, I can't find him. And yet, recognition can be quite a pump. Believe me, even those who genuinely claim that they do not believe in recognition, and that they separate labor from the fruits of labor, actually get a serotonin kick from it. See how the silent hero is rewarded: even his own hormonal system will conspire to offer no reward.

Now consider again the events of 9/11. In their after-

570 NEWS - News, Talk, Sports. x City, local university officials plan x +

https://www.kitchenertoday.com/local-news/city-local-university-officials-plan-to-transform-university-avenue-3443...

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R [Ry-guy](#) a day ago

Did we not learn from our disaster on King St? We can't afford this. Businesses can not deal with road closures again. Tax payers will be strapped once the government wants their covid relief money back. Let's get real here. Functional art and beautiful lighting in the university district are not priority.

22 0 Reply Report

BF [Binary_just the facts](#) about 23 hours ago

This counsel has become dysfunctional and seemingly has only one itch they incessantly scratch....turning roads into bike lanes! They don't care about taxpayers or the majority. They focus on the minority squeaky wheel. They serve perhaps 5% of the residents. The other 95% have NO VOICE!

17 1 Report

DL [D.lapierre](#) about 19 hours ago

It's funny that Councillor Jeff Henry doesn't care about my lane way to fix it with

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https://www.kitchenertoday.com/local-news/city-local-university-officials-plan-to-transform-university-avenue-3443...

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DL [D.lapierre](#) about 19 hours ago

It's funny that Councillor Jeff Henry doesn't care about my lane way to fix it with all the pot holes and cracks which is the worst roadway in City of Waterloo, but can waste money on putting in bike lanes for himself. If anything I've said for years University Ave should be widen to three lanes in both direction not add bike lanes. During this pandemic you've seen a lot of people getting their drivers license and when Trudeau lets in one million more people, they aren't going to ride bikes. Politicians aren't that bright, they don't really look far enough into the future, because they only think of what their selfish selves want.

7 0 Report

TR [Taxpayer Revenge](#) a day ago

"Ward 5 essentially is sort of terrifying" 😬

City of Waterloo councilors sure love exaggerating things. The way some of them talk, you'd think the only thing that mattered was "re-imagining" everything into a bike lane utopia where every inch of private land was converted into million storey unaffordable condos. Soon they're going to have to implement a "re-imagining tax" separate from the property tax levy, to be able to pay for all these luxuries.

15 0 Reply Report

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C [crankcase](#) about 24 hours ago

How about a new hospital or more affordable housing? Those would improve the quality of life in this community far more than more bike lanes on University Ave. From what I've observed most people walking on the sidewalks in that area have their faces glued to their phones. They wouldn't notice if someone transferred all the art from the Louvre to the side of the street.

18 0 Reply Report

BF [Binary just the facts](#) about 23 hours ago

Nahhhh....none of that matters! Just bikes, only bikes, thats all that matters....BIKES! Like they are trying to solve the entire GLOBAL carbon emission footprint here in Waterloo. What's next? A car tax! Drive a car....you pay a "user tax" every time you pull out of your driveway.

14 0 Report

TR [Taxpayer Revenge](#) about 23 hours ago

People living in Waterloo would rather have Kitchener provide all their basic needs like hospitals. That way, they can turn up their noses to anything they don't like about it.

But seriously, the provincial government has only built a single new hospital in

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BF [Binary just the facts](#) about 23 hours ago

Fabulous!! That's Waterloo City Counsel newspeak for, "we going to make another major thoroughfare in Waterloo relatively impassable for automobiles". Enough is enough already! How many students live that far out University Avenue that they are riding bikes on the overpass over the Expressway?

15 0 Reply Report

RU4 Real about 23 hours ago

Ward 5 voters, do everybody a favour in the next election and get rid of Vasic. Please!

13 0 Reply Report

DJ [Dee Jay](#) about 23 hours ago

It's the bicyclists who have the money in their pockets to spend in the downtown. Tire repair patch sales are very likely quite brisk.

8 1 Reply Report

RU4 Real about 22 hours ago

Isn't it nice that governments of every level have so much money to spend lately?

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buy themselves votes, with our money!!

14 0 Reply Report

C Cullercoats about 21 hours ago

Better idea. Close all of the universities parking lots and build affordable housing. That way all of the students and staff can bike or use public transit.

16 0 Reply Report

HM Hinterland Mike about 17 hours ago

What a surprise! The dysfunctional council is proposing more bike lanes on a major artery and wasting more money!

9 0 Reply

Ed with a T about 14 hours ago

City of Waterloo's priorities are f'ed. Plain and simple.

3 0 Reply Report

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11:40 AM 2021-02-21

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https://www.engagewr.ca/transportation-master-plan-looking-ahead?tool=guest_book#tool_tab

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Uptown Resident, 5 days ago

When will the city of waterloo council understand that no means no to bike lanes on major arterial roads. You would have thought the active transportation strategy consultants would have gone back to the drawing board after the overwhelming rejection of the temporary bike lanes. The strategy is to be a forward looking. It is not. It does not take into account autonomous vehicles and electric cars. It is not future looking and just regurgitates a failed policy which has been roundly rejected. The phase 1 community engagement is a joke! Not one comment was against the bike lanes, when I know several of my neighbours were against this and sent e-mails. The statistics are skewed in favour of the bike lobby by asking 1.7% of the population what would you do make bicycling more useful. Is there any wonder, why the public has lost confidence in this council when they used a tragedy of COVID to ram through a policy that the majority does not support. The only thing I could support is the lower of speed limits on neighbourhood roads and school zones. Stop wasting money on this nonsense and paying consultants.

anton gruber, 21 days ago

better with snow.

BHL, 20 days ago

You would have thought after the negative feedback on the temporary bike lanes and COVID streets that the transportation plan would have been modified based on the feedback received. Ok, here is what I do support! I do support lowering speed limits to 40km/h in residential neighbourhoods. I do support lowering speed limits around schools to 30km/h when it is in session. I do support creating parent drop off zones at schools so that kids do not dart out from their parents parked cars where possible.

Now for the pedestrian safety issues, I do support red light cross walks on roads, I do support speed bumps in residential neighbourhoods, and I do support four-way stops in residential neighbourhoods. I do not support adopting a Swedish declaration on traffic rights that no one could object to in principal but could be interpreted anyway for this out of touch council who does not listen to its constituents to propose inane ideas. Do you have facts which support that people are being harmed at an alarming rate?

Now for the bike lanes, I do not support removing a traffic lane on a major arterial road and replacing

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11:44 AM 2021-02-21

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lower or speed limits on neighbourhood roads and school zones. Stop wasting money on this nonsense and paying consultants.
anton gruber, 21 days ago

I am shocked and disappointed after the negative feedback on the temporary bike lanes and covid 19 streets that the active transportation strategy has not been revised. You would think after this uprising there would have been some revisions to the plans and strategy. First of all, here is what I am agreement with I am in favour of reducing the speed limit on residential streets to 40 km/h. Around schools when school is in session, they should be reduced to 30 km/h. I am not in favour of reducing speeds on major roads with the exception of a school zone. Where possible, schools should have drop off locations so that kids do not run out from their parents cars who are dropping them off.

Now for the pedestrian safety issue, I would like to see speed bumps, red light cross walks and four stops. The motherhood statements by the adoption of the Swedish strategy is only motherhood and will cause inaction on these pedestrian safety issues.

Now last but not least the bike lanes. I do not support clearing snow from bike lanes and having

interpreted anyway for this out of touch council who does not listen to its constituents to propose inane ideas. Do you have facts which support that people are being harmed at an alarming rate?

Now for the bike lanes, I do not support removing a traffic lane on a major arterial road and replacing it with a bike lane that is seldom used. I do not support plowing bike lanes first and leaving residential roads unplowed for days for bike lane users who rarely use them. I do support plowing the iron horse trail that is used. I do support multi-use trails for walking, bikes, scooters and skate boards. I do support a network of trails which could use secondary streets. I like bike trails as I feel safe on them. A bunch of flowerpots on Albert and University avenue is not safe. I like the improvements to Laurel creek and other dedicated paths to be built. I do support a policy that when a major arterial road is repaved or upgraded, that a multi-use trail should be added as long as it does not take away a traffic lane.

I do support putting the businesses in the core of Waterloo first. They have had enough to deal with ION construction, COVID, bike lanes, and the reduction of parking and are fleeing the core! Waterloo square is empty. Suppliers are refusing to deliver to these businesses because of this. I do believe that electric vehicles are coming on-line which will not pollute and this new fact should be

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Now for the pedestrian safety issue, I would like to see speed bumps, red light cross walks and four stops. The motherhood statements by the adoption of the Swedish strategy is only motherhood and will cause inaction on these pedestrian safety issues.

Now last but not least the bike lanes. I do not support clearing snow from bike lanes and having residential streets not plowed for days and you need a four wheel drive vehicle to get out of your street to work. I do not support bike lanes on major arterial roads and taking away vehicle lane traffic and the bike lanes are seldom used. I do not support killing the down town businesses such as in down town Waterloo who have had to put up with years of construction. My friends who owns business says delivery drivers refuse to deliver their business because of the traffic mess created downtown.

Helen Snedley, 21 days ago

Some items are out of touch, much as the temporary bike lanes were. Reducing speed limits to 30km/h is reasonable during school hours, or better yet before and after school and lunch hours.

major arterial road is repaved or upgraded, that a multi-use trail should be added as long as it does not take away a traffic lane.

I do support putting the businesses in the core of Waterloo first. They have had enough to deal with ION construction, COVID, bike lanes, and the reduction of parking and are fleeing the core! Waterloo square is empty. Suppliers are refusing to deliver to these businesses because of this. I do believe that electric vehicles are coming on-line which will not pollute and this new fact should be taken into account in the strategy. In addition, I believe we need to vote out office politicians who do not answer e-mails or phone calls, respond to their constituents, and lecture their constituents.

Helen Snedley, 21 days ago

I think one major concern in the city is it is very difficult in some area's to see the lines between lanes.

There was a lot of work done on Weber St in Waterloo last year. Weber and King St area in front of the old Chapters store has lines that aren't very visible. Considering they had a long time to do this project I don't understand why that is so.

Debbie Bourbonniere, 23 days ago

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Helen Snedley, 21 days ago

Some items are out of touch, much as the temporary bike lanes were. Reducing speed limits to 30km/h is reasonable during school hours, or better yet before and after school and lunch hours. At 10pm on a Thursday, it's senseless.

Bike lanes have mostly been poorly implemented - 2 way bike lanes on a 1 way street or bike lanes on the left side of a one way street are a couple of examples. Exceptions are the ones near university and Westmount where they are more like an extension of the sidewalk vs a carve off of a traffic lane. Barriers between driving lanes and bike lanes that mess up plowing increase costs and dangers. Additionally, traffic slows down or comes to a halt, impacting the ability to get goods to businesses, slowing down buses, and increasing idle time and green house emissions.

There is no mention of working to create optimized traffic lighting, or any other measures to improve the actual throughput on major streets. Has anyone calculated the impact of spending an extra 10 or 15 minutes each way on a commute on a daily basis. What about the increased costs as anyone who delivers goods to retail or residential can do fewer deliveries per driver per day, needing more vehicles and drivers?

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Table 2.6.5: Characteristics of Urban Roads

	Public Lanes		Locals		Collectors		Arterials		Expressways	Freeways
	Residential	Commercial	Residential	Industrial / Commercial	Residential	Industrial / Commercial	Minor	Major		
traffic service function	traffic movement not a consideration		traffic movement secondary consideration		traffic movement and land access of equal importance		traffic movement major	traffic movement primary consideration	traffic movement primary consideration	optimum mobility
land service / access	land access only function		land access primary function		traffic movement and land access of equal importance		some access control	rigid access control	no access	no access
traffic volume (veh/day) (typical)	<500	<1,000	<1,000	<3,000	<8,000	1,000 – 12,000	5,000 – 20,000	10,000 – 30,000	>10,000	>20,000
flow characteristics	interrupted flow		interrupted flow		interrupted flow		uninterrupted flow except at signals and crosswalks		uninterrupted flow except at signals	free-flow (grade separated)
design speed (km/h)	30 – 40		30 – 50		50 – 80		50 – 70	60 – 100	80 – 110	80 – 120
average running speeds (km/h) (off-peak)	20 – 30		20 – 40		30 – 70		40 – 60	50 – 90	60 – 90	70 – 110
vehicle type	passenger and service vehicles	all types	passenger and service vehicles	all types	passenger and service vehicles	all types	all types	all types up to 20% trucks	all types up to 20% trucks	all types up to 20% trucks
desirable connections	public lanes, locals		public lanes, locals, collectors		locals, collectors, arterials		collectors, arterials, expressways, freeways		arterials, expressways, freeways	arterials, expressways, freeways
transit service	not permitted		generally avoided		permitted		express and local buses permitted		express buses only	express buses only
accommodation of cyclists	no restrictions or special facilities		no restrictions or special facilities		special facilities considered		No restrictions; special facilities considered		prohibited	prohibited
accommodation of pedestrians	pedestrians permitted, no special facilities		sidewalks normally on one or both sides	sidewalks provided where required	sidewalks provided both sides	sidewalks provided where required	sidewalks may be provided, separation for traffic lanes preferred		pedestrians prohibited	pedestrians prohibited
parking (typically)	some restrictions		no restrictions or restrictions one side only		few restrictions other than peak hour		peak hour restrictions	prohibited or peak hour restrictions	prohibited	prohibited
min. intersection spacing (m) ¹	as needed		60		60		200	400	800	1,600 (between interchanges)
right-of-way width (m) (typically)	6 – 10		15 – 22		20 – 24		20 ² – 45 ³		>45 ³	>60 ³

Notes: 1 More information about intersection spacing is provided in Chapter 9 – Intersections.

2 Rights-of-way 20 m in width applicable to retrofit conditions only.

3 Wider rights-of-way are often required to accommodate other facilities such as utilities, noise mitigation implications, bikeways and landscaping. For new streets, the immediate provision of wider rights-of-way may be considered to accommodate such facilities.

Draft City of Waterloo Transportation Master Plan 2020 Update

SURVEY RESPONSE REPORT

15 August 2018 - 09 March 2021

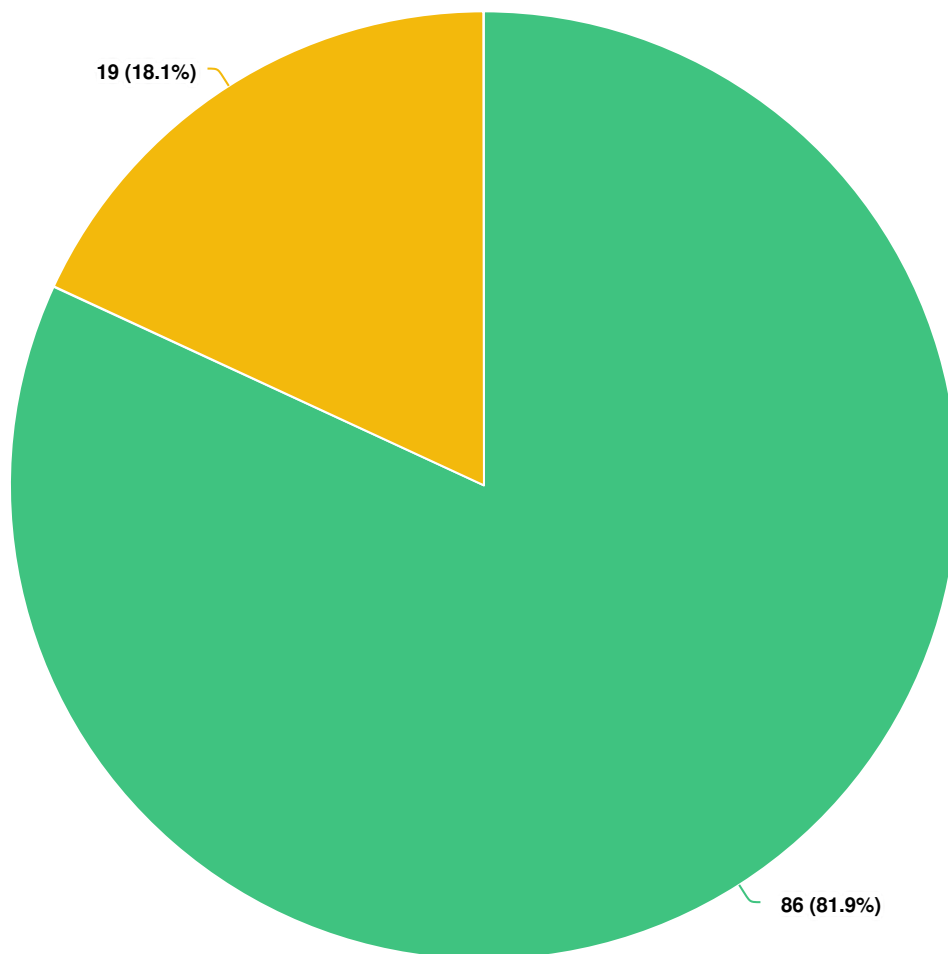
PROJECT NAME:

We're updating the city's transportation master plan and we need your help!



SURVEY QUESTIONS

Q1 | **Winter Maintenance – Section 8.6, Volume 2, page 134** Investing in winter maintenance of bikeways and pedestrian facilities helps remove barriers to walking, cycling, and taking transit in winter months. A successful maintenance strategy addresses ke...



Question options

- Yes, I support the active transportation winter maintenance strategy
- No, I don't support the active transportation winter maintenance strategy

Optional question (105 response(s), 2 skipped)
Question type: Radio Button Question

Q2 | Why do or don't you support a strategy to prioritize locations for sidewalk snow clearing?

Screen Name Redacted

1/25/2021 04:18 PM

As a homeowner in the Uptown Waterloo core, every resident of my household commutes, shops, and exercises by foot or bike. We regularly access the walking trails and utilize Erb street to walk uptown for grocery shopping, entertainment, commute daily to and from work, etc.

Screen Name Redacted

1/25/2021 04:44 PM

I believe the strategy as designed is a start and needs more substance. The goal should be civic ownership of sidewalk and trail winter maintenance, period. Look at it as the transport network it is, and make sure it is 100% equitable in its availability to all users - shoes and people-powered and e-assisted wheels of all kinds. Once SINGLE break in route clearing can mean users are prevented from carrying out their activities or worse, remain homebound during the snow season.

Screen Name Redacted

1/27/2021 11:52 AM

Important to keep highly used sidewalks cleared all year round

Screen Name Redacted

Then people will be safer to use them

Screen Name Redacted

1/28/2021 06:53 AM

I would support clearing of walkways which the city does an extremely bad job of now! I do not support the clearing of bike lanes which no one uses while you do not see a plow for days on a residential streets/ Ever since the RIM park fiasco, the city told us that the cut back in services would be restored once the RIM park debt was paid off. The bike lanes on major arterial streets was roundly trounced by 94% and the COVID streets were just plain old stupid. I do not trust the metrics made up by the city on the usage of the lanes as you never see them. I do not trust the studies as well, they only killed businesses in the down town like my friends. I would be in favour of providing plow services on bike trails that I use such as the Iron horse trail after the residential streets are plowed. I also do not believe that on-line surveys are actually scientific and allows the bike lane lobby to unduly influence policy. We also need to vote out of office Jaworsky, Bogonore and Henty.

Screen Name Redacted

1/29/2021 11:44 AM

active transport strategies need to be gendered

Screen Name Redacted

1/31/2021 07:32 AM

I do not support a strategy where residential streets are left unplowed for days after a major snow storm and you need to buy 4 wheel drive vehicle to get buy. It is absolutely ridiculous when you cannot get out of your neighbourhood. What for a few people who might actually bike in the winter? I can see the iron horse trail! But not the bike lanes on the streets. An absolutely stupid idea! There are 3 members of council who need to be voted out of office who advocate this nonsense and do not listen, respond or engage their constituents.

Screen Name Redacted

1/31/2021 09:24 AM

Those who are reliant on the bussing/lrt system and have accessibility issues/strollers with small children need to have cleared paths at bus stops and around corners. However, I think the responsibility for shovelling low priority sidewalks should remain in the hands of residents, as it fosters healthy lifestyles, community connectedness, and would be a waste of petrol in a time when we need to be moving away from any extraneous carbon outputs.

Screen Name Redacted

1/31/2021 04:21 PM

I do not support maintaining bicycle lanes and then leaving residential neighborhoods not plowed for days. This is an absolutely ridiculous proposal. When will the city realize that no means no when it comes to bike lanes.

Screen Name Redacted

2/01/2021 03:15 PM

My mother lives on Lincoln Road in Waterloo, close to Lincoln Heights Public School. At this time she is not considering a long-term residence and is living in her own home. She is an elder whose mental and physical health really benefit from regular exercise and fresh air, but who is at higher risk of fractures due to bone health issues. She is still quite mobile, but really does depend on the kindness and diligence of her neighbours to ensure that it is safe to walk down the street to the grocery store, or to take her dogs out for a walk around the block. Ensuring that streets are actually cleared right to the

about her taking a bad fall in the winter. She also has shoulder issues that cause her a great deal of pain, and snow clearance has long been a struggle for her, but she has been burned by individuals and companies coming around and charging for snow clearance, getting money up front, and then not showing up to do the work. I was part of the Kitchener sidewalk clearing pilot, and it was amazing to see how many of my neighbours, including the elders and folks with disabilities in my neighbourhood, were able to get around in wheelchairs, motorized scooters, and with walkers. Lack of sidewalk clearing forces people to stay indoors and can adversely impact quality of life. During the pilot, one neighbour with depression, who was often unable to clear his snow due to his health condition, found respite in the city doing this work. Another neighbour was recovering from a hernia operation and was very thankful for the city clearing the snow. Folks with back issues were rejoicing on our street when we were chosen for the pilot. As a busy mom, I was over the moon to know that this one small task was taken off my plate. I would personally HAPPILY pay more taxes to allow all residents in Waterloo region to have snow cleared from sidewalks, and I'd be happy to see some jobs created for residents of our region who need them. I can attest to the fact that struggling to get a baby stroller through a snow drift to catch the city bus can be extremely challenging. I can attest to the fact that slipping and falling on ice on sidewalks is not a great way to feel healthy and increase mobility on an outdoor walk. I can attest to the fact that pushing someone in a wheelchair through slush is ridiculously hard, and can lead to folks simply not engaging with or participating with their communities. We need to do better. Snow clearance is an important equity issue, particularly in areas in which we have a good number of elders or folks with mobility differences residing, and I am ever so glad to see that ideas are being considered to make this region better for all people.

Screen Name Redacted

2/02/2021 09:06 PM

to further equity and accessibility

Screen Name Redacted

2/03/2021 04:53 PM

The trails are invaluable for winter pedestrian transit.

Screen Name Redacted

2/04/2021 10:15 AM

Having all sidewalks cleared in the winter is an important measure for mobility, accessibility, and equity.

Screen Name Redacted

2/04/2021 10:22 AM

I do support winter maintenance of sidewalks. I do not support winter maintenance of bikeways as I suspect the usage levels will not validate the expense.

Screen Name Redacted

2/04/2021 10:51 AM

It's very important to connect neighbourhoods to other places in terms of snow clearing. One shouldn't have to cycle/walk 10 km for a destination that is 4 km away.

Screen Name Redacted

Prioritizing the maintenance of sidewalks makes sense, especially to ensure

of bikelanes during the winter months. The volume of usage is too low to make this a worthwhile expense.

Screen Name Redacted

2/04/2021 11:07 AM

Need to support community members with mobility issues, etc.

Screen Name Redacted

2/04/2021 11:16 AM

To ensure the highest priorities get first attention

Screen Name Redacted

2/04/2021 11:19 AM

I enjoy cycling in the winter

Screen Name Redacted

2/04/2021 12:04 PM

This is obvious. Of course the city should consider what sidewalks to plow first to provide the best value. I'm not sure how it's going to produce a strategy like that, since it's quite a challenge and a balance. It's a good goal.

Screen Name Redacted

2/04/2021 12:15 PM

You don't enforce the sidewalk bylaws already existing, How do you plan to manage new ones.

Screen Name Redacted

2/04/2021 12:19 PM

All sidewalks need to be cleared in a timely manner. A person's location should not affect their access to clear routes.

Screen Name Redacted

2/04/2021 12:24 PM

It's absurd that a snow-bound country like Canada refuses to acknowledge the existence and basic human rights of pedestrians and old people. Clear the sidewalks for everyone! How is this controversial?? I'd happily pay 100\$ more for this service than wasting taxpayer money on our incompetent police commissioner's salary increase and road widening projects. Can you people be any more corrupt and in bed with developers and police lobby?? Think about the actual taxpayers or get out of office.

Screen Name Redacted

2/04/2021 02:29 PM

This will support and promote safety and accessibility.

Screen Name Redacted

2/04/2021 03:37 PM

Pedestrian traffic increases yearly so prioritization for clearing sidewalks very important

Screen Name Redacted

2/04/2021 04:06 PM

Waste of money, People can walk in snow. Those who can't walk in the snow aren't using these trails, also the quality of snow clearing by the city is not sufficient for them to be able to do so.

Screen Name Redacted

2/04/2021 07:29 PM

It is very hard to walk and bike in the winter. You can't have any expectation of consistency with sidewalks, bad areas change constantly depending on who does and doesn't shovel. Biking in the winter is scary because you need to be closer to cars.

Screen Name Redacted

2/04/2021 07:30 PM

I support sidewalk maintenance but bike not so much since there is a significant decrease in bike usage which would require taxes to pay for barely used bike lanes with money that could be spent elsewhere

Screen Name Redacted
2/04/2021 07:45 PM

An equitable city is one that clears sidewalks and bike lanes so that everyone can get around safely and enjoyably.

Screen Name Redacted
2/04/2021 07:58 PM

Sidewalks need to be cleared for people accessing public transit, and it take people forever to do it on their own

Screen Name Redacted
2/04/2021 10:19 PM

I support sidewalk clearing so that Waterloo is a more walkable city in the winter. I would like to especially see snow clearing at street corners where plow pile up snow and make large barriers where the sidewalk meets the road.

Screen Name Redacted
2/05/2021 12:18 PM

People using all modes of transportation deserve to be able to move through the city all year, with an emphasis on active transit to meet our emission reduction goals as a community.

Screen Name Redacted
2/05/2021 03:12 PM

I do support cleaning of sidewalks for pedestrians. Riding bikes in winter is inherently dangerous - unlike a car, wheels slip (causing instability in pedalling), snow has to be completely removed (unlike a car with mass), and if a bike rider slides sideways, s/he can end up in front of a car. Slush is an issue as well and deicing is also problematic as bikes would need special needs. Trying to make all of our main thoroughfares safe enough for bikes in winter is an expensive and extremely foolish endeavour. We are already seeing issues - you can't plow the bike lanes with barriers with existing equipment. And when you plow the road it's going to put the snow in the bike lane, because of the barrier. Spend the money making sidewalks safer, maybe even plowing them. Bikes could potentially use sidewalks in winter.

Screen Name Redacted
2/05/2021 04:50 PM

It is unclear what other programs or budgets would be curtailed to pursue this.

Screen Name Redacted
2/05/2021 05:18 PM

Because I walk and I care about my neighbours and their ability to walk and my grandkids ride their bikes all winter and people with strollers find it impossible to get around etc etc etc. Also: Investing in winter maintenance of bikeways and pedestrian facilities helps remove barriers to walking, cycling, and taking transit in winter months. A successful maintenance strategy addresses key goals of accessibility, safety, and connectivity to transit, schools, community resources, shopping, in a way that is safe, efficient and cost-effective.

Screen Name Redacted
2/05/2021 06:51 PM

It saddens me to see my neighbours, especially those who are older and may have restricted mobility, being unable to get around our neighbourhood and nearby Bridgeport Plaza. I believe that if we can clear the roads for cars, we can clear them for people.

Screen Name Redacted
2/05/2021 07:23 PM

No one should be riding bikes in the winter anyway, it is unsafe.

Screen Name Redacted

Accessibility for people needing to access transportation

Screen Name Redacted

2/06/2021 11:36 AM

If sidewalks are not cleared pedestrians will place their safety at risk by walking on roads. In particular roads that are plowed adjacent to sidewalks due to the depth of snow dumped on the sidewalk.

Screen Name Redacted

2/06/2021 04:46 PM

I walk alot they need it

Screen Name Redacted

2/06/2021 08:18 PM

Reasonable plan

Screen Name Redacted

2/07/2021 07:03 PM

The city should better utilize the resources they already have instead of spending tax dollars to determine how much more they should spend to do the job that is required of them especially at a time when most tax payers are suffering financially due to covid related income loss.

Screen Name Redacted

2/07/2021 10:18 PM

I can see in my neighborhood how many citizens enjoy walking on our beautiful sidewalks. Currently MANY people walk on the road, as sidewalks are often in treacherous conditions. Help keep Waterloo active!

Screen Name Redacted

2/09/2021 09:13 AM

too much cost for too little return, average use of bicycle is around 2% of the population but in winter far less, the cost exceeds the benefit

Screen Name Redacted

2/09/2021 10:16 AM

My family are all avid cyclists but avoid trails in winter due to both dangerous conditions and excessive salt use (which destroys bicycles)

Screen Name Redacted

2/09/2021 10:26 AM

I walk alot, I think it is good to have clear sidewalks and encourage people to use less cars. It will encourage more people to use bikes etc.

Screen Name Redacted

2/09/2021 12:12 PM

Clearing priority routes is not good enough. People cannot access priority routes/transit unless side streets are also accessible. Municipalities have a legal right to provide accessible communities to people with Disabilities and all active transportation users per the city's pedestrian charter. Current winter sidewalk clearing policies & practices alongside lack of enforcement mean a violation of these human rights. We need city-wide sidewalk clearing in order to provide consistent access to anyone with mobility challenges/physical disabilities, vision challenges/impairments, as well as for anyone using active transportation. When we plan our city for our most vulnerable, everyone benefits. Investing immediately in access will increase the safety for ALL active transportation users, reduce road users which ultimately save costs on road maintenance and makes our communities safer, and works toward reducing emissions. If we limit clearing to priority/transit routes, we will continue to violate these human rights and put the city at risk of legal action. When even 1 piece of a sidewalk is uncleared, it makes an entire street inaccessible and dangerous. Equity also is an issue - low income/single parent/elderly/newcomer/disabled individuals often do not have the resources to safely/efficiently/effectively clear snow/ice, and these homes become

snow; why do we expect this of sidewalks. ALL residents can use sidewalks - only those with cars use the roads. We need to stop prioritizing the needs of the most privileged and invest in reducing/eliminating barriers for those who don't have alternate options. Additionally, the current reporting/by-law system creates additional equity barriers. Those with intellectual/visual/speech & language disabilities, those lacking internet and/or phone access, cannot report. And reporting is generally only done by those experiencing the barriers - meaning, additional barriers on those most affected. The current system does not work and policies are not followed through on - we need a complete system revamp. The only cost-effective, equitable way to do this is full city-wide clearing.

Screen Name Redacted

2/09/2021 02:33 PM

i cycle all year as a commuter. in the past years i've had to alter my route based on clearing quite often. it would be good to know what areas will be cleared, rather than come upon a sudden wall and have to go back.

Screen Name Redacted

2/09/2021 03:30 PM

But we need to prioritize based on usage. Bike lanes are used by such a small % of people in the winter. I've seen more bikes on sidewalks and walkers on the roads this winter than in the spots that have been developed for them

Screen Name Redacted

2/10/2021 09:02 AM

People need to be active and city trails need to be clear to properly walk safely.

Screen Name Redacted

2/11/2021 01:03 PM

I walk and bike during the winter. I have elderly friends and relatives that do the same. Uncleared and slippery sidewalks and biking paths pose a hazard to all of us.

Screen Name Redacted

2/11/2021 01:29 PM

I use the bike and public transportation in winter and this strategy will be very helpful

Screen Name Redacted

2/11/2021 07:30 PM

Main roads need to have their sidewalks cleared so the public can access bus and LRT

Screen Name Redacted

2/11/2021 08:30 PM

This is tough. Property taxes increases in Waterloo are pricing me right out of the city on a longer timeline. So adding costs for snow clearing will only increase taxes. On the other hand, I do want to take steps to reduce dependency on cars and support active transport. I've been doubtful about city-provided snow clearing because for the past 25 years, we have waited 2-3 days and more after snowfall to just get our street cleared (Cavendish Drive). It seemed that level of service on sidewalks would just not serve the community. Our neighbourhood of 103 houses does a consistent and timely snow clearing with only a few exceptions. Even if the city was paid to clear our walks, I don't think we would wait because we support the neighbourhood specifically with walkable sidewalks almost immediately. So we would be paying for an almost entirely unnecessary service. Suggestion: make a phone app that simply lets me photograph a GPS-tagged uncleared sidewalk and submits it directly to city bylaw enforcement. The city's current online

"Report uncleared sidewalk online" on www.waterloo.ca/en/living/snow-removal.aspx Now tell me how high you think the drop-off is for anyone wanting to make a report with this user experience? 99%. Fix this. A one-click app will make it vastly easier to report, increasing reports, increasing bylaw fines / city snow-clearing bill, increasing number of property owners taking responsibility as they should.

Screen Name Redacted

2/12/2021 01:46 PM

I support this because it is important to keep such avenues of transit open to all people all the year round. However, I don't think that this should supersede private citizens' duty to clear snow and ice in front of their dwellings.

Screen Name Redacted

2/13/2021 02:15 PM

I support the active transportation winter maintenance strategy to make sure sidewalks are clear for use in the winter.

Screen Name Redacted

2/15/2021 04:06 PM

I would like to see the city take on more timely responsibility for clearing city property and prime pedestrian corridors.

Screen Name Redacted

2/15/2021 09:08 PM

Make it easy for me to choose walking, cycling or taking transit in the winter. While I'm a regular winter cyclist, I know many that don't choose cycling in the winter because of poor / insufficient clearing.

Screen Name Redacted

2/16/2021 06:48 PM

While I support the prioritization of locations to remove barriers to help promote Active Transportation during the winter, measures taken have to be cost effective, reasonable, and within our budgetary means (fiscally responsible). I also think the first priority still needs to be to plow the residential streets of snow which impacts the most people, and then move to alternative forms.

Screen Name Redacted

2/16/2021 11:42 PM

Walkable communities are part of sustainable communities.

Screen Name Redacted

2/17/2021 06:25 AM

It seems like common sense to prioritize

Screen Name Redacted

2/17/2021 07:46 AM

I cycle in the winter months and am often pushed into traffic by bike lanes that are not clear.

Screen Name Redacted

2/17/2021 09:52 AM

For accessibility and mobility, to promote pedestrian and cyclist options and safety year-round. However, please also consider not relying on copious amounts of road salt, which introduces a whole other problem.

Screen Name Redacted

2/17/2021 10:30 AM

I would prefer that snow removal capacity be increased. The piles that often linger for weeks at the intersection of sidewalks and roads/crosswalks is a major impediment for anyone with mobility issues and parents pushing strollers. These groups often use neighbourhood sidewalks to get exercise. My concern is that prioritising other locations would further reduce snow removal in lower volume areas which would be to the detriment of these

want that to come at the expense of other areas.

Screen Name Redacted

2/17/2021 10:44 AM

I support the strategy development to get more people walking and less people driving

Screen Name Redacted

2/17/2021 01:28 PM

We need to do everything possible to support non-car means of local travel, for those who can manage it. From my experience pushing a stroller in the winter, or riding my bike, I know what a difference it makes to have a cleared path/sidewalk to use. My only concern is that the city might be held legally responsible if someone were to hurt themselves, falling on a path/sidewalk. It's almost impossible to eliminate all snow and ice at all times. There should be some acknowledgement that a best-attempt is being made, but users still use the sidewalk/paths at their own risks.

Screen Name Redacted

2/17/2021 02:33 PM

Having trails cleared this winter was phenomenal. Being outdoors as much as I was this winter showed me just how bad sidewalks in general can be so I am in favour of having more of them cleared.

Screen Name Redacted

2/17/2021 03:18 PM

to make getting outside for fresh air and exercise safe and accessible to everyone (moving in a wheelchair, pushing a stroller, recovering from injury/surgery, elderly etc...)

Screen Name Redacted

2/17/2021 04:49 PM

Clearing will increase the use greatly for walking and bikes

Screen Name Redacted

2/17/2021 06:53 PM

Because, as a septuagenarian who prefers to walk, I need sidewalks to be cleared.

Screen Name Redacted

2/17/2021 07:42 PM

It is so important for people to find safe places to walk and cycle in the winter.

Screen Name Redacted

2/18/2021 01:10 AM

I think it is extremely important to keep the sidewalks and cycling lanes free of snow in order to encourage people to make trips by walking or cycling rather than driving a car.

Screen Name Redacted

2/18/2021 05:53 AM

This is written in a way that only highlights the perceived benefits and appears bias. What is the cost going to be? Given the past bike lane implementation, how will our roads be affected for the people that drive? How much planning has gone into this? Also when it mentions 'locations', what locations and where exactly?

Screen Name Redacted

2/18/2021 10:02 AM

Sidewalks are sufficiently cleared at intersections and crossings. The piles of snow make it difficult for pedestrians to get off the sidewalk and on to the road to cross. Piles of snow also block access into and out of cars parked on the streets.

Screen Name Redacted

2/18/2021 10:07 AM

active transportation needs to be accessible and easy. I do have concerns about over salting as a result of a shift in liability. Snow clearing I support, salting and bare pavement I do not support

2/18/2021 11:32 AM

important as more people transition to more environmentally friendly transportation

Screen Name Redacted

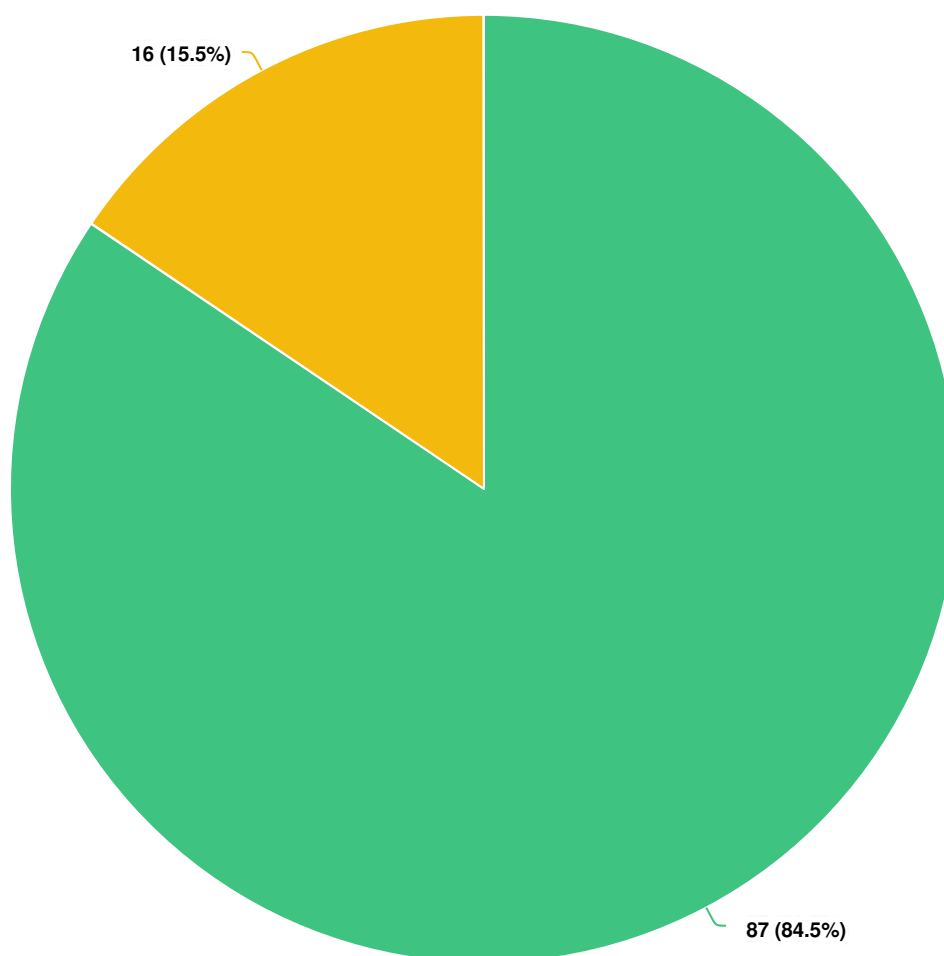
2/19/2021 02:12 PM

As many students walk to campus or around the community, mobility and safety while walking in the winter months is important for all. It is not uncommon that properties around campus - student housing in particular - do not clear their sidewalks sufficiently, creating significant barriers and safety concerns for students traveling to and from campus. Students oftentimes are not aware of their responsibilities regarding snow removal, or if their property manager or landlord is responsible for snow removal. Additionally, many students may be away from their student housing for extended periods of time (Reading Week, Winter Break) which creates challenges to ensuring snow is sufficiently cleared from sidewalks in neighbourhoods with student populations.

Optional question (77 response(s), 30 skipped)

Question type: Essay Question

Q3 | Vision Zero – Section 9.2.1 and 9.2.2, Volume 3, page 164 Vision Zero is a strategy to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Originating in Sweden in the late 1990's, Vision Zer...



Question options

- ☒ Yes, I support the commitment to Vision Zero ☐ No, I don't support the commitment to Vision Zero

Optional question (103 response(s), 4 skipped)
Question type: Radio Button Question

Q4 | Why do or don't you support the commitment to Vision Zero?

Screen Name Redacted

1/25/2021 04:18 PM

As a homeowner in the Uptown Waterloo core who uses Erb street to commute to and from work (and to and from at lunch hour) as well as walking for groceries, shopping, entertainment and exercise in the area, I see far too many cars speed through crosswalks (especially Caroline and Erb in front of the Clay and Glass Gallery) as well as mount the sidewalks when driving erratically. I've seen many people struck by cars as well in this area by angry and out of control drivers who are speeding. It's downright scary to use the bike lanes on Erb and half the time very frightening to walk on the sidewalks and via cross walks due to fear of a speeding vehicle passing another and mounting the curb. It happens too often due to lack of traffic lights on Erb between Westemount and Caroline. There needs to be a traffic light at either Dunbar Road (as the hill there makes it a blind spot and many people cross here), or at Avondale so people have safe options to cross the street. There is not another crosswalk until Menno to safely cross.

Screen Name Redacted

1/25/2021 04:44 PM

I can see no reason other than abject sociopathy to NOT support a Vision Zero commitment. The heavier and more powered a vehicle is, the more dangerous it is to a more vulnerable road user, and design needs to be focused on ELIMINATING altercations between all methods of transport (including motor vehicle-motor vehicle!). A goal that allows any acceptable loss of life or cause of life-altering injury is unacceptable.

Screen Name Redacted

1/27/2021 11:52 AM

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Screen Name Redacted

1/27/2021 07:15 PM

But your explanations here are not clear hope the plan will be better.

Screen Name Redacted

1/28/2021 06:53 AM

Because I do not support City Council and its current wing nuts! Is there a study in place that shows how many injuries and deaths are occurring in the City of Waterloo. Is there an increase trends on people being killed? Probably not! Once again we have alarmist statements backed up by no facts. I did check the statistics of the WRPS and the trends are down not increasing. If you had facts to actually demonstrate that this is a problem, then I would support it. But being an alarmists and issuing a mother hood statement is unprofessional. Would I would support is 40km/h on residential streeets, speed bumps and increase cross walks with a red light not this motherhood nonsense.

Screen Name Redacted

1/31/2021 07:32 AM

It is hard to object to motherhood statements like this. Do you have stats to back up that pedestrian are being killed at an alarming rate. Do you have stats to say that bike collisions have been increasing at alarming rate. Do not

look at the Waterloo Region Police Service web site and found these were trending down. I do favour more cross walks with lights and speed bumps and lower speed limits around schools. Why it took so many years to put in a cross walk with lights so that bluevale students could cross erb street after getting off the number 5 bus and for students going to St. Agnes to have a cross is beyond me. This only shows the incompetence of our traffic planning department and politicians who do not listen to their constituents.

Screen Name Redacted

1/31/2021 09:24 AM

Prevention of injuries seems reasonable!

Screen Name Redacted

1/31/2021 04:21 PM

It is full of generic statements and not based on any facts to support these statements.

Screen Name Redacted

2/02/2021 09:06 PM

This should've been supported years ago. The city is all talk, no game with pedestrian safety. Vision Zero is the FIRST of many steps the city must take on

Screen Name Redacted

2/03/2021 04:53 PM

Some drivers need to be kept in line.

Screen Name Redacted

2/04/2021 10:15 AM

Our transportation policy should value lives over vehicle convenience.

Screen Name Redacted

2/04/2021 10:22 AM

Vision Zero puts all the emphasis on avoiding incidents on drivers. This is not an equitable distribution of responsibility. Both vehicle drivers and pedestrians need to be responsible for their own actions. Share the roads, share the responsibility.

Screen Name Redacted

2/04/2021 10:51 AM

committing to Vision Zero is one thing but actually moving towards zero deaths is another. In the end, the most vulnerable humans must be protected. These includes humans who don't move at high speeds in protected metal boxes. Pedestrians, cyclists, children, seniors, lower-income humans need protection. Car drivers are protected by default already. THE MOST important item is to protect LIVES, not cars.

Screen Name Redacted

2/04/2021 10:58 AM

Vision Zero does not appropriately address the concern.

Screen Name Redacted

2/04/2021 11:16 AM

I support it but without meaningful enforcement this is a maje wirk project. I have emailed the City of Waterloo about city trucks speeding at high rates in front if our home IN A SCHOOL ZONE and received no reply. Case made.

Screen Name Redacted

2/04/2021 11:19 AM

Seems like a good idea?

Screen Name Redacted

2/04/2021 12:04 PM

This is a good goal - especially when moving towards a city that uses more and more user powered locomotion.

Screen Name Redacted

2/04/2021 12:15 PM

These principals and statements already exist and should be everybody's priority when it comes to road safety.

Screen Name Redacted

2/04/2021 12:19 PM

As someone who has been seriously injured on the road as a cyclist I support this

Screen Name Redacted

2/04/2021 12:24 PM

Because pedestrian lives matter. Our kids lives matter. Nobody should have to risk life and limb taking their kids to school.

Screen Name Redacted

2/04/2021 03:37 PM

Increasing safe mobility standards just makes perfect sense

Screen Name Redacted

2/04/2021 03:56 PM

Active transportation safety has been ignored for decades. Improvements to active infrastructure is vital.

Screen Name Redacted

2/04/2021 04:06 PM

Need more info. This does not detail what changes would occur.

Screen Name Redacted

2/04/2021 07:29 PM

This is a no brainer. "Accidents" are preventable with proper design.

Screen Name Redacted

2/04/2021 07:30 PM

No one should lose a life in transport

Screen Name Redacted

2/04/2021 07:58 PM

There is nothing above that people would disagree with

Screen Name Redacted

2/04/2021 10:19 PM

No loss of life or serious injury is acceptable. Slower and safer streets can make that happen.

Screen Name Redacted

2/05/2021 12:18 PM

Every community should be dedicated to 0 traffic fatalities.

Screen Name Redacted

2/05/2021 03:12 PM

I do support slower speeds around schools ***during*** school hours. I do support some smaller residential streets having a lower limit. However, mass speed limit changes impact ability to deliver goods to market, lead to an increase in emissions and idle time, and increase commute (bus too) times. No mention is made of safety training or enforcement for people (walking with headsets in, while they text and step off curbs without looking (slower speed limits don't really eliminate this). Our streets, in general are very safe. Yes there are issues in some locations but they can be dealt with in a sensible manner without the need for the full recommendations here. While at it, reduce the number of traffic calming on street measures that cause additional maintenance cost, snow plow challenges, and other issues

Screen Name Redacted

2/05/2021 04:50 PM

Details are important. Meaningless to support a "motherhood & apple pie" resolution without details.

Screen Name Redacted

2/05/2021 05:18 PM

I can't believe you are asking people this question!!! Who in the world would disagree with keeping our kids and grandkids (not to mention their grandmother -ME) safe? I do not mean to be facetious or snarky about this but you remind me of Republicans in the U.S. Yes, we know that cars are dangerous, but we don't want to hurt the feelings of car owners or ask them to drive slower or be more careful. I mean, we need to consider their rights too, right? Right?

Screen Name Redacted

2/05/2021 06:51 PM

Injuries and deaths caused by drivers in motor vehicles are not accidents. They are results. As such, they are preventable. It is unjust that those who move about our city outside a vehicle are exposed to a significantly greater risk of bodily harm - including our kids!

Screen Name Redacted

2/05/2021 07:23 PM

-Some degree of loss of life is unfortunately inevitable on our roads. -"Vision Zero" is a thinly veiled assumption that all bad things that occur in our streets are the fault of irresponsible drivers. It also embraces tools that I'd consider a slippery slope of government overreach/surveillance (such as automated speed enforcement) -Regional Council has already proven themselves incompetent on matters related to traffic management this past year with the westmount temporary bike lane debacle, which no one wanted but they forced on us anyway.

Screen Name Redacted

2/06/2021 08:03 AM

No loss of life is acceptable

Screen Name Redacted

2/06/2021 11:36 AM

Transportation modes other than cars require an improved priority because they tend to have more fatalities when in accidents.

Screen Name Redacted

2/06/2021 04:46 PM

May help hold people accountable for thier driving

Screen Name Redacted

2/07/2021 07:03 PM

Before agreeing to Vision Zero a person should really know the full scope of the plan and not just say yes I agree. There are plenty of things the city could do to help prevent accidents, like not placing bus stops right near the corner of busy intersection so as to block traffic and visibility at said intersections for both motorists and pedestrians, like at River Rd and Ottawa St Kitchener. You are driving through an intersection or around a corner and suddenly a bus just stops in the road.

Screen Name Redacted

2/07/2021 10:18 PM

A pedestrian or cyclist is always, always, on the losing side of a collision with a car. For this reason alone, everything must be done to prevent these interactions.

Screen Name Redacted

2/09/2021 09:13 AM

this plan seems based on the thought that it is the vehicle that is always responsible for the accident when often the bike rider is at fault. mandatory

roads would accomplish much more

Screen Name Redacted

2/09/2021 10:16 AM

I generally support the slowing down of all traffic in urban areas, and the prioritization of walking, cycling, and a generally friendlier, less paved, slower environment.

Screen Name Redacted

2/09/2021 10:26 AM

I cross the roads frequently, especially with my dogs and it is like playing russian roulette as people come speeding down the roads, they do not stop at Pedestrian crossings or even at crossing at roundabouts. If you are serious about this, you NEED to install RAISED CROSSWALKS at roundabouts and at any crosswalks, along with pelican lights.

Screen Name Redacted

2/09/2021 12:12 PM

I support a vision zero as this prioritizes our vulnerable and ensures equitable and safe access to cities. Additionally, vision zero will require snow clearing practices to change - city-wide snow clearing will be required - in order to provide safe active transportation and community access to ALL users.

Screen Name Redacted

2/09/2021 02:33 PM

i'm not sure I believe in the absolutism... no loss of life is acceptable, but that doesn't mean that 0 risk is a good target. I cycle every day, sometimes in traffic. This is not zero risk, but its a balance. People often take the above to mean 0 risk and therefore come to bad conclusions. Its ok for roads that have nearly 0 traffic to not have a sidewalk. Its ok for some roads to not have separated bike paths. Its about reasonable risk, not zero. That being said, certainly 0 fatalities and serious injury is a valid target.

Screen Name Redacted

2/09/2021 03:30 PM

I only support this if you charge the bikers who are jumping from the roads to the sidewalks and back onto the roads to avoid stopping at stop lights. many bikers aren't signalling or obeying traffic lights or stop signs. You can't fix stupid and there is just as many stupid people on bikes and walking as in the cars.

Screen Name Redacted

2/10/2021 09:02 AM

This is a goal that won't work. Once cars drive themselves this will come into effect anyway. No need to waste resources on this while our community streets, sewers and crumbling.

Screen Name Redacted

2/11/2021 01:03 PM

I don't want people to die needlessly.

Screen Name Redacted

2/11/2021 07:30 PM

Traffic fatalities are avoidable

Screen Name Redacted

2/11/2021 08:30 PM

I want to reduce injuries and fatalities. I like the green bike boxes now at some intersections. We really failed with the share-the-whole-lane chevron initiative. I think physically separated bike lanes are key to getting people out on bikes (it took a citizen protested to get those bollards installed uptown). I'm having difficulty reconciling you asking me questions about Vision Zero with the debacle that is the Erb and Caroline intersection that you recently created (yes, I did that survey too). I also can't reconcile the implementation of roundabouts which are uniformly perilous to non-car travelers. Yes, they

roundabouts may be low because we do everything we can to avoid them. Observe Erb and Ira Needles or Columbia and Chancery for a half hour at peak drive times and get educated. So, sure let's look at Vision Zero, but let's get some coherence with our approach to all our other road/sidewalk/trail construction.

Screen Name Redacted

2/12/2021 01:46 PM

I support striving for a more encompassing design of the streetscape so that vehicles can still move smoothly but are naturally slowed by design especially where modes cross.

Screen Name Redacted

2/13/2021 02:15 PM

No loss of life is acceptable. Any steps taken to make sure there are no traffic fatalities is good.

Screen Name Redacted

2/15/2021 09:08 PM

Make it easy for me to choose walking, cycling or taking transit, because I feel safe. This is also common sense! As a cyclist, I often feel vulnerable when I'm on an on-street bike lane or traveling where there are no bike lanes. Please design the roads for the vast majority (pedestrians and cyclists!) and not the minority (expensive cars).

Screen Name Redacted

2/16/2021 06:48 PM

The safety of our transportation network is paramount above all else. After all, the city's TMP is being prepared for residents of the City -- actual people not numbers. As such, the goal is a good one: enhance the quality of life (liveability) score for each of us through Active Transportation but protect us first through safety measures enacted.

Screen Name Redacted

2/16/2021 11:42 PM

Road space is public space. Unfortunately this public space has been overrun with private vehicles. It is time to change the priorities of our streets and make them safer and more sustainable for the future.

Screen Name Redacted

2/17/2021 07:46 AM

Too many close calls.

Screen Name Redacted

2/17/2021 09:52 AM

It is beyond time that cars and car-based traffic are de-prioritized in our transportation networks. Human safety is the priority, not car speeds. It is unacceptable for pedestrians and cyclists (and drivers) to be unsafe in the accommodation of vehicle traffic. As someone who uses my feet, bike, and car to get around (as do the other members of my family, including kids), I can say that I often feel unsafe with the way cars are prioritized. Lots of close calls because of car speed and presumption of drivers that pedestrians and cyclists must work around cars (even when this isn't legally the case). Vision Zero seems to be a way to address this.

Screen Name Redacted

2/17/2021 10:30 AM

I agree with the philosophy.

Screen Name Redacted

2/17/2021 10:44 AM

Obviously, people are not replaceable

2/17/2021 01:28 PM

road safety, as can be observed at several dangerous intersections very near me: Park and William; William and Caroline; and Erb and Caroline. My family members and I have had numerous close calls with distracted drivers, speeding drivers, drivers confused by signage, drivers impeded by poor sightlines, etc. etc.

Screen Name Redacted

I agree with the points made above.

2/17/2021 02:33 PM

Screen Name Redacted

seems like a good idea

2/17/2021 04:49 PM

Screen Name Redacted

Because it makes sense.

2/17/2021 06:53 PM

Screen Name Redacted

Again, only highlights the benefits. I would like to know the pros and cons. Obviously a safer vision ultimately makes sense, but Sweden isn't Canada and adopting what's good for Sweden doesn't necessarily mean its good for us.

2/18/2021 05:53 AM

Screen Name Redacted

A more walkable city is a better city in which to live

2/18/2021 09:52 AM

Screen Name Redacted

A pedestrian can not win a fight with a car

2/18/2021 10:02 AM

Screen Name Redacted

yes, need more priority on pedestrians and cyclists and a shift away from everything tailored to the car

2/18/2021 10:07 AM

Screen Name Redacted

Motor vehicle traffic is out of control in Waterloo - speeds are too high, the streets designed for high speeds and not for people and other forms of transportation, and the deaths and injuries should be addressed before it is too late.

2/18/2021 11:32 AM

Screen Name Redacted

Of course. Objectives seem unclear, but the end goal is important.

2/18/2021 08:32 PM

Screen Name Redacted

The Wifrid Laurier University Students' Union supports Vision Zero as related safety measures imposed to eliminate traffic fatalities, injuries, and enhance mobility is important to many pedestrians and students alike who walk to campus and around the community. Intersections like King and University are dangerous intersections with many drivers not paying attention to pedestrians, or are impatient waiting for pedestrians to cross the intersection. We believe that a pedestrian scramble phase at King and University, as well as no right turns on red lights, would align with Vision Zero's strategy.

2/19/2021 02:12 PM

Screen Name Redacted

I live in a neighbourhood with high volume pedestrian traffic. I strongly

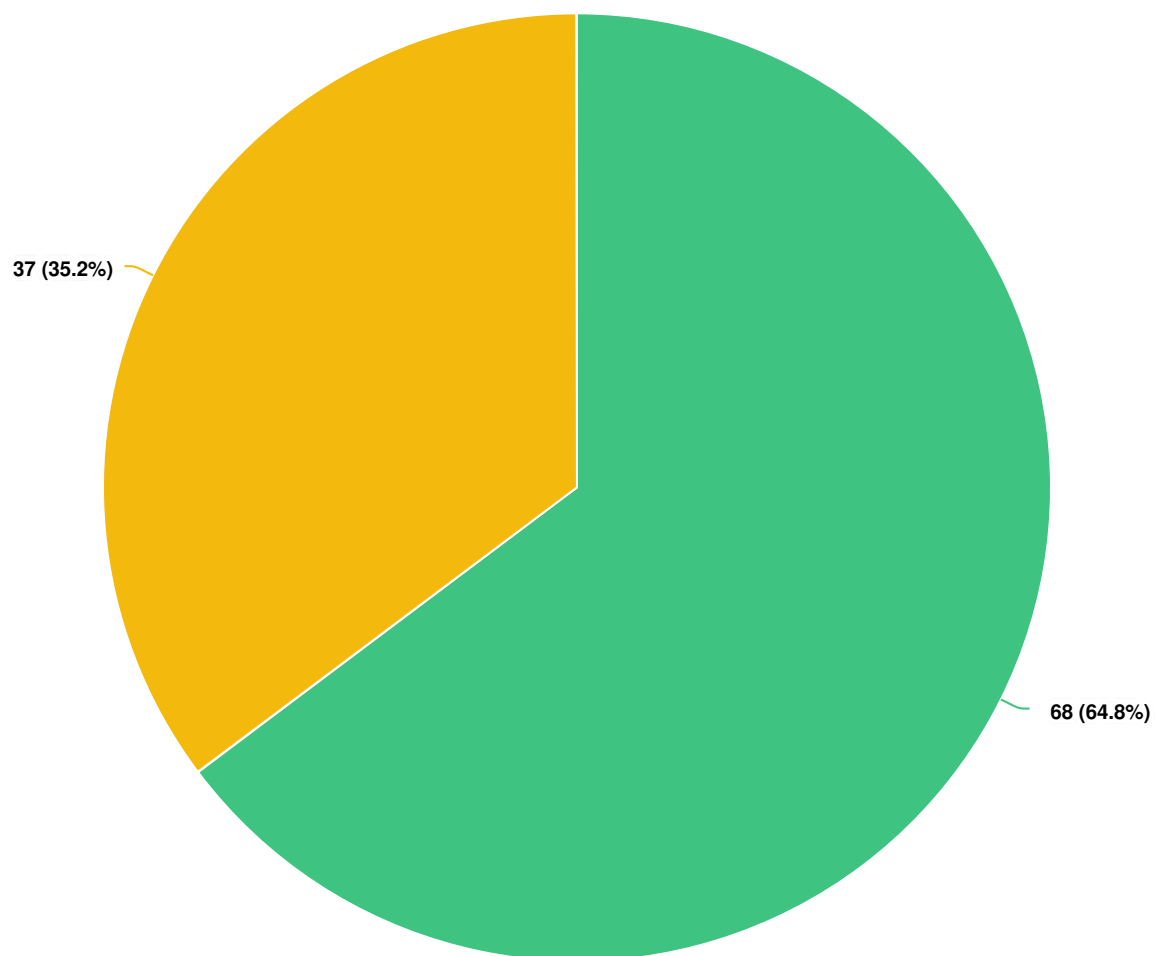
conducted on 850 Toronto street segments notes: "A comprehensive literature review that examined pedestrian fatality risk as a function of car impact speed showed that for every 1.6 km/h reduction in speed, PMVC frequency was reduced by 5% [6]. The chance of surviving a collision with a motor vehicle traveling at 50 km/h is less than 20%; whereas, survival increases to 50% at 40–45 km/h and 90% at 30 km/h."

<https://bmcpublichealth.biomedcentral.com/articles/10.1186/s12889-019-8139-5>

Optional question (69 response(s), 38 skipped)

Question type: Essay Question

Q5 | Neighbourhood Wide 40 km/h Speed Limit – Section 9.2.3, Volume 3, page 168 Speed regulations help drivers in selecting operating speeds that are safe for the prevailing conditions. The maximum safe speed at any location will vary as road geometry, t...



Question options

- Yes, I support reducing neighbourhood speed limits to 40 km/h
- No, I don't support reducing neighbourhood speed limits to 40 km/h

Optional question (105 response(s), 2 skipped)
Question type: Radio Button Question

Q6 | Why do or don't you support reducing neighbourhood speed limits to 40 km/h?

Screen Name Redacted

1/25/2021 04:18 PM

I live on Dunbar and vehicles constantly use Erb as a fast throughway, driving well over 80km/per hour, and erratically turning onto neighborhood streets in this area to try and get around traffic. Many children play on Dunbar South and especially Dunbar North (as it's a deadend) but speeding cars often don't know it's a dead end and careen onto the street with little heed of children playing or that it's a short dead end residential street. Please extend this 40km/hour to Dunbar North as well as Dunbar South. We are often left out but pay the same in taxes.

Screen Name Redacted

1/25/2021 04:44 PM

Frankly I would support even lower. Neighbourhood streets should prioritize people, not vehicle transport. I want to see kids playing shinny and cars waiting for them to move their nets. Families should be safe wandering across a residential street mid-block to meet neighbours. There is no distance to be traveled within a neighbourhood where going faster than 30km/h makes a significant difference in transport time. Acknowledging that some people will need a motor vehicle to move around a neighbourhood for reasons of dis/ability or cargo transport - there's no need to get a distance of several blocks any faster than 30 km/h. 40 is generous.

Screen Name Redacted

1/26/2021 08:41 AM

I support any reduction, but I do not support 40km/h - it should be 25km/h on residential streets, and driving should be banned in school zones.

Screen Name Redacted

1/27/2021 11:52 AM

Streets are too car oriented. Lowering speed limits will allow for safer more pedestrian oriented neighborhoods.

Screen Name Redacted

1/27/2021 07:15 PM

It's about time! More car drivers and more people are rushing from A to B using a maximum of short cut at a higher speed . But how will you be able to supervise the application of this new rule? It is not explain then people will continue to drive at the same speed.

Screen Name Redacted

1/28/2021 06:53 AM

Yes I support 40 km/h on neighbourhood streets. I do not support this limit on major arterial roads or major roads. In addition, I do not support this limit out in the country and rural areas.

Screen Name Redacted

1/29/2021 11:44 AM

And please, please can the region and the city be on the same page! I am tired of hearing that there is nothing that can be done because "it is a regional or city road"

Screen Name Redacted

1/31/2021 07:32 AM

I do support lowering neighbourhood speed limits to 40 km/h. That said I do not support lowering speed limits on major arterial roads. I do support lowering speed limits on existing arterial roads except where there is a school zone.

1/31/2021 09:24 AM

school zones and residential areas. If someone then speeds, it's much too fast! I think prioritizing the safety and healthy lifestyles of residents is important.

Screen Name Redacted

1/31/2021 04:21 PM

I support lowering neighbourhood speed limits to 40 km/h but not on major arterial roads or main roads.

Screen Name Redacted

2/02/2021 09:06 PM

cars dominate. need to make it safer for pedestrians and cyclists.

Screen Name Redacted

2/03/2021 04:53 PM

Kids and animals can appear on the road before the driver has a chance to react if the car is moving fast enough.

Screen Name Redacted

2/04/2021 10:15 AM

This is a significant improvement for road safety.

Screen Name Redacted

2/04/2021 10:22 AM

There is nothing wrong with the existing speed limits. I fundamentally disagree with City Councils wish for lower speeds. Drivers will not comply with the lower speeds. It's almost impossible to drive a car at 30KM, as anyone who's ever tried can tell you. I strongly suspect this policy has nothing to do with safety and everything to do with discouraging the use of vehicles by making driving as unpleasant an experience as possible.

Screen Name Redacted

2/04/2021 10:51 AM

I actually think ALL residential streets should be 30 km/h, including school zones. My street has a NEW 50 km/h sign and it's only a few hundred metres from a school!

Screen Name Redacted

2/04/2021 10:58 AM

The existing speed limits are appropriate and I am skeptical that lowering them will do anything to make people safer other than annoy drivers. In many cases it may contribute to frustration and road rage which would have the opposite of the desired affect and result in a higher level of risk and danger.

Screen Name Redacted

2/04/2021 11:07 AM

I support it for pure residential streets, but main arteries like Northfield Drive and University need INCREASED limits

Screen Name Redacted

2/04/2021 11:16 AM

Without enforcement it's a make work project.

Screen Name Redacted

2/04/2021 11:19 AM

Lowering speed limits only increases speeding.

Screen Name Redacted

2/04/2021 12:04 PM

This makes a lot of sense. Make the city safe for pedestrians and cyclists.

Screen Name Redacted

2/04/2021 12:15 PM

Increased traffic from congestion on already busy residential streets will not make the road any safer. Enforcement of speeding infractions need to be better managed. Your strategy has already been implemented on Glen Forest

implementation.

Screen Name Redacted

2/04/2021 12:19 PM

People will still speed and there is insufficient resources to police this

Screen Name Redacted

2/04/2021 12:24 PM

It's already absurd that areas around school that need not be right next to the school allow 50kmph+ speeds. What is wrong with you planners???

Screen Name Redacted

2/04/2021 01:54 PM

for school zones yes. 40 for residential areas no.

Screen Name Redacted

2/04/2021 03:37 PM

Speed management makes perfect sense. Anything that reduces the survival rate up to 70% speaks for itself

Screen Name Redacted

2/04/2021 03:56 PM

I think a lower speed of 30 km/h is more appropriate.

Screen Name Redacted

2/04/2021 04:06 PM

The current speed limits aren't enforced so why would this change anything. Just a big waste of money.

Screen Name Redacted

2/04/2021 07:29 PM

It should be 30 on all residential streets. There is ample evidence for this. 40 is better than 50. This is a good move but it has to be paired with other action. Roads have posted limits but they also are designed to enable a certain speed, and their design impacts the speed people will naturally drive at. The design needs to be fixed too. We don't need more enforcement. We need better design

Screen Name Redacted

2/04/2021 07:30 PM

Traffic is already so slow that speed limits would significantly increase traffic jams. Having safer sidewalks and crosswalks would benefit the city more in reducing harm.

Screen Name Redacted

2/04/2021 07:45 PM

40 isn't enough. It's a start but 30km/h speed limits should be the ultimate goal. A person has around a 90% survival rate when struck by a car at 30km/hr. If the City of Waterloo is seriously committed to Vision Zero, 40 isn't good enough. As this proposal indicates, redesign of the roads, rather than simply changing signs, must be a priority if lower speed limits are to be meaningful.

Screen Name Redacted

2/04/2021 07:58 PM

If this includes dropping residential zones to 40km and school zones to 30, then absolutely not. I have never seen where a child has been hit by a car in a school zone who is crossing at a crosswalk. Put in speed bumps and designated crosswalks with flashing lights. People who are driving 40 in a school zone now will continue to follow the law. It's not going to slow people down

Screen Name Redacted

2/04/2021 09:04 PM

And 30kms in school zones, yes please. I live on Glen Forrest Blvd, Waterloo. It has become a highway and race track. ALL houses front onto the street (unlike Laurelwood, etc). I am afraid to walk on my own street.

2/04/2021 10:19 PM

improves pedestrian/cyclist safety and reduces vehicle road noise.

Screen Name Redacted

2/04/2021 10:28 PM

Honestly it is irrelevant. Today the speed limit might be 50 km/h but it is followed by no one. Even WRPS who is supposed to enforce this drives faster than the speed limit. Unless there is a fundamental design change on the streets AND enforcement of the speed limit the only thing that will change is the number on the road signs and nothing else. No one will drive 40km/h on a road designed for speeds of 60+km/h.

Screen Name Redacted

2/04/2021 11:13 PM

neutral

Screen Name Redacted

2/05/2021 12:18 PM

I would be supportive of reducing these limited to 30 km/hr.

Screen Name Redacted

2/05/2021 01:43 PM

Not just during our current covid19 times,the speeding on not only University Ave but most roads in the region is getting worse.i support lowering the speed limit to forty on all roads but also more camera enforcement is also needed.

Screen Name Redacted

2/05/2021 02:36 PM

Our roadways already have reduced speeds in necessary areas (school zones etc). Some areas could use a speed increase. Eg. University Ave. between Lexington and Northfield 50km speed limit is ridiculous. Should be 70km.

Screen Name Redacted

2/05/2021 03:12 PM

I do support slower speeds around schools ***during*** school hours. I do support some smaller residential streets having a lower limit. However, mass speed limit changes impact ability to deliver goods to market, lead to an increase in emissions and idle time, and increase commute (bus too) times. No mention is made of safety training or enforcement for people (walking with headsets in, while they text and step off curbs without looking (slower speed limits don't really eliminate this). Our streets, in general are very safe. Yes there are issues in some locations but they can be dealt with in a sensible manner without the need for the full recommendations here. While at it, reduce the number of traffic calming on street measures that cause additional maintenance cost, snow plow challenges, and other issues (Glasgow is an example of a terrible implementation).

Screen Name Redacted

2/05/2021 04:50 PM

The Speed Management Program had better provide meaningful enforcement, or this will just be a placebo policy. Restricting neighbourhood cut-through volumes is an essential adjunct, as high cut-through volumes even at lower speeds would be miserable in a neighbourhood.

Screen Name Redacted

2/05/2021 05:18 PM

Even though studies have shown that speed limits do not achieve compliance, it is still preferable to have the speed limit lowered so that those who are caught speeding will receive higher tickets and also there will be some adherence to the rules and every little bit helps. I believe that it would be much better to lower speeds on narrow residential streets to 30 km/h as

often schools are on wider streets with bigger boulevards to protect them but the real streets that the kids live on are more dangerous for them. Plus, it doesn't make sense again to ask people if they agree with lowering speeds. You did that with red light cameras years ago and of course people didn't want them. Just protect us, that is your job!!!!!!

Screen Name Redacted

2/05/2021 06:51 PM

I support a further reduction to 30 and even calming measures to prevent rat-running at peak times, which is common in Uptown Waterloo. I've seen too many close calls!

Screen Name Redacted

2/05/2021 07:23 PM

I would only support temporary lowered speeds around school zones/dense pedestrian areas during peak times. Having them in place 24/7 everywhere is silly and inefficient.

Screen Name Redacted

2/05/2021 07:42 PM

There is no danger driving at 50km in the city. I have been all over the world and no city has under 50km limits in cities. The problem is drivers going above the speed limit.

Screen Name Redacted

2/05/2021 07:46 PM

I think existing limits should be enforced better. As someone that drives the limit, cars are losing their minds behind me because 30km/h is very slow, have you driven it?

Screen Name Redacted

2/05/2021 09:40 PM

People drive too fast in my neighbourhood (Beechwood West), we even flag cars down on our street to ask them to slow down. So many children, elderly, dogs, strollers, etc that come out of nowhere.

Screen Name Redacted

2/05/2021 10:19 PM

Unnecessary expense, and people will not comply regardless.

Screen Name Redacted

2/06/2021 08:03 AM

Just going to increase ticketing and police interaction. Better to just install bumps and other physical restrictions

Screen Name Redacted

2/06/2021 11:36 AM

I believe 50km/h is acceptable, enforcement of the current limits is required, cameras would be acceptable. I also disagree with privileged neighbourhoods getting a reduced speed limit while a house on Weber street in Waterloo has a speed limit of 60km/h. I would agree to the 40km/h speed limit for all, yes all streets with residential dwellings on them, including Weber St. to be fair to all families.

Screen Name Redacted

2/06/2021 04:46 PM

I have almost been hit way to many times just trying to cross the road in places I have the right away

Screen Name Redacted

2/06/2021 08:18 PM

Reducing across the board is not a proper solution. 30km/h is just a cash grab. Enforce the 40.

Screen Name Redacted

2/07/2021 07:03 PM

Most drivers will ignore the change and can you see police officers parked all over the city trying to enforce it ? Also what would the cost be to stifle the flow of traffic for most people trying to go to work or shopping. Like putting in all the bike lanes in Waterloo, the several times I have travelled these roads

	paved path like on Ottawa St between River and Lackner would be much safer for everyone.
Screen Name Redacted 2/07/2021 10:18 PM	The statistics around the likelihood of death/serious injury, and the correlation with speed, speak for themselves. Streets lined with houses are not thoroughfares.
Screen Name Redacted 2/09/2021 09:13 AM	once again you put the entire onus is on the vehicle driver. it is as if your plan is to make it so difficult to drive a vehicle that people will give up their cars. I am a senior and will need be riding my bicycle to the grocery store ever so please don't make it too hard to use my vehicle.
Screen Name Redacted 2/09/2021 10:16 AM	Safety, as well as vibe. The general connection between motorists and walkers / cyclists happens at slower speeds. At high speeds pedestrians and bikes become enemies and obstacles. We need to slow down! Especially on residential streets
Screen Name Redacted 2/09/2021 10:26 AM	Right now vehicles zoom around the neighbourhood, even with current speed limits, we need to put speed bumps to stop the cars from speeding, it is important for all our safety.
Screen Name Redacted 2/09/2021 12:12 PM	40 km is still too high. 30 km would provide additional safety to vulnerable road users.
Screen Name Redacted 2/09/2021 03:30 PM	It doesn't make a difference. Our neighbourhood went to 40 and I'm constantly getting honked at for doing 40.
Screen Name Redacted 2/10/2021 09:02 AM	You need to provide concrete costs. I assume the replacement of signs have a cost at a minimum. People that speed will continue to speed. The posted sign does little. Only if this was enacted at the provincial level would there be any true changes in behaviour. We do not live in a bubble.
Screen Name Redacted 2/11/2021 01:03 PM	I believe that this measure will save lives and reduce injuries without meaningfully impacting traffic or travel times.
Screen Name Redacted 2/11/2021 07:30 PM	50 km/hr is a reasonable speed
Screen Name Redacted 2/11/2021 08:30 PM	This is insane. 40km/h and 30km/h? No, I absolutely don't support this. I'd need to see the supporting study that claims a 15% to 70% survival increase. The 40 km/h school zones are annoying, but ok we have those and school zones are busy with car and foot traffic. Applying this comprehensively across all streets is inconvenient and unreasonable.
Screen Name Redacted 2/12/2021 01:46 PM	When travelling within residential neighbourhoods there is little need to be going so fast and won't too negatively effect travel times.
Screen Name Redacted 2/13/2021 02:15 PM	I support the 40 km/hr speed limit. Drivers need to slow down to keep neighbourhoods safe for the most vulnerable residents - the elderly and

Screen Name Redacted

2/13/2021 02:18 PM

I do support the speed limit reduction, however, installing signs alone rarely achieves compliance with lower posted limits and sustained long-term change in vehicle operating speeds. Therefore I am also in favour that the draft plan recommends the city develop a comprehensive Speed Management Program focusing primarily on speed management for local and collector roads within its residential communities (Recommendation 36).

Screen Name Redacted

2/15/2021 04:06 PM

People will still go over the speed limit (as seen on William St) but brings them down into the 50-60km/hr range than the 60+ that was happening when it was a 50

Screen Name Redacted

2/15/2021 09:08 PM

In line with the intent of Vision Zero. Fully agreed, cars need to slow down! I'd like to see more strategies for enforcement, however. William Street, in Uptown Waterloo, was converted to 40 km/h, and as a pedestrian and cyclist who is often crossing William, it doesn't "feel" like the cars have actually slowed down.

Screen Name Redacted

2/16/2021 06:48 PM

I am very supportive of reducing speed limits universally on local roads in the city to 40 km/hr because of the resultant safety benefits (improved survival rates). I could not agree more that merely posting a 40 km sign on its own will prove ineffective. Studies have shown that speed reduction interventions used in Waterloo and other municipalities that rely primarily on enforcement to reduce speeds to the posted limits are ineffective and unsustainable, especially now given the limited policing resources, the need of police to handle much higher priority crimes, and the potential de-funding of police budgets going forward. Studies also show that the primary speeding offenders typically are the local neighbourhood residents themselves. So I agree, modification of behaviour is a more more effective approach and I fully support the use of an ongoing Speed Management Program for local and collector roads within residential communities to help raise awareness and change the mindset of speeders. On a single lane roadway, you can only travel as fast as the person ahead of you so if neighborhood residents travel at the 30 kph or 40 kph limit and mind the stop signs, the speeders will have to as well. In addition to speed limits, as a resident of a low-density, Uptown residential neighbourhood, I have a few other specific concerns to raise after reading through the new draft Transportation Master Plan that are not captured in your somewhat constricting survey. They are listed below in order of importance. Absence of Traffic Calming Policy. Where is the former Appendix D, Traffic Calming Policy that was an integral part of the 2011 Transportation Master Plan ("TMP")? I can find only a few general comments pertaining to Traffic Calming in the new draft TMP. Such an important, transportation-related document needs to be included for public scrutiny as part of the resident stakeholder engagement process. The traffic calming policy is likely more important to maintaining safety, promoting active transportation, and to increasing the overall liveability and walkability score of our neighbourhoods than the Updated Sidewalk policy that has been included for review. The existing Traffic Calming Policy posted on the City's web site

planning standards and are triggered when certain prescribed warrants in terms of volume and speed are exceeded. Such tools are available to City Staff for use on residential streets when unintended consequences of urban planning occur related to population growth and excessive automobile traffic which detract from a neighbourhood's walkability and liveability score. In particular, older residential neighbourhoods in the Uptown designed with a grid road pattern face potential volume (not just speed) issues from increased cut-through traffic pressures as the urban core intensifies in accordance with the 2020 Official Plan for the next 20 years to 2041 and beyond. In the 2011 TMP, an increase in street capacity (volume) from the previous version was made from 1,000 vpd to 2,000 vpd for local roads and from 3,000 vpd to 5,000 vpd for minor collector roads. The current Traffic Calming Policy (last updated in 2009 and likely on the City's radar for updating soon) sets thresholds for volume that are used by City staff to determine the need for a traffic study and/or traffic calming interventions. Such volumes are currently set in the policy at 900 vpd for a local road and 2,000 vpd for a collector road which is reasonable given these numbers are based on historical traffic counts taken during at least two formal neighbourhood traffic studies in the Uptown over the last 20 years. The City also has detailed historical traffic data available from many intermittent traffic volume and speed counts taken over this time too. If volume stayed at or below those historical levels, we know that the volume is mostly related to the travel of local neighbourhood residents rather than to cut-through traffic from outside the neighbourhood. My concern is that if the volume warrants are raised in the future to be more commensurate with the increased capacity now set for the roads through Uptown neighbourhoods, i.e., 2,000 vpd for local streets and 5,000 vpd for minor collectors, then the incremental volume of largely cut-through traffic will be deemed acceptable and not eligible under the increased threshold for consideration of any traffic calming interventions, thereby leaving residents to "live with" the problem. City residents need assurance from City staff that active modes of transportation on local residential streets will be promoted and cut-through traffic discouraged. To do this, City staff needs some wording in the document that shows a commitment to retaining the volume warrants at the documented historical levels of 900 cars for local and 2,000 for minor collector roads in its Traffic Calming Policy. 2) Regional arterial road lane reductions. I am concerned about the narrowing of arterial roads surrounding Uptown neighbourhoods to a single lane in order to accommodate bike lanes even though I am supportive of the City's overall active transportation approach which helps to move us away from our reliance on the automobile and is better for the environment. Continuance with arterial road lane reductions and the ensuing constriction of traffic will have the unintended consequence of encouraging cars to move off the regional arterial road network which has the historical design capacity to accommodate them and onto adjacent local residential streets. It would mean that traffic flow on major arterial roads through the Uptown will, to avoid the congestion, have the option to access the multiple north/south and east/west grid-pattered, low-

through traffic and volume issue mentioned in my first point. This is all the more reason, if the bike lanes strategy is retained on regional roads, for the volume warrants in the Traffic-calming Policy to remain where they are at 900 vpd and 2,000 vpd for local and minor collector roads respectively. Also why not promote the use of existing bike routes through the Uptown low density residential areas via its very accessible grid network or the Iron Horse Trail where there is much less vehicular traffic and it is much safer for cyclists and leave the cars on the regional arterial roads that have been designed to handle such large volumes of car traffic at the expense of millions of taxpayer dollars. Bike traffic is the more appropriate, preferred and welcome mode of transportation in Uptown residential neighbourhoods, not cut-through car traffic which degrades the neighbourhood's liveability. 3) On-street parking. With the intensification of the Uptown core in the Official Plan, and the associated and ensuing high-rise developments to come, there is and will be conflict between the two land uses. The low-density residential housing will lose the natural sunlight and green spaces, e.g., most recently, the proposed high-rise redevelopment in the Union St. E. and King St. area of the Mary-Allen neighbourhood. Added to this issue is the increase in parking pressures on local streets from such developments as variances from the bylaw parking requirements are readily given to developers of such projects who do not fully provide for on site parking on their own property which then spills onto neighbouring streets.

Screen Name Redacted

2/16/2021 11:42 PM

30km/h is much safer and more inline with residential areas around the world. 40km/h doesn't send enough of a message.

Screen Name Redacted

2/17/2021 07:46 AM

40km/h does not go far enough. Residential streets are not speedways. $E=0.5mv^2$. A small change in speed makes a big difference in energy!

Screen Name Redacted

2/17/2021 09:12 AM

I would support a reduction to 30 km/hour. 40 km/hr is too fast

Screen Name Redacted

2/17/2021 09:52 AM

50 kms is just too fast for traffic on residential streets. It is unsafe and outdated.

Screen Name Redacted

2/17/2021 10:30 AM

If "No loss of life is acceptable" is a guiding principle, I think it makes more sense to reduce speed limits in all neighbourhood areas to 30 km/h. Why accept only a 70% survival rate when 85% is possible at 30 km/h? There is no particularly good reason why cars need to travel any faster than that in neighbourhoods.

Screen Name Redacted

2/17/2021 10:44 AM

I support a speed limit reduction to 30 km/h

Screen Name Redacted

2/17/2021 01:28 PM

I think you could advocate for even lower speeds in residential neighbourhoods, regardless of whether or not they're school zones. Children

seniors, dog walkers, families, students). The speed limit should be 30 km/h, with more intersections being fitted with 4-way stop signs to discourage commuter traffic cutting through neighbourhoods.

Screen Name Redacted

2/17/2021 02:33 PM

My street has already been reduced to 40 km/hr. HOWEVER, it is not enforced and so is not followed. Traffic still travels far too fast on my street.

Screen Name Redacted

2/17/2021 03:18 PM

Reduce to 30... for the safety of families with small kids playing and learning to ride bikes

Screen Name Redacted

2/17/2021 04:49 PM

good for safety

Screen Name Redacted

2/17/2021 06:53 PM

Because it will be safer for all concerned.

Screen Name Redacted

2/17/2021 07:42 PM

I think 40 km/h is too fast. I would prefer 30km/h.

Screen Name Redacted

2/18/2021 01:10 AM

Reducing the speed will not only increase the safety of pedestrians and cyclists, but will also further encourage drivers to walk, cycle or take public transit within the city.

Screen Name Redacted

2/18/2021 05:53 AM

Ok, I want to be clear here. Yes I do support this, but kindly define 'speed management'? Does that lend exclusively to a posted reduction in speed, or something else?

Screen Name Redacted

2/18/2021 09:52 AM

The speed limit of 40km/hr is still to fast for the streets in my neighbourhood, specifically John Street West. I support lowering the speed limit to 30km/hr.

Screen Name Redacted

2/18/2021 10:02 AM

The problem is enforcement. 40km/h is sufficient in a residential area but few drivers are even going the current 50 km/h

Screen Name Redacted

2/18/2021 10:07 AM

30 km/hr more widely instead of 40 km/hr. 70% reduction in death with a 40 km/hr - how much better is survival rate at 30 km/hr? Many streets not in school areas need to be 30 km/hr

Screen Name Redacted

2/18/2021 11:32 AM

I live on a street with multiple schools, daycares etc., and see the way people drive - it's only a matter of time before serious injuries happen. Need to address this now.

Screen Name Redacted

2/18/2021 01:11 PM

Speed limits should be reduced to 30km/h in many neighbourhoods, in line with the vision zero recommendations and cities like Toronto.

Screen Name Redacted

2/18/2021 08:32 PM

I think speed limits should definitely be reduced in neighbourhoods. Fifty km/hr is incredibly fast for most neighbourhoods. I think 30km/hr should be attainable. I mean, just go drive 30km/hr in a neighbourhood - it's

damn fast.

Screen Name Redacted

2/19/2021 02:12 PM

The Students' Union supports the reduction of neighbourhood speed limits to prioritize pedestrian safety around areas of campus that have high pedestrian foot traffic.

Screen Name Redacted

2/19/2021 09:46 PM

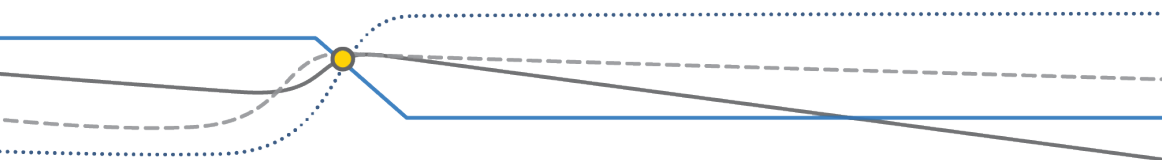
I do support the 40 km/h speed. I would like to see it lowered to 30 km/h in residential neighbourhoods. I would like to know more about "a comprehensive Speed Management Program focusing primarily on speed management for local and collector roads within its residential communities"? Would this include traffic calming measures? Relying on law enforcement only works while the police are present.

Optional question (90 response(s), 17 skipped)

Question type: Essay Question



12 NOTICE OF STUDY COMPLETION





NOTICE OF COMPLETION

CITY OF WATERLOO TRANSPORTATION MASTER PLAN 2020 UPDATE

The City of Waterloo has completed the Transportation Master Plan (TMP) 2020 Update. The plan approved by City Council on April 19, 2021 provides an up-to-date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years while minimizing environmental impacts.

Preparation of the TMP 2020 Update followed Phases 1 and 2 of Municipal Class Environmental Assessment (EA), an approved process under the Ontario *Environmental Assessment Act*. Two rounds of public and stakeholder engagement and meetings with City Council were held over the course of the study to obtain input into the plan, which was made available for review in draft on January 18, 2021. Comments received throughout this process helped shape the document.

Consistent with the Master Planning Process (Approach 1) set out in the Municipal Class EA, the City completed the TMP 2020 Update at a broad level of assessment. More detailed studies for the following Schedule B and C projects proposed in plan (and under the City's jurisdiction) will be completed at a later date following the Municipal Class EA. The TMP 2020 Update will be used in support of these investigations:

- Bridge Street widening – King Street North to Northfield Drive
- Highway 85 active transportation crossing(s)

Visit Engage Waterloo (<https://www.engagewr.ca/transportation-master-plan-looking-ahead>) to view and download TMP Update 2020. Further information or comments can be directed to:

Chris Hodgson, P. Eng.

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City of Waterloo Transportation Services

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This notice was first issued on June 10, 2021.

'BECAUSE YOUR STORY COUNTS': CALLING ALL IMMIGRANTS

IMMIGRATION PARTNERSHIP IS CALLING IMMIGRANTS FOR A SURVEY THAT WILL HELP SHAPE POLICY, PROGRAMS, SERVICES

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The Waterloo Region Immigration Partnership is welcoming all immigrants in the region to take part in a survey that will

help shape policy and programs that will serve the immigrant communities.

The bi-annual, multilingual immigrant survey that will run until June 21 is for all immigrants, refugees, claimants, interna-

tional students, temporary workers, and their families in Waterloo Region.

Questions in the survey are designed to collect information about the immigrant experience of the different communities.

"This year, the survey aims to hear from at least 1,500 immigrants on topics including education, housing, employment, health, belonging, discrimination,

community building, and more," a news release said.

"Now is a pivotal time for our community as we recover and rebound from the pandemic," Waterloo Region Immigration Partnership executive director Tara Bedard said. "This survey will inform planning among more than 60 community service, municipal, business, and post-secondary organizations

across the region over the next two years."

The results will form the basis of advocacy with the federal and provincial governments on how to invest in the community.

"Taking this survey tells us what matters to you as an immigrant and helps build a thriving and prosperous community for everyone," Bedard said.

The survey is available in 11 languages including English, Arabic, Chi-

TRANSPORTATION MASTER PLAN LOOKING AHEAD



NOTICE OF COMPLETION

CITY OF WATERLOO TRANSPORTATION MASTER PLAN 2020 UPDATE

The City of Waterloo has completed the Transportation Master Plan (TMP) 2020 Update. The plan approved by City Council on April 19, 2021 provides an up-to-date strategy for moving people and goods around the city now and into the future. With Waterloo changing and growing, the transportation system needs to adapt to who we are today and where we want to be in 25 years while minimizing environmental impacts.

Preparation of the TMP 2020 Update followed Phases 1 and 2 of Municipal Class Environmental Assessment (EA), an approved process under the Ontario *Environmental Assessment Act*. Two rounds of public and stakeholder engagement and meetings with City Council were held over the course of the study to obtain input into the plan, which was made available for review in draft on January 18, 2021. Comments received throughout this process helped shape the document.

Consistent with the Master Planning Process (Approach 1) set out in the Municipal Class EA, the City completed the TMP 2020 Update at a broad level of assessment. More detailed studies for the following Schedule B and C projects proposed in plan (and under the City's jurisdiction) will be completed at a later date following the Municipal Class EA. The TMP 2020 Update will be used in support of these investigations:

- Bridge Street widening – King Street North to Northfield Drive
- Highway 85 active transportation crossing(s)

Visit Engage Waterloo at www.engagewr.ca/transportation-master-plan-looking-ahead to view and download TMP Update 2020. Further information or comments can be directed to:

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CITY OF WATERLOO OFFICIAL PUBLIC OPEN HOUSE

The City of Waterloo has started a review and update of the Official Plan. The Official Plan is an important document that guides growth for the city. It represents Council's vision for growth guided by the public interest.

The review of the Official Plan will consider the existing Plan and determine where and if updates are needed. Updates to the Plan are required to make sure it conforms to updated provincial and regional policy. A review also allows the City to address local priorities and community needs.

You are invited to attend an online open house to learn more about the plan and to help identify priorities for the review.

PUBLIC OPEN HOUSE DETAILS:

Thursday June 17, 2021

5:00 – 6:00 p.m.

To participate in the open house, please register at www.engagewr.ca

Members of the public who chose to participate in the open house will be notified that their names and comments may be made public.

For further information go to <https://www.engagewr.ca> or contact:

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P 519-886-1550 TTY: 1-866-786-3941

Crossword & Sudoku Answers

N	I	L		E	G	G	S		P	A	R	E
A	D	E		Y	E	A	H		I	D	E	A
N	O	N	S	E	N	S	E		S	O	F	T
A	L	T	O		T	H	E	F	T			
				D	O	E		R	O	O	S	T
S	P	R	A	Y	E	R		S	L	U	R	P
T	O	O		S	L	E	D	S		L	E	I
O	R	B	I	T		C	R	I	C	K	E	T
W	E	E	D	E		E	L	L				
				I	R	O	N	S		O	D	E
B	O	L	O		P	O	S	I	T	I	V	E
U	N	I	T		E	V	E	N		V	I	A
G	E	T	S		Y	A	R	N		E	L	M

9	6	2	4	7	5	8	3	1
3	8	4	9	1	6	7	2	5
7	5	1	8	3	2	4	9	6
1	2	8	5	9	7	3	6	4
5	9	3	6	4	1	2	8	7
6	4	7	3	2	8	1	5	9
4	7	6	2	8	9	5	1	3
8	3	9	1	5	4	6	7	2
2	1	5	7	6	3	9	4	8

NEWS

EYE ADVICE DURING

Continued from page 20

front of a screen all day, try employing the 20-20-20 rule: every 20 minutes, look up from your screen and focus your eyes 20 feet away for at least 20 seconds. Taking a break to focus on an item in the distance is critical in ensuring your eye muscles have the chance to relax after such prolonged exposure to your computer screen.

Don't worry too much about measuring 20 feet exactly — the rule will still be effective as long as you're focusing on an object far away. If you're near a window, consider looking at a car parked down the street, or, even better — step away from what you're doing and take a short break outside.

MY CHILDREN ARE SPENDING HOURS IN FRONT OF A SCREEN EVERY DAY AS A RESULT OF ONLINE LEARNING. HOW CAN I PROTECT THEIR EYESIGHT?

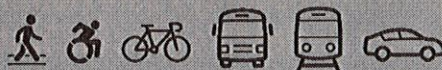


It's important to maintain

Unfortunately, time may be directly relating to further increasing childhood myopia (sightedness), as the extended periods of focused on short distance.

Parents and caregivers can help prevent from becoming nearsighted and slow down the progression of which the condition progresses by simply spending more time outside. Sunlight is a positive factor in children's eye health, as

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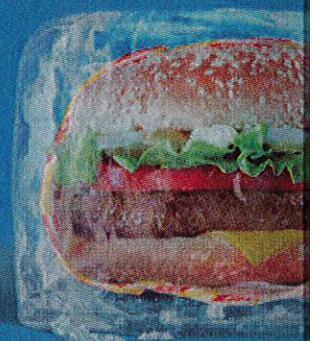
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