NOTICE OF STUDY COMMENCEMENT

WATERLOO REVIEWS CITY’S CURRENT TRANSPORTATION SYSTEM

Your input is important!

The City of Waterloo is beginning a study to review the community’s current transportation system. Information from the study will be instrumental in developing a strategy for improving the way we move people and goods through and around the City in the future. Our City is changing and growing, and the current transportation system needs to adapt to who we are today and towards finding a more sustainable way of traveling around our City – one that is less dependent on cars.

The study will follow the requirements of the Municipal Class Environmental Assessment (EA) process (2007) and will align strategically with the Official Plan review and other strategic master plans and policies.

Consultants IBI Group in conjunction with Stantec Consulting Limited has been retained by the City to develop this master plan. The study is anticipated to take approximately 12 months to complete.

Some of the objectives of this study will be to:

• Develop a guiding transportation policy document
• Provide greater travel options
• Describe how to develop a city that is less reliant on cars
• Describe how to develop an integrated system that supports Regional transit

Your input is important to us!

Engaging the community will be a major component of this study. Individuals, organizations and groups are invited to provide comments on this master plan study through a number of avenues including:

• Public Information Centres
• Stakeholder Outreach Meetings
• Community Advisory Group (to be confirmed)

If you or your agency or group are interested in participating in this study either through the above groups or programs or if you’d like to be added to the contact list for updates and further information, please contact either of the following project managers, or check out our website www.waterloo.on.ca for more information.

CONTACTS

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Capital Projects & Services
City of Waterloo
265 Lexington Court
Waterloo, ON N2J 4A8
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Fax: 519-886-5788
E-mail: chodgson@city.waterloo.on.ca

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IBI Group
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NOTICE OF PUBLIC INFORMATION CENTRE

VISIONS AND NEEDS FOR THE CITY OF WATERLOO’S NEW TRANSPORTATION MASTER PLAN

Your input is important!

The City of Waterloo is preparing a new Transportation Master Plan to improve the way we move people and goods in and through Waterloo over the next 20 years. The project has now identified general transportation conditions for motorists, transit users, cyclists and pedestrians throughout the City, and alternative strategies to manage the City’s existing and future transportation challenges that are becoming increasingly important to all residents, including:

- Rising cost of gas
- Growing concerns about travel delays, traffic congestion and public safety
- The ability of transportation to support the City’s economic growth and vitality
- Demands placed on the transportation system by City and Region growth
- The impacts of all of this on our air quality, neighbourhoods and natural areas.

This informal drop-in Public Information Centre will show alternative ways that the City can address these and other transportation challenges. Eventually, decisions will be made on which strategic direction to follow in planning Waterloo’s future transportation system. Will it be More Roads?? or More Traffic Management?? or More Travel Choices ??? or More Travel Costs???. Public input is needed to answer these types of questions, and to select a preferred transportation strategy that best meets the needs of the community.

Engaging the community is a major component of this project, beginning with an open invitation to attend this Public Information Centre to learn more about the Transportation Master Plan development, and to provide input into what strategic directions the City should take in planning for the future of Waterloo’s transportation system:

Date: Thursday, June 19, 2008
Time: Drop In Anytime between 5:00 pm and 8:00 PM
Location: Waterloo Memorial Recreation Complex
101 Father David Bauer Drive
Hauser Haus (2nd floor – elevator service available)
Transit access available from Routes 5, 7 and 8

Further information on this Public Information Centre and the Transportation Master Plan project is available by contacting either of the following project managers, or check out our website at www.waterloo.on.ca

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City of Waterloo Transportation Master Plan

WELCOME TO OUR PUBLIC OPEN HOUSE

June 19, 2008

PLEASE SIGN IN
& Complete a Comment Sheet to
Receive a Ballot for a Chance Win a
New Bicycle

Project Team members are available to discuss the project with you. Please feel free to ask questions and fill out a Comment Sheet.

Visit us at: www.waterloo.on.ca
City of Waterloo Transportation Master Plan

THE PROJECT “VISION STATEMENT”

“To develop a coordinated and integrated transportation system that provides realistic alternative travel options to the auto thereby creating a City that is truly accessible to all”

What does “coordinated” mean? – The City’s transportation plan fits with the new regional transportation plan now being prepared by the Region of Waterloo.

What does “integrated” mean? – The City’s Transportation Master Plan and new Official Plan are being prepared together. Modes of transportation being planned integrated include walking, cycling, transit and motorized vehicles on City roads.

What does “realistic” mean? – Alternative travel modes (transit, cycling, walking) must be supported by the public and be affordable to provide.

What does “accessible” mean? - Provide all residents with equitable access to services and goods that the City has to offer.
**City of Waterloo Transportation Master Plan**

**SOME TRENDS**

<table>
<thead>
<tr>
<th>In the City’s Growth</th>
<th>In Transportation</th>
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<tr>
<td>- Steady growth to 150,000 residents by 2031, but at slower rate than in the past;</td>
<td>- Continued high gas prices;</td>
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<td>- Growth in post-secondary students remaining about 20% of the City population;</td>
<td>- Continued growth in people driving cars, but with the rate of this growth declining with the introduction of viable alternative modes and systems of transportation, especially involving public transit, cycling and walking, and effective Transportation Demand Management;</td>
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<td>- Development of all available, designated vacant land in the City by about 2016;</td>
<td>- Growth in traffic volumes resulting in more public concerns about neighbourhood traffic impacts and methods to mitigate these impacts (i.e. traffic calming, traffic diversion); and</td>
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<td>- New housing and population growth in Uptown Waterloo, with a shift to young adult and “empty-nester” population groups;</td>
<td>- New forms of mixed use and intensified development in the City, and regional forms of transportation with regional rapid transit and inter-regional commuter transit will reduce dependency on the car for some City trips.</td>
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<td>- Declining proportion of families who want suburban living; and</td>
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<td>- Uptown Waterloo as the City’s major commercial location.</td>
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City of Waterloo Transportation Master Plan

SOME CHALLENGES & STRATEGIES

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<th>Current Urban Transportation Challenges</th>
<th>Potential Strategic Solutions</th>
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<td>- Increasing cost of moving people and goods;</td>
<td>- <strong>Capacity Optimization</strong> - Maximize the operational capacity and efficiency of the transportation system, including traffic controls, road capacity and access, parking etc.;</td>
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<td>- Growing concerns about travel delays, traffic congestion and public safety;</td>
<td>- <strong>Travel Demand Management</strong> - Reduce the need to travel, and when and how we travel;</td>
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<td>- Growing impacts of transportation on our quality of life;</td>
<td>- <strong>Travel Pricing</strong> - Increase the cost of travel (i.e. parking rates), user pay systems (i.e. toll roads);</td>
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<td>- The ability of the transportation system to support the City’s economic growth and vitality;</td>
<td>- <strong>Alternative Modes</strong> – Provide higher quality transit and active transportation services (cycling &amp; walking);</td>
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<td>- Demands placed on the transportation system by City and Region growth;</td>
<td>- <strong>Urban Structure and Land Use</strong> – Higher density and mixed use developments that are more transit, cycling and walking friendly; and</td>
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<tr>
<td>- The impacts of all of this on our air quality, neighbourhoods and natural areas; and</td>
<td>- <strong>Capacity Enhancements</strong> – with strategic road widening and extension where required.</td>
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<tr>
<td>- Providing funding to pay for future transportation systems.</td>
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</table>
What is Traffic Level of Service, or LOS???

LOS is a measure of traffic flow at and approaching intersections, based on the ratio between traffic volumes and the intersection and road capacity. LOS is ranked as follows:

- **A-B** Excellent to Very Good free flow operations with mostly unimpeded traffic flow, easy turning movements and no to minor traffic flow restrictions or delays.

- **C-D** Good to Fair mainly stable traffic flow conditions with some longer queuing developing, growth in delays and decreases in travel speed.

- **E** Poor traffic conditions with volumes reaching the capacity of the intersection and road, with long queues and delays at the intersections and low travel speeds. Consider to be the limit of acceptable delay.

- **F** Unacceptable traffic operations where vehicle demand exceeds capacity, with critical intersection congestion, and with grid-lock and no progression of traffic.
City of Waterloo Transportation Master Plan
DO YOU THINK THERE ARE TRAFFIC PROBLEMS IN WATERLOO – WHERE? (add a red dot)
City of Waterloo Transportation Master Plan

TRANSIT ROUTES - SUGGESTED CHANGES?

Add a yellow note on any transit route problem or suggested route improvement.
City of Waterloo Transportation Master Plan
EXISTING & PROPOSED SIDEWALKS & TRAILS

Add a yellow note on any area or route that you think should be improved.
City of Waterloo Transportation Master Plan
EXISTING & PROPOSED BIKEWAYS & TRAILS
City of Waterloo Transportation Master Plan

WHY PROMOTE ACTIVE TRANSPORTATION?

Benefits of Walking and Cycling:

Helping People and Communities:
- Improved health and well-being
- Improved quality of life
- Increased accessibility
- Promotion of secure and livable communities
- Reduced travel costs

Helping to Improve our Environment
- Reduced air pollution
- Reduced greenhouse gas emissions
- Reduced surface area dedicated to roads and parking

Helping the Economy
- Happier, healthier people are more productive at work and school
- Increased land values
- More efficient use of existing infrastructure
- Increased tourism potential
- Revitalized urban centres

And walking and cycling are fun creating a sense of joie de vivre!

The Canadian Fitness and Lifestyle Research Institute reports that less than half of Ontarians are physically active on a regular basis, costing Ontario’s health care system an estimated $1.8 billion a year. Health Canada recommends that brisk walking or cycling 30 mins. a day can result in significant health benefits.

Based on the 2006 Census, 52% of the work force living in City of Waterloo live less than 5 km from their place of work, and another 25% live 5 to 10 km from work.

Statistics Canada reported that the average annual expenditure per household on transportation is about $7,800, second only to what is consumed by shelter at about $10,900.
## The City of Waterloo Transportation Master Plan

### A BICYCLE FRIENDLY COMMUNITY

A Bicycle Friendly Community encourages its residents to use bicycles for fun, fitness and transportation. What could be done better in the City of Waterloo? Place a “dot” next to the top 5 that you like.

<table>
<thead>
<tr>
<th>Engineering</th>
<th>Encouragement</th>
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<tr>
<td>Routinely accommodate cycling in roadway/lensing, design, construction and maintenance</td>
<td>Promote bikeMonth</td>
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<tr>
<td>Train City engineers, planners and other professionals to accommodate cyclists</td>
<td>Promote Bike to Work Day</td>
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<tr>
<td>Make rides accessible to cyclists</td>
<td>Promote Bike to Work Day to the general public</td>
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<td>Provide bike/safety/safety/employment, retail and community</td>
<td>Support community cycling clubs and advocacy organizations</td>
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<td>Permit bikes on public transit</td>
<td>Support SafeBikeRules to School Programs</td>
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<td>Provide bike lanes, greenways, streets</td>
<td>Centre youth recreation or intervention program, ground cycling</td>
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<td>Provide multi-use pathways</td>
<td>Publish a bike map</td>
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<td>Sign bike routes</td>
<td>Enforcement</td>
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<td>Maintain bikeways and routes</td>
<td>Support bike/safety/education with the cycling community</td>
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<td>Provide showers/change rooms, places of employment</td>
<td>Train police on understanding traffic laws, bike laws, etc.</td>
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<tr>
<td>Evaluation and Planning:</td>
<td>Target enforcement, encourage cyclists and motorists to obey laws, see also liability</td>
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<tr>
<td>Know your way to bike trip in</td>
<td>Support bike safety</td>
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<tr>
<td>Provide a point of contact for cyclists to submit ideas/concerns</td>
<td>Campaign bike/safety/awareness, share the road, bike/safety/education</td>
</tr>
<tr>
<td>Provide a point of contact for cyclists to submit ideas/concerns</td>
<td>Provide adult cycling education</td>
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<tr>
<td>Update the City's comprehensive bicycle plan</td>
<td>Provide bicycle safety/programs or children in schools</td>
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<tr>
<td>Commit to implementing the bicycle plan</td>
<td>Make bike safety/policies available to the public</td>
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<tr>
<td>Plan, implement, maintain integrated cycling network of trails, bike lanes, bike routes</td>
<td>Include bicycle safety/policy in local activities, such as</td>
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<tr>
<td>Evaluate the transportation network and prioritize bicycle improvements</td>
<td>Other ideas?</td>
</tr>
</tbody>
</table>

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*In the US, the following cities with populations from 100,000 to 200,000 have been designated bicycle-friendly communities:*

- Boulder, CO \ GOLD
- Arlington VA \ SILVER
- Eugene OR \ SILVER
- Fort Collins CO \ SILVER
- Gainesville FL \ SILVER
- Tempe AZ \ SILVER
- Ann Arbor MI \ BRONZE
- Cary NC \ BRONZE
- Chandler AZ \ BRONZE
- Chattanooga TN \ BRONZE
- Gilbert AZ \ BRONZE
- San Jose UT \ BRONZE
- Santa Clarita CA \ BRONZE
- Sunnyvale CA \ BRONZE
- Vancouver WA \ BRONZE
# The City of Waterloo Transportation Master Plan

## A WALKABLE COMMUNITY

The Walkable Community has many of the following Checklist features.

**What could be done better in the City of Waterloo? Place a “dot” next to the top 5 that you like.**

<table>
<thead>
<tr>
<th>Connectivity:</th>
<th>Aesthetics</th>
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<tbody>
<tr>
<td>Neighbourhoods are connected to destinations by sidewalks, trails and paths.</td>
<td>Walking routes are attractive and pleasant</td>
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<tr>
<td>Sidewalks are wide enough for 2 or 3 people to walk side by side</td>
<td>The landscaping is attractive (e.g., trees and flowers)</td>
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<tr>
<td>Sidewalks are in good repair</td>
<td>There are benches and other places to rest along the walking route</td>
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<tr>
<td>Wheelchairs and strollers can navigate easily</td>
<td>There are interesting features that make you want to walk</td>
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<tr>
<td>Sidewalks are clear of obstacles such as bushes and garbage</td>
<td>Shops and businesses are well maintained and accessible</td>
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<td>Winter maintenance is consistent (during winter months and off season repairs)</td>
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<tr>
<td><strong>Proximity and Access to Amenities:</strong></td>
<td>Safety</td>
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<tr>
<td>Mix of homes, businesses, stores and schools</td>
<td>Sidewalks are separated from the road</td>
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<tr>
<td>Different styles of housing (apartments, town homes, single detached)</td>
<td>Provision of safe crossing locations</td>
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<tr>
<td>People are out and about and there are &quot;eyes on the street&quot;</td>
<td>Car drivers obey pedestrian crossings and signals</td>
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<tr>
<td>Destinations, such as stores, schools and businesses are in walking distance</td>
<td>Car drivers obey the posted speed limit in the area</td>
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<tr>
<td>Other ideas?</td>
<td>Street signs are legible</td>
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<td>Paths are well lit</td>
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# City of Waterloo Transportation Master Plan

## PROJECT SCHEDULE

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<th>STAGE &amp; KEY TASKS</th>
<th>March</th>
<th>April</th>
<th>May</th>
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<td>6.2 Draft TMP</td>
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<td>6.3 Final Cycling/Walking Plan</td>
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<td>6.4 Final TMP</td>
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<td>6.5 Source Presentation / Decision</td>
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<td>6.6 Notice of Completion</td>
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**LEGEND**
- Project Manager Meeting
- Project Team Meeting
- Community Advisory Group Meeting
- Major Deliverable Reports - Interim, Draft, Final
- Extended Timeframe

We Are Here
City of Waterloo Transportation Master Plan

NEXT STEPS

1. Review public input provided at this Public Information Centre #1;
2. Complete the analysis of existing transportation conditions in the City of Waterloo;
3. Conduct future travel demand forecasting in conjunction with the Region of Waterloo;
4. Develop the Transportation Problem/Opportunity Statement facing the City over the next 20 years;
5. Draft alternative planning solutions to address this Problem/Opportunity Statement;
6. Meet again with the public in late-November 2008 to present the alternative planning solutions and preferences.
MEMO

To: Don Drackley
From: Kate Wills
cc: 

Date: June 27, 2008
Steno: msoffice
File No: 20193

Subject: City of Waterloo Transportation Master Plan
Summary of Public Information Centre #1 Comments, June 19, 2008

1. Do you agree that the City needs to provide a transportation system that includes realistic alternative travel options to the automobile?
   
   Yes: 100%
   No: 0%
   Maybe: 0%

2. Are you concerned about:
   a. Continued high gas prices?
   
      73% of respondents are concerned about continued high gas prices.
      19% are not concerned about gas prices. Some noted that they do not drive.
      The remaining 8% were not sure if they were concerned or not about the gas prices or simply left the answer blank.

   b. Continued growth in people driving cars?
      85% answered yes to the concern of the increased number of people driving cars.
      8% were not concerned about the growing numbers
      8% were not sure.

   c. Growth in traffic volumes and associated neighbourhood impacts?
      88% responded yes to the concern of the growing traffic volumes and neighbourhood impacts.
      4% were not concerned by traffic volumes
      8% not sure.

3. Do you support new forms of mixed use and intensified development that can reduce dependency on the car for some city trips?
   
   92% said yes
   0% answered no
   8% were unsure or did not answer question.
4. Generally, are you concerned about current travel delays, traffic congestion and road safety in the City of Waterloo?
   54% were concerned with the growing travel delays congestion and safety in Waterloo
   27% were not concerned
   19% were unsure.

5. Specifically are there certain locations in the City of Waterloo where you feel there are traffic problems?
   • University and Westmount
   • Columbia (between Erbsville and Fischer Hallman)
   • Columbia and Phillip
   • King and University
   • Bridge Street - Traffic lights not sequenced to promote traffic flow
   • Bike routes - not complete (bike lanes, trails) to get from Rim Park to Uptown or U of W
   • Alternative walking routes to major road ways (Erb and Fischer Hallman)
   • Uptown Waterloo needs to be more pedestrian friendly
   • Churchill and Erb
   • Albert Street - Volumes at peak periods
   • East to West corridors congested especially Northfield Drive
   • Erb & Caroline - dangerous to pedestrians to cross
   • Albert Street (between University and Bridgeport - Traffic Calming needed
   • general bike safety
   • Light on Northfield Drive to expressway (impossible to turn left)
   • Sidewalk needed between Bennington Gate along Columbia to Erbsville Rd
   • Wilmot Line (looks like a few just want to stop the development - from "Save it! Waterloo Moraine")
   • Westmount Road not safe for biking
   • Fix and Clean Erb Street between Westmount and Fischer Hallman
   • All intersections along Wilmot Line (www.waterlooians.com)
   • Erbsville & Columbia
   • Erbsville & Erb
   • Ira Needles and University
   • Fischer Hallman & Columbia
   • University and Westmount
   • University and Erb
   • Central and Albert St
   • King and Erb
   • Marsland and Columbia
   • Randall Drive and Northfield Dr
   • Lincoln and University
   • Bridge and University

** All text in italics taken from red dots from presentation boards.
6. What do you think are the 3 best strategic transportation solutions that the City of Waterloo will be considering to solve existing and future transportation problems

**First Choice**

- a = Optimized road and intersection capacity to move vehicles and people
- b = Manage travel demands to reduce the need to travel
- c = Increase the cost of travel.
- d = Provide higher quality public transit, cycling and walking services.
- e = More higher density and mixed use developments that are more transit, cycling and walking friendly.
- f = Strategically widen and extend roads where required
Second Choice

- a = Optimized road and intersection capacity to move vehicles and people
- b = Manage travel demands to reduce the need to travel
- c = Increase the cost of travel.
- d = Provide higher quality public transit, cycling and walking services.
- e = More higher density and mixed use developments that are more transit, cycling and walking friendly.
- f = Strategically widen and extend roads where required

Third Choice

- a = Optimized road and intersection capacity to move vehicles and people
- b = Manage travel demands to reduce the need to travel
- c = Increase the cost of travel.
- d = Provide higher quality public transit, cycling and walking services.
- e = More higher density and mixed use developments that are more transit, cycling and walking friendly.
- f = Strategically widen and extend roads where required
7. Do you think it is important for the City of Waterloo to become a “Bicycle Friendly Community”?

96% answered yes.
4% answered no.

8. Do you think it is important for the City of Waterloo to become more of a “Walkable Community”?

96% yes
4% no

Other comments:

ROAD NETWORK:

- Please consider the integration with other parts of the Region. Rail, Rapid Transit etc.
- Use Europe as an example.
- Do not repair two major roads at the same time. Stagger work.
- Change one-way streets to two way.
- Protect Wilmot line.
- Waterloo Town Square: Erb and Caroline are designed for cars to pass quickly through the city. It is suggested to reduce the number of lanes and add bike lanes and pedestrian crossings to slow traffic.
- Widening streets does not improve traffic flow; it increases both volume and speed. The wider the road, the faster the speed.
- Implement roundabouts to keep traffic flowing instead of cars idling.
- Interconnect city and regional transportation.

CYCLING:

- Waterloo is the worst side to ride a bicycle in. Does not feel safe riding.
- No exit for cyclists from new mall at Erb and Erbsville Rd.
- Bikes and cars do not mix
- Cycling not an option for a large number of people.
- More bike trails.
- Make information accessible for people to find where the trails are.
- Connect community trails with bike paths

**AUTOMOBILE:**
- The aim should be to simply cover the cost of vehicular transportation through fees, taxes etc. related to vehicular transportation, and to gradually stop subsidizing it through taxes on houses, businesses, etc. Charges collected through the purchase of gasoline. Tax parking spaces.

**PUBLIC ATTITUDE:**
- Individuals have to start new planning of shopping trips to reduce trip numbers.
- Include ESPA and source water on maps (www.waterlooians.ca)
- Public attitude towards public transit needs to change.
- Encourage high density development.

**WALKING:**
- Laurel Creek should be more accessible for walking. After thanksgiving parking is prohibited and people can’t use it if they have no where to park.
- Lack of shade along side walks and at bus stops.
- Tint bus shelters
- Winter maintenance on sidewalks is a must.
- Sidewalks that slope with driveways make it difficult for people to walk on.
- Get rid of sidewalks and replace with multi use lanes for biking and pedestrians and even cafes.. Ex. Paris France.

**TRANSIT/ BUS ROUTES:**
- Would like transit to better serve suburbs (Laurelwood and Eastbridge)
- Better service with bus numbers 7 and 12 (15 to 20 min delay is too long)
- Need more north/south routes and Westside
- Need express routes going east and west through city instead of through suburbs
- Better coordination of transfer points
- More efficient bus routes.
Input To Waterloo Transportation Plan Favours Less Dependence On Cars

October 15, 2008 - City Staff in conjunction with their consultant IBI Group/Stantec Consulting has reached the halfway point in preparing the first long range transportation master plan for Waterloo through to year 2031. Plans are now being developed for the City to better manage many parts of its transportation system by improving intersection controls such as using roundabouts, developing traffic calming initiatives and the expansion of a new bikeway and pedestrian trail system. Public consultation on these new transportation directions is being planned for November and the community will be invited to take part. Details of this public consultation will follow at a later date.

Public transit and the arterial grid of big traffic carriers like King Street, Bridge Street, Westmount Road and Fisher-Hallman Road will continue to be the responsibility of Waterloo Region, with its own Regional Transportation Master Plan now being developed in parallel with the City’s plan. The Region’s transportation plan includes the introduction of new light rail or bus rapid transit service along a corridor extending eventually from north Waterloo to the Galt City Centre in Cambridge.

The Waterloo City Plan focuses on traffic movement throughout the rest of the City on minor arterial roads, collectors and local streets. One thing that the City plan has heard loud and clear from the public is that people are concerned about how traffic generated by continued City and Region growth will impact their neighbourhoods. Some residents want a more sustainable solution with fewer impacts on mobility and lifestyle in the City, but with more choices in how City residents travel.

So far, most public input to the City’s plan favours less dependence on cars in Waterloo, and greater emphasis on transit, cycling and walking. Many think the solution is in spending more on cycling and walking infrastructure like more on-road bike lanes and walking trails. Others think the answer lies in ways to better manage how and when people travel that avoids longer rush hours and travel delays, for example by increasing long-term parking rates and having more people living in higher density and mixed use inner-city neighbourhoods that are more transit, cycling and pedestrian friendly.

These expectations will require more investment in the Region’s public transit system and the City’s road network and cycling and trail facilities. Higher density developments will also be
needed along major corridors, including the Region’s rapid transit corridor and along major City streets as now seen along Columbia Street West.

This new emphasis away from growing auto use in the City means Waterloo will not build itself out of future transportation challenges with just more roads.

If the community, or media, is interested in learning more about the City’s Transportation Master Plan, additional information is available on the website, www.waterloo.ca. Or, you’re invited to contact:

Chris Hodgson, B. Eng.
Project Manager, Capital Projects
City of Waterloo
519-886-2310, Ext. 304
chodgson@city.waterloo.on.ca

Don Drackley, MCIP, RPP, MITE
Project Manager
IBI Group
519-745-9455, Ext. 1302
ddrackley@ibigroup.com
NOTICE OF PUBLIC INFORMATION CENTRE NO. 2

NEW TRANSPORTATION POLICY DIRECTIONS

Your input is important!
The City of Waterloo is preparing a new Transportation Master Plan to improve the way we move people and goods in and through Waterloo over the next 20 years. The project has identified general transportation conditions for motorists, transit users, cyclists and pedestrians throughout the City, and alternative strategies to manage the City’s existing and future transportation challenges that are becoming increasingly important to all residents.

New transportation policies will be needed to direct how the City’s transportation problems and needs are addressed, ranging from safe neighbourhood traffic management through to the efficient movement of people and goods across the whole City and surrounding Region. To date, these new policies focus on:

- Provision of “Complete Streets” for safe, attractive and comfortable access and travel by all users;
- Development of an improved and expanded network of Cycling and Trail routes and supporting facilities;
- Making the City more “transit-friendly” through its growth and development;
- How to improve or “calm” traffic in neighbourhoods using techniques that affect how we drive; and
- What the City and others can do to reduce or change auto travel demands using Travel Demand Management.

This second informal drop-in Public Information Centre will be held as part of the study to show ways that the City can address these transportation challenges. Eventually, decisions will be made on how to plan Waterloo’s future transportation system. Public input is needed to develop a transportation plan that best meets the needs of the City.

Date: Wednesday, December 3, 2008
Time: Drop In Anytime between 5:00 pm and 8:00 PM
Location: Waterloo City Hall Atrium
100 Regina Street South
Transit access available from Routes 7C, D, E, 5 and 35

Further information on this Public Information Centre and the Transportation Master Plan project is available by contacting either of the following project managers, or check out our website at www.waterloo.on.ca

CONTACTS

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Waterloo, ON N2J 4A8
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Fax: 519-886-5788
E-mail: chodgson@city.waterloo.on.ca

Don Drackley, MCIP, RPP
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379 Queen St. S
Kitchener, ON N2G 1W6
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E-mail: ddrackley@ibigroup.com
City of Waterloo Transportation Master Plan

WELCOME TO OUR 2nd PUBLIC OPEN HOUSE
December 3, 2008

PLEASE SIGN IN
& Complete a Comment Sheet

Project Team members are available to discuss the project with you.
Please feel free to ask questions and fill out a Comment Sheet.
Visit us at: www.waterloo.on.ca
What is Traffic Level of Service, or LOS???

A measure of how well traffic flows by comparing traffic volume with how much traffic a road is planned to carry. LOS is ranked as follows:

- **A-B Excellent to Very Good**
  - Free flow operations with mostly unimpeded traffic flow, easy turning movements and no to minor traffic flow restrictions or delays.

- **C-D Good to Fair**
  - Mainly stable traffic flow conditions with some longer queuing developing, growth in delays and decreases in travel speed.

- **E Poor**
  - Traffic conditions with volumes reaching the capacity of the intersection and road, with long queues and delays at the intersections and low travel speeds. Consider to be the limit of acceptable delay.

- **F Unacceptable**
  - Traffic operations where traffic demand exceeds capacity, with critical intersection congestion, grid-lock and no progression of traffic.
# City of Waterloo Transportation Master Plan

## Public Input On: A BICYCLE FRIENDLY COMMUNITY

A Bicycle Friendly Community encourages its residents to use bicycles for fun, fitness and transportation.

### How did the public rank the top 5 actions at the June meeting that they liked to make Waterloo a more bicycle friendly community?

<table>
<thead>
<tr>
<th>Engineering:</th>
<th>Encouragement:</th>
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<tbody>
<tr>
<td>&gt; Routinely accommodate cycling in roadway, planning, design, construction and maintenance</td>
<td>&gt; Promote Bike Month</td>
</tr>
<tr>
<td>&gt; Train City engineers, planners on how to accommodate cyclists</td>
<td>&gt; Promote Bike To Work Day</td>
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<tr>
<td>&gt; Ensure bicycle access to climbing is included in planning, design, construction, and maintenance</td>
<td>&gt; Promote a real estate profile to the general public</td>
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<tr>
<td>&gt; Provide bike racks at places of employment, retail and community</td>
<td>&gt; Support community cycling clubs and advocacy organizations</td>
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<tr>
<td>&gt; Permit bicycle travel on transit</td>
<td>&gt; Support Safe Routes to School programs</td>
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<table>
<thead>
<tr>
<th>Evaluation and Planning:</th>
<th>Enforcement:</th>
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<tr>
<td>&gt; Provide bike lanes on major streets</td>
<td>&gt; Support a bike safety program</td>
</tr>
<tr>
<td>&gt; Provide, multi-use pathways</td>
<td>&gt; Enforce bicycle laws</td>
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<tr>
<td>&gt; Sign bike routes</td>
<td>&gt; Maintain safe cycling routes</td>
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<tr>
<td>&gt; Provide show/changes rooms near places of employment</td>
<td>&gt; Train police regarding traffic laws they often violate by cyclists</td>
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</table>

| Education: | |
|----------------||
| > Know – how to make bicycle routes more visible | > Provide adult cycling education |
| > Know – how to make bicycle routes safer in the last 5 years | > Provide bicycle safety programs for children in schools |
| > Provide access to contact for cyclists to report issues/concerns | > Make bicycle safety materials available to the public |

**Top 5 Rankings:**

1. **Engineering:** Routine accommodates cycling in roadways, planning, design, construction and maintenance
2. **Engineering:** Ensures bicycle access to climbing is included in planning, design, construction, and maintenance
3. **Engineering:** Provides bike lanes on major streets
4. **Evaluation and Planning:** Provides multi-use pathways
5. **Education:** Know how to make bicycle routes more visible
The Walkable Community has many of the following Checklist features.

**How did the public rank the top 5 actions at the June meeting that they liked to make Waterloo a more walkable community?**

<table>
<thead>
<tr>
<th>Connectivity:</th>
<th>Aesthetics</th>
<th>Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbourhoods are connected to destinations by sidewalks, trails and paths</td>
<td>2 Walking routes are attractive and pleasant</td>
<td>5 Sidewalks are separated from the road</td>
</tr>
<tr>
<td>Sidewalks are wide enough for 2 or 3 people to walk side by side</td>
<td>3 The landscaping is attractive (eg. trees and flowers)</td>
<td>3 Provision of safe crossing locations</td>
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<td>Sidewalks are in good repair</td>
<td>4 There are benches and other places to rest along the walking route</td>
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<td>Wheelchairs and strollers can navigate easily</td>
<td>4 There are interesting features that make you want to walk</td>
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<tr>
<td>Sidewalks are clear of obstacles such as bushes and garbage</td>
<td>5 Shops and businesses are well maintained and accessible</td>
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<tr>
<td>Winter maintenance is consistent (during winter months and off season repairs)</td>
<td>2 Winter maintenance is consistent (during winter months and off season repairs)</td>
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<tr>
<td>Proximity and Access to Amenities:</td>
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<tr>
<td>Mix of homes, businesses, stores &amp; schools</td>
<td>3 Sidewalks are separated from the road</td>
<td>3 Car drivers obey the posted speed limit in the area</td>
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<tr>
<td>Different styles of housing (apartments, town homes, single detached)</td>
<td>4 Provision of safe crossing locations</td>
<td>4 Car drivers obey pedestrian crossings and signals</td>
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<tr>
<td>People are out and about and there are &quot;eyes on the street&quot;</td>
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<tr>
<td>Destinations, such as stores, schools and businesses are in walking distance</td>
<td>1 Destinations, such as stores, schools and businesses are in walking distance</td>
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<td>Other ideas?</td>
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<td>Street signs are legible</td>
<td>Paths are well lit</td>
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<td>City Advisory Committees Contacted to date:</td>
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<td>Transportation &amp; Trails Advisory Committee</td>
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<td>Waterloo Citizens Environmental Advisory Committee</td>
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<td>Waterloo Economic Development Advisory Committee</td>
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<th>City Councilor Input:</th>
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<tr>
<td>• make transit viable</td>
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<td>• address physical cycling limitations</td>
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<td>• West Side development</td>
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<tr>
<td>• funding availability</td>
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<tr>
<td>• peak period road congestions</td>
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<td>• neighbourhood &amp; environmental impacts</td>
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<tr>
<td>• impacts of rapid transit</td>
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<tr>
<td>• vehicle speed</td>
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<tr>
<td>• maximize road capacity without widening</td>
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<td>• need for new transportation policies</td>
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<th>City Staff Input:</th>
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<tr>
<td>• need for bike lanes on roads</td>
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<tr>
<td>• unwarranted/unneeded use of stop signs is a problem</td>
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<td>• traffic growth and need for more driver awareness</td>
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<td>• need to maintain streets</td>
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<tr>
<td>• road congestion is bad for everyone</td>
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<tr>
<td>• role of roundabouts</td>
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<tr>
<td>• need to provide public information about projects</td>
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<tr>
<td>• how to implement road improvements</td>
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<tr>
<th>Members of the Public:</th>
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<tr>
<td>• what do street classifications mean?</td>
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<tr>
<td>• what is a City vs. a Regional Road?</td>
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<tr>
<td>• need for better air quality</td>
</tr>
<tr>
<td>• impacts of gravel &amp; salt use</td>
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<tr>
<td>• Columbia West corridor</td>
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<tr>
<td>• objections from the few that affect the many</td>
</tr>
<tr>
<td>• impacts of trail development on Environmentally Sensitive Policy Areas</td>
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</tbody>
</table>
Existing Conditions – Who Does What?

There are a number of transportation facilities in the Region of Waterloo that are owned and/or operated by three different levels of government:

**Rail Lines**
- CN / CP / GEXR – privately owned facilities regulated by the Federal government (Transport Canada)

**Airports**
- Region of Waterloo International Airport – owned and operated by the Region

**Transit Services**
- Grand River Transit – owned and operated by the Region
- Mobility Plus – owned and operated by the Region

**Road Network**
- Provincial Highways – Highway 401, Highway 7, Highway 8, Conestoga Parkway, Highway 86, Highway 24 – owned / operated by Provincial Ministry of Transportation
- Regional Roads (see map) – owned / operated by the Region
- Local Roads – owned / operated by individual area Municipalities

**Parking**
- Private Lots - privately owned facilities
- On Street Parking – regulated by area Municipalities
- Municipal Lots – owned / operated by area Municipalities

**Sidewalks / Trails**
- Sidewalks maintained / constructed by area Municipalities
- Trails owned / operated by Region or area Municipalities
Planning Framework – Who Does What?

**Land Use Plans and Policies**
- Provincial Planning Act (Province of Ontario)
- Places to Grow (Province of Ontario)

**Infrastructure Plans and Policies**
- Regional Official Plan (Region of Waterloo)
- Regional Transportation Master Plan (Region of Waterloo)

**Infrastructure Projects**
- GO Transit Feasibility Study Georgetown to Kitchener (GO Transit – Province of Ontario)
- Highway Projects (Ministry of Transportation – Province of Ontario) (Highway 7, 8, 85, 401)
- Rapid Transit EA (Region of Waterloo)
- Road Improvement Class EA Studies (Region of Waterloo)

**Area Municipality**
- City of Waterloo Official Plan (City of Waterloo)
- City of Waterloo Transportation Master Plan (City of Waterloo)
- Road Improvement Class EA Studies (City of Waterloo)
Data from the 2006 Transportation for Tomorrow Survey from the Region of Waterloo

Reasonable trip distances to walk are less than 2 km and to bicycle are less than 8 km in length.

Ward 2
70% Trips < 8km
11% Walk
1% Bike

Ward 3
69% Trips < 8km
8% Walk
2% Bike

Ward 4
63% Trips < 8km
3% Walk
1% Bike

Ward 5
79% Trips < 8km
6% Walk
1% Bike

Ward 6
79% Trips < 8km
15% Walk
2% Bike

Ward 7
80% Trips < 8km
13% Walk
2% Bike

Today, almost 75% of the trips that originate in the City of Waterloo are less than 8 km in length and one in ten of these trips are made by walking or cycling.

European countries that have invested in walking and cycling policies, infrastructure & programs over the last 30 to 40 years see half of the trips under 8 km in length made by walking or cycling!

If Waterloo were to invest similarly, then trips originating in City could shift from 8% by walking and cycling to 37%!

What is the current level of walking and cycling in Waterloo and can we expect to increase it?

Today, almost 75% of the trips that originate in the City of Waterloo are less than 8 km in length and one in ten of these trips are made by walking or cycling.

If Waterloo were to invest similarly, then trips originating in City could shift from 8% by walking and cycling to 37%!

Data from the 2006 Transportation for Tomorrow Survey from the Region of Waterloo
TMP Vision Statement:
Develop a coordinated and integrated transportation system that provides realistic alternative travel options to the auto thereby creating a City that is truly accessible to all.

Create an urban environment in all parts of the City that encourages and supports walking.

- Update land-use policies to create bicycle and pedestrian-friendly development sites
- Update land-use policies to include bicycle end-of-trip facilities
- Incorporate Complete Streets Policy into Secondary Plans and draft plans of subdivisions
- Incorporate Complete Streets Policy into traffic calming programs
- Incorporate Complete Streets Policy into new roadway and roadway rehabilitation projects
- Incorporate Complete Streets Policy into traffic operations
- Update maintenance practices to include the bikeway and trail network
- Establish a hazard reporting program that responds to all street users
- Benchmark changes in travel modes using the current count data
- Develop counter-measures to respond to the safety issues of all travel modes
- Include pedestrians and cyclists in construction traffic management plans
- Collaborate with Active and Safe Routes to School programs
- Create and support a Complete Streets Advisory Committee
- Assign a staff team to oversee the implementation of the Complete Streets Policy
- Collaborate with the Region on Transportation Demand Management (TDM) programs
- Collaborate with the Region on a walking, cycling, trails, and transit map
- Collaborate with the Region on a portal for multi-modal trip planning
- Provide staff training on Complete Streets Policy and implementation
- Develop and implement a bikeway and trail network
- Complete audits to integrate the trail network with the sidewalk and bikeway network
- Develop a sidewalk retrofit prioritization program
- Undertake neighbourhood walking and cycling audits
- Collaborate with the Region and adjacent municipalities to develop a cycling and trail signing strategy
- Collaborate with the Region on integrating cycling and walking with transit
- Fund the implementation of the Complete Streets Policy
**Definition:** The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.”
Source: City of Waterloo Traffic Calming Policy

**Purpose:** “To restore streets to their intended function by reducing vehicular speeds, discouraging through traffic and minimizing conflicts between street users.”
Source: City of Waterloo Traffic Calming Policy

**Impacts:**
- can reduce traffic speed;
- can divert traffic to other routes;
- can reduce emergency vehicle response time.

---

**Some Examples of Traffic Calming Measures:**

<table>
<thead>
<tr>
<th>Speed Humps</th>
<th>Raised Crosswalks</th>
<th>Textured Pavement</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Speed Humps Example" /></td>
<td><img src="image2" alt="Raised Crosswalks Example" /></td>
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</tr>
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<tr>
<th>Curb Extensions</th>
<th>Raised Islands</th>
<th>On-Road Parking</th>
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<tr>
<td><img src="image4" alt="Curb Extensions Example" /></td>
<td><img src="image5" alt="Raised Islands Example" /></td>
<td><img src="image6" alt="On-Road Parking Example" /></td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>Roundabouts</th>
<th>Signage</th>
<th>Radar Speed Signs</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image7" alt="Roundabouts Example" /></td>
<td><img src="image8" alt="Signage Example" /></td>
<td><img src="image9" alt="Radar Speed Signs Example" /></td>
</tr>
</tbody>
</table>
City of Waterloo Transportation Master Plan

NEXT STEPS

Review public input provided at this Public Information Centre #2;

1. Forecast traffic volumes in the City of Waterloo over the next 5, 10 and 20 years in conjunction with the Region of Waterloo;

2. Develop the Transportation Problem/Opportunity Statement facing the City over the next 20 years;

3. Evaluate Alternative Strategic Solutions; and

4. Draft new transportation planning policies for:

<table>
<thead>
<tr>
<th>Complete Streets</th>
<th>Active Transportation (Cycling &amp; Walking)</th>
<th>Traffic Calming</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Provisions &amp; Costs</td>
<td>Transportation Demand Management</td>
<td>Intersection Controls / Intelligent Transportation Systems</td>
</tr>
</tbody>
</table>
RE: City of Waterloo Transportation Master Plan
Workshop Invitation: Stakeholder Input & Response

Over the past year, the City of Waterloo has been preparing its first Transportation Master Plan (TMP). Completion of a TMP was identified as a strategic imperative of the City’s 2007-2010 Strategic Plan and following Council approval in March 2008, the project was started.

The TMP will establish the City’s transportation goals and objectives, measure its existing citywide transportation conditions, forecast future transportation needs and develop an integrated transportation system plan to serve the City over the next 20 years. It focuses on the local movement of people and goods by walking, cycling, public transit, the automobile and commercial vehicles within the City.

The study is also being carried out concurrently with the City of Waterloo Official Plan Review, and the Region of Waterloo TMP which focuses on the more regional transportation system.

Over the past year, the City has held numerous discussions with local stakeholder groups who are interested in the City’s transportation system. We now want to bring all of this valuable local community input together in a Stakeholder Workshop where you, or a designate if you cannot attend, are invited to learn more about the TMP development and respond to preliminary strategies involving:

- A “Complete Streets” policy for the City where every street is accessible for all;
- A new cycling/trails plan;
- Future road network needs;
- New approaches to traffic control;
- New ideas on parking management;
- Achievable methods of Transportation Demand Management in the City; and
- The impacts of Regional Rapid Transit and related urban intensification in the City.

The City encourages your organization to send a representative to this Stakeholder Workshop as follows, and asks that you confirm this to betty.white@ibigroup.com by September 18th:

Date: September 30, 2009
Time: 8:00 AM to Noon
Location: Hauser House, Waterloo Memorial Recreation Complex (WMRC)
          101 Father David Bauer Drive, Waterloo
City of Waterloo Transportation Master Plan
Stakeholder Workshop
Date: September 30, 2009

The Stakeholder Workshop agenda includes:

8:00-8:30  Registration / Continental Breakfast
8:30-8:40  Introductions
8:40-9:40  Presentation:
  • What is a TMP?
  • How is a TMP Prepared?
  • TMP Contents and Use
  • Existing City of Waterloo Transportation Conditions & Hot Spots
  • New Transportation Policy Directions:
    o Complete Streets (“a city accessible for all”)
    o Cycling/Trails Plan
    o Traffic Control
    o Parking Management
    o TDM
    o Rapid Transit
  • Future Transportation Conditions & Needs
  • Conclusions
9:40 – 10:05 Break / Form Discussion Groups
10:05-11:30 Break-Out Discussion Period:
  1. Response to New Transportation Policy Directions – Specific Questions on
     Strengths, Challenges (Will Complete Streets Work in Waterloo? How to manage
     Waterloo traffic? Response to the new cycling/trails plan).
  2. Advice to City Council – How should the TMP be used?
  3. Other Long-Term Transportation Issues - How will Waterloo respond to Rapid
     Transit? How will future intensification change travel patterns and behaviours in
     Waterloo?
11:30-12:00 Summary Reporting and Conclusions

Signature

Brenda Halloran
Mayor
1. The City’s Transportation Vision
2. What is a Transportation Master Plan (TMP)
3. How is a TMP Prepared
4. How is a TMP Used
5. Existing City of Waterloo Transportation Conditions
6. Future Transportation Conditions
7. New Policy Directions
8. Workshop Questions
THE CITY’S TRANSPORTATION “VISION”

“To develop a coordinated and integrated transportation system that provides realistic alternative travel options to the auto thereby creating a City that is truly accessible to all.”
THE CITY’S TRANSPORTATION “VISION”

Fits with City’s Plan it! Official Plan Update, Regional Official Plan, new Regional TMP

“To develop a coordinated and integrated transportation system that provides realistic alternative travel options to the auto thereby creating a City that is truly accessible to all.”
City of Waterloo Transportation Master Plan

THE CITY’S TRANSPORTATION “VISION”
City of Waterloo Transportation Master Plan

THE CITY’S TRANSPORTATION “VISION”

- Recreation & Leisure Master Plan
- Land-use Zoning & Urban Design Guidelines
- Transportation Master Plan (TMP)
- Accessibility Plan
- Environmental Strategic Plan

Plan it!
Waterloo Official Plan

IBI Group
Stantec
City of Waterloo Transportation Master Plan

THE CITY’S OFFICIAL PLAN THEME AREAS

- ENVIRONMENT AND ENERGY
- NETWORKS AND TRANSPORTATION
- ARTS, CULTURE, HERITAGE, RECREATION AND LEISURE
- KNOWLEDGE AND TECHNOLOGY
- HEALTHY COMMUNITY
  Based on principles of:
  - Diversity and Adaptability
  - Accessibility and Equity
  - Connectivity
  - Health and Vitality
- GOVERNANCE
- ECONOMY
- CITY FORM

Based on principles of:
- Diversity and Adaptability
- Accessibility and Equity
- Connectivity
- Health and Vitality
City of Waterloo Transportation Master Plan

THE CITY’S TRANSPORTATION “VISION”

Linking facilities to support walking, cycling, public transit and motorized vehicles on City streets

“To develop a coordinated and integrated transportation system that provides realistic alternative travel options to the auto thereby creating a City that is truly accessible to all.”
City of Waterloo Transportation Master Plan

THE CITY’S TRANSPORTATION “VISION”

“To develop a coordinated and integrated transportation system that provides realistic alternative travel options to the auto thereby creating a City that is truly accessible to all.”

Achievable and affordable
City of Waterloo Transportation Master Plan

THE CITY’S TRANSPORTATION “VISION”

“To develop a coordinated and integrated transportation system that provides realistic alternative travel options to the auto thereby creating a City that is truly accessible to all.”

Provide all residents and visitors with equitable access to all services and goods that the City has to offer.
City of Waterloo Transportation Master Plan

WHAT IS A TRANSPORTATION MASTER PLAN (TMP)?

- Big Picture Strategic Planning
- Municipal Priority & Investment Direction
- Moving People – Walking, Cycling, Transit, Cars
- Moving Freight – Trucks
- Long-Range - 20 Years Into the Future
- Dynamic & Flexible to Change
- Consultative – Involving the Community
- Policies Aligned with Official Plan
- Best Practices from Similar Municipalities – But Custom-Made
- A Package of Actions – No Single Solution
- Meets Environmental Assessment Requirements
City of Waterloo Transportation Master Plan

WHAT IS A TMP?

The Trip-Making Relationship

- Home-Based Work
- Place of Work
- Shopping
- School
- Entertainment

Residence

Other
City of Waterloo Transportation Master Plan

HOW IS A TMP PREPARED?

PLANNING STAGE
• Research Existing Conditions
• Policy / Guideline Development
• Forecast Future Conditions
• Develop the Plan
• Approval / Implementation

CONSULTATION STAGE
• TMP / OP Coordination
• Target Audiences
• Public Information Centres
• Documentation & Public Record
City of Waterloo Transportation Master Plan

HOW IS A TMP PREPARED?

Alternative Planning Strategies:

- Transportation Demand Management
- Urban Structure and Land Use
- Network Optimization
- Network Enhancements
City of Waterloo Transportation Master Plan

**HOW IS A TMP USED?**

- Provide Consistent Policy Direction
- “Infrastructure” Prioritization & Planning
- Project Environmental Assessment
- Specific Issue Decision-Making
- Reviewed Regularly
EXISTING CONDITIONS – THE ROAD NETWORK
EXISTING CONDITIONS – LEVEL-OF-SERVICE

1. Existing Traffic Condition (Weekday PM - LOS)
**EXISTING CONDITIONS – LEVEL-OF-SERVICE**

The Volume – Delay Function

- **Δ₁** total travel time
- **Δ₂** total travel time
- Free-flow travel time
- **Δᵥ** vehicular volume

**Volume (veh / hr)**

**Capacity**
Additional Lanes Required for 2031
Lanes Required by Screenlines in Addition to 2031 Base Network
Current Travel Characteristics

Reasonable trip distances to walk are less than 2 km and to bicycle are less than 8 km in length.

Ward 3
- 69% Trips < 8km
- 8% Walk
- 2% Bike

Ward 4
- 63% Trips < 8km
- 3% Walk
- 1% Bike

Ward 5
- 6% Trips < 8km
- 6% Walk
- 1% Bike

Ward 6
- 79% Trips < 8km
- 16% Walk
- 2% Bike

Ward 2
- 70% Trips < 8km
- 11% Walk
- 1% Bike

Ward 7
- 80% Trips < 8km
- 13% Walk
- 2% Bike

If half of all trips ≤ 8 km were by walking or cycling, then trips originating in City could shift from 8% by walking and cycling to 37%!
NEW TRANSPORTATION POLICIES – COMPLETE STREETS

Plan it!
Waterloo Official Plan

Environmental Strategic Plan

Accessibility Plan

Transportation Master Plan (TMP)

Land-use Zoning & Urban Design Guidelines

Recreation & Leisure Master Plan

PROPOSED

PROPOSED

APPROVED

Pedestrians

Cyclists

Transit Riders

Pedestrian Charter

Linked Greenways

Complete Streets Policy
A Complete Streets Policy is intended to be applied comprehensively but with flexibility to reflect local context.
The Complete Streets policy should:
City of Waterloo Transportation Master Plan

- Incorporate the principle of Complete Streets into **all transportation projects** except where cyclists and pedestrians are prohibited by law, or there is a demonstrated absence of need. Safe crossings of facilities that prohibit use by pedestrians and cyclists are still required. All exceptions must be justified and approved at a senior staff level.
City of Waterloo Transportation Master Plan

• Integrate Complete Streets with a complementary Linked Greenways or Trail Corridors policy that supports active transportation in a variety of non-street corridors such as parkland, natural areas, woodlands, river and creek corridors, stormwater management facilities, utility corridors, transit and rail corridors, etc.
A Bicycle Friendly Community encourages its residents to use bicycles for fun, fitness and transportation.

What could be done better in the City of Waterloo?

1. Routinely accommodate cycling in road planning, design, construction & maintenance
2. Provide bike racks at places of employment, retail & community
3. Plan & implement an integrated cycling network of trails, bike lanes and routes
4. Provide multi-use pathways
5. Provide bike lanes on major streets
6. Enforcement to encourage cyclists & motorists to share the road
The Walkable Community has many features.

What could be done better in the City of Waterloo?

1. Destinations such as stores, schools & businesses are within walking distance
2. Neighbourhoods are connected to destinations by sidewalks, trails and paths
3. Winter maintenance
4. Sidewalks are wide enough for 2/3 people to walk side-by-side
5. Benches & other places to rest along walking routes
6. Sidewalks are separated from the road
WORKSHOP QUESTION #1: ACHIEVABILITY

1. How will the public respond to new transportation challenges and policies in the City of Waterloo? For example:

   - Will Complete Streets Work in Waterloo?
   - Will Transportation Demand Management Work in Waterloo?
   - More Traffic Calming – Residents vs. Public?
   - More Bike Lanes & Trails – Cost?
   - Will there be Public Support?
WORKSHOP QUESTION #2: IMPLEMENTATION

2. How should the City implement the Plan? What advise would you give City Council on:

• Balancing Transportation Needs
• Prioritizing Funding
• Consulting with the Public
• Measuring Impacts
• Making decisions for the “Public Good”
WORKSHOP QUESTION #3: CHANGE

3. Prioritize long term transportation changes in the City of Waterloo. What is most important and why? What is least important and why?

i.e. Rapid Transit  
i.e. Land Use Intensification  
i.e. Changing Travel Behaviour (how, when, where)
WORKSHOP QUESTION #4

4. Do you have a question, comment or idea that has not been discussed?
QUESTIONS BEFORE WE BEGIN
City of Waterloo Transportation Master Plan  
Stakeholder Workshop – September 30, 2009  
Record of Discussion Groups

<table>
<thead>
<tr>
<th>Theme</th>
<th>Question</th>
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| Achievability | 1. How will the public respond to new transportation challenges and policies in the City of Waterloo? For example:  
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• Will Transportation Demand Management Work in Waterloo?  
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• Measuring Impacts  
• Making decisions for the “Public Good” |
| Change        | 3. Prioritize long term transportation issues in the City of Waterloo. What is most important and why? What is least important and why?  
i.e. Rapid Transit  
i.e. Land Use Intensification  
i.e. Changing Travel Behaviour (how, when, where) |
|               | 4. Do you have a question, comment or idea that has not been discussed? |
Transportation & Trails Advisory Committee
Albert Ashley
Jackie Van de Valk
Pauline Richards
Carol Moogk Soulis
Karen Moyer
John Hill, Guest
Chris Hodgson, City of Waterloo
Norma Moores, IBI Group (facilitator)

ACHIEVABILITY:
- Demonstrate benefits of new transportation directions, i.e. Complete Streets:
  - Ecology
  - Health
  - Investments
  - It will work in Waterloo with public & political support
- Embody “Platinum” bike/walk criteria.
- Show the public and business what’s in it for them:
  - Benefits – statistics
  - Tie to health, schools,
  - What will the City look like without change?
  - Tie new transportation directions to other City plans.
- OMB reform may be required to achieve some of the new transportation directions.
- City Council needs to put in place what is needed to express Complete Streets:
  - Greater public interest
  - Link to benefits of Complete Streets
- Make the Business Case for new transportation directions:
  - Cheaper to support alternative modes over longer term road infrastructure and parking.
- Complete streets is easy to understand so it will trickle down to more specific policies, etc.
- Need funding to achieve new transportation directions.
- Can some of the gas tax be used to fund new directions??
- Express that new transportation directions such as Complete Streets and Cycling/Walking Facilities need more than token support.
- Show opportunities for ecological linkages, and environmental and public health.
- Complete streets can be achieved with:
  - Holistic view
  - Not necessarily more traffic calming (not “cars only”)
  - Geared toward pedestrians/bikes (slow traffic)
- Developers’ have both strengths and conflicts with City Council:
  - Clarify requirements in the Zoning By-Law.
  - Developer’s don’t like uncertainty.
- Council need to say “this is what it is”.

IMPLEMENTATION:
- Embody new transportation directions in By-Laws and other statutory documents and policies.
- Need Funding to reflect complete streets – including from Development Charges.
- Retrofit/audit program.
- Set priorities.
- Audit what is out there.
- Retrofit plan needed.
- Reporting mechanism required to hear what’s needed from public.
- Infrastructure budgets are declining, and retrofits more costly.
City of Waterloo Transportation Master Plan  
Stakeholder Workshop – September 30, 2009  
Record of Discussion Groups

- City has a “Golden Opportunity” to make changes.
- Should have a Gold bike friendly award.
- Tie back every report to Council on how it responds to Complete Streets.
- City needs a complete planning and design budget to implement Complete Streets.
- Region/Province/City all have to “strongly” encourage new transportation directions and policies.
- Need to identify new projects and their intent in the Transportation Master Plan.
- Reflect the Region’s Corridor Design Guidelines, i.e. Main Street Urban.
- City should identify where Region needs to accommodate bikes/pedestrians (overcome barriers) beyond current Regional Cycling Master Plan (to be updated in 2010).
- Travel data shows general public are walking/cycling more and can understand new transportation policies, so they are achievable.

Consultation:
- Advisory Committees – we have to do it! (implementing change).
- Let people know about mechanisms for change and provide funding so they can respond.

Performance Measures:
- Performance measures are needed to describe why City Council should take new transportation directions.

Funding:
- Don’t want a “pot of money” that is earmarked for walk/cycle (transition to this; but may need interim pot)
- Instead, want funding incorporated into each project/program.
- No project moves forward until it is demonstrated to meet “Complete Streets”
- Funding is currently inadequate to implement Complete Streets.

CHANGE:
- Align new transportation directions with the Official Plan and land use plans.
- Lead by example.
- Give the TTAC Committee the strength to participate in the transportation planning process, and the training to influence development projects.

<table>
<thead>
<tr>
<th>LAND USE CHANGES / RAPID TRANSIT CHANGES</th>
<th>BEHAVIOUR CHANGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Put bikes/pedestrians in the Development Charges</td>
<td>• City as leader in making changes.</td>
</tr>
<tr>
<td>• Mega Mall versus Downtown Condos</td>
<td>• Provide staff with alternative work arrangements.</td>
</tr>
<tr>
<td>• Align with Official Plan</td>
<td>• Fleet Transit, Bikes, Green Vehicles</td>
</tr>
<tr>
<td>• Places to Grow has been forced on Waterloo – won’t realize changes for ten years.</td>
<td>• Need to be prepared</td>
</tr>
<tr>
<td>• Need to be prepared</td>
<td>• Is Complete Streets enough to change development, i.e. mega malls??</td>
</tr>
<tr>
<td>• TTAC input vital for development applications</td>
<td></td>
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<tr>
<td>o Need early input</td>
<td></td>
</tr>
<tr>
<td>o Process</td>
<td></td>
</tr>
</tbody>
</table>
DISCUSSION TABLE 1
Janice Mitchell, City of Waterloo, Planning
Paul Hettinga, City of Waterloo, Director of Accounting
Pat Rutter, City of Waterloo, Economic Development Officer
Rick Steinman, City of Waterloo, Platoon Chief, Waterloo Fire Rescue
Douglas Stewart, WRHBA
Kathula Matshazi, City of Kitchener, Municipal Management Intern
Phil Hewitson, City of Waterloo Transportation (facilitator)

ACHEIVABILITY:
- Complete Streets? Need to clearly define.
- Existing Transportation Standards:
  - Clear understanding complete with definitions
  - Existing versus new
  - NIMBY (my street versus others)
  - Expect implementation challenges, including:
    - Number of users of alternative travel modes
    - Time constraints for example caused by Just In Time goods delivery
    - Business favours transit
    - Some roads such as University Avenue are not pedestrian and cyclist friendly
    - Roads provide different functions
    - One size does not fit all
    - EMS and fire access needs must be understood and met.

Transportation Demand Management (TDM):
- Economic incentives work best.
- Free parking – challenges and competes with transit since it makes it easy to park.
- Intensification is coming to the City.
- Necessity to reduce car trips.
- Encourage people to live closer to work.
- Education needed on the need for and benefits of TDM.
- Make TDM initiatives affordable and attractive (i.e. transit).
- Consider growth in Townships surrounding City of Waterloo.
- Bike trails on rural roads.
- Provide trail maps and bus maps that are accessible and affordable.
- Consider price of transit pass compared to price of auto fuel.
- GRT service improvements needed.
- Preference for Light Rail Transit as the Region’s Rapid Transit technology.

IMPLEMENTATION:
- Balance
  - Functional Hierarchy of streets
  - Priority nodes
  - Car pool lanes
  - HOV lanes
- Full cost of projects (life cycle)
- Alternative funding:
  - Gas tax
  - Parking revenue
  - Property tax
  - Surface parking versus structural parking
  - Fee to access Uptown
Maximum parking standards?
Attitude shift

Consulting:
Reaching changing demographics
World views
Outreach to schools
Neighbourhood design
Sidewalk design
People – different needs
Measure GHG emission reduction
Lifespan of roads (less vehicles – longer pavement life)
Compare population growth to vehicle growth
Number of users.

CHANGE – RAPID TRANSIT:
Land Use Intensification
Changing Travel Behaviours and Attitudes
Dependent on Funding
Requires Communications Strategy
Requires Public Education
Needs Reintegration of Divergent Policies (i.e. parking vs. transit)
DISCUSSION TABLE 2
Linda Wolfe, City of Waterloo, Human Resources
Ryan Voros, City of Waterloo, Engineering & Construction Development Services
Eckhard Pastrick, City of Waterloo, Landscape Architect
Tim Conyard, City of Waterloo, Transportation Operations Manager
Geoffrey Keyworth, Region of Waterloo, Rapid Transit Initiative
Carol Huber, Glasgow Heights Neighbourhood Association
Andrew Bousfield, Chair, Uptown Vision Committee
Krietie Kimmett, Waterloo Community Environmental Advisory Committee
Jay Cranstone, MMM (facilitator)

ACHIEVABILITY:
• Complete Streets:
  o Improve transportation for all while not alienating cars
  o Focus on net benefit for all
  o Consider not just transportation benefits
  o Salt reduction, environmental benefits.
• Public Response:
  o Davenport Road diet project will be important to see how it turns out
  o Ambitious plans but:
    ▪ May have fragmented implementation
    ▪ Implementation resources may be limited
    ▪ Therefore, do it well in key areas, not piecemeal.
  o Think about maintenance, not just planning and design (snow clearing)
  o Highlight safety benefits
  o Joint projects with Region, Federal, and Provincial support.
• Need to think about how changes affect Emergency Response times.
• Aesthetic benefits of Complete Streets (looks better).
• People are resistant to change, we need good strategies to “win them over”.
• The TMP must:
  o Work technically
  o Work with public acceptance
• Selling the plan, we need to dedicate resources to communicate the plan.
• Behavioural change, getting people to think about where they want to live relative to where they work and go to school (City could provide advice, guidelines).
• Community planning, what kind of models are we using now; what models should we move to.
• Need to allocate money to the plan; needs to be a high priority.
• Balance with staffing resources (staff ability to get projects done). City is growing more quickly than staff ability to keep up.
• Use Uptown model elsewhere in the City.
• How do we replicate the Uptown feel and model elsewhere?
• Look at European models for community planning.
• Opportunity to do this with LRT initiative and related land development.
• Change people’s attitudes about where they want to live in the “suburban dream”
• Why is Uptown so successful:
  o Council support
  o Resurgence of living in uptowns and downtowns
  o Lots of private interest, private money.
• Still need to have choices where and how to live, note that not everybody likes the Uptown idea, some people still want the suburban way of life.
• Improve infrastructure to suburbs (e.g., better transit access).
• Not everybody wants to walk or ride a bike.
Correlation between price of gas and people’s choice to drive or take other modes.

**IMPLEMENTATION:**
- Balancing transportation “needs” should be trying to balance transportation equity (not everybody has means to drive).
- Restrict parking supply will help to shift travel patterns to LRT and transit.
- Vancouver example – Skytrain.
- Need to coordinate between Region and City on initiatives such as parking restrictions (Region is interested in doing this; Region needs support at City level).
- City Leadership – e.g., Vehicles for use for city business, employees don’t have to drive to work.
- Costs of some alternatives are more expensive than taking the car.
- “Car Share” – get Region and City support to grow the initiatives.
- Assigning car share spaces to new condominium developments.
- Look at Zoning By-Laws (e.g., parking requirements).
- Bring development community on side.
- Communication between Region, LRT and City of Waterloo.
- Think of EMS in design and how that will affect response times.
- How do we balance provincial mandate regarding densities with design and EMS needs.
- Consulting with public:
  - Go to where there are malls, civic centres
  - Very difficult to get public involved with something that might happen in ten years time (“it doesn’t affect me today, so I’m not going to worry about it”)
  - Communicate with people through means that we know they will look at (e.g., tax notices); try different means; try unconventional ways.
- Master Plan is direction to go ahead, let people know the project is happening, but not consult with them:
  - We are doing this as a result of a decision that was made.
  - Signage/notification that this project is part of the Master Plan.
  - Use notices, not necessarily further consultation events.

**CHANGE – PRIORITIES:**
What is most important for City to focus on?

**Long Term:**
- Land use and intensification
- Land use will drive travel behaviour
- Places to Grow Act is mandated therefore, it has be priority.
- Transition over next 20 years is anticipated, what do we do in meantime during the transition (e.g., building parking structures - no if they won’t be needed as much in 20 years.
- Think about the end state we want to achieve and plan and build for that.

**Short Term:**
- Focus on travel behaviours and try to change them through policy changes.
- People need to have options in place before major policy changes are implemented, such as:
  - Carpooling programs
  - Bike parking
  - Building code changes (e.g., requirement to provide showers for places of employment over a certain size)
  - Discounted bus passes for employees of large employers (incentive to take transit)
  - Give employers alternatives to free parking
  - City and Region as leaders
  - University tuition has bus pass cost built in
  - Walking school buses. Getting more kids to walk to school must address perceived safety issues (statistics).
Integrate Region and City initiatives related to TDM.

**OTHER**

- How do we measure success?
  - Use traffic statistics (this is easy to collect) to measure:
    - Reduction in traffic volumes
    - Increase in transit ridership
    - Cyclist and pedestrian counts (can we improve on these)?
  - The plan “works” if people are asking for more.
DISCUSSION TABLE 3
Scott Nevin, City of Waterloo
Sharon Ward Zeller, GRAAC
Mary George, City of Waterloo, Manager of Property Standards
Christine Tettman, City of Waterloo, Parking Program Manager
Anna Marie Cipriani, City of Waterloo, Environmental Promotions Officer
Audrey Basham, City of Waterloo, Traffic Student
John Hill, Region of Waterloo
Neil Malcolm, Region of Waterloo
Glen Polson, Safe & Healthy Communities Advisory Committee
Marise Twardus, Sunlife Financial
Jeremy Finkleman, University of Waterloo, Active & Community Transportation
Don Drackley, IBI Group (facilitator)

ACHIEVABILITY

<table>
<thead>
<tr>
<th>Barrier/Challenge</th>
<th>Action/Ideas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not forward thinking</td>
<td>Public education</td>
</tr>
<tr>
<td>Married to car</td>
<td>Create top 10 “Complete Streets” to retrofit (i.e. Davenport Road)</td>
</tr>
<tr>
<td>Marketing/packaging message</td>
<td>Increase traffic calming studies</td>
</tr>
<tr>
<td>Need to manage traffic flow</td>
<td>Training of cyclists</td>
</tr>
<tr>
<td>Perception – safety</td>
<td></td>
</tr>
</tbody>
</table>

- Progressive Transportation Master Plan that introduces Complete Streets and other new transportation directions is achievable in this community.
- Corporate culture – mould it! Shift corporate cultures on transportation for example using gas price increase.

IMPLEMENTATION:
- Advice to Council to Implement the Plan:
  - Council to cycle/walk/wheelchair, etc., to work for extended period of time to better understand different transportation needs.
  - Refer back to a checklist of commitments regarding TDM balancing act – Pedestrian Charter = Checklist
  - Promote the shift
    - Articles in newspaper
    - Champion shift:
      - Provide support
      - Direct marketing
      - Educate regarding options
      - Host festivals – pass message on
      - Be forward thinking
  - Develop policies that flow from the Plan.
  - Social marketing techniques to get buy in.
  - Position the City to champion new transportation directions.
  - TDM needs promotion, in house and in the community to build programs and increase resources to support shift.

CHANGE
- Rapid Transit, land use intensification and changing travel behaviours are all inextricably linked, and so each cannot be prioritized.
NOTICE OF PUBLIC INFORMATION CENTRE
NEW TRANSPORTATION MASTER PLAN
for the City of Waterloo

YOUR INPUT IS IMPORTANT!

The City of Waterloo has prepared a draft Transportation Master Plan on how to improve the way people and goods move in and through Waterloo over the next 20 years. The Plan studied general transportation conditions for motorists, transit users, cyclists and pedestrians across the City, and how these conditions will change over the next 20 years. The overall objective of the new plan is to make the City of Waterloo truly accessible for all.

The City’s third and final Public Information Centre to present the new Transportation Master Plan will be held as follows prior to presentation to City Council in June:

Date: Thursday, May 27, 2010
Time: Informal Drop-In Discussions 4:30 and 7:00 PM. Presentation of the New Plan with Audience Questions/Comments 7:00 to 8:00 PM
Location: Albert McCormick Community Centre
500 Parkside Drive, Waterloo
Transit access available from Routes 9 and 73 Plus

The Plan includes progressive ways of dealing with Waterloo’s transportation needs over the next 20 years. In a city that is “accessible for all”, the plan addresses the following questions:

• How do we integrate the Transportation Master Plan with other City, Regional and Provincial planning initiatives?
• How are different types of streets in the City’s street network expected to operate?
• How well is this City’s street network able to serve travel needs to 2031?
• What streets will need widening and transit service improvements?
• How can we incorporate a new cycling and trails plan in the City with on-road cycling routes and off-road multi-use trails?
• How do we integrate a new “Complete Streets” policy that would accommodate all modes of surface transportation?
• How does the Region’s planned Light Rail Transit plan fit into the City of Waterloo plan?
• How do we reduce traffic problems in neighbourhoods, control traffic flow, manage parking on residential neighbourhoods and promote better habits of when and how people travel?

Further information on this Public Information Centre and the Transportation Master Plan project is available by contacting either of the following project managers, or check out our website at www.waterloo.on.ca

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THE CITY OF
Waterloo
www.waterloo.ca
WELCOME TO OUR 3rd PUBLIC OPEN HOUSE
May 27, 2010
Drop-In 4:30 – 7:00 PM
Presentation & Questions 7:00 – 8:00 PM

PLEASE SIGN IN
& Complete a Comment Sheet

Project Team members are available to discuss the project with you.
Please feel free to ask questions and fill out a Comment Sheet.

Also visit us at: www.waterloo.on.ca
## City of Waterloo Transportation Master Plan

<table>
<thead>
<tr>
<th>VISION</th>
<th>PRINCIPLES</th>
<th>OBJECTIVES</th>
</tr>
</thead>
<tbody>
<tr>
<td>To develop a coordinated and integrated transportation system that provides realistic alternative travel options to the auto, thereby creating a City that is truly &quot;<strong>accessible to all</strong>&quot;.</td>
<td><strong>Our Living Environment</strong>&lt;br&gt;- Protect our Natural Resources&lt;br&gt;- Build a sustainable city</td>
<td>Produce a workable document …&lt;br&gt;That incorporates a coordinated, integrated, multi-modal transportation system …&lt;br&gt;That truly reflects the changing dynamic of a unique yet growing and developing city …&lt;br&gt;A city that is &quot;<strong>accessible to all</strong>&quot;.</td>
</tr>
<tr>
<td><strong>Healthy &amp; Safe Community</strong>&lt;br&gt;- Enhance community safety</td>
<td><strong>Economic Vitality</strong>&lt;br&gt;- Become the location of choice for innovative and growing businesses</td>
<td></td>
</tr>
</tbody>
</table>

**Vision Principles Objectives**
How the Transportation Master Plan Fits Into Other City Plans?

Other City of Waterloo Master Plans

The City’s Official Plan Theme Areas

IBI Group
TYPES OF STREETS
EXISTING TRAFFIC CONDITIONS

What is Traffic Level of Service, or LOS??

A measure of how well traffic flows by comparing traffic volume with how much traffic a road is planned to carry. LOS is ranked as follows:

- **A-B Excellent to Very Good** free flow operations with mostly unimpeded traffic flow, easy turning movements and no to minor traffic flow restrictions or delays.

- **C-D Good to Fair** mainly stable traffic flow conditions with some longer queuing developing, growth in delays and decreases in travel speed.

- **E Poor** traffic conditions with volumes reaching the capacity of the intersection and road, with long queues and delays at the intersections and low travel speeds. Consider to be the limit of acceptable delay.

- **F Unacceptable** traffic operations where traffic demand exceeds capacity, with critical intersection congestion, grid-lock and no progression of traffic.
Growing Traffic Volume in the City of Waterloo (morning peak hour)

2006 – 70,000 trips
2016 – 80,000 trips
2031 – 100,000 trips
FUTURE ROAD / TRANSIT IMPROVEMENTS

Source: Draft Region of Waterloo Transportation Master Plan. Subject to Council Approval & Funding
## ALTERNATIVE TRANSPORTATION PLANNING STRATEGIES

<table>
<thead>
<tr>
<th>Capacity-Focused</th>
<th>Demand-Focused</th>
<th>Complete Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Provides roads to primarily serve growing auto travel demands.</td>
<td>• Change how we travel by:</td>
<td>• Reduce the amount of road expansion to serve future travel demands.</td>
</tr>
<tr>
<td>• Perpetuates auto use.</td>
<td>Withholding needed roadway capacity enhancements (i.e. widenings).</td>
<td>• Optimize the carrying capacity of the existing roads and intersections.</td>
</tr>
<tr>
<td>• Competes against transit use.</td>
<td>Provide incentives to shift travel towards transit, cycling and walking by:</td>
<td>• Ensure every street in the City of Waterloo can safely accommodate all types of users – autos, transit, cycling and walking.</td>
</tr>
<tr>
<td>• Reduced funding available for cycling and walking facilities.</td>
<td>• Increasing parking costs;</td>
<td>• “Complete Streets”</td>
</tr>
<tr>
<td>• Not sustainable.</td>
<td>• Switching travel lanes to Bus-Only lanes on some major roads;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Travel in off-peak times;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Ride-share; and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Live closer to place of work.</td>
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</tr>
</tbody>
</table>
The City of Waterloo Transportation Master Plan

COMPLETE STREETS

A Proposed Policy Framework

CONCEPTUAL

Create a network of trails that support active transportation in a variety of non-street corridors such as parkland, natural areas, woodlands, river and creek corridors, stormwater management facilities, utility corridors, transit and rail corridors, etc.

PROPOSED

Plan, design, operate and maintain streets to enable all users of all ages and abilities – pedestrians, cyclists, transit riders and motorists – to safely move along and across City streets.

Pedestrians

Cyclists

 Goods Movement

Motorists

Transit Riders
City of Waterloo Transportation Master Plan

Recommended Bikeway & Trails Network

Legend

On Road Network
- Existing On Road Route
- Recommended On Road Route

Off Road Network
- Existing Multi-use Trail
- Recommended Multi-use Trail
- Recommended Primary Multi-use Trail
- RMOW Approved Network

Community Facilities
- Sports of Recreation Facility
- Arts or Cultural Facility
- Community Centres
- Shopping Centres
- Places of Worship
- Existing and Planned Recreation

Planned Trail Crossing Improvements
- Planned Trail / Bikeway Crossing Improvement
- Improved Trail / Bikeway Crossing Improvement

Figure 1

Recommended Bikeway and Trails Network

Draft April 2010

Notes:
1. Existing Bikeways include amenities: 200 people per 200m. Bikeways may include Bike Lanes or Bike Paths.
2. Off road networks include all multi-use trails, including walking, running and in-line skating.
3. Community Facilities include: 200 People per 500m. Existing and Planned Recreation amenities: 200 People per 1000m.
4. Planned Trail Crossing Improvements include: Existing and Planned Rehabilitation and upgrades.
5. The City of Waterloo will coordinate with relevant organizations and agencies for future development.

The City of Waterloo is committed to ensuring this document is accessible to all.

Waterloo

The City of Waterloo

IBI Group

Stantec
City of Waterloo Transportation Master Plan

Region of Waterloo Light Rail Transit Proposal to Fairview Park Mall
City of Waterloo Transportation Master Plan

STRATEGIC TRANSPORTATION POLICY DIRECTIONS

• Traffic Calming
• Traffic Controls
• Residential Parking
• Transportation Demand Management
• Winter Maintenance
City of Waterloo Transportation Master Plan

NEXT STEPS

1. Review public input provided at this Public Information Centre;

2. Present Draft Transportation Master Plan to City of Waterloo Council for their review on June 14, 2010;

3. Receive feedback from City Council on the Draft Plan in September, 2010; and

NOTICE OF STUDY COMPLETION

City of Waterloo Transportation Master Plan

The City of Waterloo has prepared a Transportation Master Plan following Phases 1 and 2 of the Municipal Class Environmental Assessment (EA) process. On April 18, 2011, the Council of the City of Waterloo approved in principle this Transportation Master Plan, recognizing that each individual policy recommended in the Plan will be brought before Council as a Staff report for final approval.

The Plan provides the context and justification to implement specific minor (Schedule B) transportation EA projects such as intersection improvements, and major (Schedule C) transportation infrastructure EA projects such as road widening and extensions proposed by the City of Waterloo.

The Plan will be used to guide development of those components of the City's transportation system that the City is responsible for, namely City roads, bikeways, trails and sidewalks. It also addressed other transportation-related City responsibilities involving transit-supportive land use planning, transportation demand management, traffic calming, parking and street/sidewalk maintenance.

The Plan combines all of these transportation elements into a new and innovative “Complete Street” approach where all streets in the City of Waterloo are to be planned, designed, operated and maintained to enable safe access for all users.

The Plan is also strategically aligned with other City and Regional transportation-related studies including the City and Region Official Plans, the Regional Transportation Master Plan and the City’s Recreation and Leisure Master Plan, Pedestrian Charter and Accessibility Plan.

The Transportation Master Plan is available for public viewing at the City of Waterloo Public Works office at 265 Lexington Court, also at Waterloo’s Public Library located at 35 Albert Street, and at our project website at www.waterloo.ca. The document will be available for review for 30 days (upto July 15, 2011). After this date access to the report can still be made via the website and at the Public Works office above.

Any questions about the new Transportation Master Plan should be directed to:

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Director 
Transportation 
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