

APPENDIX E3
Public Comments

Uptown West Neighbourhood Transportation Study
Public Comments

No.	Date message received	Method	Message
1	1-Aug-2013	E-mail	Please add me to your emailing list for the UWNTS. It wasn't apparent to me just how to do this on via the online link you'd provided in the newsletter. Appreciated the updates via the newsletter.
2	2-Aug-2013	E-mail	Please keep me in the loop by adding me to your mailing list.
3	2-Aug-2013	E-mail	We wish to be kept informed of updates to the UWNT Study
4	2-Aug-2013	E-mail	I would like to know how long the transportation study will take to complete. Why is it taking much longer than initially planned?
5	6-Aug-2013	E-mail	We live in this neighborhood and would like to be added to the mailing list and notified of meetings please. We have been active proponents of urban intensification and the LRT but after living through the changes brought about by RUTS, we're not fans of non-elected 'neighbours' making decisions for other neighbours, or of an equalization of traffic flow through-out this neighborhood. We purchased our property on two quiet streets and this factored into our purchase decision. As a result of RUTS Dunbar Rd. S. experienced a significant traffic increase with the installation of the four-way stop at William which permits people to scoot through the neighborhood then make a left turn to get to Westmount. Our experience with the RUTS process is that people who were unhappy with traffic flow on their own street worked very hard to divert it to other streets in the neighborhood. While generating solutions please consider that some residents have already experienced significant negative impact from RUTS solutions, and that while many households have joined CORE, there are as many if not more households who prefer to be consulted and speak for themselves on such concerns affecting their properties. Some key issues in my opinion is commuter traffic, that all new developments be required to supply full parking requirements for tenants and customers without exemptions, and that this neighborhood not be split by citizen recommendations as was the case with RUTS.
6	6-Aug-2013	E-mail	I received your flyer in the mail. Is it true that the transportation task force is weighted such that representatives from the low rise uptown where I live are fewer in number and thus constitute a powerless voting minority? Is it true that the selected chair is from the Seagram Lofts-outside of what I and my neighbours think of as the at-risk community we are trying to save.
7	8-Aug-2013	E-mail	I reside about 50 metres from where the LRT tracks will be laid on Caroline St. I am concerned about traffic in the neighbourhood especially the congestion that new condo projects and the impact of LRT on traffic flow in our neighbourhood. I did attend 3 meetings about the LRT starting with the proposed plan that was presented at First United Church and 2 more sessions after that. I know all the rational, the cost, the route of the LRT and many concerns about ridership etc. I'm writing today to stress the importance of high traffic flow down Caroline St after the tracks have been laid. Have you got accurate flow rates considering the three new condos that are being built in proposed for this tiny area? A more pressing concern for me is the "cut through" traffic that comes off Park St and up Norman to beat the congestion at William. Also parking on Norman (between Park and Caroline) is allowed on both sides of the street. During heavy funeral dates both sides of the street are filled with cars. Sometimes I can barely get into my own driveway. What would happen if we needed emergency vehicles to come down Norman at funeral times? This is happening now, imagine the chaos after the LRT tracks are laid down. Yes I am deeply concerned. Yes I have contacted Melissa Durrell. and yes I would like you to keep me informed of measures that you are planning to address these concerns and others. I have included all my contact information below. Thanks for taking the time to read my "rant".
8	8-Aug-2013	Telephone	A business owner was concerned about current traffic congestion wrt his business, particularly around Caroline/King/William/Park area. Will only get worse with developments and RT. Suggested city purchase land and re-align Caroline Street to connect with Park St at William St. <i>(paraphrased)</i>
9	8-Aug-2013	E-mail	I would appreciate if you could sign me up for your electronic mailing list.
10	9-Aug-2013	E-mail	Thanks for seeking feedback. Firstly I wish for you to reconsider the boundaries of your study and to consider including the NORTH sections of Dietz, Roslin, Dunbar and Avondale. I ask for you and yours to consider this and I am interested in hearing your thoughts on this soon. Thanks for considering this request and for opening the door to dialogue.
11	10-Aug-2013	E-mail	I just moved to the Uptown West study area and was wondering if you could add me to the emailing list. Thanks very much.
12	16-Aug-2013	E-mail	I live in the Uptown west neighbourhood and would like to receive updates concerning the planning and protection of my residential neighbourhood. Thanks.

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13	19-Aug-2013	E-mail	It seems I'm in the boundary of the Uptown West Neighborhood study - I got the letter from the city. I think proper planning and engineering in this area is going to be very important, in support of both the LRT and the City's TMP. If I can be of any help with the study, let me know. I look forward to hearing from you.
14	23-Aug-2013	E-mail	<p>In response to the questions in your newsletter, here are my comments:</p> <p>What neighbourhood transportation-related issues, concerns or questions would you like the study to address?</p> <p>It is crucial that traffic not be allowed to set the tone in uptown resident neighborhoods. People who choose to live near uptown have just as much a right to safe, quiet streets as do those who live in the suburbs. Human beings need quiet, green spaces and healthy air. No amount innovation, money, business development or exciting new growth opportunities are more vital for the health and survival of our bodies, minds and communities. It is imperative that we increase public transportation and possibly even set limits on how often cars can come into core areas, as do many other cities (this might not happen right now, but in the future). It is completely unacceptable that any narrow residential street be widened in any way to increase traffic volume. Other solutions are available and must be found.</p> <p>This is peripheral, but when changing roads, there needs to be a law in the Region that one is never, at any time, for any reason, allowed to cut down an older, still healthy tree.</p> <p>What is your 'transportation vision' for the study area — what would success look like?</p> <p>Long term success looks like neighborhoods and business areas where individual vehicle traffic is minimal, amenities are walkable, and green space is more prevalent than new developments. Public transportation is easy to use and pleasant (ie, not a bus crowded full of people where the bus driver drives like someone who hates his job). The government puts a priority and value on nature and health over development and money. Things slow down a little.</p> <p>We don't have to rush to become the next Toronto. It's ok to stay small, to live in moderation. We can look to our Mennonite heritage to create a future where simple living is recognized as the most healthy and sustainable and enjoyable.</p> <p>To which locations within the study area should the team be paying particular attention?</p> <p>Currently the intersection of Caroline and Erb is incredibly dangerous, as drivers often make turns with little concern for pedestrians, so that corner needs review. Residential neighborhoods between King, Erb, Westmount and Glasgow, and between King, Bridgeport, Margaret and Victoria need to be preserved carefully, with a minimum of through traffic.</p> <p>Any other comments or observations?</p> <p>I urge you to remember that small is good, simple is good, and at the end of the day, what matters isn't how fast you drove to do your shopping or how many different sushi options you had, but the quiet time you spent with family and friends in the park or on the porch. Let's keep uptown real, and put some firm traffic laws in place to protect our communities from those individuals who haven't yet realized this. Perhaps once they see how lovely it is to live more simply, they too will change their ways.</p>
15	26-Aug-2013	E-mail	Please send me any communications on this study. Thank you
16	26-Aug-2013	E-mail	<p>I am a resident and would like to comment on your notice re the above.</p> <p>Thank you for keeping the communication going in regards to this area. I appreciate hearing about situations that affect my daily life.</p> <p>The Allen Street usage is the one area I can provide some insight. While I understand that Allen Street West could be considered a good through way to King and the new LRT, I am concerned about changes to the prime residential area that would result. Allen Street West currently provides access to Belmont Ave. which adds significantly to the traffic load during business hours. Adding more load to this street would be unwarranted.</p> <p>Allen Street West is a safety concern at Park. It is difficult to see oncoming traffic to the South. Park is also a busy street so the wait time to negotiate the intersection can lead to people taking unnecessary risks. The new businesses at the base of the new complex under construction at Park and Allen will result in more pedestrian and auto traffic along with parking issues. I would like to see some adjustments made to the Park corridor at Allen, William and/or John st. to manage this situation.</p> <p>Further, the new complex at Park and Allen doesn't seem to consider parking for it's potential customers. Will the complex provide parking for consumers as well as residents? There are minimal designated parking for small business in homes on Allen between Esson and Park but it is not sufficient for the increase in new business planned. I would hate to see Allen street to be a parking lot. Allen is not wide enough above Belmont to receive more parking spaces. During the Santa Claus Parade people park here. It is not ideal as the street is narrow here but definitely liveable for one or two events per year.</p> <p>I am sure my comments are duplicated by other fellow neighbours but if not thanks for your attention.</p>
17	29-Aug-2013	Telephone	<p>Resident enquired on the status of sidewalks being considered for the neighbourhood and whether the physical constructability was being considered a factor.</p> <p>Resident was concerned about severe grades on Allen Street since it would be difficult to construct a sidewalk. Resident requested that 'constructability' be considered when developing the evaluation criteria. <i>(paraphrased)</i></p>

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18	30-Aug-2013	E-mail	I have been reviewing the Uptown West Traffic Study on the City website and would like to be a registered participant. Could you please sign me up?
19	30-Aug-2013	E-mail	<p>I am writing in response to your recent UWNTS newsletter seeking resident input, as requested.</p> <p>My major neighbourhood concerns are as follows:</p> <p>That the new classification of three streets in our neighbourhood as minor collectors deferred in the Official plan, will not be overturned and returned to a local street, despite the assurance of our Ward 7 Councillor to the neighbourhood. All neighbourhood streets should share some of the burden from increased traffic caused by intensification, not offloaded to a few. Minor collector classifications are not suitable for our neighbourhood, and would encourage increased traffic volumes and speeds, while reducing safety and overall livability.</p> <p>While I am excited about the positive economic and social effects of the City's Uptown core intensification strategy, I remain deeply concerned about the negative traffic impacts, reduced livability, safety, and overall degradation to our Uptown, historical, low-density residential neighbourhoods caused by it. These threats arise from the potential for significant new cut-through traffic expected to emanate from the many high-rise developments and intensification projects planned for in the Uptown Waterloo Urban Growth Centre on our immediate borders, and from the unknown impact of the LRT along King and Caroline on vehicular traffic sharing these major traffic arteries with the LRT that would have the opportunity to short-cut the neighbourhood to avoid congestion.</p> <p>My overall concern is that the City's stated top priority for the Uptown of promoting economic growth might overshadow its other stated top priority of protecting the low-density residential neighbourhoods that shoulder it, by focusing too much on development and only considering the traffic congestion issues afterward. We have an opportunity with the UWNTS to exhibit foresight and long-term thinking for the betterment of our City—let's make the best of it. There must be several successful traffic models from other great cities for grid-patterned streets adjacent to urban cores that this Study can draw upon.</p> <p>The Study should pay particular attention to:</p> <p>The low-density residential areas along Park St. (adjacent to 144 Park and 155 Caroline, 31 Alexandra) and to those along Erb St. (close to Canbar Land redevelopment, ie. Euclid and Menno) because these will be the most adversely affected and require added protection. Traffic studies by consultants and recommendations by City Staff during informal/formal reports by developers at City Council stated that no impact would be felt by historical neighbourhoods adjacent to these proposed developments and that traffic would remain on arterial/collector roads as planned. Our Councillors approved the developments based on these professional recommendations and we need to hold planners/consultants accountable for their professional opinions by implementing the appropriate protective diversion measures that were presumably envisioned as part of development planning.</p> <p>Success would look like:</p> <p>My transportation vision is a vital, well-planned and aesthetically pleasing urban core designed for smart economic growth functioning in harmony with the stable, livable, and preserved historical low-density residential communities shouldering it for future generations to enjoy and treasure. Stability is the motto on our City's crest.</p> <p>To effect this, I am strongly in favour of low-cost, traffic diversion solutions that are less physically degrading or obtrusive than traditional traffic calming measures and that are emergency services friendly. I advocate solutions such as one-way streets, signage restricting access at peak times, right-out only (from local streets to arterial/collector roads) designs, reduced speed limits to 40 km/hr etc. and perhaps a strategically placed road closure or road diverter. I recognize that there is a trade-off between these measures and reduced accessibility to my residence. However, I am willing to adapt now to protect my community from being irrevocably degraded by expected significant increases in cut-through traffic and from being made less safe and livable as intensification plans manifest over the 20-year life of the current Official Plan (to year 2031).</p> <p>I am not in favour of any strategy that allows traffic volumes to increase with minor collector designations and more cut-through traffic, and then of inputting costly and obtrusive traffic calming measures as a bandaid to lessen the cut-through traffic and speeds.</p> <p>I look forward to participating in the upcoming public meetings and thank the Task Force and City for seeking my input.</p> <p>Please confirm receipt of my input for the Study.</p> <p>Sincerely,</p>
20	3-Sep-2013	E-mail	Please keep me posted on any information about our neighbourhood. Thanks
21	3-Sep-2013	E-mail	Please place my email on the information distribution list. Thank you

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22	5-Sep-2013	E-mail	<p>Hello,</p> <p>I am a longstanding resident of the Uptown West neighbourhood. My wife and I have two children. I appreciate the opportunity to shape the future of the Uptown West community. I would like the UWNTS to take steps to eliminate or minimize traffic infiltration and cut through traffic through the Uptown West neighbourhood. This will become increasingly problematic in the future.</p> <p>The first step that must be taken is to maintain the local road designations of Allen Street West, John Street West and Avondale Avenue. These streets must not be designated as minor collector roads. Changing the status of these roads to minor collectors would essentially designate this neighborhood as a means of moving vehicles through the city core. This would lead to its degradation from traffic, the scourge of many a city. This will destroy the soul of this bicycle and pedestrian focused community and degrade the Uptown itself. The Uptown West neighbourhood's integrity, stability and livability are dependent on preventing traffic infiltration. The neighbourhood must not be used as a traffic conduit. Slowing traffic is not the answer to preventing infiltration. Street lights that would facilitate cut through traffic should not be installed. Traffic flow into and around the core should be maintained on Erb St, Westmount St, Park St, King St and Father David Bauer Dr. Secondly, steps should be taken to strengthen the active transportation infrastructure in this community. Instead of changing the local road status of Allen Street West, Avondale Avenue and John Street West to minor collector roads, they should be altered where possible to support bike lanes instead. There are great opportunities here to complement the Iron Horse Trail as a means of cycling in and around our Uptown away from the busy city centre.</p> <p>I live at Allen and John. I have noted that traffic often moves very quickly from John Street West eastbound onto Allen through the Allen/ John/ Roslin intersection. Perhaps the median along John should be extended to dramatically slow traffic. Similarly, traffic going north from John Street West onto Roslin travels very quickly.</p> <p>Roslin, Dunbar and Avondale vehicular traffic moves often well above the speed limit between John Street West and William Street. Traffic calming is required. I believe that the neighbourhood speed limit should be reduced to 40km per hour.</p> <p>A successful transportation vision is one which will leave a neighborhood with its sense of community, integrity and stability. It will leave a neighbourhood which still attracts families and a diverse mix of residents. It will foster greater active transportation and promote a sustainable community. It will prevent a community from being transformed and degraded to meet the needs of the automobile. A successful process will result in reduced traffic, travelling at lower speeds. It will leave the community as place which one desires to live in, not leave.</p>

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23	6-Sep-2013	E-mail	<p>What is your 'transportation vision' for the study area - what would success look like?</p> <ul style="list-style-type: none"> - automobile-traffic protected residential areas (suggestions include: more one-way streets, traffic calming road treatments, reduced speeds, more stop signs, photo radar, dead-ending some streets ...) characterized by walking/biking - recognition of increased traffic threats to established neighbourhoods as a result of ALL new construction combined ... I don't understand why people whose expertise is in this area are trying to sell the community on changes as a result of construction projects in isolation of each other ... please do not insult our intelligence.
24	6-Sep-2013	E-mail	<p>In reply to the recent, but undated, letter from the City of Waterloo regarding the Uptown West Neighbourhood Transportation Study, I want to put on record my very positive support for the overall purpose of the Neighbourhood Transportation Study and for the statement of principles developed to guide the study. (Or as the letter qualifies, "to help guide" the study.) Although the decision to encourage intensification was taken several years ago, the issue before the task force now is to deal creatively, effectively and sensitively with the fallout from that intensification and by doing so to preserve and enhance the existing residential neighbourhoods. It becomes a question of values and priorities; of quality of life and attractiveness of the scale of Waterloo. My concern is to ensure that as planners and engineers that you have these values front and centre. My specific concerns remain to endorse those principles identified by the Task Force. My personal issue has to do with the volume of traffic on Erb St. During the morning and evening rush hours traffic backs up from David Bauer Dr. to Avondale St. making it impossible to access Erb St or to egress from it into either Euclid Avenue or Menno St. or for that matter Wells Lane. Left turns at David Bauer are also a nightmare. Anger, frustration, belligerence and bad tempers consistent with rush hour in Toronto have become the norm in Waterloo. When the Barrel Yards development is finished and several hundred or more people seek to move along Erb St. one wonders what will happen. As part of the traffic study, I do hope that some attention will be taken with what may seem merely an inevitable consequence of intensification. I hope that this is a one- of- a- kind problem and not a symptom of Waterloo's new life style. Perhaps the Transportation Study can take this into account as the exception that proves the rule.</p> <p>Sincerely,</p>
25	8-Sep-2013	E-mail	<p>We have appreciated the unique and historical nature of this old and established neighbourhood. During this time, the RUTS committee worked with the City of Waterloo to ensure that this neighbourhood would remain safe and pedestrian-friendly, and to maintain its character.</p> <p>We do not want to see this undermined and undone.</p> <p>Here are some of our suggestions for the UWNTS:</p> <ul style="list-style-type: none"> - John St W, Allen St and Avondale Ave should remain as local streets and not be changed to minor collectors since this would allow for increased traffic volume as well as bus and truck traffic, all of which we do not want - eliminate or minimize traffic infiltration / cut-through traffic in our neighbourhood - our Uptown West Neighbourhood should be bounded by: Erb St, Westmount Rd, John St W, and Park/Caroline St - and not King St - traffic should be directed to major arteries - there should be no widening of neighbourhood roads nor removal of existing traffic calming measures or boulevards (i.e. John St W blvd) - look at implementing traffic diversion measures (for example, a 1-way road system) to keep our streets primarily for local residents' use only - we want safe and pedestrian-friendly streets - there must be no re-zoning of our current low-density housing <p>In summary, we do not want any change to compromise the integrity of our neighbourhood.</p>

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26	9-Sep-2013	E-mail	<p>Thank you for this opportunity to provide some input into the traffic study for the Uptown West Neighbourhood.</p> <p>What issues should be addressed?</p> <p>Here I think the overall objective is to keep traffic volumes as close to the relatively low historic norms as possible, keep speeds low for pedestrian and cyclist safety, while maintaining or improving the efficiency of traffic flow. I appreciate the stop signs that went up after the previous study and how they help to moderate traffic speed on some streets that might otherwise (and did at one time) see some pretty speedy driving. At the same time, the stop and go pattern they create is not optimal for efficiency or quietness of car travel, especially when the limit between signs is 50. Many drivers will push their cars to accelerate to the limit or beyond even though they then have to immediately brake for the next stop. I feel we need to look at additional calming measures and reduced limits. If done well, it may be possible to remove some stop signs so that a slower but steadier pace of car travel could be achieved, with an overall benefit for drivers as well as other users and residents. I am not an expert in the appropriate measures, but I have observed a number of neighbourhoods in other cities that have used lane width constrictions, traffic humps, and the like to apparently good effect.</p> <p>The volume issue is closely tied to the road designation issue. A starting point is to NOT designate neighbourhood streets as any type of collector. It is important to understand what kinds of needs drive the current traffic patterns (local residents? other local travel? longer distance cross-town travellers?) and how that is changing with intensification and LRT development. There is precedent in at least one Waterloo neighbourhood I know for use of one-way streets and even barriers to discourage "cut-through" traffic. The city of Stratford affords another example in the neighbourhoods near the theatres. Anticipating changing volumes and patterns, and a willingness to take strong measures to prevent neighbourhood streets becoming thoroughfares, is an important issue.</p> <p>A relatively benign measure that could achieve some benefits would be special street signage that identifies streets as belonging to the designated area by having a design different from the norm. There are many examples of this for historic areas and other places of special interest, including examples from this city. This might help to introduce the psychological impression of a kind of village and help drivers accommodate to the calming measures that we end up using.</p> <p>Which locations need special attention?</p> <p>I would suggest the streets that are currently on the threatened minor collector list would be high priority- the suggested change in designation suggests those streets are under pressure now.</p> <p>My vision-</p> <p>I have more or less stated it above. I see a neighbourhood that is not inviting to longer distance commuters but is friendly to traffic that needs to move through at reasonable speed. It would use a mixture of low speed limits (40) in some places and some additional traffic calming (lane constrictions, speed humps) but a minimum of 4 way stop signs. It would use signage to promote recognition that drivers are in a neighbourhood and not on a thoroughfare.</p> <p>I hope these comments are helpful, and I look forward to following the study as it proceeds.</p>
27	10-Sep-2013	E-mail	<p>We appreciate the opportunity to provide input on the Uptown West Neighbourhood Transportation Study.</p> <p>On its website the Uptown West Neighbourhood Association describes the Uptown West as an area of "historic, gardened streets bordered by Union, Westmount, Erb and King Streets . made up of families, couples, singles, and students benefitting from a vibrant and creative, safe and connected life at the urban core of the City of Waterloo."</p> <p>The benefit is, of course, mutual. The treed residential streets of Uptown Waterloo make a very special contribution to the character of the City of Waterloo: they give Waterloo much of its atmosphere; they are its lungs; they are a place to walk and bike along quiet streets; a place to bring up young children; a place for older ones to play street hockey.</p> <p>It is essential that this mutual benefit be preserved. Our vision is not of Waterloo as a mini-Mississauga. We strongly believe the City should do everything in its power to preserve and enhance all the attractive features of its present Uptown.</p> <p>Yet the City's traffic engineers propose that the Uptown West be transformed into a grid of streets able to handle much more intensive traffic than is presently the case. Residents of Uptown West have been assured that the proposed re-designation of certain streets as minor collectors is of no significance, that it will "make no difference". The solution is obvious: since the re-designation serves no practical purpose, further consideration of the matter is a waste of time, and these streets should simply retain their designation as local roads.</p> <p>The Uptown West is the only residential neighbourhood in Waterloo vulnerable to such a potentially destructive development. Newer residential neighbourhoods in Waterloo have few straight roads running through them, so they are not open to cut through traffic in the same way. The Mary-Allen neighbourhood, on the opposite side of King Street, which is in many ways the mirror image of the Uptown West, has been protected against intrusive traffic patterns for many years.</p> <p>We therefore urge that, in accordance with the stated purpose of the Uptown West Neighbourhood Transportation Study to protect the integrity of low-density residential neighbourhoods, the precedent of the Mary-Allen neighbourhood should be adapted to the needs of Uptown West, and that the precise way to do so can and should be devised by City traffic engineers working closely with neighbourhood residents.</p> <p>Sincerely,</p>

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28	12-Sep-2013	E-mail	<p>Hello,</p> <p>When I leave my home, I primarily travel eastbound on Allen St West toward Park St. The 2 way stop at Allen and Park used to be relatively easy to navigate; however, since Vincenzo's moved to Caroline and Allen, moving away from the stop sign on Allen at Park has become increasingly difficult. With the addition of a large condominium unit at Allen and Park, I can clearly anticipate far more traffic flow issues at this intersection.</p> <p>At the intersection of John and Park, there is a traffic light. If an additional traffic light is installed at Allen and Park, it could create some nasty tie ups (although the traffic light at John and Park is on a timer and only changes with traffic on John). I would suggest moving the traffic light from John and Park and installing it at Allen and Park--a far busier intersection throughout the entire day rather than just at arrival and departure times at SunLife.</p> <p>If there is a light installed at Allen and Park, the sensitivity needs to be high of the light changing sensor so the light changes fairly rapidly when traffic on Allen approaches Park because the distance between Caroline and Park is not a lot.</p> <p>While I am on the topic of light changing sensors, would someone please look into the increasing the sensitivity of the light at Allen and King? When travelling westbound on Allen approaching the light, the sensor kicks in somewhat quickly. However, when approaching King while travelling eastbound on Allen, it can literally take forever to change. It has been this way for YEARS. I have seen people get so impatient, that they just go through the red light because there is no traffic on King. I have also seen people jockey their vehicles forward and back across the crosswalk to try to enable the sensor. This intersection has also grown increasingly difficult due to Vincenzo's, etc traffic and will only get worse once both condo towers are complete at Allen and Park and Allen and King.</p> <p>I welcome any inquiries you may have.</p>
29	14-Sep-2013	E-mail	<p>Thank you for the invitation to contribute to this study.</p> <p>What neighbourhood transportation-related issues, concerns or questions would you like the study to address?</p> <p>My biggest personal concern is more traffic zipping up and down Allen, as traffic increases to downtown, condos, and popular destinations like Vincenzos and Bauer and Sunlife. I want my street to remain residential, not a minor collector. Allen (and Norman) are popular shortcuts(to and from Westmount). Since the intersection nearest me is on a hill, I do hear a lot of engine revving by cars coming up the hill, stopping at the sign, then having to pick up speed on the hill (especially on a slippery winter day :-)</p> <p>To which locations within the study area should the team be paying particular attention?</p> <p>I want the Uptown/Westmount neighbourhood to remain a great place to live and wander, for all ages of families. I want downtown traffic directed to Erb, William, and Union, the designated arteries.</p> <p>What is your 'transportation vision' for the study area — what would success look like?</p> <p>Any other comments or observations?</p>
30	16-Sep-2013	Telephone	<p>I had a brief and amiable conversation with a resident by phone and the salient points are:</p> <ul style="list-style-type: none"> - He saw the invite to the meeting (Stakeholder Mtg) and went to the venue but saw it was cancelled. He was wondering when the next one was? - I apologized to him and advised that there is an extensive communications plan for this study, including a full public session later next month and we would notify the community. I advised further that the cancelled meeting was for the technical groups such as Fire Rescue, Police, Region etc. - He acknowledged this and I received his e-mail address for future updates/notice re: public session etc. - He advised that with the current construction projects happening around, there is detour traffic going through the neighbourhood. Given what this looks like he asked that for the future neighbourhood plan, whatever can be done to keep the streets as they are today would be greatly appreciated.
31	18-Sep-2013	E-mail	<p>Hello - I'm a resident in the Study Area and would appreciate continuing to be informed of any upcoming public information sessions and activity associated with the Study. Please add this email to the mailing list.</p> <p>The Uptown Core and the King Street Corridor are critical components of Waterloo's growth strategy and I'd hate to see the concerns of a vocal group in the adjacent neighbourhoods undermine the bigger needs of the City. I moved to the core area for the benefits of growth and understand there would be certain impacts to the neighbourhood as a result. The benefit of living mere blocks from a future LRT station outweigh the inconveniences of the community at large using the road network (to which we all contribute).</p> <p>With respect to your questions I offer the following, noting that these are mere opinions as I have not taken the time to fully review the relevant background materials.</p> <ul style="list-style-type: none"> - I have no specific concerns besides this study undermining the bigger picture planning efforts undertaken and implemented over the past decade. - Priority should be given to ensuring a proper network connecting the broader community to the key growth areas and transit network - Where feasible the City should work to support the LRT initiative - Change is part of growth and it's important that while traffic impacts on the neighbourhood may be mitigated such mitigation shouldn't take away from the overall network functionality or broader community needs.
32	19-Sep-2013	E-mail	<p>Can you please add me to the project mailing list? Thanks.</p>

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No.	Date message received	Method	Message
33	24-Sep-2013	E-mail	<p>How / When will I receive answers to the questions I have submitted below.</p> <ul style="list-style-type: none"> - I have received conflicting explanations from City of Waterloo staff as to why John, Allen and Avondale were (re)designated as minor collectors in the Transportation Master Plan? Please provide the definitive explanation? - How will the transportation data be gathered for Phase 1 of the Study Process? - Over what period of time will the data be collected? - Will this data be made public? - What parameters will guide the use and interpretation of the data? - Please define or explain what the City's Strategic Plans and approved policies on transportation are? (as stated in the study objective) <p>My transportation vision for this study area is that the integrity of the low-density historic neighbourhood be preserved and that infiltration traffic be diverted onto existing minor or major collectors such as Westmount, King, Union, Caroline, Park/Courtland, and Weber. This neighbourhood has a great mix of families and elderly people. The addition of 3 minor collectors will discourage families and the elderly from living here. This neighbourhood also has very low car use and high pedestrian and bicycle use. We should be rewarded instead of being punished with the addition of 3 minor collectors.</p>
34	25-Sep-2013	E-mail	<p>We live at William and Avondale, and are very concerned about the 1) safety at this corner and 2) in crossing William Street as a thoroughfare and also an artery collecting kids crossing over Westmount at William on their way to Empire School. The stop at Dunbar and then not again until Euclid does nothing to calm the speed of traffic on William (especially down the hill). In a short time after moving here two years ago, we experienced a number of episodes of squealing brakes due to problems at this intersection. Though the road has been widened (presumably for emergency vehicles), the sidewalk is very narrow and right up to the road. Children are too close to the roadway and the narrow sidewalk barely allows for a stroller and one child beside. There is no safe crosswalk across William except all the way at Westmount.</p>
35	26-Sep-2013	E-mail	<p>I read with interest the following excerpt from the City's latest UWNTS communication. I have a few questions:</p> <ol style="list-style-type: none"> 1) when will we have a definitive answer as to the classification of John, Allen and Avondale? 2) What ARE the next steps in deciding on the final designation of John, Allen and Avondale? 3) What does the Advance Analysis of travel data and roadway characteristics that the UWNTS has team done consist of? 4) Who is the UWNTS team composed of? What groups? <p>In response to an issue of concern to many in the Uptown West community, the UWNTS team has done some advance analysis of the Transportation Master Plan (TMP) recommendation to reclassify three roads from a local designation to minor collectors.</p> <p>Though the findings are to be confirmed as part of the due process in completing the UWNTS, the initial data analysis strongly suggests that Avondale Avenue, Allen Street and John Street can all maintain their local road designations.</p> <p>City staff are supportive of this preliminary finding that reflects a review of travel data and roadway characteristics to a level of local detail greater than that allowed for at the more macro TMP stage. Work is ongoing to definitively answer this question and to develop a network solution for Uptown West.</p>
36	1-Oct-2013	E-mail	<p>In response to the questions posed by the Uptown West Traffic Study, I have the following comments:</p> <p>My concerns are unlimited Uptown Development surrounding my neighbourhood, with an expanding traffic intensity likely to come through this area, unless a comprehensive plan is put in place to protect residential lifestyle and property investments.</p> <p>The plan needs to maintain the family oriented environment, which means safe streets for walking, biking, children playing etc., and acceptable noise levels. Therefore, we need to maintain the area without introducing minor collectors which allow for commercial traffic, buses and potential zoning changes to adjacent properties.</p> <p>The solution must include diversion to surrounding major and minor collectors. It could involve solutions including one-way streets and dead-end streets like in the Mary-Allen neighbourhood, as well as 4-way stops, street narrowing, speed bumps etc.</p> <p>I am particularly concerned that Belmont Ave. seems to be a conduit to and from Kitchener. It is becoming a highly used shortcut to Uptown through John St. and Allen St. I observe that in the past, when there has been any disruption in traffic elsewhere, Belmont has become overly busy and stressed. It is narrow and only allows for one lane of traffic when cars are parked. I would like to see traffic use Union and Park instead.</p> <p>I also think that the City should resist the use of this neighbourhood, through changes in parking regulations, to compensate for insufficient parking in the newly developed areas.</p> <p>Finally, since decisions made now can only be based on predictions of traffic flow and could well be inadequate in the future, a commitment to re-examine the plan based on real data in five years time is essential.</p>

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No.	Date message received	Method	Message
37	9-Oct-2013	E-mail	<p>I see a serious problem with the bus stop at Westmount and Union Streets that I think needs to be brought to your attention.</p> <p>I am concerned that with the angle Westmount changing at Union Street, and the downward hill starting at Economical Insurance company, and the increasing speed of the cars at this junction, a pedestrian is going to get hit at the bus stop at Union and Westmount Streets.</p> <p>I know someone who rented the house right at Union and Westmount in front of that bus stop. She told me many accidents occurred there. On one occasion, a car mounted the curb, travelling through the bus stop, ending up on her front lawn, rolled over, with the headlights flashing in her front living room window. They erected a fence thereafter to protect their front lawn and home in the event of another accident, but the new owners have since taken that fence down. I have witnessed other numerous accidents in this area since 2010.</p> <p>I am very concerned with the mounting traffic and speed of traffic in this particular spot. Due to accidents in this exact spot, someone could be terribly injured while waiting for the bus to arrive. I do not allow my children to use this bus stop.</p>
38	18-Oct-2013	E-mail	<p>I surely hope that the story in today's Record is incorrect. Why would the traffic data not be publically available? Moreover, it is already a year or more out of date and neither the major developments of the Canbar Lands, including the Delta Hotel and the two 22 storey buildings, or the major high rise complex on Park and Caroline Streets have come on stream, let alone all of the soon-to-be proposed new developments along the Uptown Corridor(s). I had intended to ask the Transportation Consultants to place this and other information on the City's website so that those of us who will be attending the long-awaited public information meeting would have a chance to review the information before the meeting. Then we could have an informed conversation rather than the circular kind of discussion that so often ensues when the public has not had a chance to digest the material. If the purpose of the public meeting is both to inform the residents and also to learn of their concerns, then we really need to have time to think about the issues in advance. And we need to do this intelligently and with up-to-date data. Otherwise, we are sounding off without access to the information that we need. What I really dislike is the herd mentality when we are gathered together without a moment to reflect, and then asked to put ideas on "sticky notes." These then are taken as an indication that the public has spoken. How frustrating is this? Can anything be done to make this information available before the October 30th meeting?</p>
39	23-Oct-2013	E-mail	<p>As a longtime resident of Waterloo on the west side of Westmount Rd. on Lourdes St. I would present the following traffic issues:</p> <ol style="list-style-type: none"> 1. Access to downtown and east of King St. from our area is via Erb. St. and William St. William St. has already been "calmed" with multi stop signs and a useless calming curb at Euclid making William St. a stop and go access. Suggestion: Remove the stop sign and calming curb at Euclid since the next stop is only a few metres away at Caroline. Then time the lights appropriately at Caroline and King Streets. 2. Erb St. thus remains the one main through street from our area to downtown Waterloo and further east to Weber St. and to the expressway. This main thoroughfare is always jammed with traffic in the Caroline, King and Regina section. The traffic lights are poorly timed so going east there is no traffic flow, just a back up. Suggestion: Surely these lights can be timed correctly for better traffic flow. 3. Caroline and Erb is another bottleneck with traffic from Bridgeport Rd. going west backed up along Caroline to turn Right on Erb. Part of the problem is pedestrians and bikers. Suggestion: Have advanced Right Turn for cars before walk sign for pedestrians. Because of the bottleneck on Erb. St. already from Caroline to Regina I have grave concerns about the future LRT which will further complicate this intersection. I hope planners are studying this area carefully. Please remember that Waterloo downtown and businesses further east rely on residents west of King and Westmount. There must be access roads without barriers across our city. Thank you for your consideration.

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No.	Date message received	Method	Message
40	30-Oct-2013	E-mail	<p>Letter received - main points:</p> <p>Especially concerned about the possibility of traffic cutting to Westmount and Erb and back via both Euclid Avenue and Menno Street.</p> <p>The cost of intensification must not be at the expense of Waterloo's residents. Suggestions and strategies regarding a more efficient management of traffic flow along Erb St. are desperately needed. The timing of traffic lights along Erb St. seems badly synchronized. When stopped traffic backs up beyond Menno St to Avondale and sometimes to Roslin, cut through traffic is inevitable. some creative adaptations of traffic solutions similar to those in the Annex area of Toronto and the Glebe district in Ottawa will have to be proposed.</p> <p>Make the neighbourhood a model of a liveable, walkable/bikeable safe community.</p> <p>Proposed Minor Collectors designations must be definitively removed. No new minor collectors should be added as part of the solution.</p> <p>Divert cut through traffic to main roads Westmount, Erb, Park, and Union.</p> <p>Additional 4 way stops could slow traffic and make it a less appealing route.</p> <p>Traffic Problems to be solved:</p> <p>Cutting from Westmount to Erb via Dietz</p> <p>Cutting from Westmount to Erb and back via Euclid, Menno and Dawson</p> <p>Cutting from Park to Kitchener via Allen Belmont John</p> <p>Cutting from Westmount to Park via Alexandra John etc.</p> <p>Safety at Westmount and William also Park and Allen</p> <p>Access must be provided for businesses on Euclid Ave, Menno St, Avondale, Dunbar and Roslin and the parking lot at John near Park.</p>
41	31-Oct-2013	E-mail	<p>Letter received - main points:</p> <p>Drivers do not stop at William / Dunbar - the potential for tragedy is way too high.</p> <p>I know many of my neighbours actually feel quite depressed about our area, since we can't see how the giant (out of scale) developments can fail to have an extremely negative effect on our community. I myself have found a big disconnect between the developers statements.</p>
42	1-Nov-2013	E-mail	<p>The person who spoke about the fatal accident at Willis Way and King street in Waterloo asked me to pass on the information to you.</p> <p>The young woman who died was named Amelie Limburger, and was from Germany. The accident took place on Oct 25, 2012.</p> <p>See www.therecord.com/news-story/2615431-university-of-waterloo-student-identified-as-victim-of-fatal-collision/</p> <p>The same person claims there was another serious accident at the same place in 2010, but I can't make out his handwriting for any further details.</p>
43	1-Nov-2013	Telephone	<p>Resident wanted to provide some clarification on the one-way street system they had marked up on their map.</p> <p>It was intended that the one-way system on Dunbar (NB) and Avondale (SB) start at the Kitchener boundary. It was not intended that the one-way roads be carried into Kitchener (that is, resident understands that we cannot change the roads in Kitchener).</p> <p>Resident has had a chance to discuss issues with her neighbours and they are all in agreement that they would be willing to go out of their way a few blocks (if streets are made one-way or with closures, etc) in return for a network that discourages infiltration and high traffic volumes.</p> <p>Resident also noted that she appreciates having a say in the development of a solution and for the opportunity to participate.</p>
44	7-Nov-2013	E-mail	<p>Letter - main points:</p> <p>Safety at Avondale / Dawson - some drivers do not stop at the intersection.</p> <p>Many children live in the area and resident fears for their safety as a cyclist was recently hit at this location.</p> <p>Police enforcement has been observed at Euclid / William, but not at Avondale / Dawson or any other intersection in the neighbourhood.</p>
45	28-Feb-2014	E-mail	<p>Can you possibly give me a clear indication of the extent to which City of Kitchener officials are actively or officially involved in the discussions of the Uptown West Neighbourhood Transportation Study?</p>
46	3-Mar-2014	E-mail	<p>Can you perhaps give me the name and email address of someone with the City of Kitchener Transportation staff, who might be able to comment on the "Neighbourhood" discussions underway?</p>

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No.	Date message received	Method	Message
47	26-Apr-2014	E-mail	<p>I am very familiar with driver behaviour in this neighbourhood. I have resided here for over 20 years. I am aware that a diverter is planned for John at Belmont as per the Feb 2014 maps. I support steps to reduce cut through traffic on John St. However, this step will turn Allen Street West into the new John Street. As it is, cars travel east on John and down Allen. I have noted from one map that a bump out at Allen Street is a proposal that will prevent Roslin and John traffic from entering Allen. That is an excellent step. However, all of the westbound John Street traffic will now be diverted onto Belmont and west up Allen. In addition, cars that previously followed Park onto John will simply make right hand turns from Park onto Allen. Allen Street will be the access route to Westmount, John St West and Roslin. This is already a frequent occurrence. Action must be taken to prevent Allen from becoming the John Street bypass. I have shared my concerns with many of my neighbours and they concur.</p> <p>A bump out at Allen on the westbound or uphill side just west of Avondale to prevent uphill through traffic would solve this issue. There would still be straightforward access to the homes. On street parking might have to be moved to the opposite side of the street. If one takes an action such as the John Street diverter, then one has to have a plan to ensure that major negative consequences to other streets must be prevented. This has not occurred. The raised median at Park is of little benefit.</p>
48	28-Apr-2014	E-mail	<p>I have of course been watching with interest the traffic plans for our neighbourhood and have very much appreciated the advocacy of CORE on behalf of all of us. Without their collective voice, I think the plans of the City of Waterloo could have totally destroyed the unique quality of our neighbourhood, the unique quality that brought us here in the first place as a safe, beautiful and historic place raise our children.</p> <p>I've been studying the February traffic maps and plan to attend the May 6 but wanted to express my deep concern for my own street, Allen Street, as shown on the maps as it seems my street is being sacrificed in the plan, a plan that does protect some streets from drive-through traffic much better than others (and Allen not being one of them). I may not fully understand the maps as the legends are rather poor but if I'm reading them correctly, Allen Street will suffer from a high volume of drive-through traffic unless some additional changes are made that could create some one-way sections on the street and reduce the volume of diverted traffic from other streets. For example on Scenario 3, a bump-out at Allen and Avondale to prevent East-bound traffic, a bump-out at Allen and Severn to prevent West-bound traffic and a bump-out at Roslin and Allen to prevent East-bound traffic could improve the traffic volume going past my house. The idea of a parkette at John, while lovely for the residents of John, diverts traffic to my street, which already has traffic diversions pointing to it all over the place.</p> <p>For Allen Street, your plans are an absolute disaster and without some additional changes, as noted above, I would be totally opposed to them.</p> <p>I'm hoping that the May 6 meeting will offer real opportunities for input into these changes.</p>
49	29-Apr-2014	E-mail	<p>I write in support of the letter sent to you by my neighbour, and that I have copied below. You should be aware that her concerns are widely shared by others on this street. (see email above - No. 48)</p>
50	1-May-2014	E-mail	<p>Thank you Melissa: I did receive the new maps and have been reviewing them and will try to phone you today or Monday. I live at the corner of Allen and Dunbar and so on a personal level have an interest in the traffic flow along both those streets; however, my concern on the maps is less about Dunbar, which I think has improved protections but rather my concern is for Allen which seems to have been sacrificed in order to offer much better protections for other streets and in particular John. I think Scenario 2 and 3 are disastrous for Allen and reject those outright so will not speak to those maps directly; however, Scenario 4 does have potential but ONLY WITH A CHANGE (and I speak just for Allen in this regard). Primarily, I don't understand or agree with the diversion on John at Belmont. How does this make any sense to divert East/West traffic off of John and into the supposedly protected neighbourhood and in particular onto Allen Street, which already is at highest risk for infiltrating traffic from the intensification projects at the end of our street!!! Don't get me wrong, I fully support intensification but also STRONGLY believe that both John and Allen should share more equitably in the East / West traffic impact. On map 4, John Street is also getting a street closure at Allen and Roslin that offers them protection from North / South infiltration but again that could potentially divert more traffic down Allen! I can live with one of these protections for John but NOT both, as the effect on Allen is too negative and doesn't share the burden of intensification equitably. And I would suggest that the diversion at John and Belmont be the one that is eliminated if we had to choose one as I think it impacts many more people on Allen than the closure at Roslin does. If that change were made, I would totally get behind Scenario 4. That said, I'd prefer to see the closure at Roslin and John eliminated as well but can live with the compromise.</p> <p>Melissa, I'm really hoping there is still an opportunity to make some changes here and that these maps aren't the final options. I'd rather do nothing, i.e. scenario 1, than what is being proposed here as it's disastrous for Allen.</p>
51	1-May-2014	E-mail	<p>I appreciate very much the time that you spent with me discussing the issue. Many have wondered about the significant broader impact of the diverter and the need for its presence at all. Moving traffic from the best designed east west corridor onto a smaller street that attracted homebuyers wishing to avoid John Street seems counterproductive. If the diverter is maintained, a solution has to be found so that Allen Street West is not so heavily punished in the process. I believe that my suggestion accomplishes that for uphill westbound traffic. The parkette is also a feature that moves southbound Roslin traffic onto Allen adding a further traffic burden to Allen. Scenario 4 eliminates this issue. I do not support scenarios 2 or 3 for this reason.</p> <p>Is that down hill one way between Avondale and Severn (this distance is about 15-20 metres I believe) feasible from an emergency vehicle perspective? How has the John Street diverter affected the type of access that Allen must offer to emergency response vehicles?</p> <p>I would appreciate a response to these couple of queries. I would also appreciate feed back, when appropriate, about the role of that downhill Allen Street one way or alternate steps to prevent Allen Street West from becoming the uphill John Street bypass.</p>

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No.	Date message received	Method	Message
52	1-May-2014	E-mail	<p>I am writing to express my opinion re the 4 scenarios that are being proposed re the Uptown Waterloo West neighbourhood.</p> <p>I would like to support the Scenario 4 above all the other proposals although would like to suggest 2 minor adjustments. These adjustments have been discussed amongst neighbours and you may have already been made aware of the suggestions.</p> <p>The first suggestion is that Allen be made one way [going east] between Avondale and Severn thereby encouraging traffic to flow along Severn to John. There are no houses on that block of Severn but rather a church parking lot and a parking lot for the multi dwelling at the corner. This very small one way would ease the already traffic flow and the proposed traffic flow along Allen without major disruption.</p> <p>The other adjustment would be to remove the blockage on John at Belmont. I don't see the rationale for that. John St has sidewalks and a boulevard which makes it safe for traffic as opposed to Allen and Roslin - narrow and no sidewalks. As an alternative why not put in traffic lights at that intersection. In 1995 I was hit broadside at that intersection by a guy who went through the stop sign and my car was totalled, whip lash, bruises etc. At that time there was only a stop sign on Belmont, now it's a 4 way stop. Seems to me traffic lights wouldn't be a bad idea as a calming measure.</p> <p>I adamantly oppose Scenario 2 and 3 which make Roslin and Allen major thoroughfares. This spells absolute disaster for those 2 streets. There are 9 children under the age of 11 on Roslin between John and Norman who walk to and from school at high peak traffic hours.</p> <p>The placement of a parkette on these 2 scenarios appears to simply facilitate the traffic flow up Allen and quick turn down Roslin to William and Erb. So much for traffic calming!</p> <p>I have written to Melissa Durrell and plan to contact Suzette Shiu as well.</p> <p>Thank you for your time. I will see you on Tuesday.</p>
53	2-May-2014	E-mail	<p>Today at 6:10 AM</p> <p>Yet another study? Stop wasting tax payers money on wonky, ineffective solutions and studies. Brent Needham fixed the issue years ago with the current traffic calming measures of four way stops. The neighbours in our area had several meetings with our Councillor Melissa Durell who seems not to listen. Melissa at that time promised to fix our sidewalks which were in disrepair since their installations in the 1940s. We do not need any additional sidewalks. Please fix our existing sidewalks and roads May be you could plow our streets once in a while too not 3-4 days after a snow fall. Do your job! Stop intruding into people's lives and get government off our backs.</p> <p>Creating one way streets in residential streets will only increase traffic. Restricting right hand turns for a commuter who is trying to get out of the city smoothly is ridiculous. Restricting access by using barriers is ridiculous as well. Why would you create a rat maze!</p> <p>Hey I thought the premise of the LRT was to reduce traffic not increase it.</p> <p>Stop this nonsense and stop wasting tax payers money on studies. . ENOUGH!</p>
54	3-May-2014	E-mail	<p>We have reviewed the three 'change' scenarios offered for evaluation and are deeply concerned by the offerings and the process of public selection.</p> <p>In all three 'change' scenarios, closures / diverters at Allan and John are included in one form or another. These traffic control measures were rejected in the previous RUTS process as being egocentric NIMBY solutions, unfair to neighboring streets which will then be forced to take on that additional load of current traffic flow.</p> <p>In all three 'change' scenarios our part of the neighbourhood, down Norman from Westmount, and Dunbar from John to William, take a serious hit of increased traffic. We were shocked to see those divisive type of solutions included again, and in every scenario, without exception.</p> <p>Given the structure of the feedback sheet, the selection of the preferred scenario will be determined by the most populous streets effectively rallying people to select the option which is of most benefit to their own street. Residents benefiting most, such as Allan and John, will then determine what happens on other streets and in other parts of the neighbourhood, pitting neighbour against neighbour, street against street.</p> <p>Below is a summary of our comments in advance of the Open House. We would like to go on record as saying that while we appreciate the efforts and concerns of this task force, the process is fundamentally flawed and not conducive to maintaining the positive sense of community which presently exists in our neighbourhood.</p>

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No.	Date message received	Method	Message
			<p>Comments Re: Uptown West Neighbourhood Transportation Study - Public Open House #2 - Information For Review</p> <p>The proposal to make Avondale a minor collector, since reversed, seems to be the impetus behind the wholesale neighbourhood traffic flow changes being proposed. These proposals have some pretty serious negative ramifications to community harmony; supposedly at the heart of this work.</p> <p>Are there actual complaints about significant existing new, not historical, traffic problems?</p> <p>This process seems to be pre-emptive and premature, founded on conjecture and creating new problems in anticipation of unknown and unquantified traffic flow. The assumption that there will be increased traffic moving through our neighbourhood is not shared by all residents. The higher new 'densities' are being built close to LRT and the core. There are not new neighborhoods being constructed beyond the Westmount/ Erb/ Union Blvd. borders with a need to travel through our neighbourhood on daily basis. Many people attracted to living along the corridors in these high density buildings may not even own cars, may choose to live in this location with the intent to walk or cycle to work, near-by shops and amenities, or to use public transit. Why would people living in the denser corridors need to come through our neighbourhood in cars on a daily basis? Going where? To work, shops? Not likely.</p> <p>RUTS was a lengthy city-funded project involving active representation from this neighbourhood. Solutions to real identified existing problems were based on actual measurements taken of existing traffic flow at certain times of day. Contentious and unfair proposals such as closing off Allan St. at Roslin were advanced and rejected as a type of NIMBY solution at the expense of others. Simpler solutions generated by RUTS such as more 4 way stops at strategic intersections and other less Draconian measures were explored but implementing all were not felt to be necessary at that point in time. Those measures introduced were felt to address current concerns of speed and safety without causing undue, unfair or divisive outcomes. Additional calming measures not needed at that point in time were tabled for future if a documented need arose. If problems do in fact exist, these simpler RUTS solutions should be advanced prior to these more Draconian closures, diverters and one way streets. It's wasteful, like starting all over when a well-researched plan is in place, is yet to be fully implemented, and without the enormous amount of intervention now being proposed.</p> <p>If maintaining a strong sense of neighbourhood is fundamental to the process, all of these projected traffic 'solutions' have the very real potential to destroy that. The Norman and Dunbar St. neighbours I have chatted with are very unhappy with all scenarios. If maintaining a strong sense of neighbourhood is fundamental to the process then a critical first step was omitted; that of canvassing the entire neighbourhood, electronically and otherwise to ensure that all residents are consulted, as to whether these changes are needed/ desired? As a participant at the initial neighbourhood meeting at the Plex, the group table approach was structured in a way that more forceful personality types and opinions dominated the outcomes recorded. Participants kept on talking about the huge amount of increased traffic that's coming into our neighbourhood but that fear was in no way substantiated or based on any hard data at that meeting.</p> <p>This present process has huge potential to divide the neighbourhood, especially as many solutions are the NIMBY ones already rejected by residents in the earlier RUTS process. Specifically, effectively closing John and Allan to any through traffic in all 3 change scenarios advanced is very upsetting to Norman St. residents who have fought this proposal once before and were assured it was neither a fair or reasonable option. If implemented, this effectively makes Norman the main and easiest conduit on this side of William for traffic entering from Westmount . At the Dunbar intersection that traffic will then continue in revised directions, depending on the different scenarios, to get to Park, Union or Belmont Sts.. The right-turn turn limitation on Norman from Westmount at certain times of day is a pretty minimal deterrent when Allan is closed to incoming traffic and John diverts traffic on to Belmont.</p> <p>Dunbar would again take another 'hit' in all three scenarios proposed for moving traffic from Park, Union and Belmont through the neighbourhood to Westmount, William and Erb. Dunbar Road South already took 'one' for the good of the neighbourhood when RUTS had installed a 4 way-stop at William which made Dunbar the preferred safe route to get to William and Erb. This greatly increased the traffic on Dunbar but is generally felt to be worthwhile as it increased safety for drivers and pedestrians alike.</p> <p>This is not a 'gated' community but these measures once introduced will create that effect, changing the gracious personality associated with this area. The proposed changes redistribute existing traffic unfairly and make it very difficult for residents to move through their own neighbourhood. One-way streets are easier to move on quickly, while two-way traffic, with parked cars, slow cars down. We are not in favour of any one way streets, or full and partial street closures anywhere in the neighbourhood.</p> <p>Peak traffic is experienced at the beginning and end of the five business days in our neighbourhood but with very few exceptions, moves through slowly and then is gone. Previous speed and safety issues were addressed by speed bumps and stop signs with RUTS. There are tabled RUTS solutions for any documented future problems</p> <p>We are strongly in favour of a 'do-nothing' approach until identifiable, measured new pressure points are established as having occurred since the RUTS interventions. Traffic to Sunlife and the core has been part of the previous RUTS study, is a known quantity and an existing condition known on John and Allan. The traffic flow in our neighbourhood is not new. For example, Sunlife has been there since 1912's, and is not 'newly' problematic, or worth these major changes that all residents will have to live with 24/7.</p> <p>It is however a great opportunity for good urban design to be implemented, along with other tabled RUTS solutions if required, in addressing traffic calming, hydro and sidewalk changes together; not in isolation. For example a curb-side sidewalk could be built into the street on one side of Norman between Dunbar and Roslin so that the street is narrowed, slowing down but still permitting 2 way traffic and parking along one side. Trees and adjacent property owners' landscaping efforts are saved and the location of future hydro poles can be planned in working with Hydro well before their designated 2016 installation date.</p>

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No.	Date message received	Method	Message
55	6-May-2014	E-mail	<p>Hello, I won't be able to make it to tonight but did have an observation to pass on. I was at the last larger group session at the Rec Complex which was great. Dietz that runs from Westmount across Erb is the street I live on (the corner of Dietz & Dawson) I have seen a few accidents at this corner as the result of wrong assumptions. There is a stop sign on Dawson but Dietz doesn't have one. It seems everyone expects on on Dietz and many make that assumption and have pulled out in front of traffic. If there was a stop sign on Dietz at this intersection it would serve two purposes.</p> <ol style="list-style-type: none"> 1. It would reduce accidents 2. It would slow traffic down with minimal costs. A lot of people use it as a short cut from Erb to Westmount and they drive really fast!
56	6-May-2014	E-mail	<p>I am writing to express my concern about the results of the Uptown West Transportation Study culminating in the Public Open House tonight, May 6, 2014 at Knox Presbyterian Church. Upon reviewing the four scenarios presented by the City Of Waterloo in collaboration with the Transportation Study Task Force, it is my opinion that there is still more work to be done in order to achieve a more balanced and overall solution to the traffic infiltration into our neighbourhood that will occur due to intensification.</p> <p>I am not against commercial and residential development in Uptown Waterloo. I am not against ION light rail transit. I truly believe Waterloo needs to be committed to transit and development progress in order to thrive economically and socially. But I don't believe that our Uptown West neighbourhood should bear the brunt of nor be the solution to the traffic congestion and infiltration that will surely arise due to the increase in residential and commercial intensification in Uptown Waterloo.</p> <p>I love this neighbourhood. The tree-lined streets, the old homes full of history, the mix of young, old, and in-between families, the proximity to Uptown that makes walking and biking and leaving one's car at home a real pleasure. Walk these streets any time, day or night, summer or winter (these seems to be our only two seasons!), and you'll know what I mean. We need our beloved and unique neighbourhood to remain this way.</p> <p>So I am respectfully asking that the City of Waterloo and members of the Uptown West Transportation Study Task Force meet again to fine tune these maps. They are close to achieving a balanced solution to the issue of traffic infiltration into our neighbourhood but more works needs to be done.</p>
57	9-May-2014	E-mail	<p>Hi Melissa,</p> <p>We want to thank you, City Staff and the consultants for providing such a comprehensive public information session. It was valuable to have traffic counts, speed and accident data for our neighbourhood available, and for residents to have the opportunity to ask questions and be able to get clarification directly from Staff and consultants.</p> <p>It appeared that the turn-out was wonderful, an indication of the caring felt by residents for their old neighbourhood, whatever their opinion on the proposed changes might be. It was a great chance for neighbours to discuss what is of value in our neighbourhood and to provide perhaps a more complete range of feedback for planning purposes.</p>

Uptown West Neighbourhood Transportation Study

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No.	Date message received	Method	Message
58	12-May-2014	E-mail	<p>Attn Suzette Shiu:</p> <p>Here are some suggestions to improve the scenario maps for traffic calming/diversion in Uptown West.</p> <p>Combine maps 3 and 4 as follows:</p> <ol style="list-style-type: none"> 1. Create a one way section on Allen St. from Avondale to Severn, providing essential protection from traffic diverted at John and Belmont. 2. Remove roundabout at Avondale and William. This roundabout in the centre of Uptown invites through traffic in the heart of the neighbourhood. 3. Turn the diverter at Avondale and Norman to block cut through traffic from north, east and west. 4. Create one ways and channelization of Dunbar to block cut through traffic from north and west. <p>There is uneven protection and much weaker protection provided for the south half of the neighbourhood below William.</p> <p>There is much more access to cut through traffic because of this.</p> <p>Each scenario allows at least one way of laddering through the neighbourhood from the intensification sites in the north and east, travelling to the south or west.</p> <p>Turn restrictions in map 2 are weak protection. They require enforcement, are time restricted, and may not be allowed by the region. Here is a quote from Sean Strickland, regional councillor, "Turn restrictions on regional roads would require the region to change its bylaw which currently regional staff are not prepared to support and the issue is still under discussion...the City cannot make changes to regional roads without regional consent."</p> <p>Long one way sections in Map 4 are not optimal. They make residents' access difficult, protect in only 1 direction, and can promote speeding.</p> <p>Some necessary protections are missing: the use of a single diverter requires balancing measures for protection on streets to which it diverts. A short one way east on Allen, described above, offsets diversion at John and Belmont.</p>
59	14-May-2014	E-mail	<p>Hi, I was adding my comments to the survey tonight, hit a few saves but did not hit done before midnight so I'm not sure what was submitted. First, thank you for the videos. They are very helpful.</p> <p>Suggestions and questions are:</p> <ol style="list-style-type: none"> 1. William and Roslin – need a raised cross walk (more than just painted lines) or stop sign from Wm/Dunbar to here. Kids dart across this walk every day to get to Lourdes and the cars do not stop for them. Need traffic calming on William. Cars go through the stop signs on a regular basis. I live on this street so see this happening frequently. 2. William and Euclid stop sign – move to a stop sign at William and Park or put a round-a-bout at William and Park to deal with this busy intersection. 3. Suggest pinch points from Alexandra/Westmount to Alexandra/Roslin where cars race down this short track. And lower the speed along here. 4. Suggest we take the best of scenarios 3 and 4 –both have faults and both have good points. <ul style="list-style-type: none"> • Scenario 4: Wondering why scenario 4 does not address traffic coming off Caroline on to Roslin? And, traffic calming measures from Alexandra/Euclid between Caroline and William. This side of the neighbourhood seems to have been omitted compared to the rest of the neighbourhood. • The Avondale one way segment on scenario 4 is going to make it difficult for these folks to get home. Why not move the one way segment on Avondale to the block closer to Erb and leave the other two as is? • The Erb Street turn restrictions will only be in place if the region studies and agrees there is an infiltration program. So, other means. • Allen & John: Prefer half road closer at Allen and John over full closure.
60	14-May-2014	E-mail	<p>I went to take the survey but unfortunately was late consequently unable to complete the survey. To that end I will provide my comments in this email.</p> <p>I find the alternatives presented to be generally unacceptable.</p> <p>The proposal to install a diverter island at John and Belmont will only cause traffic currently traveling along John St towards Park to travel one block on Union from Belmont to Esson then up to John and then towards Park. Since much of this traffic are Sun Life employees who are required to access the entrance to the parking structure along Caroline either from Allen or John St. This will have a very significant impact on my quality of life.</p> <p>I believe the implementation of an island on Park St at Allen to solve the "collision" issue, may have been reactionary from a recent increase in collisions at this intersection. I believe the recent increase may be as a result of severally restricted sightlines caused by the recent condominium construction on 2 of the 3 quadrants of this intersection, for much of the last 2 years it was necessary to "creep" into traffic lanes in order to clearly see the approaching traffic. Might I suggest that a review of when the collisions occurred vs. the construction may show a trend.</p> <p>I would like to note that both of these "solutions" would result in my having to change routes as I would no longer be able to turn left or travel through at Allen Rd to access east sides of the City and could no longer proceed directly to Westmount along John when accessing west sides of the City. Thus contributing to the "cut-through traffic issue" that many in the area seem to be overly concerned with.</p> <p>I find the "perceived" speeding issue on Allen Rd to be confusing. Given that the area with the highest speed along Allen was in the 50 to 60 kmh range (85th percentile), this would not in my mind equate to a significant speed issue.</p> <p>I, unfortunately can not support any alternative but the do nothing at this time.</p> <p>Thank you for undertaking this project. I suspect it has not been an easy one.</p>

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61	16-May-2014	E-mail	I couldn't find the link to do the survey after looking at the 4 proposals online. I have concerns about the Scenario 4 with three one way streets, Avondale, Dunbar and Menno. I am afraid that Euclid will become an entry road into the neighbourhood to get to the right side of the one way stretches. And it is a narrow road, difficult to turn onto going west on Erb and likely to cause traffic congestion on Erb into Father David Bauer intersection. I also think that the three one way roads will cause significantly more traffic in front of the school on Roslin. I would be fine with either Scenario 2 or 3. Not 4.
62	14-May-2014	E-mail	Unfortunately, I missed the deadline for the Survey. I am new to the neighborhood & wanted to provide my input into the traffic calming plans. I absolutely understand the need to find a balance between urban development and preserving this highly desirable area, but I do have concerns already about the traffic at Dunbar and Allen (which is where I live). If I had to choose a scenario, I would pick #4 although it's hard to say if that is the "right" choice for the neighborhood. The key consideration is that we do something vs. nothing and I believe every little measure to prevent infiltration will be helpful.
63	26-May-2014	E-mail	http://www.therecord.com/news-story/4539479-light-rail-transit-spurs-push-to-protect-kitchener-s-historic-neighbourhoods/