Region of Waterloo

Transportation and Environmental Services

Design and Construction

To: Chair Tom Galloway and Members of the Planning and Works Committee

Date: January 13, 2015

File Code: C04-30, 05384

Subject: King Street Improvements from Bishop Street to Eagle Street, City of Cambridge - Recommended Design Concept

Recommendation:

That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements to King Street from Bishop Street to Eagle Street in the City of Cambridge:

a) approve the Recommended Design Concept for the proposed improvements as outlined in Report TES-DCS-15-01; and

b) amend Traffic and Parking By-law 06-072, as amended, upon completion of construction to accommodate the proposed improvements as follows:

i. Remove from Schedule 1, No Parking Anytime, on the north side of King Street (Regional Road 8) from Waterloo Street to 23 metres East of Waterloo Street;

ii. Remove from Schedule 1, No Parking Anytime, on the south side of King Street (Regional Road 8) from 35.5 metres West of Lowther Street to 47.5 metres West of Lowther Street;

iii. Remove from Schedule 1, No Parking Anytime, on the north side of King Street (Regional Road 8) from Lowther Street to 21 metres West of Lowther Street;

iv. Remove from Schedule 1, No Parking Anytime, on both sides of King Street (Regional Road 8) from Dolph Street to 23 metres east of Dolph Street;
v. Remove from Schedule 2, Two-hour Limited Parking, on the north side of King Street (Regional Road 8) from Dover Street to Waterloo Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

vi. Remove from Schedule 2, Two-hour Limited Parking, on the south side of King Street (Regional Road 8) from Dover Street to Argyle Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

vii. Remove from Schedule 2, Two-hour Limited Parking, on the north side of King Street (Regional Road 8) from Argyle Street to 21 metres West of Lowther Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

viii. Remove from Schedule 2, Two-hour Limited Parking, on the south side of King Street (Regional Road 8) from Argyle Street to Lowther Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

ix. Remove from Schedule 2, Two-hour Limited Parking, on the north side of King Street (Regional Road 8) from Lowther Street to Union Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

x. Remove from Schedule 2, Two-hour Limited Parking, on the south side of King Street (Regional Road 8) from Lowther Street to Union Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

xi. Add to Schedule 1, No Parking Anytime, on the north side of King Street (Regional Road 8) from Waterloo Street to 25 metres East of Waterloo Street;

xii. Add to Schedule 1, No Parking Anytime, on the north side of King Street (Regional Road 8) from Argyle Street to 25 metres East of Argyle Street;

xiii. Add to Schedule 1, No Parking Anytime, on the north side of King Street (Regional Road 8) from Westminster Street to 25 metres East of Westminster Street;

xiv. Add to Schedule 1, No Parking Anytime, on the south side of King Street (Regional Road 8) from Lowther Street to 20 metres East of Lowther Street;

xv. Add to Schedule 1, No Parking Anytime, on the south side of King Street (Regional Road 8) from Dover Street to 34 metres East of Dover Street;

xvi. Add to Schedule 1, No Parking Anytime, on the south side of King Street (Regional Road 8) from Waterloo Street to 39 metres West of Waterloo Street;

xvii. Add to Schedule 1, No Parking Anytime, on the north side of King Street (Regional Road 8) from Dolph Street to 38 metres East of Dolph Street;
xviii. Add to Schedule 1, No Parking Anytime, on the south side of King Street (Regional Road 8) from Dolph Street to 56 metres East of Dolph Street;

xix. Add to Schedule 1, No Parking Anytime, on the south side of King Street (Regional Road 8) from Montrose Street to 53 metres West of Montrose Street;

xx. Add to Schedule 1, No Parking Anytime, on the north side of King Street (Regional Road 8) from Montrose Street to 26 metres East of Montrose Street;

xxi. Add to Schedule 1, No Parking Anytime, on the south side of King Street (Regional Road 8) from Montrose Street to Chestnut Street;

xxii. Add to Schedule 1, No Parking Anytime, on the south side of King Street (Regional Road 8) from Chestnut Street to Bishop Street;

xxiii. Add to Schedule 1, No Parking Anytime, on the north side of King Street (Regional Road 8) from 28 metres East of Chestnut Street to Bishop Street;

xxiv. Add to Schedule 2, Two-hour Limited Parking, on the north side of King Street (Regional Road 8) from 10 metres East of Dover Street to 27 metres West of Waterloo Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

xxv. Add to Schedule 2, Two-hour Limited Parking, on the north side of King Street (Regional Road 8) from 25 metres east of Waterloo Street to 10 metres West of Argyle Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

xxvi. Add to Schedule 2, Two-hour Limited Parking, on the south side of King Street (Regional Road 8) from 34 metres East of Dover Street to 39 metres West of Waterloo Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

xxvii. Add to Schedule 2, Two-hour Limited Parking, on the south side of King Street (Regional Road 8) from 17 metres east of Waterloo Street to 17 metres West of Argyle Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

xxviii. Add to Schedule 2, Two-hour Limited Parking, on the north side of King Street (Regional Road 8) from 25 metres East of Argyle Street to 27 metres West of Lowther Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

xxix. Add to Schedule 2, Two-hour Limited Parking, on the south side of King Street (Regional Road 8) from 8 metres East of Argyle Street to 19 metres West of Lowther Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;
xxx. Add to Schedule 2, Two-hour Limited Parking, on the north side of King Street (Regional Road 8) from 15 metres East of Lowther Street to 15 metres West of Union Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

xxxi. Add to Schedule 2, Two-hour Limited Parking, on the south side of King Street (Regional Road 8) from 25 metres East of Lowther Street to 33 metres West of Union Street between 8:00 a.m. to 6:00 p.m., Monday to Saturday;

xxxii. Add to Schedule 24, Reserved Cycling Lanes Anytime, on both sides of King Street (Regional Road 8) between Bishop Street (Regional Road 41) to Eagle Street (Regional Road 39);

Summary:

The Region of Waterloo is currently considering improvements to King Street from Bishop Street to Eagle Street in the City of Cambridge. (Please refer to Appendix ‘A’ for a Key Plan.) This project has been initiated to address the deteriorated condition of the road and underground sewers and watermains on this section of King Street. This reconstruction project also presents an opportunity to incorporate enhanced facilities for pedestrians and cyclists along this section of King Street.

A Project Team consisting of staff from the Region of Waterloo, the City of Cambridge, and Regional Councillor (formerly City of Cambridge Councillor to December 2014) Karl Kiefer was established to direct the planning of this study.

Plans for the Project Team’s proposed improvements were presented to the public at a Public Consultation Centre held on June 18, 2014 at St. Peter’s Lutheran Church. Comments received from the public were generally supportive of the proposed improvements. Some concerns raised by the public include removal of some on-road parking, the addition of “bump-outs”, request for left-turn lanes on King Street at Montrose Street, and a suggestion to consider segregated bike lanes. The Project Team’s responses to the public comments received are provided in Section 2. of this Report.

Based on a review of the technical information gathered for this project as well as a review of all public comments received, the Project Team is recommending that Regional Council approve the Recommended Design Concept for the improvements to King Street described as follows:

- Complete replacement of the pavement structure including new concrete curbs on each side of King Street;
- Replacement of the storm sewers as well as the City’s watermain and sanitary sewers within the project limits;
• Construction of new 1.60 metre wide reserved on-road cycling lanes on each side of King Street within the project limits;

• Construction of new designated left-turn lanes in each direction on King Street at Montrose Street;

• Replacement of existing sidewalks with minimum 1.80 metre wide sidewalks within the project limits;

• Replacement of transit landing pads and installation of new concrete pads for possible future Grand River Transit shelters;

• Installation of enhanced boulevard landscaping and streetscaping features on behalf of the City of Cambridge; and

• Retain all but twenty-eight (28) of the two hundred and sixteen (216) existing on-road parking spaces on King Street.

Please refer to Appendix ‘B’ for a drawing of the Project Team’s Recommended Design Concept.

Construction of this project is currently scheduled to occur in 2017 in the Region’s Draft 2015 10-Year Transportation Capital Program. In view of the high concentration of construction activity planned to occur over the next few years on roadways in this area of Cambridge, staff are reviewing the proposed construction timing of the various Regional projects and the progress of the current MTO Highway 401 project. As a result of this review, staff may make recommendations to Council as part of a future report to shift the timing of certain projects to minimize area traffic disruption.

The Region’s Draft 2015 10-Year Transportation Capital Program includes funds of $8,670,000 in years 2015-2019 inclusive for this project, to be funded from the Roads Rehabilitation Reserve Fund. The City of Cambridge will fund its portion of the storm sewer replacement, sanitary sewer and watermain replacement and enhanced landscaping and streetscaping works.

Letters notifying interested members of the public that Regional Planning and Works Committee will be considering the approval of the Recommended Design Concept for this project at its January 13, 2015 meeting were distributed during the week of December 15, 2014.

Report:

1. Background

The Region of Waterloo is currently considering improvements to King Street from Bishop Street to Eagle Street. (Please refer to Appendix ‘A’ for a Key Plan.) This
project has been initiated to address the deteriorated roadway and underground sewers and watermains on this section of King Street. This reconstruction project also presents an opportunity to incorporate enhanced facilities for pedestrians and cyclists along this section of King Street.

This project is classified as a Schedule “A+” undertaking in accordance with the Municipal Class Environmental Assessment planning process and can proceed to construction provided that the public is notified in advance of construction. The planning of the roadway improvements is being undertaken in accordance with the Regional Context Sensitive Corridor Design Guidelines, the Regional Active Transportation Master Plan and other relevant Regional policies and practices.

The Context Sensitive Region Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional Roads. The CDG identifies design parameters for necessary features within road allowances such as vehicular lanes, sidewalks and boulevards.

The Regional Active Transportation Master Plan is a planning policy document that identifies required improvements to the Region’s walking and cycling network and guides the implementation of these facilities.

The Regional Official Plan gives direction to balance the design of reconstructed roads to meet the needs of all modes of transportation including walking, cycling motorized vehicles and transit.

A Project Team consisting of staff from the Region of Waterloo, the City of Cambridge, and Regional Councillor (formerly City of Cambridge Councillor to December 2014) Karl Kiefer was established to direct the planning of this study.

The segment of King Street within the study area currently consists of one lane of traffic in each direction with on-road parking spaces on each side of King Street. Within the study area, designated left-turn lanes currently exist on King Street at its intersections with Westminster Drive, Lowther Street, Laurel Street, Dolph Street and Bishop Street. Sidewalks of varying widths currently exist along both sides of King Street within the project area. Much of the existing sidewalk is currently situated on lands owned by adjacent property owners rather than within the Region’s right-of-way. Currently there are no designated cycling lanes within the project area.

Abutting properties are a mix of commercial, residential and institutional properties. The Project Team has identified a number of heritage resources along the King Street corridor, including 4 designated properties, 16 municipally listed properties and 37 pre-1900 residential properties abutting King Street within the project limits. Construction of the proposed improvements will be confined to the roadway corridor and is therefore not expected to adversely impact any abutting properties, including designated or listed
heritage properties.

The City of Cambridge has undertaken a separate study to develop a plan for enhanced landscape and streetscape features along King Street, including consideration of street trees, gateway entrance features, planting beds, benches, bike rings, garbage receptacles, way finding signs, and decorative street lighting. The City’s study has been finalized and has been approved in principle by City Council but remains subject to final budget approval. Subject to the City approving funding for enhanced boulevard landscaping and streetscaping on King Street, the Region will include the approved landscaping and streetscaping features in its King Street Improvements project.

Based on technical studies and investigations completed and relevant Regional guidelines and policies, the Project Team developed a Preferred Design Concept for the proposed improvements in advance of a Public Consultation Centre. In addition to complete reconstruction of the pavement structure, sidewalks, sanitary and storm sewers and watermain, the Project Team’s Preferred Design Concept included construction of designated on-road cycling lanes on each side of King Street within the project limits. In developing the Preferred Design Concept, the Project Team considered a number of other design alternatives, including an alternative that incorporated segregated cycling lanes in lieu of on-road cycling lanes. This alternative was screened out by the Project Team primarily because it requires extensive utility relocations and removal of a significant amount of on-road parking. Additionally, in this location, the capital cost of constructing segregated cycling lanes is higher than the capital cost of constructing Project Team’s Preferred Design Concept with on-road cycling lanes.

2. Public Consultation

Plans for the Project Team’s proposed improvements were presented to the public at a Public Consultation Centre held on June 18th, 2014 at St. Peter’s Lutheran Church. Approximately forty four (44) members of the public attended the Public Consultation Centre and fifteen (15) written comment sheets were received. Comments received from the public were generally supportive of the proposed improvements. The main issues raised by the public and the Project Team’s response to the issues raised are summarized as follows:

**Concern with Removal of On-Road Parking**

Three (3) comments received expressed concern with the proposed removal of some on-road parking spaces on King Street.

**Project Team Response:**

The Project Team developed the Preferred Design Concept with a view to incorporate new cycling facilities and transit improvements while minimizing the removal of existing
on-road parking on King Street. Under the Project Team’s Preferred Design Concept, all but twenty-eight (28) of the existing two hundred and sixteen (216) on-road parking spaces on King Street would be maintained while accommodating the proposed transit improvements, streetscape improvements and on-road cycling lanes on each side of King Street. As part of the planning for this project, the Project Team surveyed the usage of on-road parking on King Street within the project limits. Based on this survey, the Project Team believes that a sufficient number of on-road parking spaces will remain available along the King Street corridor under the Preferred Design Concept to accommodate the observed parking demand.

Please refer to Appendix ‘D’ for a summary of the existing on-road parking utilization and a summary of the proposed changes to on-road parking under the Project Team’s Preferred Design Concept.

**Request for a Designated Southbound Left-Turn lane on King Street at Montrose Street**

Two (2) comment sheets were received that requested that a new southbound left-turn lane on King Street at Montrose Street be constructed as part of the proposed improvements.

**Project Team Response:**

As part of the planning for this project, a traffic study was completed to assess the need for any traffic operational improvements within the project limits. This traffic study initially found that all existing intersections on this section of King Street would continue to operate acceptably in the future with no requirement for additional turn lanes at any existing intersections.

Subsequent to the requests received at the Public Consultation Centre for a new southbound left-turn lane on King Street at Montrose Street, the Project Team reviewed the traffic analysis to confirm the earlier findings. The Project Team also became aware of the redevelopment of a gas station/variety store on the east side of King Street at Montrose Street which would result in an increase in left-turn movements from King Street to Montrose Street once open. The follow-up traffic analysis found that the introduction of a new southbound left-turn lane on King Street at Montrose Street would be beneficial in alleviating traffic delays on southbound King Street and would provide improved traffic operations at this location. The follow-up analysis also examined the impact of a northbound left-turn lane at this location. The construction of this northbound left-turn lane will also provide operational improvements. Based on an assessment of the traffic benefits, construction costs and impacts, the Project Team is recommending that these new southbound and northbound left-turn lanes be constructed as part of the King Street improvements.
The introduction of these new left-turn lanes would require the removal of three (3) additional on-road parking spaces on King Street. The cost to construct these left-turn lanes is minimal since the additional pavement width needed is obtained through the removal of the existing parking spaces. No additional property would be required to implement these left-turn lanes.

**Concern with Concrete Boulevard “Bump-Outs” at Intersections**

Under the Project Team’s Preferred Design Concept, the concrete boulevards would extend into the parking lane to the edge of the cycling lane at all intersecting local streets. Please refer to Appendix ‘E’ for a drawing of these proposed concrete “bump-outs”.

Three (3) comment sheets were received that expressed concern with these proposed concrete “bump-outs”. Concerns cited by the public included reduced ability to see traffic, increased impediment to traffic on King Street, an increased potential for collisions between vehicles and curbs, impediment to emergency services vehicles and potential for damage to curbs during snow removal operations.

**Project Team Response:**

The Project Team believes that the proposed concrete boulevard “bump-outs” offer several benefits without comprising the safety of vehicular traffic on King Street. The proposed “bump-outs” provide space for plantings, transit stops with possible future shelters, and street furniture (benches, garbage receptacles, etc.) thereby providing a more pedestrian friendly corridor. These “bump-outs” also reduce the crossing width for pedestrians crossing King Street at local intersecting streets. The “bump-outs” do not interfere with traffic in the travel lanes on King Street, and concerns about reduced visibility at intersections can be addressed by restricting the placement of boulevard plantings or street furniture in close proximity to the curbs, thereby maintaining adequate sight lines at intersections. Staff has confirmed that the “bump-outs” will have no adverse effect on emergency services vehicles or snow removal operations.

**Suggestion for Segregated Bike Lanes**

Three (3) comment sheets were received that suggested that the Project Team consider segregated bike lanes on King Street in place of on-road cycling lanes.

**Project Team Response:**

As noted in Section 1 of this Report, the Project Team considered several alternative concepts in advance of the Public Consultation Centre, including a concept with segregated cycling lanes. This concept was screened out by the Project Team because it required extensive utility relocations, removal of a significant amount of on-road parking and had a higher capital cost than the Preferred Design Concept with on-road
cycling lanes.

Segregated cycling lanes generally require more room to implement than on-road cycling lanes. Segregated cycling lanes have been proposed in other core areas, such as on King Street in Uptown Waterloo. However, the reduction in travel lanes on King Street (from 4 lanes to 2 lanes) and the removal of parking on one side of the street proposed as part of the Uptown Waterloo project provides ample space for the implementation of segregated cycling lanes. King Street in Cambridge has only two (2) vehicular lanes in an already constrained corridor, and construction of segregated cycling lanes would require removal of the parking lanes and/or a significant reduction in sidewalk width. Please refer to Appendix ‘C’ for a typical cross section showing segregated bike lanes.

**Request for a Designated Eastbound Left-Turn lane on Bishop Street at King Street**

One (1) comment sheet was received that requested a new eastbound left-turn lane on Bishop Street at King Street be constructed as part of the proposed improvements.

**Project Team Response:**

Bishop Street west of King Street is a local road under the jurisdiction of the City of Cambridge. Based on traffic forecasts, a designated left-turn lane on Bishop Street at King Street would not be required until 2027 at the earliest. Therefore, the Project Team is not recommending that this be constructed as part of this project. The Project Team has advised the City of Cambridge staff of this request since the funding of the construction of this left-turn lane would be a City cost. City staff have indicated they will review the need for this left-turn lane in the coming years as they develop the City’s Capital Program.

Please refer to Appendix ‘F’ for a summary of all written comments received at the June 18, 2014 Public Consultation Centre.

**3. Recommended Improvements**

Based on a review of the technical information gathered for this project as well as a review of all public comments received, the Project Team is now recommending that Regional Council approve the Recommended Design Concept for the improvements to King Street described as follows:

- Complete replacement of the pavement structure including new concrete curbs on each side of King Street;
- Replacement of the storm sewers and the City’s watermain and sanitary sewers within the project limits;
- Construction of new 1.60 metre wide reserved on-road cycling lanes on each side of King Street within the project limits;
- Construction of new designated left-turn lanes in each direction on King Street at Montrose Street;
- Replacement of existing sidewalks with minimum 1.80 metre wide sidewalks within the project limits;
- Replacement of transit landing pads and installation of new concrete pads for possible future Grand River Transit shelters;
- Installation of enhanced boulevard landscaping and streetscaping features on behalf of the City of Cambridge; and
- Retain all but twenty-eight (28) of the two hundred and sixteen (216) existing on-road parking spaces on King Street.

Please refer to Appendix ‘B’ for a drawing of the Project Team’s Recommended Design Concept for this project. The Project Team believes that the Recommended Design Concept best balances the objective to improve pedestrian and cycling facilities on this section of King Street while minimizing adverse impacts and preserving the overall character of the roadway. Under the Project Team’s Recommended Design Concept, all but twenty-eight (28) of the two hundred and sixteen (216) parking spaces on King Street would be maintained while incorporating the recommended improvements.

The construction of reserved on-road cycling lanes on each side of King Street will require that Schedule 24 of Traffic and Parking By-law 06-072, as amended, be amended to include Reserved Cycling Lanes Anytime, on both sides of King Street from Bishop Street to Eagle Street.

There are a number of existing locations along this section of King Street where existing sidewalks are partially or wholly located on privately-owned property rather than within the Region’s road allowance. The Region will need to acquire these sections of properties from abutting property owners as part of this project. Additionally, there are four (4) small strips of additional property that the Region would need to acquire to undertake the proposed improvements to King Street.

The City of Cambridge has undertaken a separate study to develop a plan for enhanced landscape and streetscape features along King Street, including consideration of street trees, gateway entrance features, planting beds, benches, bike rings, garbage receptacles, way finding signs, and decorative street lighting. The City’s study has been finalized and has been approved in principle by City Council but remains subject to final budget approval. Subject to the City approving funding for enhanced boulevard landscaping and streetscaping on King Street, the Region will include the approved
landscaping and streetscaping features in its King Street Improvements project.

Letters notifying interested members of the public that Regional Planning and Works Committee will be considering the approval of the Recommended Design Concept for this project at its January 13, 2015 meeting were distributed during the week of December 15, 2014.

4. Construction Staging

The reconstruction of King Street is expected to take two full construction seasons to complete and will be staged so that one lane of through traffic in each direction is maintained during construction. Since on-road parking will not be available within the construction zone, construction will be completed in several stages of two to three block segments to minimize the temporary loss of on-road parking. Additional signage for the nearby municipal parking lots will also be erected. Pedestrian access, local and emergency access and Grand River Transit service will be maintained at all times throughout the duration of the project.

5. Project Timing

Construction of the King Street Improvements is currently scheduled to occur in 2017 and 2018 in the Region’s Draft 2015 10-Year Transportation Capital Program.

There are several ongoing and planned large scale transportation projects scheduled to occur in the area over the next few years. These projects include:

<table>
<thead>
<tr>
<th>Project</th>
<th>Jurisdiction</th>
<th>Currently Planned Construction Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvements to Bishop Street, Conestoga Boulevard to Concession Road</td>
<td>Region</td>
<td>2015</td>
</tr>
<tr>
<td>Improvements to King Street, Fountain Street and Shantz Hill Road from Eagle Street to Preston Parkway</td>
<td>Region</td>
<td>2016</td>
</tr>
<tr>
<td>Reconstruction of Fountain Street from King Street to Highway 401</td>
<td>Region</td>
<td>2016</td>
</tr>
<tr>
<td>Rehabilitation of the Fountain Street Bridge across the Grand River, including reconstruction of Fountain Street from Preston Parkway to</td>
<td>Region</td>
<td>2017</td>
</tr>
<tr>
<td>Project</td>
<td>Jurisdiction</td>
<td>Currently Planned Construction Year</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Blair Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improvements to King Street from Eagle Street to Bishop Street</td>
<td>Region</td>
<td>2017-2018</td>
</tr>
<tr>
<td>Widening of Fountain Street from Maple Grove Road to Fairway Road, including the reconstruction of Fountain Street from Maple Grove Road to Highway 401</td>
<td>Region</td>
<td>2018</td>
</tr>
<tr>
<td>Widening of Highway 401 by the Ministry of Transportation, including replacement of the Speedsville Road and Fountain Street bridges across Highway 401 as well as rehabilitation of the Hespeler Road bridge in 2015</td>
<td>MTO</td>
<td>2014-2018</td>
</tr>
</tbody>
</table>

In view of the high concentration of construction activity planned to occur over the next few years on roadways in this area of Cambridge, staff are reviewing the proposed construction timing of the various Regional projects and the progress of the current MTO Highway 401 project. As a result of this review, staff may make recommendations to Council as part of a future report to shift the timing of certain projects to minimize area traffic disruption.

**Project Cost**

The estimated preliminary cost of the project is $12,525,000. The cost apportionment between the Region and the City of Cambridge is summarized as follows:

<table>
<thead>
<tr>
<th>Region</th>
<th>Road works</th>
<th>Share of storm sewer replacement</th>
<th>$8,500,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Cambridge</td>
<td>Share of storm sewer replacement</td>
<td>City Watermain and sanitary replacement</td>
<td>$4,025,000</td>
</tr>
</tbody>
</table>
Corporate Strategic Plan:

This project supports Strategic Focus Area 2 (Growth Management and Prosperity) and specifically Strategic Objective 2.2 to Develop, optimize and maintain infrastructure to meet current and projected needs. This project also supports Focus Area 3 (Sustainable Transportation), specifically Strategic Objective 3.2 to develop, promote and integrate active forms of transportation (cycling and walking).

Financial Implications:

The Region’s Draft 2015 Ten-Year Transportation Capital Program includes funding of $8,670,000 in the years 2015-2019 for the King Street Improvements project to be funded from the Roads Rehabilitation Reserve Fund.

Other Department Consultations/Concurrence:

The Council and Administrative Services Division of the Planning, Development and Legislative Services Department will be required to prepare an amending By-law to reflect reserved lanes for cyclists on both sides of Regional Road No. 8 (King Street) from Eagle Street to Bishop Street.

Attachments:

Appendix A – Key Plan
Appendix B – Drawings of the Recommended Design Concept
Appendix C – Sketches showing Segregated Cycling Lanes
Appendix D – Existing Parking Usage Summary
Appendix E – Sketch of a Typical Bump Out
Appendix F – Written Comments Received at the June 18th, 2014 Public Consultation Centre

Prepared By: Dave Brown, Project Manager

Approved By: Thomas Schmidt, Commissioner, Transportation and Environmental Services
Appendix A

Key Plan

KING STREET
(REGIONAL ROAD 8)
EAGLE STREET TO BISHOP STREET
CITY OF CAMBRIDGE

Region of Waterloo
Appendix B

Recommended Design Concept

RECOMMENDED DESIGN CONCEPT

PROPOSED TYPICAL RIGHT OF WAY

(18.3 to 24.0m)

PROPOSED SOUTH PROPERTY LINE

PROPOSED NORTH PROPERTY LINE

EX. SOUTH PROPERTY LINE

EXISTING RIGHT OF WAY

(18.3 to 21.2m)

EX. NORTH PROPERTY LINE

BUFFER ZONE VARES (0m - 0.3m)

VARES

0.30

1.80

SIDEWALK

7.35

ASPHALT

3.35

SB THRU

3.35

NB THRU

7.35

ASPHALT

2.40

PARKING

1.60

BIKE

Boulevard treatment varies (SOD or concrete)

Landscape and Site Furnishing zone

VARES

(0m - 2.15m)

Curb & Gutter

PARKING BOTH SIDES WITH ON ROAD BIKE LAINES

VARES

Buffer zone varies (0m - 0.3m)

Spoil and construction spoil

VARES

(0m - 1.95m)

Curb & Gutter

Landscape and Site Furnishing zone

VARES

(0m - 2.15m)

Curb & Gutter

To Building Face
Appendix C

Sketches showing Segregated Cycling Lanes

Segregated Cycling Lanes with Parking Retained

(NOT RECOMMENDED)
Appendix C

Sketches showing Segregated Cycling Lanes

Segregated Cycling Lanes with Parking Removed
(NOT RECOMMENDED)
Appendix D

Existing Parking Usage Summary

Parking usage percentages for on-street parking on King Street are shown as an average or peak usage per 30 minute time interval between the hours of 7am and 7pm.

<table>
<thead>
<tr>
<th>Block along King Street</th>
<th>Weekday Usage (Tue/Thu)</th>
<th>Weekend Usage (Saturday)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily Average (7am to 7pm)</td>
<td>Peak</td>
</tr>
<tr>
<td>Dover Street to Waterloo Street</td>
<td>21%</td>
<td>100%</td>
</tr>
<tr>
<td>Waterloo Street to Argyle Street</td>
<td>27%</td>
<td>82%</td>
</tr>
<tr>
<td>Argyle Street to Westminster Drive</td>
<td>56%</td>
<td>100%</td>
</tr>
<tr>
<td>Westminster Drive to Church Street</td>
<td>53%</td>
<td>93%</td>
</tr>
<tr>
<td>Church Street to Lowther Street</td>
<td>42%</td>
<td>92%</td>
</tr>
<tr>
<td>Lowther Street to Dolph Street</td>
<td>20%</td>
<td>45%</td>
</tr>
<tr>
<td>Dolph Street to Union Street</td>
<td>14%</td>
<td>58%</td>
</tr>
<tr>
<td>Union Street to Montrose Street</td>
<td>28%</td>
<td>75%</td>
</tr>
<tr>
<td>Montrose Street to Chestnut Street</td>
<td>2%</td>
<td>17%</td>
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<tr>
<td>Chestnut Street to Bishop Street</td>
<td>0%</td>
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Appendix E

Sketch of a Typical Bump Out

“Bump-out”
## Appendix F

### Summary of Comments Received at PCC

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Anonymous</td>
<td>1. Bike lanes are unsafe! Change the order to: cars-parked cars-curb- bike lane- green strip- pedestrians. Safe for everyone and takes same amount of space.</td>
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<td></td>
<td>2. First fix Fountain to Eagle. Lack safe bicycle access through there, which is why there are still few cyclists in the target area. Signage to Linear Park.</td>
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<td>3. Better turning lanes might reduce traffic jams at rush hour. Destinations and parking on side streets.</td>
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<td>Inez Kochuis</td>
<td>If the Region of Waterloo wants to be respectful to pedestrians it would eliminate all push buttons on traffic lights in order to cross King Street. Unfortunately there are a few crossings in Preston that only function provided the buttons are pushed. For some reason drivers do not get out of their car in order to get on green light. There is something wrong with that picture. Are the proposed bike lanes maintained in the winter?</td>
</tr>
<tr>
<td>Anonymous</td>
<td>This does not solve the traffic problems on King St. People do not have an alternative that gets them out of Cambridge. Eagle St. corner is a nightmare to cross and the people living South of King are trapped. I have seen three “beautifications” here and I see the same thing: trees torn out, promises to replant, trees finally grow, and when they finally show some shade, the next “plan” tears them all out again. Give them a ‘realistic’ way to 401. I would never bicycle on King St., by the way, and this “Dutch” woman has cycled here for thirty years.</td>
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<tr>
<td>Charlie Fang</td>
<td>Need separate sewage for sidewalk. Join main sewage. Sewage back-up problem every year. (This individual drew a diagram)</td>
</tr>
<tr>
<td>Anonymous</td>
<td>My only concern is the jut outs with trees; difficult to see traffic. They have these in Grand Bend where our cottage is – don’t like them at</td>
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<td>Name</td>
<td>Comment</td>
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| Ian Scott    | 1. Loss of parking on King.  
               | 2. Increase in traffic on King.  
               | 3. Potential for increased car/bike collisions due to both sides of the street lanes.  
               | 4. Convolution of curbing at Grand Bend which impedes flow and increased car/curb collisions.                                                                                                               |
| Anonymous    | “Looks good to me!”                                                                                                                                                                                   |
| John Wenge   | Happy to have the reconstruction. Good for community!  
               | Concerns are for traffic using side streets i.e. Hamilton St., Queenston Rd.  
               | Suggestion due to school kids walking to and from Preston High and Primary schools: it is a race track now. Suggest adding temporary plastic/rubber speed bumps at intersections without stop signs. Such as Hamilton/Argyle/Hamilton/Waterloo.  
               | In discussion with those speaking at the open house we feel as though our concern has fallen on deaf ears. This was a City of Cambridge employee.  
               | This would be a preventative measure to protect pedestrians which would cost minimal $ rather than having a tragedy. Monitoring during construction would be a greater cost than temporary speed bumps. Please consider such a small request. |
| Rick Moffitt | I have two concerns; parking is being removed from the two busiest (commercial) sections of the street and there is no improvement to the Bishop/King corner, where a left turn lane is desperately needed since the opening of the new Shopper’s Drug Mart. |
| Tom Stanley  | Staff,  
               | After attending the public meeting of June 18th to review the future improvements along King St in Cambridge I have a concern that |
### Name | Comment
--- | ---
**tom@yahoo.ca** | should be considered that is not in your future plans.

The intersection of King & Montrose will need a left turn lane (travelling East on King) added for two reasons.

1) Large trucks turn left onto Montrose St to supply their customers (Factories) that are situated on Montrose near Duke St. With a single lane, these large trucks even at this time stop traffic while waiting for west bound traffic to pass.

2) At present the old garage / gas station on the corner of King & Montrose is now in the process of becoming a new gas bar / store and will be completed in the fall of 2014. This type of business will create a lot of extra traffic at this intersection, with customers wanting to either turn left off of King St onto Montrose or turn left off King St into their parking lot which faces King.

Please consider these two factors into your plan, or this intersection will become a bottleneck of traffic at times. It will be a better plan to adjust your new plans now, then try and patch the issue down the road after your plan is in place.

**Carol Thorman** | While I still strongly dislike the addition of bump outs, if they also include well maintained bus shelters, perhaps they have a use. I have not noticed problems to date with pedestrians crossing the current roadway, and the width of that is not changing.

I do have concerns about the maintenance of the proposed landscaping however, which nobody at the meeting could answer. Currently, the Preston Towne Centre BIA pays for the upkeep and maintenance of our core area, but it only extends from Waterloo St. to Dolph. The Region has not done an exceptionally good job of maintaining boulevards to date and I am concerned that we will get more of the same. (Hwy. 8/King St. by Deer Ridge is a prime example and the jury is out on Hespeler Rd.) Artists conception and reality differ greatly.

Eliminating 9 parking spots in the most extensively used section (Dover St.-Lowther) is significant and will adversely affect local merchants.

Please consider giving the Preston Towne Centre a brief respite from
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<td>the currently planned (minimum) 4 years of endless construction. Once people divert from an area for long periods of time they are unlikely to return. We are already dealing with two bridge reconstructions, as well as the Shantz Hill to Eagle St. work that is already planned.</td>
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<td>Consideration should also be given to maintaining access to store fronts at all times during construction as a priority.</td>
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<td>Currently, in the Preston Towne Centre core area we have on street garbage pickup from Monday to Friday, recycling picked up on Tuesday mornings and cardboard picked up on Fridays for which we are assessed extra taxes. The proposed once a week collection during construction will result in hardship for the merchants who have little on site storage facilities and needs to be reconsidered.</td>
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<td>More thought needs to be given to adding a left turn lane at Montrose St. with the current development of that site which will include a convenience store and gas bar. The property across the road is also currently for sale and likely to include a much higher density when it is redeveloped, likely long before the next regional “improvement” is done.</td>
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<td>John E. Mitchell</td>
<td>To Whom It May Concern:</td>
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<td>After attending the public consultation centre on the 18th of June of this year regarding the proposed “King Street Improvements Bishop Street to Eagle Street City of Cambridge” I am alarmed concerned over a number of the ideas being put forward.</td>
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<td>I believe some of the proposals will negatively impact future growth and even deter sustainability of the Preston Towne Centre. I believe that proposed ideas are a pipe dream and do not fairly represent real world activity at this time. Some of the changes being proposed are going to increase expense and liability on the Corporation of the City of Cambridge and in so doing be a further burden on backs of taxpayers.</td>
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<td>The following are specific examples of the flaws in the proposal as I see them:</td>
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<td>Bike Lanes</td>
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<td>The bike lane of 1.6 meters is located directly adjacent to the parked vehicles and sandwiched between the parked and moving traffic. The door on my four door sedan opens 1.3 meters and the doors on a coup are even larger. Given the option of dealing with moving traffic directly to my left, on a roadway that is planned to be narrower than the existing one, while having to deal with watching for people disembarking from vehicles parked on my right in a commercial zone, or riding on the sidewalk, I'll chose the sidewalk. It is much safer for the cyclist to do battle with a pedestrian than an opening car door. Maybe not for the pedestrian. And yes, I am a cyclist.</td>
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<td>This I consider one of those pipe dreams void of reality.</td>
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<td>Parking Spaces</td>
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<td>The elimination of 24 of 216 spaces may not seem like much, but it is 11.11% of the total spaces being lost.</td>
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<td>Now it seems to me that this whole plan is about making the down town core more friendly particularly to pedestrian traffic. I know the traffic study showed that the spaces that are not there are not fully utilized, however, there are plenty of reports now that prove one of the reasons malls are doing well and core areas are not is because the malls provide plenty of free and convenient parking.</td>
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<td>The bottom line is, if you are going to remove the parking spaces you don’t need to worry about the pedestrian issues because if people can’t get there and conveniently park their vehicle they’re not going to be walking around anyway.</td>
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<td>At the PCC mention was made of public transit, yet during the debate on LRT Waterloo Regional Transit staff admitted that currently only 7% of the population uses public transit, and the consultant for the Cambridge Chamber of Commerce says that the real number is probably only 5%. Take away then number that are riding public transit because they are under the age of getting a driver’s licence or are riding the buses on financial subsidy and the ridership is an insignificant number.</td>
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<td>If the goal is to increase pedestrian transit in the core area the first thing needed is more parking spaces in convenient locations, not less. One of the first changes that needs to be addressed is the</td>
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<td>number and location of &quot;permit only&quot; spaces.</td>
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<td></td>
<td>“Bump – outs”</td>
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<td>Currently there are only a couple of them in the core area of the Preston Towne Center. The one that comes to mind the most is on the south side of King Street at Westminster. If you are northbound on Westminster wanting to make a right turn to go east on King Street, this bump out is a traffic hazard as it visually impairs the driver’s view of oncoming traffic.</td>
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<td>I understand the point is to narrow the road for pedestrian crossings. However, they also narrow the road for vehicular traffic, and this on a roadway which is already going to be narrower.</td>
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<td>I had a store on King Street for 24 years and 11 months until August 2010. I can speak from person experience of the traffic tie-ups on King Street, particularly between 3:30 in the afternoon and 5:30 in the evening. This has been an ongoing issue for years, so it’s not something new or just because of the bridge out on Speedsville Road at the present time.</td>
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<td>The problems that are going to develop:</td>
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<td>Left turns at Dover, Waterloo, and Argyle (unable to see the map on line for points east of Dolph Street)</td>
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<td>If any vehicle traffic wants to make a left turn at these intersections, the roadway is already narrower, the bump – outs narrow it further. How is anyone going to get around the vehicle making the left turn, the streets not wide enough?</td>
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<td>Potential Public Hazard.</td>
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<td>If the roads are narrower, and the bump – outs further narrow intersections how will this impact emergency response. It seems to me the plan does not leave room to pull over far enough to allow passage of a fire truck, speeding police car, or ambulance. Has anyone talked to the chief of police, fire, or head of ambulance services? How is narrowing the road ways going to affect fire trucks turning off King Street?</td>
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<td>Snow Plows</td>
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|      | I have talked to two snow plow drivers and both have stated that "bump – outs" are a problem when plowing snow. They are continually banging and damaging the curb or the plow. This increase repair and maintenance expense on a never-ending basis, thus
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| John E. Mitchell                 | further burdening the taxpayer.  
|                                  | Transfer of Sidewalks from the property owner to the city  
|                                  | If the sidewalks are transferred to the city, will the city then be responsible for clearing and maintaining the walkway (particularly of snow).  
|                                  | Overall, I think the plan is flawed and needs to be re-visited before any construction begins.  
|                                  | Respectfully submitted  
|                                  | John E. Mitchell                                                                                                                         |
| Ernie Morin                      | We met at the Wednesday meeting. Sorry I took so long to get back to you. My office is 1172 King Street East, in the middle of the block and I spoke to you about a laneway from Queenston to my back parking lot. I have since talked to my neighbour and he is OK with it. I was wondering how we proceed? You and the consultant stated a possibility of the City putting in gravel? |
| Preston Chiropractic Clinic      |                                                                                                                                         |
| 1172 King Street East            |                                                                                                                                         |
| Cambridge, ON N3H 3P6            |                                                                                                                                         |
| Lindsay and David Warner         | My husband and I are the owners of 1260 King Street East, which is a fully rented triplex. We attended an information session with respect to the King Street improvements back in June.  
| 1260 King Street East            | Due to the fact that we were expecting a baby at the end of June, the deadline to submit comments unfortunately slipped through the cracks. We appreciate that the deadline has now passed, but would still like to provide our comments.  
| lindsayewarner@gmail.com         | As many of the properties in the improvement area are rentals and/or businesses, we think it would be beneficial to abolish the very narrow grassy boulevard. This narrow piece of green space is hard to maintain as grass will not grow, only weeds seem to flourish. Removing the grassy boulevard will improve the esthetic appearance of King Street and cut down on weed growth.  
<p>| <a href="mailto:davidwarner01@gmail.com">davidwarner01@gmail.com</a>          | Again, our apologies for the late delivery of our comments. If you have any questions, please do not hesitate to contact us. |</p>
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<tr>
<td>East King Plaza (1515-1565 King Street East)</td>
<td>I am writing to follow up on my voice message. I understand that you are away until next week. As indicated, we act for the owner of this property. Our client has received notice that the Region is seeking to make improvements along King Street, in the vicinity of this plaza, including the complete replacement of the sanitary sewers, watermains, storm sewers, and the pavement structure. Our client is understandably concerned about the impacts that this project might have on the plaza, particularly the ability of the plaza’s clients to access it during the period of construction. The tenants of the plaza will have a similar interest, and I would propose to let them know about our discussions. I was calling to see if we could arrange to meet so that I can better understand the project. I would propose to invite our client’s traffic engineer to the meeting. Whether some of the tenants will also want to attend is something I am not sure of at the moment. I hope and trust you will agree that it would make sense for us to work co-operatively on this matter, to reduce or eliminate any impacts that the project might have on the plaza, and to establish clear lines of communication aimed at achieving this result.</td>
</tr>
<tr>
<td>CHRIS TZEKAS</td>
<td>Partner</td>
</tr>
<tr>
<td>WeirFoulds LLP</td>
<td>66 Wellington Street West, Suite 4100, P.O. Box 35, Toronto-Dominion Centre, Toronto, Ontario, Canada. M5K 1B7</td>
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