



FINAL REPORT

MOVING CAMBRIDGE

City of Cambridge Transportation Master Plan

Consultation Summary Report



Prepared for City of Cambridge
by IBI Group
November 1, 2018
Editorial changes March 4, 2020

Table of Contents

1	Introduction	1
1.1	Overview of Consultation Process.....	1
1.2	Study Approach	1
2	Consultation and Engagement Process	2
2.1	Study Notification	2
2.2	External Agencies, Indigenous Communities and Stakeholders.....	2
2.3	External Agencies Consultation.....	3
2.4	First Nations Consultation.....	4
2.5	Public Consultation	4
2.6	Stakeholder Panel.....	4
2.7	Public Consultation Centres	4
3	Promotion of the Study	6
3.1	Project Website.....	6
3.2	Social Media	6
3.3	engageCambridge	6
4	Conclusion	7

Table of Exhibits

Exhibit 2-1. Newspaper Posting Dates	2
Exhibit 2-2. Agencies, Indigenous Communities, and Stakeholders Contacted during the Study	2
Exhibit 2-3. External Agency Consultation.....	4
Exhibit 2-4. Summary of PCC Details.....	5
Exhibit 3-1. Summary of Responses from the Survey on engageCambridge	6

Table of Contents (continued)

Appendices

Appendix A – Notification Materials

Appendix B – Agency Notification Letter and Mailing List

Appendix C – Agency Consultation

Appendix D – Public Consultation

Appendix E – Stakeholder Panel Meeting Minutes

Appendix F – Public Consultation Centre Summary Reports

1 Introduction

Moving Cambridge is the City of Cambridge's (the City) Transportation Master Plan. This plan will support the movement of people and goods within and through Cambridge to year 2041. Moving Cambridge defines and prioritizes a transportation system that supports all travel modes - walking, cycling, transit and autos, and reduces dependency on single occupant vehicle trips. It responds to the City's vision, direction and goals to support efficient movement of people and goods within Cambridge.

Through the City's consultation program, external agencies, the public, stakeholders and Indigenous communities have had opportunities to review and comment on TMP. This Consultation Summary Report provides a full account of consultation undertaken during the TMP, including the consultation principles, processes, contact points and events undertaken during the master planning process.

1.1 Overview of Consultation Process

The purpose of the consultation process was to provide two-way communication between the Project Team and stakeholders, including presenting and receiving information between the parties, and to identify issues and concerns throughout the study. In addition, the Project Team recognizes the expectation of stakeholders that they will be involved in decision making. The consultation approach aimed to be inclusive, timely and clear to help build confidence among stakeholders that their participation would have a meaningful impact on decision-making and the outcomes of the study.

The requirements of the Freedom of Information and Protection of Privacy Act and the Ontarians with Disabilities Act (AODA) were met. All Public Consultation Centre locations were accessible and all project materials were available in accessible formats upon request.

The consultation process was established using the following principles:

- All reasonable efforts were made to ensure that potentially impacted or interested parties have information available to them;
- All potentially affected or interested parties were given the opportunity to provide comments;
- Consultation was transparent and open through the documentation and consultation process;
- The consultation process provided opportunities for interested parties to comment on the project at key stages by ensuring that such comments are captured in the TMP;
- Comments and concerns identified during the process are considered within the context of the project; and
- The process is pre-emptive responding to issues that emerge as the Transportation Master Plan proceeds.

1.2 Study Approach

The TMP was prepared to satisfy the Master Planning process as identified in the Municipal Class Environmental Assessment (EA; as amended to 2015). The TMP addresses Phases 1 and 2 of the Class EA process, and follows Approach #1.

The focus of Phase 1 was to identify the problems and opportunities, and develop a clear statement of the issues that were to be addressed. Phase 2 identified alternative solutions that could be implemented to address issues and establish preferred solutions. The focus on consultation activities within these phases was to gather feedback from the public, external agencies and stakeholders on transportation problems, opportunities, and potential solutions.

2 Consultation and Engagement Process

Public, stakeholder and agency consultation is a key feature of the Transportation Master Planning process. Through an effective consultation program, the City was able to generate meaningful dialogue between the Project Team and the agencies, stakeholders and the public. This resulted in an exchange of ideas, recorded in this report and accompanying appendices, and the broadening of the information base leading to better decision-making.

2.1 Study Notification

As per City practices, and as required by the Master Planning process, notification to the public was provided at key points during the study. The Notice of Study Commencement and Public Consultation Centre (PCC) notices were published in the Cambridge Times newspaper (Exhibit 2-1). Each notice is in Appendix A.

Notices were posted on the City’s website, <http://www.cambridge.ca/movingcambridge>, and references to the study were also made on social media (Twitter and Facebook).

Exhibit 2-1. Newspaper Posting Dates

NOTICE	DATE
Study Commencement and Public Consultation Centre #1	September 8 and 15, 2016
Public Consultation Centre #2	September 12, 2017
Public Consultation Centre #3	February 23, 2018, and March 2, 2018
Study Completion	Publish upon approval by Council

2.2 External Agencies, Indigenous Communities and Stakeholders

External agencies, Indigenous communities, and stakeholders were notified of the Transportation Master Plan by mail on July 22, 2018 by IBI Group. The notification letter included the Notice of Study Commencement and Public Consultation Centre #1. Exhibit 2-2 summarizes the agencies, Indigenous communities and stakeholders contacted. The notification letter and the complete mailing list can be found in Appendix B.

Exhibit 2-2. Agencies, Indigenous Communities, and Stakeholders Contacted during the Study

PROVINCIAL AGENCIES	
<ul style="list-style-type: none"> • Infrastructure Ontario • Metrolinx • Ministry of Indigenous Relations and Reconciliation • Ministry of Natural Resources and Forestry 	<ul style="list-style-type: none"> • Ministry of the Environment, Conservation and Parks • Ministry of Tourism, Culture and Sport • Ministry of Transportation
REGIONAL AGENCIES	
<ul style="list-style-type: none"> • Region of Waterloo • Region of Waterloo – Pedestrian Charter Steering Committee 	<ul style="list-style-type: none"> • Region of Waterloo – Active & Safe Routes to School • Grand River Transit
LOCAL AGENCIES	
<ul style="list-style-type: none"> • City of Cambridge 	<ul style="list-style-type: none"> • North Dumfries

Exhibit 2-2. Agencies, Indigenous Communities, and Stakeholders Contacted during the Study continued

LOCAL COMMITTEES	
<ul style="list-style-type: none"> • Cambridge Trails Advisory Committee • City of Cambridge – Accessibility Advisory Committee • City of Cambridge – Economic Development Advisory Committee 	<ul style="list-style-type: none"> • City of Cambridge – On Road Cycling • Cambridge Core Areas Revitalization Program • Cambridge Cycling Focus Group • Cambridge Environmental Advisory Committee
INDIGENOUS COMMUNITIES	
<ul style="list-style-type: none"> • Haudenosaunee Development Institute • Haudenosaunee Resource Centre • Métis Nation of Ontario 	<ul style="list-style-type: none"> • Mississaugas of the New Credit First Nation • Six Nations of the Grand River
CONSERVATION AUTHORITY	
<ul style="list-style-type: none"> • Grand River Conservation Authority 	
EMERGENCY SERVICES	
<ul style="list-style-type: none"> • City of Cambridge Fire Department 	<ul style="list-style-type: none"> • Waterloo Regional Police
STAKEHOLDERS	
<ul style="list-style-type: none"> • Alison Neighbourhood Association • Blair Road Neighbourhood Association • Cambridge Chamber of Commerce • Cambridge West Neighbourhood Protection Association • CN Rail • CP Rail • Coach Canada • Downtown Cambridge BIA • Fiddlesticks Neighbourhood Association • Greyhound Canada Transportation Corporation • Greenway Chaplin Community Centre • Goderich-Exeter Railway Company Limited 	<ul style="list-style-type: none"> • Grow Community Centre • Hespeler Village Neighbourhood Association • Hespeler Village BIA • Kinbridge Community Association • Langs Farm Village Association • Ontario Trucking Association • Preston Heights Community Group • Preston Towne Centre BIA • TriTAG • Silverheights Neighbourhood Association • Social Planning Council of Cambridge and North Dumfries • Student Transportation Services of Waterloo Region

2.3 External Agencies Consultation

Consultation was undertaken with external agencies. A summary is provided Exhibit 2-3, with a complete record in Appendix C.

Exhibit 2-3. External Agency Consultation

AGENCY	COMMENT
Ministry of Tourism, Culture and Sport	Consider cultural heritage resources, archaeology, built heritage and reporting during the master planning process.
Ministry of Transportation	Request to be kept informed.
Infrastructure Ontario	IO requirements if the study area is on IO land (e.g., Duty to consult Aboriginals, MOI Public Work Class EA, MTCS requirements).

2.4 First Nations Consultation

No responses were received from the Indigenous communities contacted.

2.5 Public Consultation

A number of comments were received from the public via email during the study. A summary is below and a full record is in Appendix D:

- Concerns about congestion at key locations such as Hespeler Road, King Street, Franklin Boulevard, and Water Street;
- Support for a new plan to encourage walking, cycling, and transit, and support for the plan’s vision and goals;
- Comments about access to Highway 401 and the Emergency Detour Route;
- Comments in support of, and comments with concerns about, ION Stage 2;
- Concerns with heavy truck impacts on sensitive areas of the City such as Downtown Cambridge, and support for the goods movement recommendations of the plan;
- Concerns with gaps in the cycling network making it difficult to travel, and a desire for improved winter maintenance; and
- Some concerns, but overall broad support for the plan as presented at PIC #3.

2.6 Stakeholder Panel

A Stakeholder Panel was formed during the development of the Transportation Master Plan. These key stakeholders are specifically involved with transportation systems and services within Cambridge. A stakeholder workshop was held on December 9, 2017 at the Cambridge Centre for the Arts to discuss initial public feedback on the Transportation Master Plan and determine further direction. Attendees included representatives from the following organizations: Grand River Transit, Region of Waterloo, School Transportation Services of Waterloo Region, and TriTag. A summary of items discussed include:

- GRT is interested in the impacts of autonomous vehicles on transit.
- The Active Transportation and Cycling Plan will be updated as part of the TMP.
- The importance of connecting transit planning and land use planning.
- Proposed projects in Cambridge (e.g. future MTO, Metrolinx, GRT projects).
- Important points to be included in the TMP.

Minutes of this meeting are in Appendix E.

2.7 Public Consultation Centres

A total of nine PCCs were hosted during the study. These events were held in a “drop-in” open house format. This allowed for interested persons to attend, view the displays and ask

questions of the study team. Presentations, followed by question and answer period were held for PCCs #2 and 3. PCC Summary Reports, including materials presented and comments received, are in Appendix F. A summary of PCC details are in Exhibit 2-4.

Exhibit 2-4. Summary of PCC Details

PCC #1 – SEPTEMBER 21, 2016
<p>Purpose: Introduce the TMP and gather public input on the City’s future transportation vision and goals, current transportation needs and how to address them, recent public opinions about transportation, and emerging trends in transportation.</p> <p>Location: Cambridge Centre Mall, 355 Hespeler Road, Cambridge</p> <p>Total Attendance: 16 people</p> <p>Total Comments Received: 33</p> <p>Key Themes Identified:</p> <ul style="list-style-type: none"> • Bring/do not bring LRT to Cambridge • Improve pedestrian and cycling facilities • Provide highway bypass • Improve transit (e.g., inter-city, frequency, connectivity, BRT) • Implement road improvements (e.g. roundabouts, turning lanes, road widening) • Improve ITS (synchronize traffic lights, remove unneeded lights)
PCC #2 – SEPTEMBER 12, 2017
<p>Purpose: To present information on expected future traffic conditions in Cambridge for roads, transit and cycling.</p> <p>Location: Idea Exchange, 1 North Square, Cambridge</p> <p>Total Attendance: 36 people</p> <p>Total Comments Received: 4</p> <p>Key Themes Identified (from comment sheets and questions at presentation):</p> <ul style="list-style-type: none"> • Provide GO train service to Toronto • Provide secure bike parking in Downtown • Improve transit • Provide highway bypass • Concerns related to environmental impacts of road construction projects • Road improvements should consider goods movement
PCC #3 – MARCH 7, 2018
<p>Purpose: To gather public input on future transportation vision and goals, the City’s 2041 travel targets, new regional transportation trends and future needs and the three possible scenarios being studied.</p> <p>Location: Cambridge City Hall, 50 Dickson Street, Cambridge</p> <p>Total Attendance: 64 people</p> <p>Total Comments Received: 1</p> <p>Key Themes Identified (from comment sheet and questions at presentation):</p> <ul style="list-style-type: none"> • Disconnect between City owned roads • Improve cycling route connections • The plan should address congestion hotspots in Cambridge • ION will help attain mode share targets • Potential impacts of connected and autonomous vehicles • Desire for GO Transit service

3 Promotion of the Study

3.1 Project Website

Information on the Transportation Master Plan, “Moving Cambridge” was provided on the City of Cambridge website (<https://www.cambridge.ca/en/learn-about/Master-Plans.aspx>), including background, goals, project team contacts and information on Public Consultation Centres.

3.2 Social Media

Twitter and Facebook were used throughout the preparation of the Transportation Master Plan to convey information on upcoming events (e.g., PCC) and provide project updates.

3.3 engageCambridge

The engageCambridge online public engagement tool was used to host an online survey. The online survey received a total of 452 visitors and 51 registered responses. The topic of this survey was to gather feedback on transportation priorities. Exhibit 3-1 summarizes the responses from the survey.

Exhibit 3-1. Summary of Responses from the Survey on engageCambridge

QUESTION	SUMMARY OF RESPONSES
What features of the City's transportation system work well, and should be maintained?	<ul style="list-style-type: none"> • Driving: Many comments noted that the roundabouts work well and improve traffic flow. Many comments also noted that existing levels of road maintenance are acceptable. • Public transit: Respondents suggested that public transit is working better than in the recent past. The iXpress service was viewed positively. • Walking/cycling: Several respondents who felt walking and cycling are working well mentioned the multi-use trails along the Speed River and Grand River.
What features of the City's transportation system need improvement?	<ul style="list-style-type: none"> • Driving: A few responses requested more roundabouts and better traffic signal timing. Better education about how to use roundabouts was also identified as a need. A truck bypass was also requested. • Public transit: Several respondents mentioned the need for more frequent service, extended service hours, transit priority measures and more convenient routes to various destinations. • Walking/cycling: Many respondents talked about the need for walking and cycling facilities that feel safer, have fewer gaps between them, and provide a more complete and convenient network. • Interregional transportation: A few responses suggested the need for more service and options to cities such as Guelph, Milton, Hamilton and the Greater Toronto Area. • Generally, respondents identified Highway 401 as a large barrier between Hespeler and the rest of Cambridge and requested more connections.

Exhibit 3-1. Summary of Responses from the Survey on engageCambridge continued

QUESTION	SUMMARY OF RESPONSES
Picturing the next 25 years, what does your ideal transportation system look like?	<ul style="list-style-type: none"> • Phase 2 of ION completed. • Electric vehicles. • Driverless vehicles. • More and safer active transportation facilities that are maintained seasonally. • A system where all modes of travel are viable options. • More efficient and higher frequency transit, to make transit a more competitive mode choice. • Seamless intercity transit to areas such as Guelph, Milton, Hamilton and the Greater Toronto Area. • More roundabouts. • Bypass for heavy trucks.
What are you expecting from the City's new Transportation Master Plan?	<ul style="list-style-type: none"> • A plan that takes into account all transportation modes. • Integration of ION. • GO service. • More and safer active transportation facilities that are maintained seasonally. • More roundabouts. • Take priority away from single occupant vehicles.

4 Conclusion

The information within this Consultation Summary Report contributed to the development of the TMP. Going forward, public engagement will continue to be a significant part of implementing the plan. Continued engagement of the City's community is important in order to achieve the desired results to successfully deliver the identified solutions in the TMP.