

Franklin Boulevard (Avenue to Bishop Street) Preliminary Design Study

Cycling and Trails Advisory Committee

February 8, 2024



Meeting Overview



Project
Overview



Alternatives



Evaluation and
Results



Technically
Preferred
Alternative



Benefits for
Active
Transportation



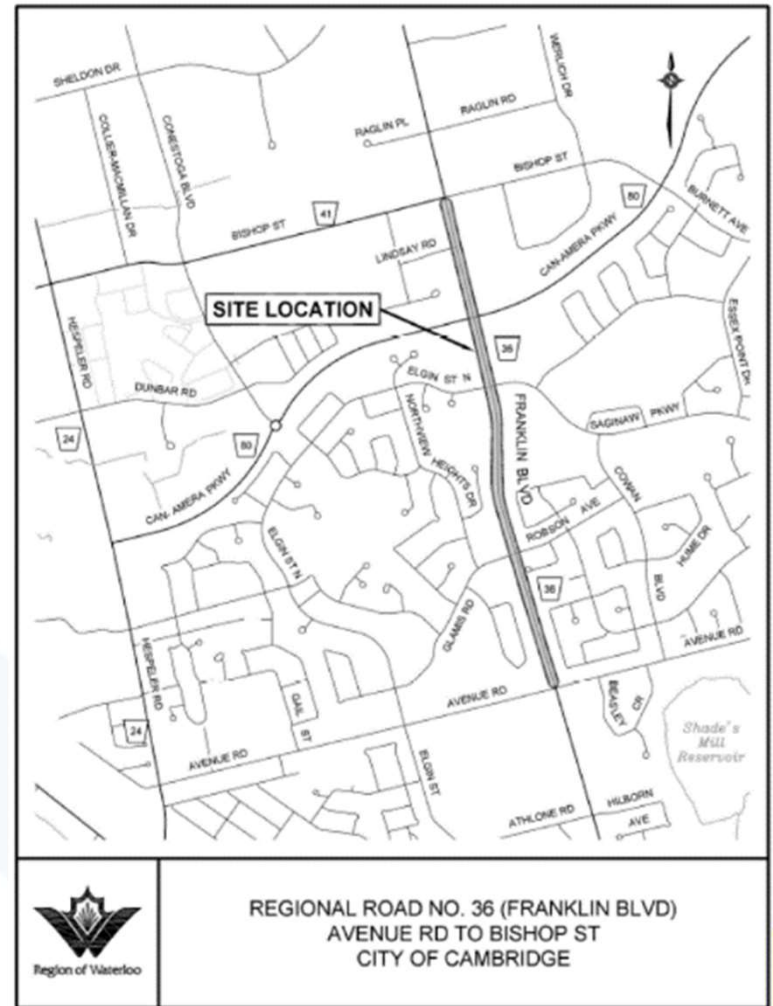
Technically
Preferred Plan



Next Steps

Project History/Key Map

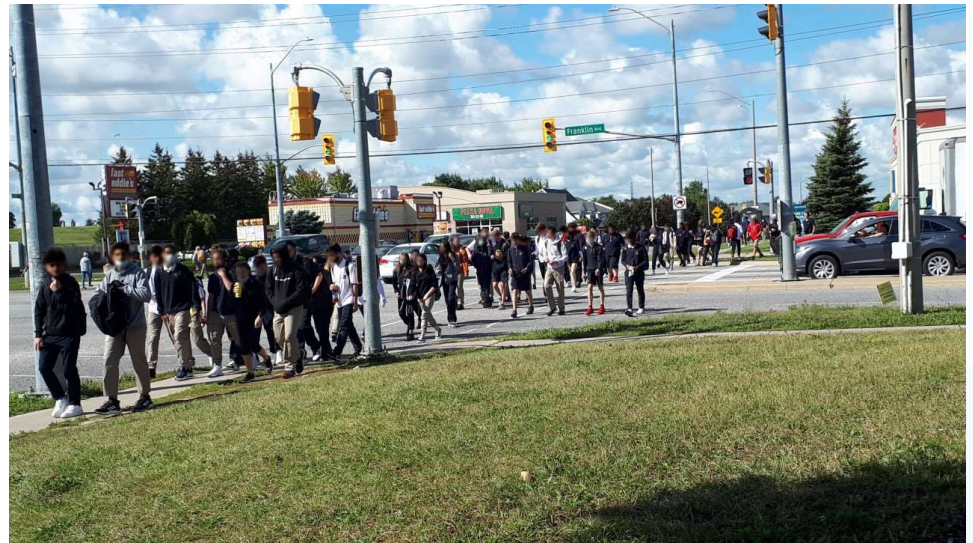
- In 2010, an Environmental Assessment was completed that recommended a raised centre median and roundabouts along an 8 km section of Franklin Boulevard.
- In 2013, the design of a 3-lane roundabout at Franklin Boulevard/Saginaw Parkway was deferred because of operational concerns.
- This Study, initiated in 2021, was to complete a technical review of transportation improvements and provide recommendations.



Active Transportation

The intersection of Franklin Boulevard and Saginaw Parkway has one of the highest pedestrian demands in the Region with:

- Over 800 pedestrians recorded crossing Franklin Boulevard during the peak hour.
- A total of approximately 1600 daily crossings on Franklin Boulevard (north and south legs) of the intersection.
- Enrollment of 1,800 students at the adjacent St. Benedict Catholic Secondary School.



Community Engagement

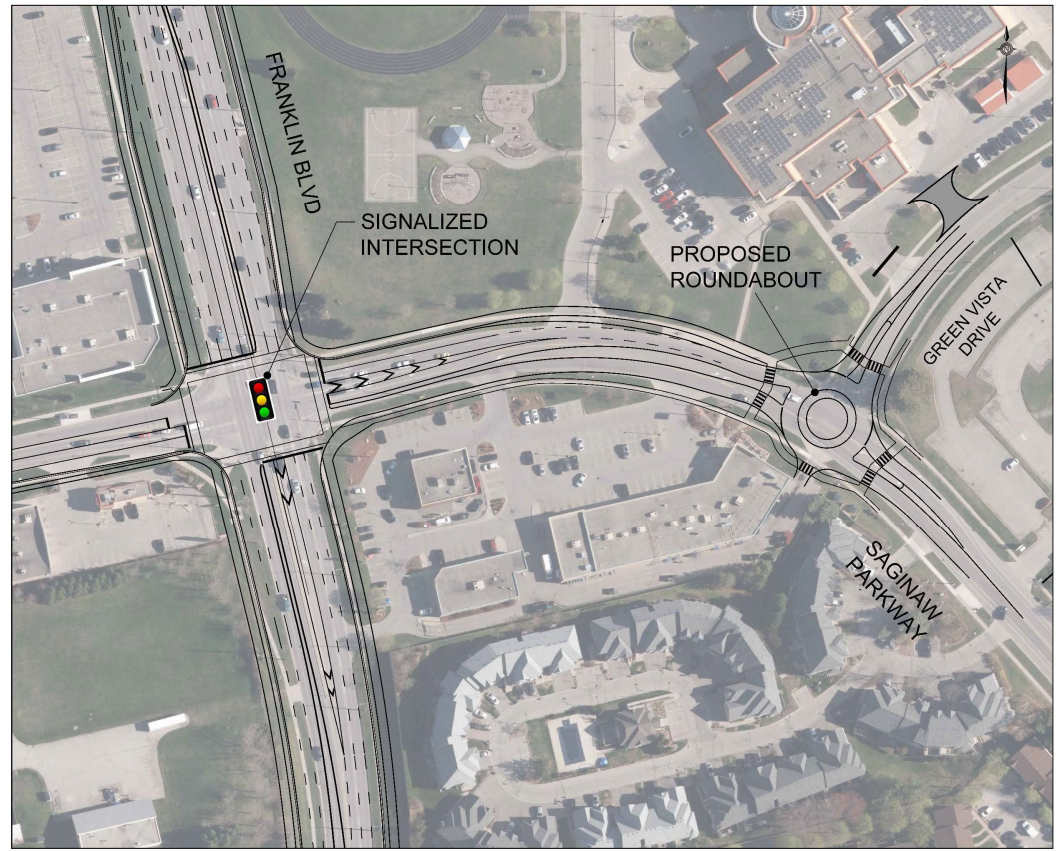
- Value Planning Workshop with Community Stakeholders.
- Community Stakeholders had input into long list of alternatives.
- Community Stakeholders reviewed the evaluation criteria and sub-factor definitions.
- Community Stakeholders participated in the weighting of evaluation criteria.
- Community Stakeholders endorsed the outcome of the ranking of alternatives.
- Meetings occurred during 2021, 2022 and 2023.

Alternatives

ALTERNATIVE 1A
SIGNALIZED INTERSECTION, AT-GRADE
PEDESTRIAN CROSSING

Alternative 1A

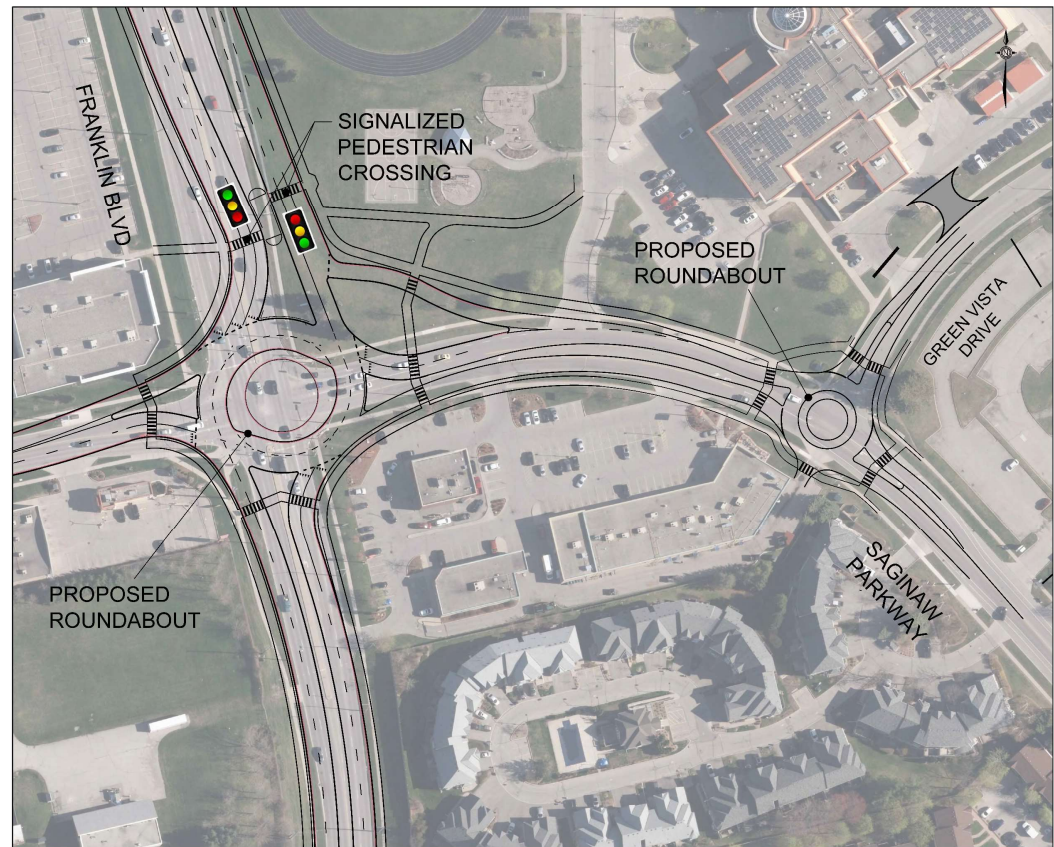
- Signalized intersection with pedestrians crossing up to 9 lanes of traffic.



Alternative 2A

- Roundabout intersection with a 2-stage signalized pedestrian crossing on the north leg and at-grade Pedestrian Cross Overs (PXO) on other approaches.

ALTERNATIVE 2A
ROUNDBOUT, AT-GRADE PEDESTRIAN CROSSINGS
(SIGNALS NORTH LEG)



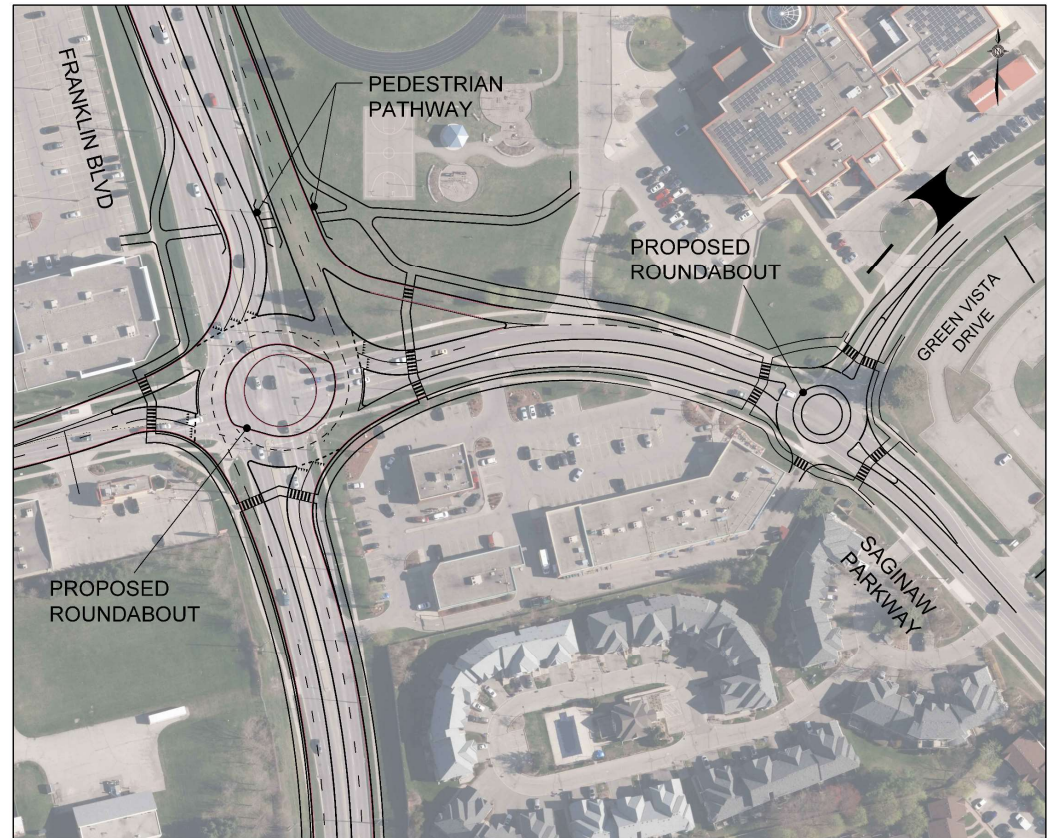
Alternative 3A

- Roundabout intersection with a pedestrian grade separation crossing the north leg and at-grade PXOs on other approaches.



Typical Pedestrian Pathway under Franklin Boulevard

ALTERNATIVE 3A ROUNDBOUT PEDESTRIAN PATHWAY UNDER FRANKLIN BLVD. (NORTH LEG)



Stakeholder Participants

- City of Cambridge
- St. Benedict Catholic Secondary School
- Bennies Parent Council
- Community Development Coordinator, Fiddlesticks Community Centre
- Greenway-Chaplin Community Centre
- Student Transportation Services of Waterloo Region (STSWR)
- Waterloo Catholic District School Board (WCDSB)
- CNIB Advocate
- Vision Loss Rehabilitation Canada



MATS Evaluation Methodology

- Traceable comparison of alternatives.
- Prioritization of criteria.
- Captures diversity of perspectives within the Stakeholder Group.
- Scores measure the performance/attractiveness of each alternative.
- The highest ranked alternative will demonstrate the best-balanced transportation performance, environmental impacts and cost.

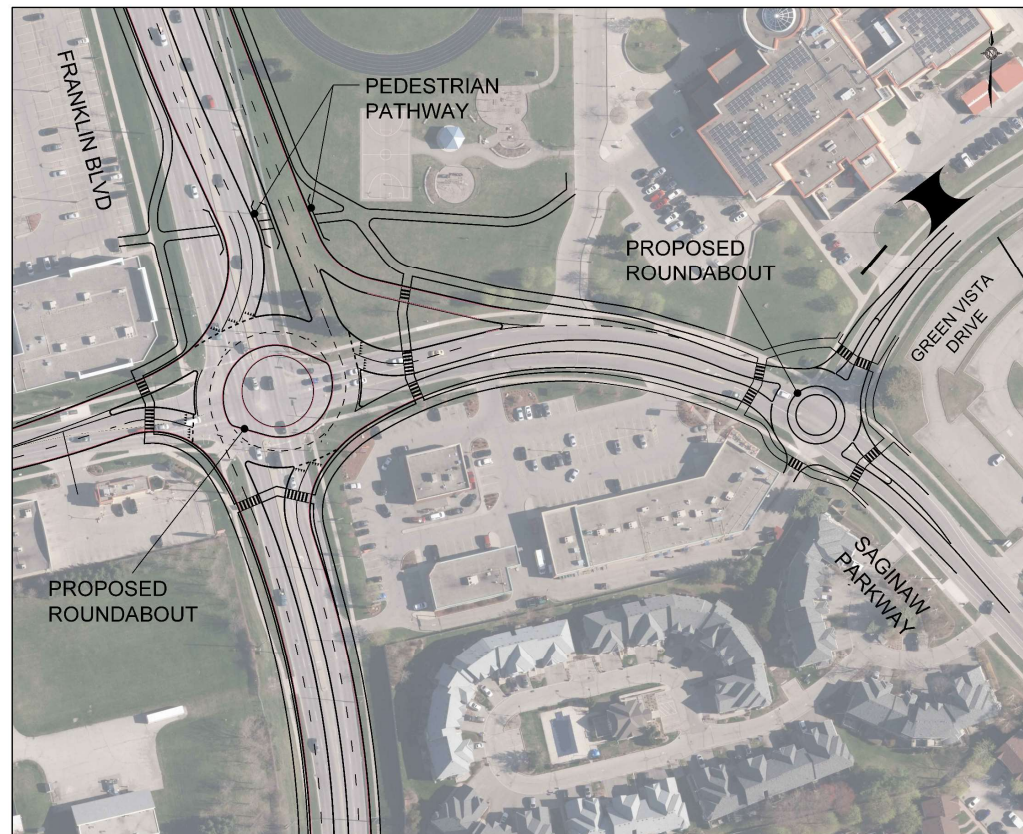
Evaluation Committee Members

- Region of Waterloo (5)
- City of Cambridge (2)
- St. Benedict Catholic Secondary School (1)
- Community Development Coordinator, Fiddlesticks Community Centre (1)
- Student Transportation Services of Waterloo Region (STSWR) (2)
- Waterloo Catholic District School Board (WCDSB) (1)
- CNIB Advocate (1)
- Vision Loss Rehabilitation Canada (2)
- BT Engineering Inc. (4)
- CIMA+ (1)

(number of representatives)

Technically Preferred Alternative

ALTERNATIVE 3A
ROUNDBOUT PEDESTRIAN PATHWAY
UNDER FRANKLIN BLVD. (NORTH LEG)



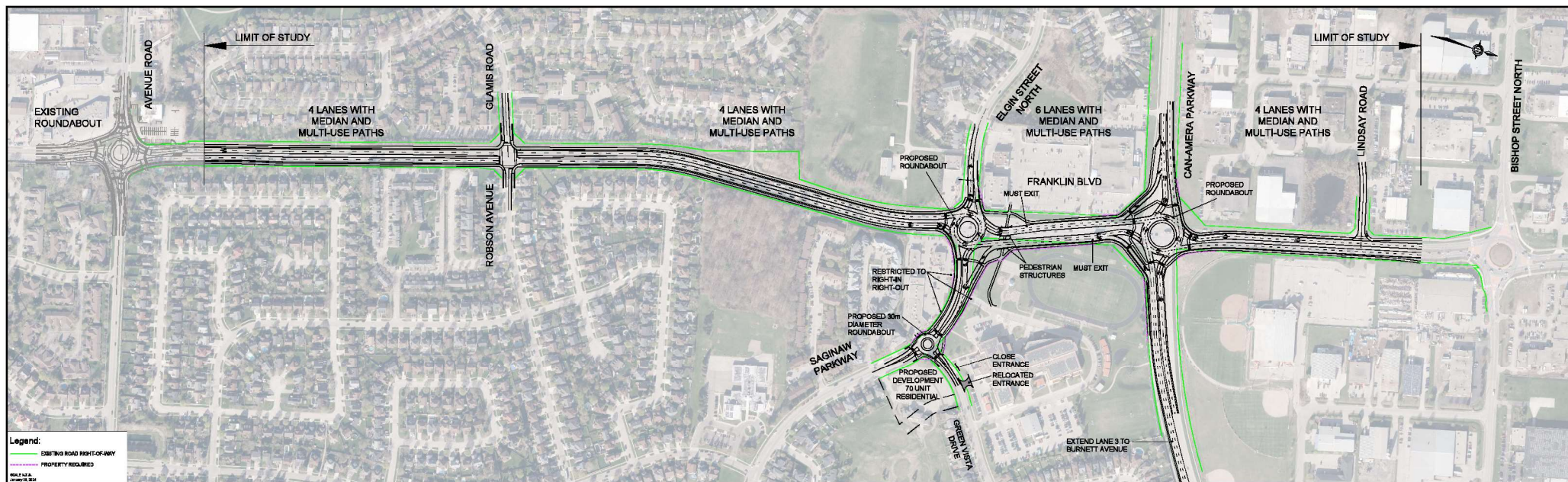
Active Transportation Benefits of Study Recommendations:

- The pathway under Franklin Boulevard on the north side allows direct access for pedestrians and cyclists across Franklin Boulevard.
- The path from the school to the plaza is a direct route and the elevation of the pathway allows uninterrupted sightlines.
- The high volume of people (activity) in the area substantially improves personal safety and security.
- During nighttime periods when pedestrian and vehicle traffic demands are low, pedestrian movements can be accommodated using the at-grade crossings.
- Improved safety for people with vision loss crossing Franklin Boulevard.
- Limiting driveway access on Saginaw Parkway and the movement of pedestrian crossings to one of two roundabouts improves safety.
- Multi-use paths will be provided along Franklin Boulevard to accommodate cyclists and pedestrians.

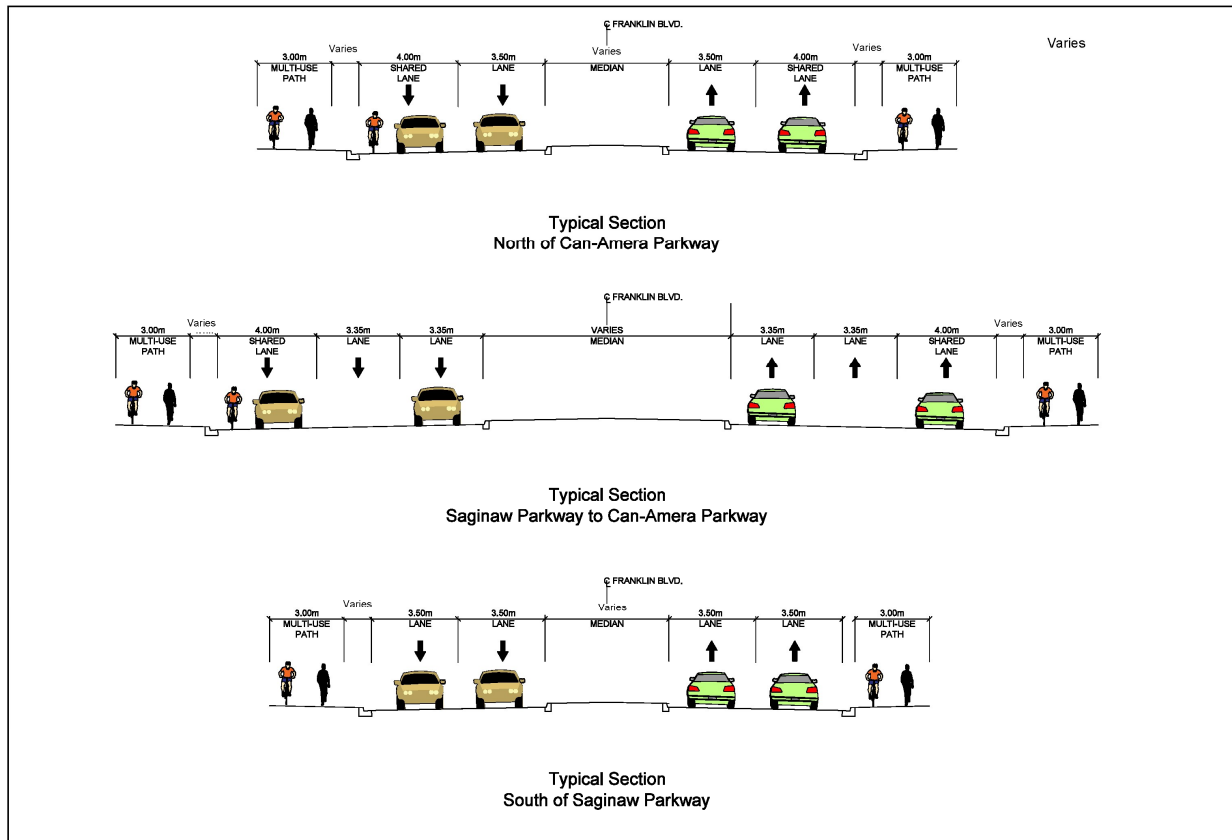




Technically Preferred Plan Avenue Road to Bishop Street



Franklin Boulevard Proposed Typical Cross Sections



Next Steps

- Public Meeting (March 2024)
- Conceptual Design Recommendation to Committee (Spring 2024)
- Hire a Detailed Design Consultant (Summer 2024)
- Detailed Design, Property, Utilities (2024 - 2027)
- Construction (2027 - 2028)

Questions