



## **Snyder's Road Improvements Village of Baden, Township of Wilmot**

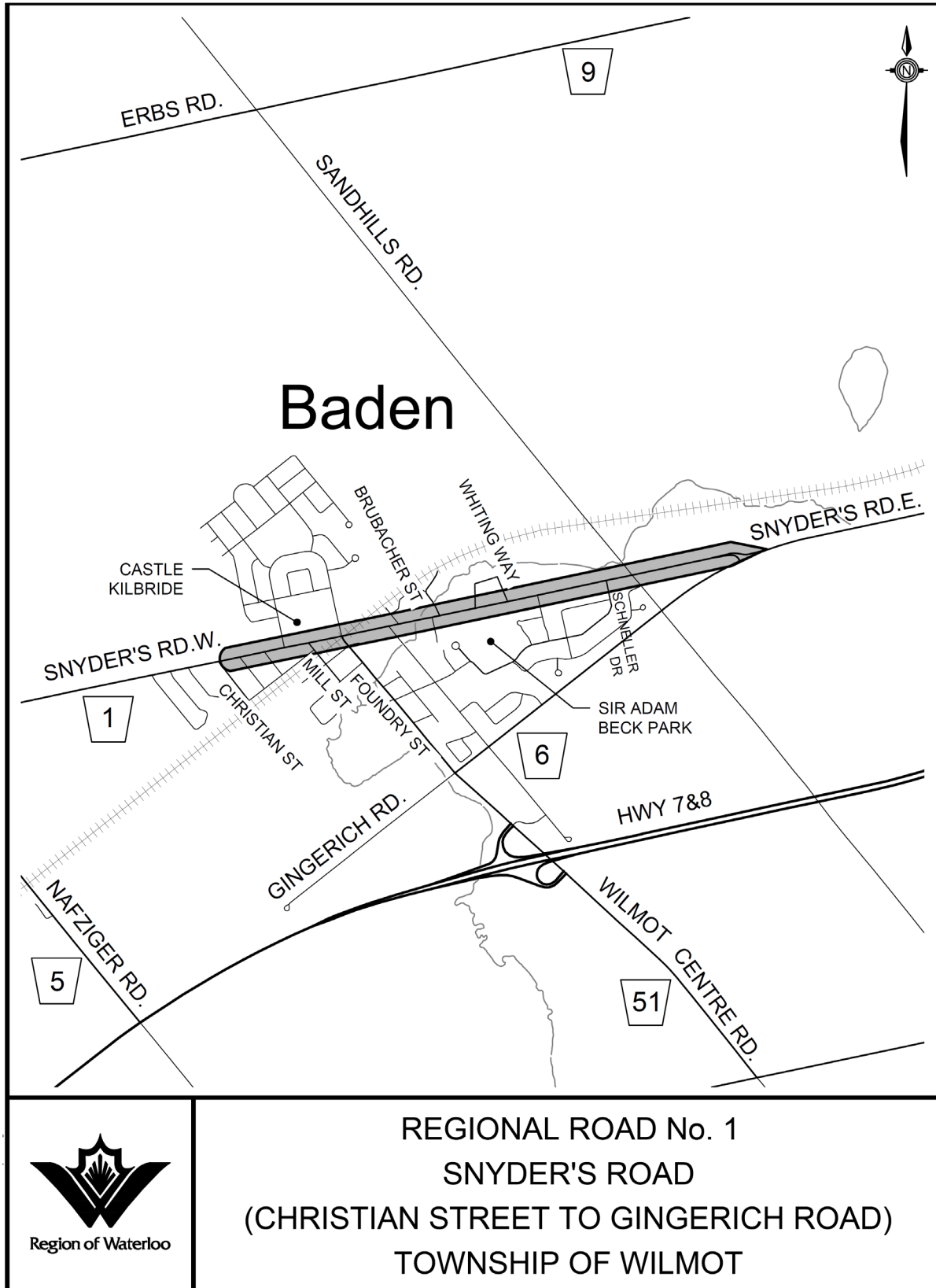
- What:** Reconstruction of Snyder's Road
- Where:** From Christian Street to Gingerich Road
- Why:** To Repair Pavement, Underground Infrastructure and  
Enhance Pedestrian and Cycling Facilities
- When:** Construction in 2018
- Who:** Region of Waterloo Project Manager  
Mr. Ken Brisbois, C.Tech  
Region of Waterloo  
Phone: (519) 575-4606  
Email: [kbrisbois@regionofwaterloo.ca](mailto:kbrisbois@regionofwaterloo.ca)

Public Consultation Centre #2  
Thursday, November 24, 2016, 5:30 p.m. to 8:00 p.m.  
Township of Wilmot Offices, Wilmot Community Room,  
60 Snyder's Road, Baden

**We Want Your Input!**

**There's a Comment Sheet at the Back of this Package. Please Fill it  
Out and Share Your Comments with Us.**

## Reconstruction Area Map



**1. What is the Purpose of this Public Consultation Centre?**

The Region of Waterloo is planning to reconstruct Snyder's Road, the main street in Baden, from Christian Street to Gingerich Road in 2018.

This is the 2<sup>nd</sup> scheduled Public Consultation Centre (PCC) for this project. The purpose of this 2<sup>nd</sup> PCC is to present more information in response to the feedback received at the first Public Consultation Centre in November of 2015.

**2. Who is Directing this Project?**

The planning of these infrastructure improvements is being undertaken by a "Project Team" consisting of staff from the Region of Waterloo, the Township of Wilmot and Township of Wilmot Councillor Barry Fisher. The Region has retained the consulting engineering firm of Walter Fedy to assist with the planning, design and contract administration of this project.

**3. Why is the Region doing this Project?**

There are a number of needs driving this project, as follows:

**i) Deteriorated Road Condition**

The pavement condition is fair to poor on most sections of Snyder's Road. In general, the deterioration is simply due to the age of the asphalt combined with areas of poor drainage.

**ii) Underground Services Replacement**

Underground storm sewers require replacement due to poor condition and also to ensure they are capable of carrying the flows in future storm events. Also new curb and gutter and storm sewer is required from Schneller Drive to Gingerich Road to replace the ditches and driveway culverts which will improve the overall drainage in the area.

**iii) Pedestrian Needs**

New sidewalk is required on the south side of Snyder's Road from Schneller Drive easterly to the village limits, just west of Gingerich Road as currently there is no facility in this area. Also, deteriorated sidewalk from Christian Street to Schneller Drive is to be replaced with new sidewalk. In addition, the construction of a centre refuge island immediately west of Schneller Drive is proposed to allow pedestrians to cross the road one half at a time and only have to wait for gaps in one direction of traffic at a time.

**iv) Cycling Needs**

There are currently no designated cycling lanes on Snyder's Road east of

Christian Street to Gingerich Road. This corridor is however identified as a designated cycling route in the Region's Active Transportation Master Plan and accordingly cycling facilities are being considered as part of this project.

The Township of Wilmot has also requested that the Region consider the construction of cycling facilities as part of the proposed reconstruction of Snyder's Road as a part of an initiative to provide cycling connections between the towns and hamlets in Wilmot Township.

#### **4. What Feedback was Received at Public Consultation Centre #1?**

In November 2015, the first Public Consultation Centre (PCC #1) was held at the Township of Wilmot Offices in Baden. At PCC #1, a proposed design was presented to receive comments from the residents, property owners and the general public. The design presented at PCC #1 included:

- Complete replacement of the pavement structure and most of the concrete curbs on both sides of Snyder's Road;
- Widening to accommodate the construction of new 1.50 metre wide "on-road" cycling lanes on both sides from Christian Street to Foundry Street (to match the on-road cycling lanes to the west on Snyder's Road);
- Widening to accommodate the construction of new 1.50 metre "segregated" cycling lanes (separated from traffic by a roll-over curb) on both sides from Foundry Street to Gingerich Road (to provide a traffic calming and speed reduction effect on this section of Snyder's Road);
- Replacement of the existing storm sewers from Foundry Street to Sandhills Road;
- Urbanization of Snyder's Road from Schneller Drive to Gingerich Road including the installation of new storm sewer and curb and gutter to replace the ditches and driveway culverts;
- Installation of new sidewalk on the south side of Snyder's Road from Schneller Drive easterly to the village limits, just west of Gingerich Road;
- Replacement of deteriorated sidewalk from Christian Street to Schneller Drive with new sidewalk;
- Construction of a new westbound left turn lane at Schneller Drive;

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- Construction of a centre refuge island immediately west of Schneller Drive to allow pedestrians to cross the road one half at a time and only have to wait for gaps in one direction of traffic at a time;
- Extension of the north side sidewalk (west of Schneller Drive) easterly 70 metres to connect to the new pedestrian refuge island;
- Installation of new boulevard trees where space permits.

As a result of PCC #1, twenty (20) written comments were received. The following summarizes the main comments received. (The Project Team responses to these concerns are provided in Section 5.)

**i) Loss of Parking**

Based on the comments from PCC#1, the Project Team has reviewed the proposed design, conducted additional surveys, and modified the proposed parking as describes in the following sections.

Appendix 'A' includes drawings showing the Project Team's Preferred Design Concept for Snyder's Road.

Ten (10) written comments were received that are not in favour of losing parking within the project limits to accommodate cycling lanes and sidewalk. The reasons were varied and included:

- Congestion on side streets
- Further travel for disabled people
- Study was not representative of actual conditions (weekends, holidays, special events)
- Inconvenient
- No need for new sidewalk
- Keep more parking since helps to slow traffic
- Widen side streets to accommodate parking

**ii) Pedestrian Refuge Island / Speeding / Sidewalk Need**

Seven (7) written comments were received regarding the proposed pedestrian refuge island (west of Schneller Drive), and speeding. Comments included:

- Introduction of a centre refuge island will not slow traffic entering/leaving Baden
- Incorrect location – should be installed at Mars Convenience
- Will not be used – waste of money

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- Suggests speed checking machine or police enforcement
- No need for new sidewalk

**iii) Snow Removal**

Six (6) written comments were received that expressed concern with snow removal and/or snow storage for the following reasons:

- Proposed design will Increase the amount of road to be plowed and reduce space where snow can be stored
- Concerns with ability to plow with roll-over curb and pedestrian refuge island present
- Who will clear snow on new sidewalks not adjacent to houses?
- Visibility/sightline issues with snow accumulation.

**iv) Cycling Facilities**

Six (6) written comments received were concerned with the proposal to install cycling facilities. The reasons included:

- Objection to idea that cyclist's rights are taking precedence.
- Segregated bike lanes do not make sense for the number of residents that use them
- Statistics were not collected on cycling use; bike lanes not cost efficient
- A 2-way off-road path would be better than segregated bike lane
- Will there be a bylaw to use bike lane instead of sidewalk? Will there be an age requirement as young children may fall into traffic?

**5. Project Team Responses to Concerns From PPC #1**

**i) Loss of Parking**

**Original Parking Concept**

The design presented at PCC#1 included the reinstatement of all existing parking spaces in front of commercial properties so that boulevard parking would remain available to patrons of these establishments.

The design did however include removal of the unmarked on-street parking on the south side of Snyder's Road, in order to accommodate the new cycling lanes. The Project Team recognized that the removal of the south-side parking may inconvenience adjacent residents, however most of the fronting driveways are deep enough or wide enough to accommodate multiple parked cars. In addition, with the exception of the section east of Sandhills Road, there are numerous

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sidestreets that would be available for overflow parking.

In addition, as part of the planning for this project, the Project Team had surveyed the existing parking usage to determine the current demand for parking. The survey was completed over two separate periods (in May and September/October 2015) and included both weekday and Saturday parking counts and the results of the survey showed that the existing available on-street parking spaces are not heavily used.

### **Additional Parking Surveys**

In response to the public comment at PPC#1 that the parking survey did not account for parking demand during special events, the Project Team undertook additional parking studies in July and August of 2016 to capture parking usage during a number of special events. Parking counts were completed during the Castle Kilbride Festival on Thursday July 21<sup>st</sup> and the Firefighters baseball tournament at Adam Beck Park on Saturday August 6<sup>th</sup>. The surveys counted the number of vehicles parked on Snyder's Road every 15 minutes during these events.

### **Proposed Additional Parking**

As a result of the 2016 parking counts taken during events, the Project Team is now recommending that additional parking be included in the proposed design. The results of the additional parking survey and the recommended changes to proposed parking are as follows:

<b>Castle Kilbride Festival, Thursday, July 21 2016 (Parking between Christian and Foundry)</b>			
<b>Existing spaces available</b>	<b>Maximum parking during event</b>	<b>PPC #1 proposal</b>	<b>Revised proposal</b>
9 boulevard spaces, 0 on-street spaces	9 boulevard spaces, 14 "illegal" on-street spaces (vehicles impede traffic flow)	Retain 9 boulevard spaces	Add 4 additional boulevard spaces on the south side and 4 additional boulevard spaces on the south side, total = 17 boulevard spaces

<b>Firefighters Baseball Tournament, Saturday, August 6 2016 (Parking on Snyder's near Sir Adam Beck Park)</b>			
<b>Existing spaces available</b>	<b>Maximum parking during event</b>	<b>PPC #1 proposal</b>	<b>Revised proposal</b>
40 on-street spaces	9 on-street spaces	0 on-street spaces	No change (overflow parking available on Schneller Drive and Whiting Way)

As shown in the first table above, a maximum of 23 vehicles parked at any one time on Snyder's Road in the vicinity of Castle Kilbride during the July festival. There are only 9 boulevard spaces available, therefore 14 vehicles were illegally parked on the street. The Project Team has re-visited the design and is now suggesting that 4 additional boulevard parking spaces be constructed directly in front of Castle Kilbride in the grassed boulevard area. In addition, 4 other spaces could be constructed on the south side of Snyder's Road in the boulevard area. The additional 8 spaces would result in a total of 17 available parking spaces for Castle Kilbride event parking. Any additional vehicles could park on sidestreets, for example, on Mill Street (directly opposite the Castle property on the south side) or on Livingston Boulevard (which is located 100 metres west of the Castle property driveway).

Near Sir Adam Beck Park, parking is currently permitted on the south side of Snyder's Road. During the August baseball tournament, 9 vehicles used this parking area. With the addition of cycling lanes, there is no opportunity to provide parking in this section of Snyder's Road without a loss of trees and grassed boulevards. The Project Team has reviewed this situation and is recommending that parking not be provided on Snyder's Road in this area due to the impacts on adjacent properties that would be required. It is felt that overflow parking from any park events could be found on adjacent sidestreets, including Schneller Drive/Schneller Court (which circles around the park and has 2 direct pedestrian connections into the park) and Whiting Way (across Snyder's Road on the north side, opposite the park entrance).



### **iii) Pedestrian Refuge Island / Speeding / Sidewalk Need**

#### **Pedestrian Refuge Island**

In other locations around the Region of Waterloo and elsewhere, it has been proven that the narrowing of lanes and the introduction of physical elements within and adjacent to the roadway (for example pedestrian refuge islands and landscaping) does help in reducing vehicle speeds through a corridor. The Project Team therefore feels that the pedestrian refuge island in addition to other traffic-calming measures (trees, narrower lanes, adjacent cycling lanes) will serve a useful purpose on Snyder's Road to reduce speeding.

A number of locations were investigated to install pedestrian refuge islands including near the Mars Convenience store. However, in this location, the right-of-way is limited and there are a number of driveways where a refuge island would conflict with driveway access. The proposed location that is viable is at Schneller Drive opposite the left turn lane area; this is the area where speeding is most prevalent so the presence of an island here would encourage lower speeds.

#### **Speeding**

It is believed that vehicles currently exceeding the speed limit along Snyder's Road are doing so due in large part to the existing wide-open road design (i.e. wide expanse of asphalt and lack of vertical elements like curbs) that contributes to motorists feeling more comfortable driving at increased speeds, as opposed to the posted speed limit. The use of radar devices and police enforcement are not permanent solutions to speeding as police resources are limited. The use of "YOUR SPEED IS...." signage has been found to be not effective once motorists become accustomed to seeing the signs.

The proposed design incorporates speed reducing aspects including two 3.35m wide asphalt vehicle lanes throughout the project with a narrow (0.7m) "rollover" curb on each side, and a 1.50m segregated bike lane behind the rollover curb (from Foundry Street to Gingerich Road) and a 1.5m on-road bike lane from Foundry Street to Christian Street. A 1.5m wide concrete sidewalk is included adjacent to the segregated bike lane, as well as landscaped boulevards or the on-street parking in the boulevards. It is believed that all of these added elements will provide forms of traffic calming and help reduce speeds on Snyder's Road.

### **Sidewalk Need**

New sidewalk is proposed as part of this project on the south side of Snyder's Road from Schneller Drive easterly to the village limits, just west of Gingerich Road. In addition, the existing north-side sidewalk will be extended easterly 70 metres to connect to the new pedestrian refuge island at Schneller Drive. New sidewalk will also be installed on the short section of Sandhills Road to connect to the existing sidewalk on Stiefelmeyer Crescent. These installations will provide a continuous sidewalk network for the neighborhood.

In addition, the extension of new sidewalk easterly from Schneller Drive to the village limits will service the existing residential properties that currently front onto the paved shoulder area now, which will be eliminated with the introduction of curb and gutter. Any pedestrians from these residential properties that currently use the paved shoulder will be able to use the new sidewalk. The introduction of all planned new sidewalk is consistent with the Region of Waterloo's Active Transportation Master Plan, Pedestrian Charter and Corridor Design Guidelines.

### **iv) Snow Removal**

On the section of Snyder's Road from Christian Street to Foundry Street, the width of the pavement is only changing marginally with the addition of on-road cycling lanes so snow accumulation and removal would be the same as exists currently. From Foundry Street to Gingerich Road, the road platform is to be widened to include segregated cycling lanes. There will be a remaining boulevard width of 0.8-1.0 metres which is generally adequate to accommodate snow storage on a 2-lane Regional roadway with cycling lanes.

In response to the noted concern, the Region is able to plow roads that include roll-over curb and pedestrian islands as is done in a number of other areas throughout the Region of Waterloo. The cycling lanes would be cleared in a separate later operation after the initial roadway pass.

As with all sidewalk installations in the Township of Wilmot, snow removal on all sidewalks is the responsibility of the abutting landowner as per Township By-Law 84-72.

### **v) Cycling Facilities**

#### **Need for Cycling Lanes**

The Region's Active Transportation Master Plan designates Snyder's Road as a planned cycling route. In addition, the Township of Wilmot has requested that the

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Region include cycling facilities as part of the proposed reconstruction of Snyder's Road to support the Township's initiative to provide cycling connections through and between all of the towns and hamlets in Wilmot Township. Statistics for existing cycling use on Snyder's Road were not taken into consideration since the goal is to provide these facilities to support and encourage more "active" transportation and modes other than driving.

### **Type of Cycling Facility**

On projects where new cycling facilities are planned, the Project Team has a number of different options to consider including: painted on-road cycling lanes; "segregated" cycling lanes (separated from traffic by a wide roll-over curb); and multi-use trails which provide combined use for pedestrians and cyclists in the boulevards.

Multi-use trails provide the greatest separation to adjacent vehicles and accordingly afford the most comfort for cyclists. However, the presence of numerous driveways on Snyder's Road precludes the use of a multi-use trail due to the conflict points with drivers exiting driveways and cyclists travelling in both directions on the trail.

Segregated cycling lanes are separated from the adjacent traffic lane, typically by a 0.7 metre wide mountable "roll-over" curb. Where space permits on Snyder's Road, this type of cycling lane is recommended by the Project Team as the most appropriate type of cycling facility to provide cyclist comfort and encourage more cycling. The Regional right-of-way is wide enough between Foundry Street and Gingerich Road to accommodate segregated cycling lanes. In addition, speeding has been identified by the Project Team as an on-going local concern on this particular section of Snyder's Road and the presence of curbs between the vehicle lane and the cycling lane will have a traffic calming effect on motorists and help to reduce speeds in this area. Segregated cycling lanes typically cost more to construct and maintain than on-road cycling lanes.

Between Christian Street and Foundry Street, the Project Team is recommending on-road cycling lanes to provide a consistent cycling facility to match the existing 5 km of on-road cycling lanes that currently exist from Christian Street westerly into New Hamburg.

### **Young Children on Sidewalks**

Children on bicycles (and their accompanying parents/guardians) are legally permitted to ride on sidewalks in Ontario. The Township of Wilmot's Trail Master

Plan (January, 2015) also confirms that young children may utilize sidewalks for cycling purposes.

### **Additional Information**

Please refer to Appendix B for more information on the cycling facility selection. Appendix includes more details on the different types of cycling facilities that were considered for this project.

**Note: The following sections 6-17 provide general project information that was previously included in the original PCC#1 Information Package.**

## **6. How is this Project Being Planned?**

This project is classified as a Schedule A+ undertaking in accordance with the Municipal Class Environmental Assessment planning process and is pre-approved to proceed to construction provided that appropriate public consultation is undertaken.

## **7. How Do the Improvements Being Considered Relate to the Objectives of the Regional Transportation Master Plan, the Regional Active Transportation Master Plan and the Regional Transportation Corridor Design Guidelines?**

The Region of Waterloo's Transportation Master Plan (RTMP) is a high-level strategic plan that assesses existing and future traffic patterns and volumes throughout the entire Regional road network to determine the short and long-term needs for road improvements. The RTMP does not identify any need to widen Snyder's Road in Baden beyond the existing two travel lanes. The RTMP, through its vision of sustainability, also supports measures that will improve the cycling and pedestrian networks in the project area.

The Regional Active Transportation Master Plan recommends that cycling lanes and sidewalks be provided on this section of Snyder's Road.

The Context Sensitive Regional 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, cycling lanes, sidewalks and boulevards. According to the CDG, the middle section of Snyder's Road (from Foundry Street to Brubacher Street) is classified as a "Neighbourhood Connector - Main Street". Under this classification, this section of Snyder's Road should be designed to include active transportation modes including walking and cycling. The other two

sections of Snyder's Road (from Christian Street to Foundry Street and from Brubacher Street to Gingerich Road) are classified as a "Rural Village - Main Street" and the CDG states they should be designed to include a focus on moving vehicles, with provisions for cyclists and pedestrians to complete connections to other specific areas and routes.

As a fundamental part of these classifications therefore, Snyder's Road needs to be designed to support active transportation modes including walking and cycling. The implementation of the features identified in the Active Transportation Master Plan and the Corridor Design Guidelines will enable all road users, including cyclists and pedestrians, an opportunity to travel without obstructions within this community and beyond.

**8. How will the Proposed Improvements Enhance the Pedestrian Environment on this Project?**

All old deteriorated sidewalk within the project limits will be removed and replaced with new concrete sidewalk to match the existing width. From Schneller Drive easterly, it is proposed that the rural cross-section be converted to an urbanized cross-section with new storm sewers and curbs replacing the ditches and culverts, along with the addition of sidewalk on the south side from Schneller Drive to the last residential driveway, west of Gingerich Road. In addition, a short section of new sidewalk will also be installed on the west side of Sandhills Road to connect internally to the existing subdivision sidewalk network. Raised tactile domes will also be provided at all intersection sidewalk ramps to assist visually impaired pedestrians.

**9. Who will be Responsible for Winter Maintenance of the New Sidewalks?**

There are areas of new sidewalk proposed to be constructed as part of this project on Snyder's Road where no sidewalk exists today. As with all sidewalk installations in the Township of Wilmot, snow removal on all sidewalks is the responsibility of the abutting landowners as per Township of Wilmot By-Law 84-72.

**10. Will the Posted Speed be Changed?**

The posted speed limits will remain as they currently exist. The Project Team feels however that the introduction of the segregated cycling lanes east of Foundry Street, a pedestrian refuge island and new tree plantings will help promote slower speeds; research has shown that "vertical" elements (i.e. curbs, islands, trees) have a positive calming effect on driver behaviour.

**11. Is Any Private Property Required for this Project?**

The intent of the design process is to minimize the need to acquire property; however, in order to implement the proposed improvements the Region will need to acquire some property from several abutting property owners.

In areas where property is required, the property owner would be contacted directly by the Region of Waterloo's Land Purchasing Officer. Compensation would be provided at fair market rates based on recent similar area sales. The plans presented at this Consultation Centre show the proposed property acquisition that will likely be required. Please refer to Appendix "C" for further information on the property acquisition process.

**12. Will any Heritage Resources be Impacted by this Project?**

A large number of designated and listed heritage resources, as well as many unrecognized pre-1900's homes/buildings along Snyder's Road were identified within the project limits at the onset of this project. The Project Team has developed the proposed improvements to avoid impacts to these structures.

The Regional Heritage Planning Advisory Committee will be providing heritage related comments as the project proceeds through public consultation, as well as preliminary and detailed design.

Finally, during detailed design and approaching construction, the Region will be working with a consultant to conduct a precondition assessment/survey of all homes/buildings, including those identified as heritage resources, that directly front Snyder's Road to document existing conditions of the structures prior to the works taking place in 2018. These surveys are very important in identifying and documenting the existing conditions prior to construction to help resolve any claims in the unlikely event that there is accidental damage of any kind as a result of the construction.

**13. When will Construction Occur? Will there be Detours?**

Construction on Snyder's Road is tentatively scheduled to commence in 2018. The Region's Transportation Capital Program is reviewed annually and the timing of projects may change depending on several factors.

Pedestrian access will be maintained at all times. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.

The Wilmot Fire Department, Waterloo Regional Police and Ambulance Services will all be advised of the traffic restrictions during the construction period.

As is customary during Regional Road reconstruction projects, motorists will be advised of the construction timing and traffic restrictions through advance signage and through information on the Region's web site.

The overall length of the project is over 2.5km and construction will take a number of months to complete. The work would be undertaken in multiple stages to minimize the overall disruption to residents, businesses and their customers, and all other road users. At least one lane of traffic in one direction will be maintained at all times during the construction. Detours would be put in place as required via Gingerich Road, Foundry Street and Nafziger Road.

A detailed construction staging plan will be developed during the detailed design stage of this project and area property owners will be provided with details of the construction timing, staging and traffic management plans well in advance of construction.

#### **14. How will Access to Properties be Maintained During Construction?**

Access to residential/commercial driveways will be maintained to the greatest extent possible during construction. The Contractor will be required to temporarily block access to and from driveways on Snyder's Road and side streets for short-term periods when completing certain construction operations. Where a disruption to your driveway is expected, the Contractor is required to hand-deliver a notice at least 48 hours in advance advising you of the time and duration of the driveway disruption. If necessary, alternate parking arrangements will be made, such as provision for temporary parking on adjacent side streets.

For commercial properties, access for customers will be maintained at all times. If only one driveway access exists, the Contractor will endeavour to complete the work across the driveway in two stages where feasible in order to maintain customer access.

Property and business owners are asked to contact the Project Manager if they have any concerns in relation to access, signage or other issues during the project so it can be determined if reasonable changes or modifications can be made.

#### **15. Can my Existing Water Service be Upgraded?**

Replacement of the existing distribution watermain within Snyder's Road is not

being proposed as part of this project and, as such, water service replacements are not planned. If property owners wish to increase the size of the water service to their property beyond the standard 19mm size (i.e. to achieve increased flow) they may choose at their own cost to have this work included during this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the Township of Wilmot and the property owner, existing water services may be upgraded from the mains under the road to the property line at the property owner's expense.

If you do wish to discuss an increase in the size of your water service, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the water service on their private property (i.e. between the property line and their building) during the construction activities. Property owners can inquire to arrange this work directly with the Region's Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

## **16. Can my Existing Sanitary Service be Upgraded?**

Replacement of the existing sanitary sewer within Snyder's Road is not being proposed as part of this project and, as such, sanitary service replacements are not planned. If property owners wish to increase the size of the sanitary service to their property beyond the standard 100mm size (i.e. to achieve increased flow) they may choose at their own cost to have this work included during this project. Undertaking these improvements in conjunction with the proposed construction typically results in cost savings to the property owner as compared to undertaking the work independently at another time in the future. Subject to a mutual agreement between the Township of Wilmot and the property owner, existing sanitary services may be upgraded from the sanitary sewer main under the road to the property line at the property owner's expense.

If you wish to discuss an increase in the size of your sanitary service, please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the sanitary service on their private property (i.e. between the property line and their building) as part of this construction. Property owners can inquire to arrange this work directly with



the Region's Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

**17. What is the Estimated Cost of this Project? How will it be Funded?**

The Region of Waterloo is funding the roadworks portion of this project from its Roads Rehabilitation Reserve Fund. The budget for the proposed roadworks including road reconstruction, new sidewalk, on-road and segregated cycling facilities as well as driveway and boulevard restoration, is \$5,755,000. The Township is funding the costs for replacement of deteriorated existing sidewalk replacement as well as a share of the storm sewer replacement at a total estimated cost of \$120,000.

**Note: The preceding sections 6-17 provide general project information that was previously included in the original PCC#1 Information Package.**

**18. What are the Next Steps for this Project?**

Prior to finalizing the recommended design of this project for Regional Council's approval, the Project Team is again asking for the public's input on the improvements being considered. This second Public Consultation Centre (PCC) provides the public with an additional opportunity to ask questions, provide suggestions, and make comments. The Project Team will use the comments obtained from the two PCCs to refine the proposed design in conjunction with other technical data.

**19. When will a Final Decision be Made?**

The Project Team will review all of the public comments received for this project and use them as input for identifying a Recommended Design for Regional Council's approval. In advance of Council's approval meeting, letters will be sent to all adjacent property owners and tenants (as well as to all members of the public specifically registering at either of the PCCs) so that anyone wishing to speak to Councillors about this project can do so before final approval.

**20. How will I Receive Further Notification Regarding this Project?**

Adjacent property owners, tenants and members of the public registering at these PCCs will receive all forthcoming public correspondence, and will be notified in advance of all future meetings.

## **21. How Can I Provide My Comments?**

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table.

Alternatively you can mail, fax or e-mail your comments to the Project Team member listed below, no later than Friday, December 16, 2016

We thank you for your involvement and should you have any questions or concerns please contact one of the following:

Ken Brisbois, Project Manager  
Region of Waterloo

150 Frederick Street, 6th Floor  
Kitchener, ON N2G 4J3

Telephone: (519) 575-4606

Fax: (519) 575-4430

Email: [bkenneth@regionofwaterloo.ca](mailto:bkenneth@regionofwaterloo.ca)

Dan Schipper, Project Manager  
Walter Fedy

675 Queen Street S., Suite 111  
Kitchener, ON N2M 1A1

Telephone: (519) 576-2150

Fax: (519) 576-5499

Email: [dschipper@walterfedy.com](mailto:dschipper@walterfedy.com)

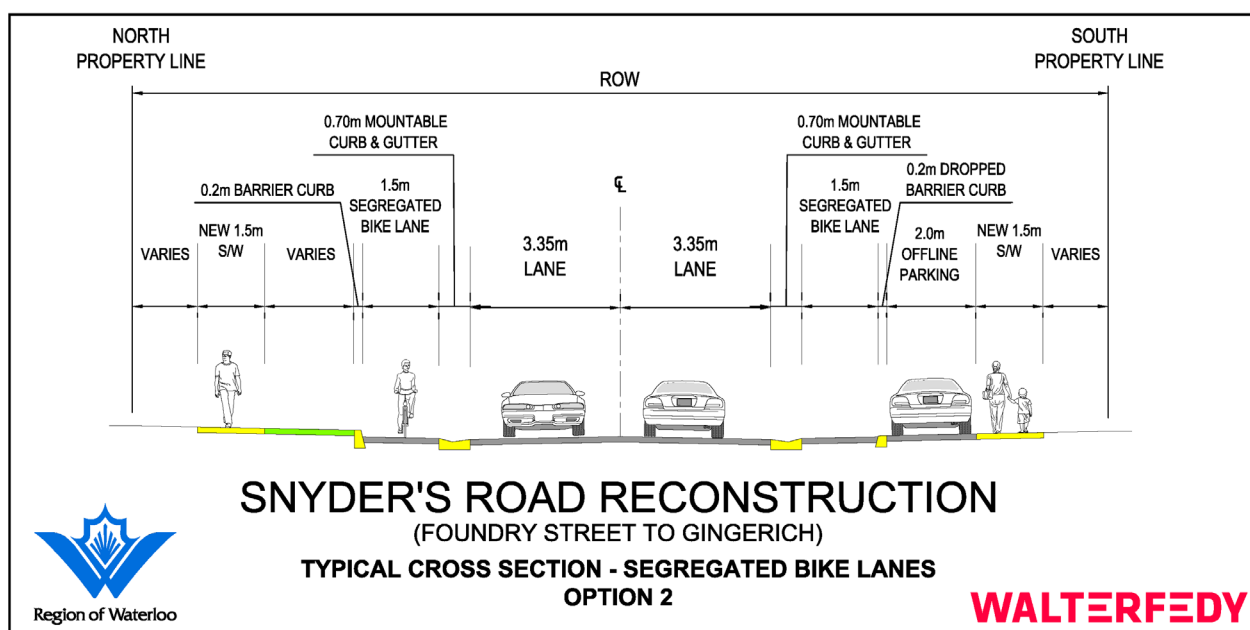
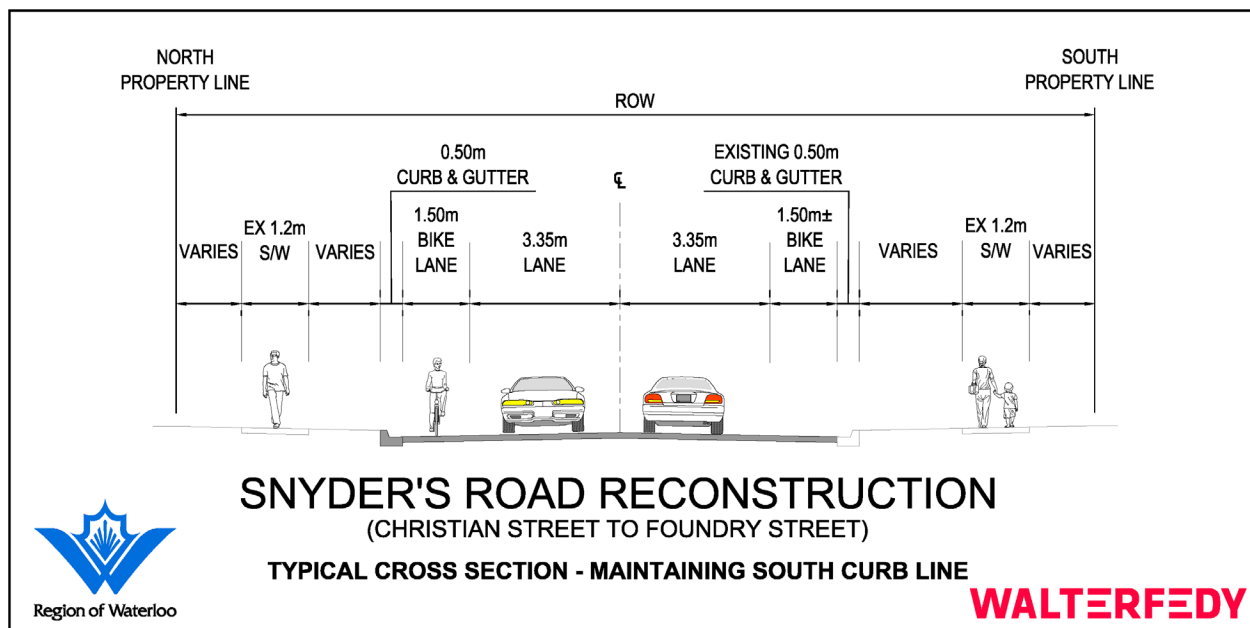
## **22. How Can I View Project Information Following This PCC #2?**

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above.

Alternatively, you may visit the Region's website at [www.regionofwaterloo.ca](http://www.regionofwaterloo.ca).

## Appendix A

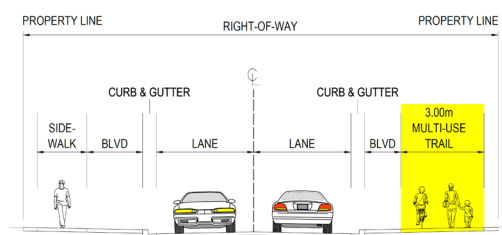
### Recommended Cross Sections



## Appendix B-1 Cycling Options

Not Recommended for Snyder's Road

### TYPES OF CYCLING FACILITIES



#### MULTI-USE TRAILS

- MOST COMFORTABLE FACILITY FOR RECREATIONAL CYCLISTS
- LOCATED WITHIN THE BOULEVARD OF A ROADWAY, GENERALLY PARALLEL TO THE ROAD
- CYCLISTS SHARE WITH PEDESTRIANS AND OTHER MODES OF ACTIVE TRANSPORTATION
- MINIMUM WIDTH OF 3.0 m, PREFERRED WIDTH IS 4.0 m
- MINIMUM WIDTH OF SEPARATION FROM BACK OF CURB OF ROADWAY IS 0.6 m



#### DESIGN CONSIDERATIONS

- SUITABLE FOR BACK-LOTTED, SUBURBAN CORRIDORS WITH FEW DRIVEWAYS AND SIDE STREET INTERSECTIONS
  - CYCLISTS APPROACH FROM BOTH DIRECTIONS THEREFORE THERE IS A RISK OF CYCLISTS GOING UNNOTICED BY MOTORISTS TURNING IN/OUT OF DRIVEWAYS AND SIDE STREET INTERSECTIONS
- MAY BE LOCATED ON ONE OR BOTH SIDES OF ROAD
- SEPARATION FROM MOTOR VEHICLES PROVIDES LEVEL OF COMFORT FOR NON-CYCLISTS AND LESS CONFIDENT CYCLISTS
  - HIGHER SPEED OF CYCLISTS MAY DECREASE COMFORT OF PEDESTRIANS

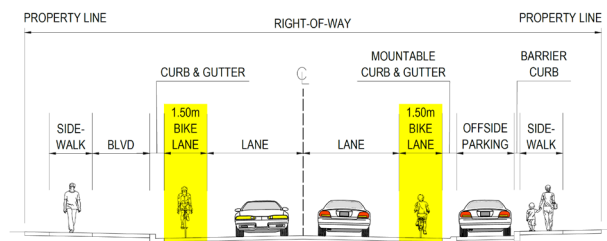
#### PROJECT SPECIFICS

- DUE TO THE HIGH NUMBER OF DRIVEWAYS, MULTI-USE TRAILS ARE NOT PROPOSED FOR SNYDER'S ROAD IMPROVEMENTS
- REGION'S ACTIVE TRANSPORTATION MASTER PLAN IDENTIFIES CORRIDOR AS "CONSTRAINED," RIGHT-OF-WAY NOT WIDE ENOUGH TO ALLOW FOR CONSTRUCTION OF TRAIL WITHOUT REMOVAL OF PARKING FACILITIES

## Appendix B-2 Cycling Options

Recommended for Snyder's Road

### TYPES OF CYCLING FACILITIES



#### ON-ROAD BIKE LANES

##### PROPOSED FROM CHRISTIAN STREET TO FOUNDRY STREET

- DESIGNATES A PORTION OF THE ROADWAY TO BE USED BY CYCLISTS
- MINIMUM WIDTH OF 1.25 m, DESIRABLE WIDTH IS 1.5 m
- DELINEATION FROM TRAVELED LANES PROVIDED THROUGH USAGE OF PAINTED PAVEMENT MARKINGS AND SIGNAGE



#### DESIGN CONSIDERATIONS

- TYPICALLY IMPLEMENTED ALONG URBAN ROADS WITH HIGHER TRAFFIC VOLUMES THAN LOCAL ROADWAYS (I.E., ANNUAL AVERAGE DAILY TRAFFIC >2000 VEHICLES PER DAY):
  - TYPICALLY USED WITH POSTED MAXIMUM SPEED >40 km/h BUT ≤70 km/h
- TYPICALLY PROVIDED ON BOTH SIDES OF TWO-WAY STREETS
- GENERALLY SUITED TOWARDS CYCLISTS OF ALL SKILL AND CONFIDENCE LEVELS, THOUGH LESS CONFIDENT CYCLISTS MAY FEEL LESS COMFORTABLE DUE TO POSSIBILITY OF MOTORISTS ENCROACHING ON CYCLING LANE

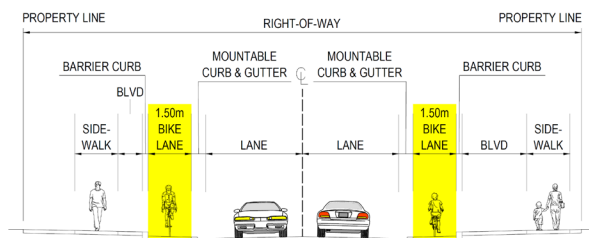
#### PROJECT SPECIFICS - CHRISTIAN ST. TO FOUNDRY ST.

- INSUFFICIENT SPACE FOR MULTI-USE TRAILS OR SEGREGATED BIKE LANES
- 1.5 m ON-ROAD BIKE LANES PROPOSED FROM CHRISTIAN STREET TO FOUNDRY STREET TO PROVIDE CONTINUITY WITH THE EXISTING ON-ROAD BIKE LANES WEST OF CHRISTIAN STREET
- ANNUAL AVERAGE DAILY TRAFFIC BETWEEN CHRISTIAN AND FOUNDRY >6000 VEHICLES PER DAY
- POSTED MAXIMUM SPEED IS 50 km/h

## Appendix B-3 Cycling Options

Recommended for Snyder's Road

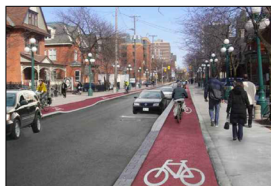
### TYPES OF CYCLING FACILITIES



#### SEGREGATED BIKE LANES

##### PROPOSED FROM FOUNDRY STREET TO GINGERICH ROAD

- MORE COMFORTABLE FOR RECREATIONAL CYCLISTS THAN ON-ROAD BIKE LANES
- DESIGNATES A PORTION OF THE ROADWAY TO BE USED BY CYCLISTS
- MINIMUM WIDTH OF 1.5 m, WIDTH OF 2.0 m WOULD ALLOW FOR PASSING WITHIN THE LANE
- SEPARATION FROM TRAVELED LANES PROVIDED THROUGH USE OF PHYSICAL BARRIERS SUCH AS CURBS, BOLLARDS, OR MEDIANS
- VARIES BASED ON AVAILABLE WIDTH OF RIGHT-OF-WAY, VEHICULAR SPEED, VOLUME, AND TYPE
- MORE DESIRABLE WHERE MODERATE TO HIGH CYCLING FACILITY USE IS ANTICIPATED, JUSTIFYING INCREASED COSTS OF PHYSICAL SEPARATION AND MAINTENANCE



#### DESIGN CONSIDERATIONS

- TYPICALLY IMPLEMENTED ALONG URBAN ROADS WITH HIGHER TRAFFIC VOLUMES THAN LOCAL ROADWAYS (I.E., ANNUAL AVERAGE DAILY TRAFFIC >2000 VEHICLES PER DAY):
  - TYPICALLY USED WITH POSTED MAXIMUM SPEED >40 km/h BUT ≤70 km/h
- TYPICALLY PROVIDED ON BOTH SIDES OF TWO-WAY STREETS
- SUITED TOWARDS CYCLISTS OF ALL SKILL AND CONFIDENCE LEVELS
  - MAY ENCOURAGE NON-CYCLISTS AND CASUAL CYCLISTS TO RIDE DUE TO INCREASED COMFORT WITH PHYSICAL SEPARATION FROM VEHICLE LANE

#### PROJECT SPECIFICS - FOUNDRY ST. TO GINGERICH RD.

- 1.5 m SEGREGATED BIKE LANES PROPOSED FROM FOUNDRY STREET TO GINGERICH ROAD
  - PHYSICAL SEPARATION TO BE PROVIDED BY WAY OF MOUNTABLE CURB
  - INTERSECTION AT FOUNDRY STREET PROVIDES AN IDEAL LOCATION TO TRANSITION FROM ON-ROAD BIKE LANES (WEST OF FOUNDRY STREET) TO SEGREGATED BIKE LANES
- ANNUAL AVERAGE DAILY TRAFFIC BETWEEN FOUNDRY AND GINGERICH >4000 VEHICLES PER DAY
  - SIGNIFICANTLY HIGHER VOLUMES AT FOUNDRY STREET INTERSECTION (>9000 VEHICLES PER DAY) AND GINGERICH ROAD (>7500 VEHICLES PER DAY)
- POSTED MAXIMUM SPEED IS 50 km/h FROM 50 m WEST OF BRENNEMAN DRIVE TO SANDHILLS ROAD AND 60 km/h FROM SANDHILLS ROAD TO SNYDER'S ROAD
  - VEHICLES OFTEN TRAVEL AT SPEEDS HIGHER THAN POSTED LIMIT IN THIS SECTION
  - SEGREGATED BIKE LANES WITH MOUNTABLE CURB REDUCES PAVED SURFACE WIDTH AND CAN REDUCE VEHICULAR SPEEDS

**WALTERFEDY**



**Comment Sheet**  
**Regional Municipality of Waterloo**  
**Snyder's Road Improvements**  
**Christian Street to Gingerich Road**  
**Village of Baden, Township of Wilmot**

**Public Consultation Centre #2**

Please complete and hand in this sheet so that your views can be considered for this project. If you cannot complete your comments today, please take this home and mail, fax or e-mail your comments by December 16, 2016 to:

Mr. Ken Brisbois, C. Tech  
Project Manager  
Region of Waterloo  
150 Frederick Street, 6th Floor  
Kitchener, ON N2G 4J3  
Phone: (519) 575-4606  
Fax: (519) 575-4430  
Email: [kbrisbois@regionofwaterloo.ca](mailto:kbrisbois@regionofwaterloo.ca)

Are you interested in upgrading your water service as part of this project? [optional]

☐ YES

☐ NO

Are you interested in upgrading your sanitary service as part of this project? [optional]

☐ YES

☐ NO

Comments or concerns regarding this project:

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Postal Code \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

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