



## **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 2019

**Who:** Region of Waterloo Project Manager

Mr. Ken Brisbois, C.Tech

Region of Waterloo

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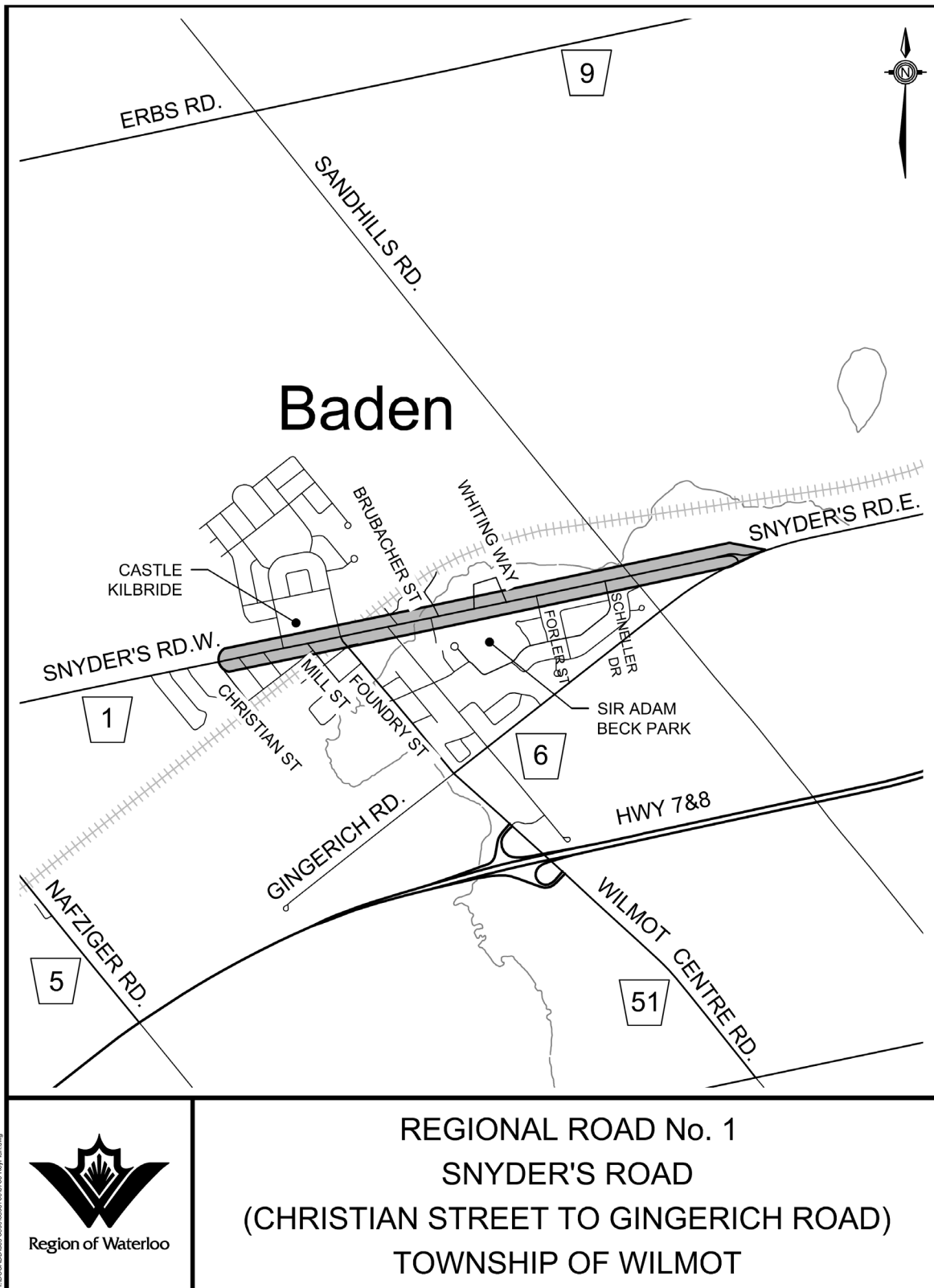
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Public Consultation Centre #3  
Thursday, April 5, 2018, 5:30 p.m. to 8:00 p.m.  
Township of Wilmot Offices, Wilmot Community Room,  
60 Snyder's Road, Baden

**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 2019.

This is the 3<sup>rd</sup> Public Consultation Centre (PCC) for this project. The purpose of this 3<sup>rd</sup> PCC is to present a revised proposed design in response to the feedback received at the second Public Consultation Centre in November of 2016 as well as from a Parking Workshop that was held in May 2017. The two main design revisions from the previous design relate to a change in the proposed cycling facility between Foundry Street and Christian Street (see Section 4ii), as well as the addition of parking spaces between Brubacher Street and Sandhills Road (see Section 4iii).

## **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 planned to be installed from Schneller Drive to Gingerich Road to replace the ditches and driveway culverts, which will improve the overall drainage in the area. In addition, the existing sanitary sewers are nearing the end of their service life and will be replaced on behalf of the Township of Wilmot.

**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 pedestrian 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 Has Been Received From the Public to Date ?**

**i) Public Consultation Centre #1 (PCC #1) – November 5, 2015**

PPC#1 was held at the Township of Wilmot Offices in Baden on November 5, 2015. In addition to replacement of the pavement and the underground sewers, the plans presented to the public included the following proposed improvements:

- new on-road cycling lanes from Christian Street to Foundry Street;
- new "segregated" cycling lanes (separated from traffic by a concrete roll-over curb) from Foundry Street to Gingerich Road;
- removal of all south side on-road parking, to allow for bike lanes (all existing boulevard parking spaces for fronting businesses would remain); and
- new curbs, storm sewer and sidewalk from Schneller Drive to the village limits, west of Gingerich Road.

47 people attended PCC#1 and 20 comment sheets were received.

Comments included opposition to the proposed loss of parking, snow clearing concerns, speeding concerns and there were questions posed about the need

for new sidewalk and the need and type of proposed cycling facilities.

## **ii) Public Consultation Centre #2 (PCC #2) – November 24, 2016**

As a result of the comments received at PPC#1, the Project Team held a second PCC on November 24, 2016 at the Township of Wilmot Offices in Baden. The Project Team provided the following additional information to the public at PCC#2:

- More explanation was provided on the different types of cycling facilities and why Multi-Use Trails are not recommended for this project (lack of space and too many driveways for a 2-way trail facility);
- Additional parking studies were conducted to capture event-related parking at Castle Kilbride and Adam Beck Park; as a result, new parking spaces were proposed in front of Castle Kilbride (4 on the north side and 4 on the south side); no additional spaces were proposed on Snyders Road near Adam Beck Park, as there was limited usage from surveys undertaken during events and there is sufficient parking on adjacent sidestreets that have direct connections to the park;
- Additional explanation was provided regarding the need for new sidewalk (for fronting homes at the east end of the project) to replace the paved shoulder that will be eliminated with the new curbed cross-section and storm sewers;
- Additional information was provided regarding the purpose of the proposed pedestrian refuge island, ie. to calm traffic as well as provide a location for pedestrians to cross only one half of the road at a time;
- Concerns regarding snow removal were addressed noting that there is sufficient boulevard for snow storage and the bike lanes would be cleared in a second pass after the initial pass of the plow.

39 people attended and 13 comment sheets were received. Four comments received at PPC#2 were opposed to the proposed parking in front of Castle Kilbride, citing that vehicles in front of the castle would detract from its heritage appeal. In addition, six residents in the vicinity of Adam Beck Park again expressed dissatisfaction with the lack of proposed parking in front of their

homes. There were also requests to consider segregated cycling throughout the project and not just from Foundry Street to the east. In response to these comments, the Project Team again revisited the design plans.

It was decided to remove the proposed parking from in front of Castle Kilbride, to avoid blocking the views of the Castle. In addition, the Project Team again reviewed the type of cycling facility from Foundry Street westerly to the project limits at Christian Street; upon a detailed review, it was determined that the additional cost of segregated bike lanes (with rollover curb separating the bike lane from traffic) versus on-road bike lanes would only be marginal and that any additional impacts on boulevards would be negligible. Because this change represents a significant revision from the original plans presented, it was recommended that a third PCC be held in order to present this new design option to the residents from Foundry Street to Christian Street, showing the effects of a segregated bike lane in front of their homes instead of the originally proposed on-road bike lanes.

### **iii) Parking Workshop – May 25, 2017**

In response to the residents' continued concerns about the elimination of parking on the south side of Snyder's Road from Brubacher Street to Sandhills Road, the Project Team again considered the ability to provide some parking spaces in this area. The original reasons cited for not recommending parking were that most of the fronting driveways are double-width and of sufficient length to park multiple cars. In addition, parking is available on adjacent sidestreets within close proximity. However, the Project Team did acknowledge that parking could be provided behind the proposed bike lanes, but that parking would eliminate grassed boulevards and the ability to plant new trees in a boulevard. Some of the residents however were adamant that parking on sidestreets would be a serious inconvenience and insisted that parking be provided in front of their homes.

The Project Team looked at various options to accommodate some parking while maintaining some grassed and treed boulevards. It was decided that the best way to potentially resolve the parking/boulevard issue was to host a Workshop with directly affected residents to be able to fully explain the options and impacts,

Information Package  
Snyder's Road Improvements  
Christian Street to Gingerich Road

and to explore a compromise solution if available.

The Workshop was attended by 13 directly-affected residents who live on Snyder's Road between Brubacher Street and Sandhills Road, as well as members of the Project Team including Township Councillor Barry Fisher.

At the parking Workshop, three (3) options were presented and discussed and one additional option was generated by the group during the Workshop. The options included:

- All Parking – Retains all existing 58 parking spaces on the south side of Snyder's Road between Brubacher Street and Sandhills Road.
- No Parking – All 58 parking spaces on Snyder's Road between Brubacher Street and Sandhills Road would be eliminated (as previously recommended by the Project Team).
- Moderate Parking – Would retain some parking on the south side of Snyder's Road between Brubacher Street and Sandhills Road.
- Modified Moderate Parking (additional option generated by the Working Group) - a variation on the Moderate option.

The following table summarizes the parking and tree removals associated with each option:

<b>ALL Parking</b>	<b>NO Parking</b>	<b>MODERATE Parking</b>	<b>MODIFIED MODERATE Parking</b>
58 Parking Spots	0 Parking Spots	20 Parking Spots	26 Parking Spots
27 of 27 Trees Lost	0 of 27 Trees Lost	5 of 27 Trees Lost	7 of 27 Trees Lost

It was agreed by those present at the Workshop that a modified version of the Moderate parking configuration was most favourable. The following criteria were used to develop the "Modified Moderate" parking option:

- Parking is to be provided on the south side of Snyder's Road only;
- The location must accommodate at least 2 back-to-back parking spaces; and

Information Package  
Snyder's Road Improvements  
Christian Street to Gingerich Road

- The distance between spaces is to be 100 metres maximum for accessibility and an easy walking distance.

These criteria resulted in an additional 6 parking spaces being added to the Moderate parking option above, for a total of 26 parking spaces between Brubacher Street and Sandhills Road. In addition, 2 additional trees would require removal for this modified option, allowing 20 of the 27 trees to remain in the boulevard. The agenda and minutes from the Workshop discussions are included in Appendix 'B' of this report.

Based on the outcome of the Parking Workshop, the Project Team is now recommending the "Modified Moderate" parking option as the Preferred Option for this section of the project between Brubacher Street and Sandhills Road, and this option is shown on the new proposed plans presented at PCC#3.

## **5. Summary of Changes to the Proposed Snyder's Road Improvement Plans at This PCC #3**

As described in detail in Section 4 (above), as part of this PCC#3 there are proposed changes to the type of cycling facility between Foundry Street and Christian Street as well as proposed changes to the parking between Brubacher Street and Sandhills Road, and in front of Castle Kilbride. A summary of all the changes included at this PCC#3 is as follows:

- 26 parking spaces are to be retained on the south side of Snyder's Road between Brubacher Street and Sandhills Road;
- 4 previously proposed spaces on the north side of Snyder's Road in front of Castle Kilbride have been removed;
- Segregated bike lanes are now proposed for the entire length of the project including the section from Foundry Street to Christian Street;
- an additional pedestrian refuge island is proposed on Snyder's Road at Forler Street; and
- a four-way stop was installed in August 2017 at the intersection of Sandhills Road and Snyder's Road and will be retained.

**Note: The following sections 6-15 provide general project information that was included previously in the Information Packages for PCC#1 and PCC#2, updated as applicable.**



**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, two pedestrian refuge islands 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. Will any Heritage Resources be Impacted by this Project?**

A large number of designated and listed heritage resources, as well as many 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 preliminary and detailed

design.

## **12. Precondition Surveys**

Approaching construction, the Region will be working with a consultant to conduct a precondition assessment/survey of all homes/buildings that directly front Snyder's Road to document existing conditions of the structures prior to the works taking place. These surveys are very important in identifying and documenting the existing conditions prior to construction and help to assist with any required special precautions that may be required during construction.

## **13. 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.

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

Replacement of the existing distribution watermain within Snyder's Road is 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.

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

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.

**Note: The preceding sections 6-15 provide general project information that was included previously in the Information Packages for PCC#1 and PCC#2, updated as applicable.**

**16. 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, and segregated cycling facilities as well as driveway and boulevard restoration, is \$7,000,000. The Township is funding the costs for the sanitary sewer replacement as well as a share of the storm sewer replacement at a total estimated cost of \$1,160,000.

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

It has been confirmed that there are no private property acquisitions required as part of this project.

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

Construction on Snyder's Road is scheduled to commence in 2019 and will be constructed over a 2 year timeframe. 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 two years (with a pause for winter) 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.

**19. 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 third 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 three PCCs and the parking Workshop to refine the proposed design in conjunction with other technical data.

**20. 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 any of the PCCs) so that anyone wishing to speak to Councillors about this project can do so before final approval.

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

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

**22. 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, April 20<sup>th</sup>, 2018.

Information Package  
Snyder's Road Improvements  
Christian Street to Gingerich Road

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

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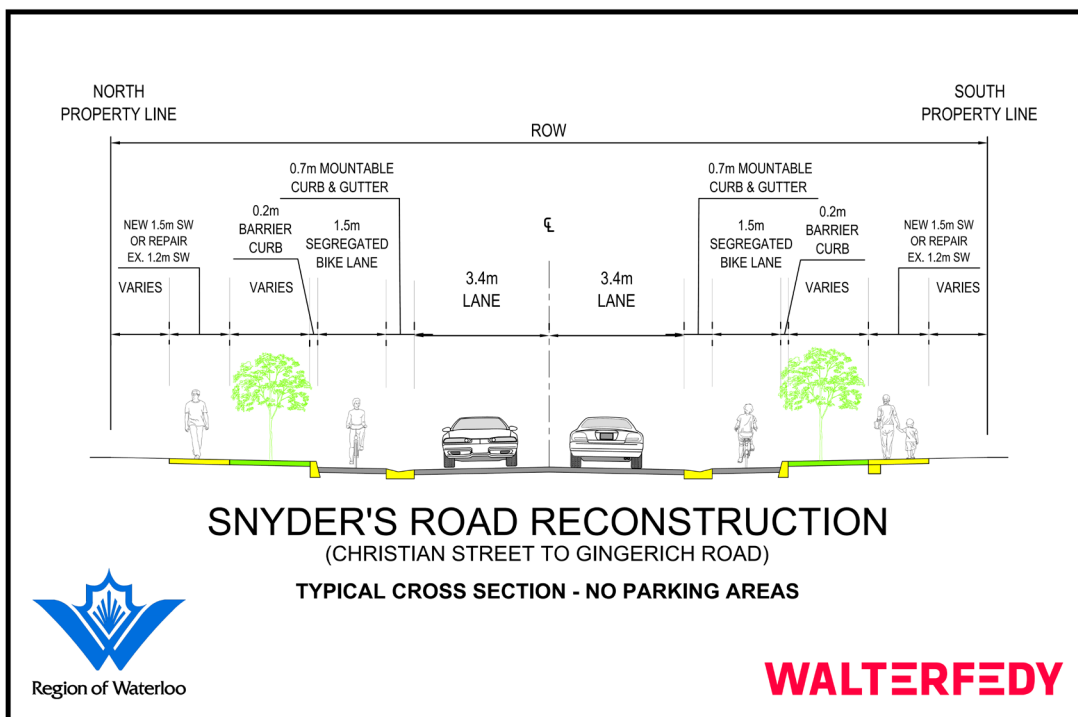
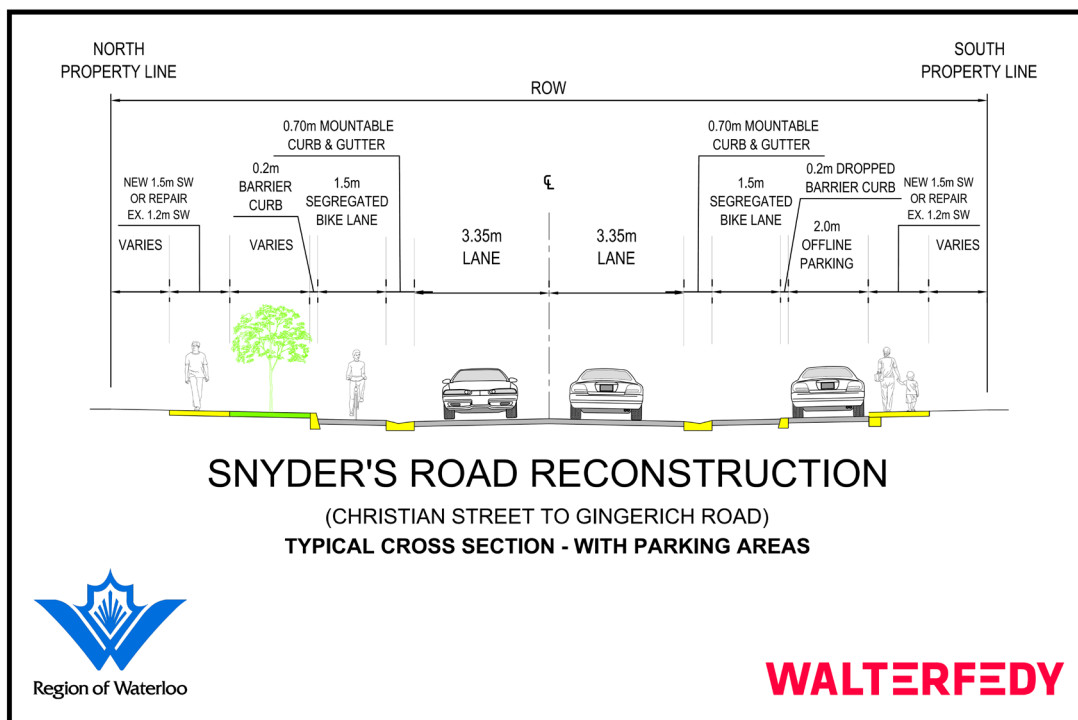
**23. How Can I View Project Information Following This PCC #3?**

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**

### Parking Workshop Notes

**Snyder's Road Improvements —  
Christian Street to Gingerich Road, Village of Baden  
Review of and feedback on parking options**

**Draft Annotated Agenda**

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**7:00 Opening Remarks**

- Welcome and session overview; Introductions; Discussion principles

**7:10 Overview Presentation**

- Context and status of the initiative (including a brief history to date)
- Project goals and objectives
- Key 'givens and parameters'
- Questions of fact/clarification

**7:25 Parking Options**

- Presentation/overview of each of the three parking options (and their implications for location and number of parking spaces, road usage, tree removal, utilities, etc.)
- Facilitated discussions to explore and get feedback on each of the options using the **AIMM** exercise (see below). *Keeping the 'givens and parameters' in mind, what are the...*
  - **Advantages** of the option (What do you like about this option — what are its strengths, positives...what's good about it...what makes it desirable, what benefits might it produce, etc.?)
  - **Impediments** associated with the option (What are the weaknesses or disadvantages of the option, things that don't make sense to you or that are potentially problematic, what are the potential flaws, etc.?)
  - **Mitigation** ideas (How can impediments, concerns or objections be addressed — how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
  - **Maybes** associated with the option (What, if any, are the uncertainties related to the option? What key outstanding questions do you have about it? What are the major unknowns?)

**8:45 Looking Ahead and Open Forum**

- What's next?
  - How the information will be used
  - Post-meeting activities
- Additional participant comments, ideas, issues

Information Package  
Snyder's Road Improvements  
Christian Street to Gingerich Road

**AIMM Exercise: Parking Options**

**OPTION: No Parking**

<b>Advantages</b> (What do you like about the option — what are its strengths, advantages...what's good about it...what makes it desirable, what benefits might it produce, etc.?)
<ul style="list-style-type: none"> <li>• Nice, clean design/well laid-out.</li> <li>• Get to keep trees (none lost on south side).</li> <li>• Nice boulevard treatments.</li> <li>• Creates a safer environment compared to what exists today (for cyclists; for residents; for drivers) — helps reduce vehicle speeds.</li> <li>• There is no parking! (Which is a good thing.)</li> </ul>

<b>Impediments</b> (What are the weaknesses/disadvantages of the option...things that don't make sense to you or that are potentially problematic...what are the potential flaws, etc.?)	<b>Mitigation</b> (How can the impediments, concerns or objections be addressed — how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
<ul style="list-style-type: none"> <li>• There is no parking (some is needed!).</li> <li>• The wide-open space (with no parking on either side) could encourage even more speeding through the area.</li> <li>• Driveway ingress and egress could become even more difficult.</li> <li>• It may appear to drivers that the lane/roadway is much wider than it actually is (which will encourage speeding) — people won't respect the curb lip.</li> </ul>	<ul style="list-style-type: none"> <li>• Could the sidewalks be moved back?</li> <li>• Could additional islands be used to further slow the traffic down?</li> <li>• Consider other traffic calming measures.</li> <li>• Also look at better enforcement of speeds, especially where drivers come down the hill.</li> <li>• Does Snyder's Road need to remain a regional road? If it weren't, could speed bumps be considered?</li> <li>• Need to address the speed issue</li> </ul>

<b>Maybes</b> (What, if any, are the uncertainties related to the option? What key questions do you have about it? What are the major unknowns?)
<ul style="list-style-type: none"> <li>• How many people will actually use the cycle lanes — what's the track record in practice? (We don't see many cyclists using the road today.)</li> <li>• What are the statistics re: preventing vehicles from going over the curb and hitting the cyclists (what is the experience elsewhere)?</li> <li>• Is there a By-law about kids riding on sidewalks?</li> <li>• Where do skate boarders go/ride? Will they ride on the cycle lane?</li> <li>• What is the size of the Region's right of way in this area of road?</li> </ul>

Information Package  
 Snyder's Road Improvements  
 Christian Street to Gingerich Road

OPTION: **Moderate Parking**

<b>Advantages</b>
(What do you like about the option — what are its strengths, advantages...what's good about it...what makes it desirable, what benefits might it produce, etc.?)
<ul style="list-style-type: none"> <li>• Provides more parking for residents (20 spots more than the 'no parking' option).</li> <li>• Get to keep most trees.</li> <li>• Still have boulevards.</li> <li>• Nice design — good use of space.</li> <li>• A good balance, reasonable compromise.</li> </ul>

<b>Impediments</b>	<b>Mitigation</b>
(What are the weaknesses/disadvantages of the option...things that don't make sense to you or that are potentially problematic...what are the potential flaws, etc.?)	(How can the impediments, concerns or objections be addressed — how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
<ul style="list-style-type: none"> <li>• Potential safety implications for cyclists given the parked cars — when drivers' don't pay attention (opening doors or pulling out).</li> <li>• Still not enough parking — there will be even less parking with coming new developments.</li> <li>• Does not really address the speed problem.</li> </ul>	<ul style="list-style-type: none"> <li>• Add additional parking on the north side near the cemetery and in front of the Wescap development.</li> <li>• Add one or two car parking spots in selected locations.</li> <li>• Consider using parking in the ballpark area.</li> <li>• Add more islands in other places.</li> <li>• Consider bus stop locations (GRT and school bus stops) and integrate them into the planning.</li> </ul>

<b>Maybes</b>
(What, if any, are the uncertainties related to the option? What key questions do you have about it? What are the major unknowns?)
<ul style="list-style-type: none"> <li>• Who plows the snow? Where will it be stored? The region (or the Township) should have to clear the sidewalks as well.</li> <li>• How well does the plowing work on Manitou and Glasgow (similar type designed streets)?</li> <li>• To what degree do the proposed parking spots reflect findings from previous parking studies?</li> <li>• Need to consider 'special events' as also including family/cultural/etc. 'get togethers' that may include many guests/visitors — and availability of parking for them.</li> </ul>

Information Package  
Snyder's Road Improvements  
Christian Street to Gingerich Road

OPTION: **All Parking**

<b>Advantages</b> (What do you like about the option — what are its strengths, advantages...what's good about it...what makes it desirable, what benefits might it produce, etc.?)
<ul style="list-style-type: none"> <li>• Get most of the parking spots back.</li> <li>• Cyclists still get their lanes.</li> <li>• Win-win (cyclists get their lanes; residents keep most of their parking).</li> </ul>

<b>Impediments</b> (What are the weaknesses/disadvantages of the option...things that don't make sense to you or that are potentially problematic...what are the potential flaws, etc.?)	<b>Mitigation</b> (How can the impediments, concerns or objections be addressed — how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
<ul style="list-style-type: none"> <li>• The most costly option (though the precise amount is not yet known).</li> <li>• Lose more/a lot of trees.</li> <li>• Provides for more parking than is really needed.</li> <li>• It could be the most dangerous option — given that there is no separation between the vehicles and the sidewalk along the 58 spots of parking.</li> <li>• Might encourage poor 'poop and scoop' activity.</li> <li>• Leaves little room for placement of garbage for pick-up.</li> <li>• Impact on garbage trucks/garbage pick-up.</li> </ul>	<ul style="list-style-type: none"> <li>• Can replant/replace trees (though property availability is tight).</li> <li>• Will need effective snow removal.</li> <li>• Look at adding more islands in selected locations (e.g. near a school bus stop).</li> </ul>

<b>Maybes</b> (What, if any, are the uncertainties related to the option? What key questions do you have about it? What are the major unknowns?)
<ul style="list-style-type: none"> <li>• Rather than going with the 'All Parking' option, could we add a few parking spots to the 'Moderate Parking' option — and make that work? Consider options beyond where there are just three spots in a row.</li> <li>• How will snow storage and removal be handled? (Need effective snow removal.)</li> <li>• Is the expense of smaller snow removal tractors/machines worth it?</li> <li>• What is the difference in price between the three options?</li> <li>• Is the team aware of and taking into account gas line placement? Need to be mindful of gas lines/utilities in the corridor.</li> <li>• Is there any provision for community access buses to pick-up/drop-off people with disabilities?</li> <li>• Has EMS/fire department access and movements been taken into account? Which option is better for this?</li> </ul>

**Key Questions/Comments (following the project overview):**

- Has the Region completed a survey on current cycle use of the road?
- Speeding in the area is terrible — and nothing has been done to address it despite numerous requests for action. No one stops at the stop signs. There is tailgating and illegal passing. Need better policing and enforcement.
- Where else is there a comparable road and cycle lane combination in the Region? And what has the experience been there?
- Why is a raised curb being proposed?
- Who is responsible for maintenance of the facility and snow removal?
- Where will the snow be placed/stored and how will it be removed?

**Other:**

- Check the impact on traffic and speeds at Davenport in Waterloo.
- Has the region considered more three-way or four-way stop signs?
- [Note: There was general, but not consensus support, for the Moderate Parking option — albeit with extra spaces added in selected/strategic locations. This was typically viewed as a reasonable and balanced solution for the area.]

**Next Steps:**

- Review and consider the input from this meeting (which is much valued and appreciated).
- Consider implications for revisions to the parking design and selection of a preferred approach.
- Hold another PCC in the Fall, at which the recommended approach would be shown.
- Consider feedback from that PCC.
- Seek Regional Council approval for the recommended approach sometime in the Winter.
- Construction to occur sometime post-2018.

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

**Public Consultation Centre #3**

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 April 20<sup>th</sup>, 2018 to:

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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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