



Report: TES-DCS-19-06

Region of Waterloo

Transportation and Environmental Services

Design and Construction

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

Date: April 9, 2019

File Code: C04-30, 05766

Subject: **Snyder's Road Improvements Christian Street to Gingerich Road,
Village of Baden, Wilmot Township**

Recommendation:

That the Regional Municipality of Waterloo take the following actions with respect to the proposed improvements on Snyder's Road (Regional Road 1) between Christian Street and Gingerich Road in the Village of Baden, Wilmot Township:

- a) approve the Recommended Design Alternative for Snyder's Road Improvements as outlined in Report TES-DCS-19-06; and
- b) upon completion of construction, amend the Region's Traffic and Parking By-law 16-023 as amended to,
 - a) Add to Schedule 1, No Parking, on both sides of Snyder's Road (Regional Road 1), from Christian Street to Foundry Street (Regional Road 51);
 - b) Add to Schedule 1, No Parking, both sides of Snyder's Road (Regional Road 1), from Sandhills Road to Gingerich Road (Regional Road 6);
 - c) Add to Schedule 7, Accessible Parking for Persons with Disabilities, on the south side of Snyder's Road (Regional Road 1) from 113 meters east of Foundry Street (Regional Road 51) to 120 meters east of Foundry Street (Regional Road 51); and
 - d) Add to Schedule 22, Reserved Cycling Lanes Anytime on both sides of Snyder's Road (Regional Road 1) from Christian Street to Gingerich Road

(Regional Road 6).

Summary:

The Region of Waterloo is planning road improvements on Snyder's Road between Christian Street and Gingerich Road, in the Village of Baden, Wilmot Township. The project includes a total distance of approximately 2,750 metres. Please refer to Appendix 'A' for a Key Plan of the Study Area and limits of the proposed work. The proposed improvements on Snyder's Road include reconstruction of the roadway, replacement of storm sewer systems, sidewalk replacement, new pedestrian refuge islands and cycling facilities. Additionally, the sanitary sewer system is to be replaced on behalf of the Township of Wilmot.

In total, (3) three Public Consultation Centres were held as well as a Parking Workshop to receive public input on the preferred Design Alternative. Public concerns were expressed regarding the loss of parking to accommodate bike lanes, whether there is a need for cycling facilities, snow storage and removal, as well as traffic speeds on this section of Snyder's Road.

Based on an assessment of the technical information gathered for this project as well as a review of all public comments received, the Project Team is now recommending that Regional Council approve the following improvements on Snyder's Road in the Village of Baden, Township of Wilmot:

- Reconstruct Snyder's Road from Christian Street to Gingerich Road;
- Replace storm sewers between Christian Street and Schneller Drive
- Install a new storm sewer system from Schneller Drive to Gingerich Road;
- Replace sanitary sewers on behalf of the Township of Wilmot;
- Construct a new left-turn lane at Schneller Drive;
- Replace all existing sidewalks on both sides of Snyder's Road;
- Install new sidewalk on the south side of Snyder's Road from Schneller Drive easterly to the village limits, just west of Gingerich Road;
- Construct 1.5 metre wide separated bike lanes on Snyder's Road from Christian Street to Gingerich Road;
- Construct new pedestrian refuge islands just west of Schneller Drive and at Forler Street;
- Plant new boulevard trees and landscaping where appropriate and feasible.

Staff initially presented the proposed Design Alternative at the Active Transportation Advisory Committee on September 15, 2015 in advance of PCC #1 as well as an updated proposed Design Alternative on March 20, 2018, in advance of PCC #3. The committee has endorsed the most recent proposed design and provided their support

for these improvements for approval by Regional Council.

The Region's approved 2019 Transportation Capital Program includes a budget of \$6,015,000 in years 2019 to 2022 for the planning, design and construction of these improvements to Snyder's Road from Christian Street to Gingerich Road in the Village of Baden. The project is funded from the Roads Rehabilitation Capital Reserve (72.65%; \$4,370,000) and the Roads Development Charges Reserve Fund for active transportation facilities (27.35%; \$1,645,000). Construction is currently scheduled to commence on Snyder's Road in 2020 and to be completed in 2021 with a winter shutdown period. Final surface paving is planned for 2022.

Public notification letters advising of the recommendations contained in Report TES-DCS-19-06 were mailed during the week of March 25th 2019 to all agencies and those who attended the Public Consultation Centres, as well as to all property owners and residents abutting the Snyder's Road project.

Report:

1.0 Background

The Region of Waterloo is planning road improvements on Snyder's Road from Christian Street to Gingerich Road, in the Village of Baden, Township of Wilmot. The project includes a total distance of approximately 2,750 metres. Please refer to Appendix 'A' for a Key Plan showing limits of the proposed work.

Snyder's Road is a two-lane urbanized road from Christian Street to Schneller Drive with a rural section from Schneller Drive to Gingerich Road. There is a combination of residential, commercial, and public uses, including Castle Kilbride. The middle section of Snyder's Road (from Foundry Street to Brubacher Street) is identified in the Region's Transportation Corridor Design Guidelines (CDG) 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 "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.

The existing asphalt roadway on Snyder's Road from Christian Street to Gingerich Road is in fair to poor condition and in need of rehabilitation and replacement. The proposed improvements on Snyder's Road include rehabilitation of the roadway, storm sewer replacement, sidewalk replacement, left turn lane construction, pedestrian refuge

islands and the installation of active transportation facilities. The Township of Wilmot has also identified the need to replace the sanitary sewer on their behalf.

A Project Team was established to provide direction on these improvements consisting of staff from the Region of Waterloo and the Township of Wilmot, as well as Wilmot Township Councillor Barry Fisher. Walter Fedy of Kitchener, Ontario was retained by the Region for consulting engineering services for preliminary design, public consultation, detailed design, contract administration and construction inspection services for this project. Please refer to Report E-14-051 for additional information about this consulting assignment.

The planning of these improvements has been conducted in accordance with the Municipal Class Environmental Assessment (Class EA) requirements for Schedule A+ projects. The Class EA Study has been initiated by the Region to address infrastructure replacement and transportation needs on Snyder's Road. Additionally, the planning of these roadway improvements is being undertaken in accordance with the Regional Transportation Master Plan, the Context Sensitive Transportation Corridor Design Guidelines, and other relevant Regional policies, practices and guidelines.

Construction of these improvements is tentatively scheduled to occur in 2020 - 2021. The planning of this work commenced in 2014 and has included extensive public consultation and input.

2.0 Active Transportation Design Alternatives

The Project Team looked at several design alternatives for improvements to Snyder's Road based on the needs and objectives identified in the Transportation Study completed for this project, the Regional Transportation Master Plan, and other relevant Region policies, practices, business plans and guidelines. Appendix 'B' shows cross-section views of the Design Alternatives that were developed and evaluated by the Project Team and presented during public consultation and are described as follows:

- Alternative No. 1 (Multi-Use Trail): Maintain one (1) 3.35m through lane in each direction with the addition of a 3.0m - 4.0m wide asphalt multi-use trail on the south side of the roadway;
- Alternative No. 2 (On-Road Cycle Lanes): Maintain one (1) through lane in each direction, each lane 3.35m wide with the addition of 1.5m on-road cycle lanes on both sides of the roadway; and
- Alternative No. (Separated Cycle Lanes): Maintain one (1) through lane in each direction, each lane 3.35m wide, with the addition of 1.5m separated cycle lanes

with a 0.7m rollover type curb separating the cycle lane from vehicular traffic.

3.0 Public Consultation

Three (3) Public Consultation Centres (PCC's) were held as well as a separate Parking Workshop at the Township of Wilmot office located at 60 Snyder's Rd W in the Village of Baden. Plans showing the Design Alternatives and the Project Team's detailed evaluations of the Design Alternatives were on display at each PCC and Project Team representatives were present to answer questions from members of the public. A summary of each PCC and the Parking Workshop are included below:

Public Consultation Centre #1 (PCC #1) – 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 bike lanes from Christian Street to Foundry Street;
- new “separated” bike 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. (See Appendix “C” to review the comments received).

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

As a result of the comments received at PPC#1, the Project Team undertook further analysis of the proposed improvements and 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 separated 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. (See Appendix "C" to review the comments received).

Based on this further review, the proposed design was revised 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 separated bike lanes (with rollover curb separating the bike lane from traffic) versus on-road bike lanes would be marginal and that any additional impacts on boulevards would be negligible. Because this change represented 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 separated bike lane in front of their homes instead of the originally proposed on-road bike lanes.

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, 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:

ALL Parking	NO Parking	MODERATE Parking	MODIFIED MODERATE Parking
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
- 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 ‘C’ of this report.

Public Consultation Centre #3 (PCC #3) – April 5, 2018

Based on the outcome of the Parking Workshop, the Project Team held a third PCC to show the “Modified Moderate” parking option as the Preferred Option for this section of the project between Brubacher Street and Sandhills Road. This option was shown on the new plans presented at PCC#3.

As indicated from the feedback at PCC#2, plans at PCC#3 also included changes to a separated cycling facility between Foundry Street and Christian Street and the removal of parking in front of Castle Kilbride. A summary of all the changes presented at 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;

- Separated 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
- it was also indicated that the four-way stop that was installed in August 2017 at the intersection of Sandhills Road and Snyder's Road will remain.

Approximately fifty-five (55) people attended and thirteen (13) comment sheets were received as a result of PCC#3. (See Appendix "C" to review the comments received).

Comments were received from three businesses located east of Foundry Street at 21, 23 and 36 Snyder's Road East (Baden Eyecare, Wilmot Jujitsu and Baden Integrative Health, respectively) concerned about the loss of parking on Snyder's Road for their customers. The Project Team again reviewed the proposed parking arrangement at these businesses. At 36 Snyder's Road, all existing paved boulevard parking spaces are to be reinstated in front of the business in a new paved boulevard.

At 21/23 Snyder's Road, this new development (constructed in 2017), includes an existing paved parking lot which accommodates 7 spaces plus one accessible space. This development was approved through the Township's site plan approval process and the Region's upcoming plans to reconstruct Snyder's Road including the elimination of on-street parking would have been known to the developer at the time. On-street parking is currently available east of the driveway only; parking is prohibited to the west because of the proximity of the Foundry Street intersection. The on-street parking east of the driveway would have to be removed to accommodate the cycling lanes but the Project Team has determined that one new paved boulevard parking space can be reinstated in front of 21/23 Snyder's Road and this is now to be included in the reconstruction plans.

One other business (Melina's Grill at 55 Snyder's Road West) requested that parking not be removed in front of their business. Two of the existing three parking spaces will be reinstated in front of this business; one is being eliminated because of a lack of sight distance to the adjacent sidestreet Mill Street.

Two residents voiced their opposition to cycling lanes as they are perceived as not needed and will take away parking. The Project Team is committed to implement cycling facilities on this corridor in accordance with the planned cycling networks for both the Region and the Township of Wilmot.

4.0 Common Public Comments and Project Team Responses

The presentation of the Design Alternatives at the PCCs generated a number of

common questions and concerns about preferred changes to Snyder's Road. The Project Team's responses to the main themes raised during the public consultation process on this project are as follows:

a) Parking

Public Comments

A large number of comments raised concerns regarding loss of on-street parking on the south side of Snyder's Road mainly between Brubacher Street and Sandhills Road. Some comments also pertained to parking around Castle Kilbride.

Project Team Response

Following an initial proposal which included the elimination of all on-street parking on the south side of Snyder's Road between Brubacher Street and Sandhills Road, the Project Team along with input and interaction with the public (specifically the Parking Workshop) has been able to develop a proposed design which provides a practical balance between cycling and parking needs within the project limits.

Of the original 40 unmarked parking spots on the south side of Snyder's Road between Brubacher Street and Sandhills Road, 26 are now being reinstated. This will provide a good mix between parking as well as the opportunity to reinstate boulevard/planting areas within this section of the project.

As per the original proposal, all existing boulevard parking within the business core will be reinstated as part of this project in a new paved boulevard behind the cycling lanes.

Parking around Castle Kilbride proved challenging due to the existing physical constraints as well as the heritage aspects of this area. The Project Team did conduct surveys during events held at the Castle and it was evident that parking needs far exceed any current allowed parking in the area. The Project Team tried to introduce some additional parking spots fronting the Castle; however the proposed parking spots were far below the need and were not well received primarily because of aesthetics as vehicles would block views of the Castle from Snyder's Road. Visitors of the events will need to continue to park within the Township parking lot behind the Castle and on adjacent side streets within the area during events. Special event signage/permitting may also be an interim solution during events as well to temporarily allow parking within the separated bike lane for short term events until more permanent accommodations can be provided by the Township.

b) Cycling Facility

Public Comments

Several comments were received questioning the need for a cycling facility within the project limits. Also, the selection of separated bike lanes as the preferred type of facility was questioned.

Project Team Response

The Region's Transportation Master Plan designates Snyder's Road as a planned cycling route. In addition, the Township of Wilmot has requested that the 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. Any lack of existing cycling use on Snyder's Road was not taken into consideration since the goal is to introduce these facilities to support and encourage more "active" transportation and the use of travel modes other than driving.

On projects where new cycling facilities are planned, the Project Team has a number of different options to consider including: painted on-road bike lanes; "separated" bike 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.

Separated bike lanes are separated from the adjacent traffic lane, typically by a 0.7 metre wide mountable "roll-over" curb. This type of bike lane is recommended by the Project Team as the most appropriate type of cycling facility on this project to provide cyclist comfort and encourage more cycling.

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 bike lane will have a traffic calming effect on motorists and help to reduce speeds in this area.

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.

c) Vehicular Speeds**Public Comments**

Several comments were received about excessive speeds observed on Snyder's Road.

Project Team Response

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 in some areas) 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 "rollover" curb 0.7m wide on each side, and a 1.50m separated bike lane behind the rollover curb. A 1.5m wide concrete sidewalk is included adjacent to the separated bike lane, as well as landscaped boulevards or 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. It is very difficult to control speed and speed limit signs alone do not slow down traffic. Research has shown that most drivers travel at a speed they consider to be comfortable, regardless of posted speed limits.

It is also noted that a four-way stop was installed in August 2017 at the intersection of Sandhills Road and Snyder's Road and this four-way stop will remain. This stop condition also has a limiting effect on Snyder's Road speeding in the vicinity of Sandhills Road.

d) Snow Removal**Public Comments**

Several comments were received about snow storage/clearing with the addition of separated bike lanes.

Project Team Response

The platform of Snyder's Road is to be widened to include separated bike 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 bike 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.

5.0 Recommended Design Alternative

Based on a review of the technical information gathered for this project as well as a review of all public comments received, the Project Team is now recommending that Regional Council approve the improvements listed below on Snyder's Road from Christian Street to Gingerich Road, in the Village of Baden. Appendix 'B' shows cross-section views of the recommended Design Alternative including separated bike lanes.

The Recommended Design Alternative includes the following:

- Reconstruct Snyder's Road from Christian Street to Gingerich Road;
- Replace storm sewers between Christian Street and Schneller Drive
- Install a new storm sewer system from Schneller Drive to Gingerich Road;
- Replace sanitary sewers on behalf of the Township of Wilmot;
- Construct a new left-turn lane at Schneller Drive;
- Replace all existing sidewalks on both sides of Snyder's Road;
- Install new sidewalk on the south side of Snyder's Road from Schneller Drive easterly to the village limits, just west of Gingerich Road;
- Construct 1.5 metre wide separated bike lanes on Snyder's Road from Christian Street to Gingerich Road;
- Construct a new pedestrian refuge islands just west of Schneller Drive and at Forler Street;
- Plant new boulevard trees and landscaping where appropriate and feasible.

Staff initially presented the proposed Design Alternatives at the Active Transportation Advisory Committee (ATAC) on September 15, 2015 and an updated proposed Design Alternative on March 20, 2018, and the committee has endorsed the most recent proposed design and provided their support for these improvements to be approved by Regional Council. The Region's Heritage Planning Advisory Committee (HPAC) was also consulted and they provided some similar concerns to those raised by the residents regarding loss of parking, cycling facility choice as well as potential loss of trees. These comments were considered in the Project Team's review of all comments

and have been addressed in this report.

Public notification letters advising of the recommendations contained in Report TES-DCS-19-06 were mailed during the week of March 25th 2019 to all agencies and those who attended the Public Consultation Centres, as well as to all property owners / residents abutting the Snyder's Road project.

6.0 Project Cost

The overall estimated total project cost for the proposed Snyder's Road improvements, including engineering, construction and other project costs is \$7,250,000, with the Region's share estimated at \$6,000,000. This includes approximately \$1,645,000 for active transportation facilities. The Township of Wilmot is responsible for funding the cost of the sanitary sewer as well as a portion of the storm sewer. The estimated cost of the Township's contribution is \$1,250,000.

7.0 Project Schedule

Construction is currently scheduled to commence on Snyder's Road in 2020 and construction is anticipated to take two full construction seasons, with completion in the Fall of 2021.

As part of the detailed design, staff will endeavor to maintain one lane of through traffic in one direction. Local access will be maintained for local residents and businesses.

Corporate Strategic Plan:

The Recommended Design Alternative proposed for Snyder's Road supports the Region's Corporate Strategic Plan in the following Focus Areas and Strategic Objectives:

Focus Area 2.1 – Create a public transportation network that is integrated, accessible, affordable and sustainable; and

Focus Area 2.3 – Build infrastructure for, and increase participation in, active forms of transportation (cycling and walking).

Financial Implications:

The Region's approved 2019 Transportation Capital Program includes a budget of \$6,015,000 in years 2019 to 2022 for the planning, design and construction of these improvements to Snyder's Road from Christian Street to Gingerich Road in the Village of Baden. The project is funded from the Roads Rehabilitation Capital Reserve (72.65%; \$4,370,000) and the Roads Development Charges Reserve Fund for active

transportation facilities (27.35%; \$1,645,000). Construction is currently scheduled to commence on Snyder's Road in 2020 and to be completed in 2021 with a winter shutdown period.

Other Department Consultations/Concurrence:

NIL

Attachments

Appendix A Key Plan

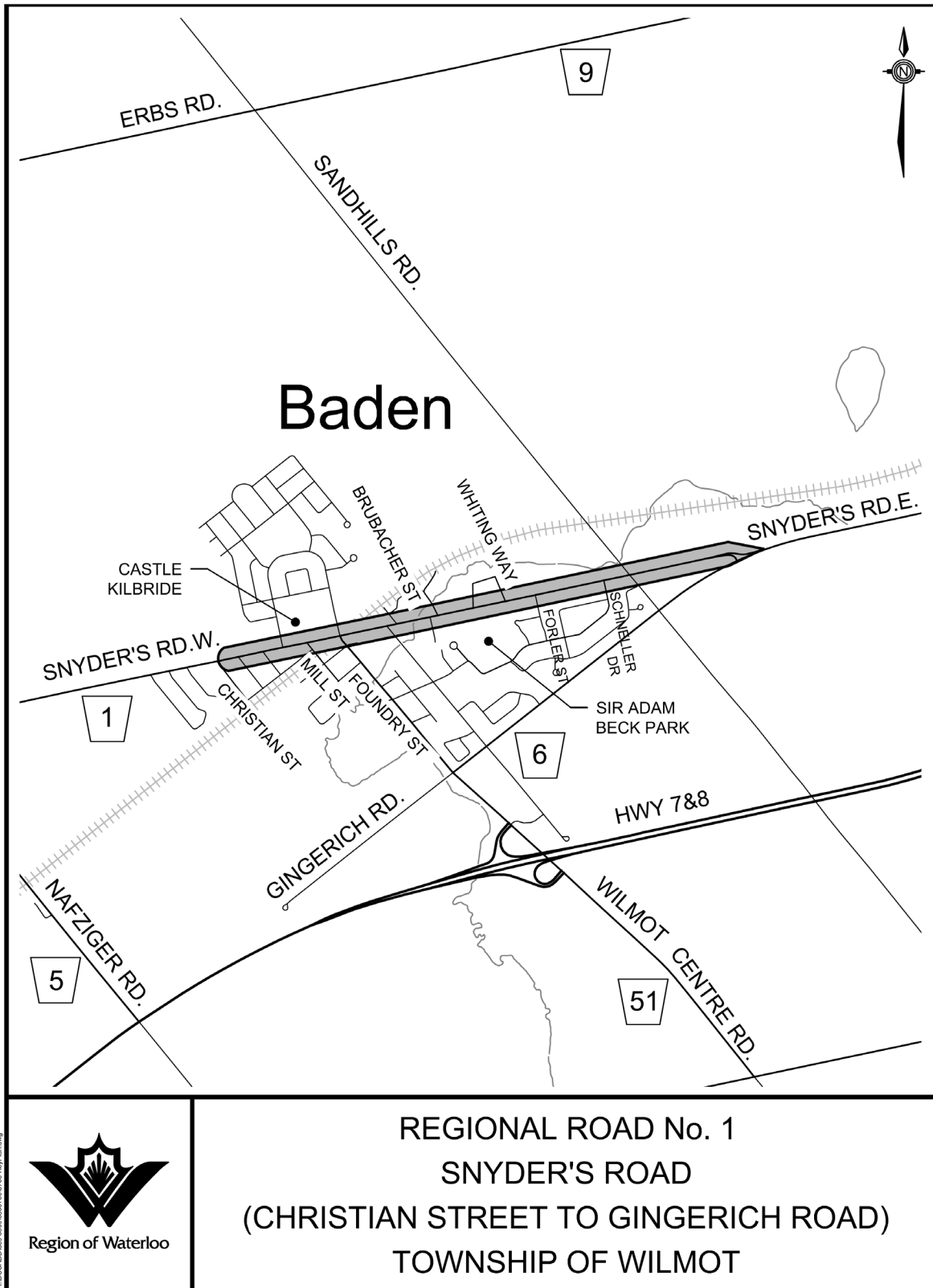
Appendix B Design Alternatives

Appendix C Public Consultation Centres Comments & Parking Workshop Minutes

Prepared By: Ken Brisbois, Project Manager

Approved By: Thomas Schmidt, Commissioner Transportation and Environmental Services

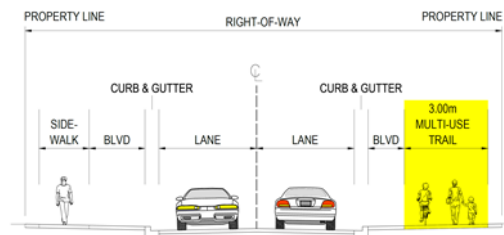
Appendix A – Key Plan



Appendix B – DESIGN ALTERNATIVES

Alternative No. 1.0 - Multi-Use Trail (3.0m)

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

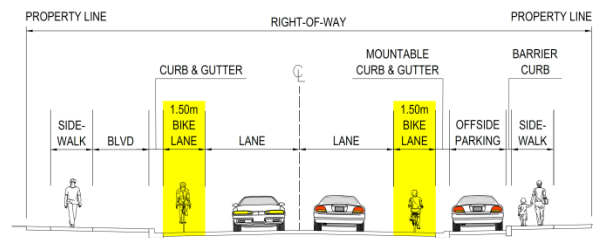
PROJECT SPECIFICS

- 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 – Design Alternatives

Alternative No. 2.0 - On-Road Cycle Lanes (1.5m)

TYPES OF CYCLING FACILITIES



ON-ROAD BIKE LANES

- 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
- THE STREET WAS ORIGINALLY PLANNED TO BE ONLY RESURFACED. LATER DETERMINED THE STREET REQUIRED A FULL RECONSTRUCTION TO UPGRADE THE UNDERGROUND SERVICES AND SEPARATE BIKE LANE PROPOSED FOR CONTINUITY

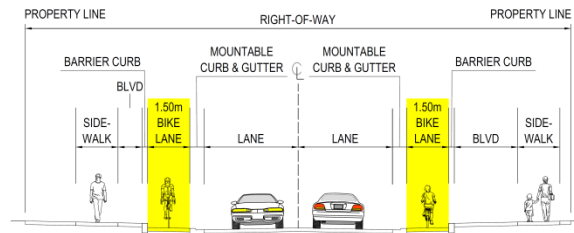
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Appendix B – Design Alternatives

Alternative No. 3.0 - Separated Cycle Lanes (1.5m) - Recommended Alternative

TYPES OF CYCLING FACILITIES



SEPARATED BIKE LANES

PROPOSED FROM CHRISTIAN 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 - CHRISTIAN ST. TO GINGERICH RD.

- 1.5 m SEPARATED BIKE LANES PROPOSED FROM CHRISTIAN STREET TO GINGERICH ROAD
 - PHYSICAL SEPARATION TO BE PROVIDED BY WAY OF MOUNTABLE CURB
 - INTERSECTION AT CHRISTIAN STREET PROVIDES AN IDEAL LOCATION TO TRANSITION FROM ON-ROAD BIKE LANES (WEST OF CHRISTIAN STREET) TO SEPARATED BIKE LANES
- ANNUAL AVERAGE DAILY TRAFFIC BETWEEN CHRISTIAN AND GINGERICH >4000 VEHICLES PER DAY
 - SIGNIFICANTLY HIGHER VOLUMES AT CHRISTIAN 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

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Appendix C

Summarized Public Comments Received at PCC's and Workshop Notes

Public Consultation Centre #1 – November 5, 2015

1) Wendy Gibbons: Comment Sheet

- Concern for slipping on ice when backing car out. Concern for visitors/congestion on side roads - Foell Street cannot have parking on both sides and 2-way drive aisles, can barely fit one car through. Also, it is farther for disabled people to walk if Foell Street is full
- Concern when the plows clear road and bike lane that a line of ice will remain resulting in an increase in accidents
- Question whether there will be a by-law requiring cyclists to use the bike lane instead of the sidewalk. Will there be an age requirement (concern for younger children losing control of bikes and falling into traffic)?
- Concern that drainage will get worse - already have ponding on sidewalks which gets "tricky" when it freezes.
- Concern about damage to gardens and removal of chestnut tree.
- Will the fire hydrant in front of property be moved?

2) Trent Smith: Comment Sheet

- You are increasing the amount of road space to have snow cleared, and decreasing the amount of space into which it can be moved. If the snow that is plowed overflows onto the sidewalk, are we expected to clear it? Will we be expected to clear sidewalks 2-3 times per day, and will there be a fine if we fail to clear snow from the snow plow?

3) Ionna Ostophi: Letter

- Resident experiencing water ingress in basement during spring and after heavy rain, concern that drainage/catchbasin are inadequate or damaged. Suggests that water flowing from the northwest corner of property goes through basement to reach creek at back of property, through floor drain. Experiencing erosion of support for supporting wall. Asks what is the purpose of the catchbasin, why was it connected to the main system, and when can it be removed?

4) Carolyn Coakley: Letter and Email

- Concern about removing parking on south side of Snyder's Road, and how it will impact residents on side streets being used for overflow, and how it will affect visitors with mobility issues that will have to travel farther.
- Region needs to address what happens in the winter when snow plows have to negotiate a roll-over curb that is no use to anyone for four months of the year.
- Objects to the idea that cyclists' rights are taking precedence. Feels that any type of bike lane is unnecessary.
- Feels study was not representative of actual conditions. Believes that the count for spaces is inaccurate - thinks the 60 spaces between Sandhills and Gingerich should be excluded due to their location.
- Don't need the refuge island to curb speeding - suggests a speed check machine or ticketing speeders would be more effective.
- Concerns about how snow plows will negotiate a roll-over curb. Also a concern about who will be responsible for snow clearing on new sidewalks not adjacent to a house - feels it is already difficult to shovel snow with reduced/no boulevards.
- Does not believe segregated lanes make sense for the numbers of residents who actually use them.
- Believes the loss of trees will diminish the character of the streetscape. Does not agree with the aesthetics of new trees. "We have had enough damage done to our streetscape by unsympathetic infill projects"

5) Kerry Coakley: Comment Sheet

- Friends and family visiting will have to park on side streets - big inconvenience. Concern that guests/visitors to Castle Kilbride will be deterred from visiting because of limited parking/distance to side streets. Parking study - Sandhills 60 spots is outrageous. No one even walks down there, no need for sidewalk (waste of money).

6) Darlene Vorstenbosch: Letter

- Concern that the timing of the parking sampling was not representative of conditions - weekends and holidays are the times when parking is most used. Removing parking between Brewery and Scheller is problematic because

there are no cross streets for parking - issue for those with mobility issues.

- Believes that traffic calming measures will be ineffective. Separated bike/traffic lanes give a false sense of security. Speed is not curtailed by the island currently in place.
- Feels that rolling curbs and crossing-islands will inhibit snow removal, and could cause visibility issues if snow collects around the island.
- Suggests that statistics were not collected for cycling when they were gathered for traffic/parking, and believes those numbers would indicate that bike lanes are not cost efficient in this small community - better spent on Regional roads.
- Concern that "friendliness" of town will be impacted, as will the quality of life for older citizens and those who have mobility issues.

7) Melanie Claridge: Email

- Believes segregated bike lanes are unnecessary; on-road cycling is more suitable. Suggests that segregated lanes might be more appropriate if they extended to the schools so students could use them, or even out to the Rec Centre. Feels that current arrangement is sufficient (although they end "at random"). Additional question of why lanes need to be on both sides of street instead of two lanes on same side of street. Suggests a view that design should make it accessible for people to reach the Rec Centre safely and not just bike up and down Snyder's Road. Feels any of the additional costs (widening road, tree removal, maintenance, etc.) are wasteful.

8) Dave Flood: Comment Sheet

- Highly recommends storm sewer connection being brought up to the property lines in this area into which sump pumps to connect.

9) Bob & Jacquie Zoeller (Lebold): Letter

- Experiencing flooding in the basement and backyard where structures/easements exist. Believe damage was done to the services when the property was severed by Clara Lebold.

10) Mary-Eileen McClear: Comment Sheet

- A suggestion that the traffic study was not representative of the true use of on-road parking. Weekends, Holidays, and summer events fill up the existing parking, so removing it is a bad idea.
- Suggests a better/safer place would be beside the sidewalk instead of the roadway, which would encourage use of the lane. Concerns about safety of cyclists when cars pass if drive lanes are narrowed.

11) Tim Miller Dyck: Email

- The proposal reduces the width of the boulevard, and changes the contours, which reduces the amount of snow storage for shovelling and plowing. The snow piles are already 5-6 feet high, and there is already concern about exiting driveways with reduced sightlines - now the worry is how this will get worse with less storage space.

12) Blain Bechthold: Email

- Believes parking should be increased on Snyder's Road, not decreased (again - previous reduction when curbs were installed). Concern about visitors, seniors, and those with mobility issues having to travel further from side street parking.
- Suggests increasing parking will slow traffic
- Bike lanes are not necessary, because the useage is not there. Suggests a bike usage study should have been conducted when the parking study was done.

13) John & Linda Wagner: Email

- Disagrees with removing the on-street parking and having guests parking on side streets - proximity, mobility, neighbourly-ness, overflow from future developments will all be made harder. Disagrees with the results of the parking survey. Believes there is enough room to pass a parked car in the south lane. Agrees with a suggestion by another resident that, should the parking be removed, low curbs be installed to allow for parking on boulevards.
- Believes there is not enough use to warrant cycling lanes
- Spending a lot of money on a road that doesn't appear to have a lot of problems.

14) Gail Corning: Letter

- Don't want to lose the Snyder's Road parking - too far to walk from side streets for guests, and will be dangerous in winter when walking is hazardous. Also a concern about parking during public events.
- Concern that reduction in boulevard will increase the amount of snow being thrown onto sidewalk from plowing which is problematic for this elderly couple.
- Concern that further reduction of boulevard (previous loss to a turn lane onto Livingston) will hurt property value.

15) Bonnie Morrow: Comment Sheet

- Does not think the median will be used - unnecessary expense, suggests widening the sidewalks.
- Would like storm sewer hookup brought to property line to hook up sump pump
- Generally does not think that this project is necessary at all. Not many bikers to justify spending this money.

16) Anonymous #1: Comment Sheet

- Patrons of Tim Hortons entering the driveway from the west are creating an informal third lane, which has caused an accident with this resident. Suggests creating a turn lane for the Tim Horton's patrons. Also suggest moving the resident's driveway "down to where you are proposing to replacing the old sidewalk" to increase the distance to the trouble areas (EJ's and Tim's).
- Plowing of the adjacent property, EJ's Tavern, is creating 5-7 foot-high snow banks on the boulevard, which block the view of eastbound traffic when exiting resident's driveway. The height is "on occasion taken down"

17) Anonymous #2: Comment Sheet

- Suggests leaving parking and curbs as-is, make no changes to Snyder's Road at all; put the bike lanes on the boulevard next to the existing curb from Christian Street to Schneller Drive - then from that point to Gingerich Drive do what must be done. Suggests using both north and south boulevards for the bike lanes (included sketch).

18) Anonymous #3: Letter

- Believes parking on side streets is not feasible because it is too far to walk. Suggests that the parking study did not account for social events at the park.
- Suggests narrowing the traffic area will make backing out of driveways more challenging.
- Would like to see a cyclist study done, because resident sees no evidence that anyone bikes to work on a regular basis. Suggests bike lanes are primarily recreational and should be taken off the main traffic areas and put next to the sidewalk - and expand use to skateboarders/scooters
- Thinks safety has been overlooked in the design.

19) Anonymous #4: Comment Sheet

- Suggests a centre refuge island on Schneller Drive where there are no pedestrians doesn't make sense - put a pedestrian crosswalk at the Mars Convenience, feels that would be more helpful in providing a safe crossing to library, post office, eye care, Vesper Springs.
- Wonders why Baden has been split in half at Foundry Street for rollover curbs for bicycle lanes?
- Reminds team to inspect the railway culvert that crosses Snyder's Road, feels there might be a problem there.

Public Consultation Centre #2 – November 24, 2016**1) Kristina and Jason Taylor: Comment Sheet**

- Love elimination of on-street parking
- Like segregated bike lanes
- Section of deteriorated sidewalk in front of house, and they have a wider driveway than what was shown on plans.

2) Nick Bogaert and Tracey Loch: Email

- Concern that road improvements could impact Prime Minister statue project, and adding parking to the north will block views.
- Concern moving sidewalk will impede on the boundary landscaping along the street and the fence. Suggest accommodating parking on the south side of street.
- In general, does not appear to be potential for impacts on identified cultural heritage resources

3) Prema Anjaria: Email

- (1) Cars parked directly in front of Castle Kilbride will obscure the view of the house, the fence - reduces the experience, which impacts the potential for hosting events (private and public), generation of donations, and ability to promote other events.
- (2) Parking outside Castle creates barriers to clear sight lines for parking.
- Already significant traffic flow with other businesses near the driveway. Adding parked cars will create a hazard.
- Moving sidewalk closer to fence will make snow removal harder, and may damage fence. Ice melting agents may damage lawn/plants
- Wrought-iron fence will be obscured by parking on the road, which is an essential part of the visitor experience
- "Each of the changes directly and negatively impacts Castle Kilbride"

4) Judy Padfield: Comment Sheet

- Suggests a compromise to reduction in parking might be to pave southern boulevards for bike lane (2) Parking outside Castle creates barriers to clear sight lines for parking.
- Believes the pedestrian island at Schneller/Snyder's Rd is expensive solution for speeding issues - little to no pedestrian traffic crossing at this location - also aggravates snow removal and will interfere with Santa Claus parade.
- Likes the proposed sidewalk from Stiefelmeyer to Snyder's Rd.
- Surprised no biking statistics were gathered. Suggests most serious cyclists use Gingerich Rd. rather than the village
- Preservation of trees would be beneficial.

5) Carolyn Coakley: Letter

- (1) Loss of south parking is an issue - challenges feasibility of parking on side streets for pregnant/young mothers/those with mobility issues, especially in bad weather. Suggests quantifying cyclists before removing parking for bike lanes. (2) Parking in front of Castle will not be used for events, but for commercial parking, which will block the view and sight lines.
- Community depends on vehicles - can't bike to work, no bank or grocery store in town - "cookie cutter" approach to road design is inappropriate
- Does not understand the proposal of segregated bike lanes for a distance of approximately 2.1km from Foundry to Gingerich when the Master Plan recommends 20km of such lanes in the entire region in the next ten years. How is such expense and increased maintenance cost justified when the suggested AADT for this type of bike lane must be much higher than our average of 6,000 vehicles.
- Proposal is unjustified and a waste of taxpayer money - need new underground services; pedestrians and cyclists should be safe; but please don't destroy the cultural heritage landscape, character and heritage assets of our community with city templates. Widen sidewalks by all means, paint sharrows on the road to accommodate cyclist but don't cut down our trees and take away parking on the south side just because your template says you can.

6) Betty-Anne Field: Email

- Safety concern at corner of Mill and Snyder's - raised paved area between road and sidewalk (5 spaces total) - questions legality of these spaces -

concern about near misses and accidents when making turn off of Mill onto Snyders - with cars parked in these spots it impedes view of traffic.

7) Nancy Pereira: Email

- Safety concern at corner of Mill and Snyder's - raised paved area between road and sidewalk concern about near misses and accidents when making turn off of Mill onto Snyders - with cars parked in these spots it impedes view of traffic.

8) Bob and Jacquie Zoeller: Comment Sheet

- Concern with drain at the back of their property, abutting the park. Experiencing regular flooding and ingress - believe drainage tile was cut when property severed, and the catch basin in back corner is too high to collect the rain/melt water. Suggests if new storm drains are being installed, it would be logical to connect the catchbasin to the storm drain on Snyders.

9) Laura Becker: Email

- Suggests sidewalk design will make snow clearing almost impossible. Since adjacent property is vacant, asks that Region clear her sidewalk when clearing the adjacent. (Photo provided)

10) Daniel Brotherston: Email

- Full support - is a cyclist.
- (1) would like segregated lanes throughout, rather than matching
- (2) Suggests that bike lane between parking and traffic creates conflicts (drivers not checking for cyclists, poor parking blocking lanes)
- (3) insufficient buffer between parked cars and bike lane, not enough space between cyclists and opening car doors, current design will necessitate cyclists swerving into active traffic to avoid doors.

11) Nancy Raymond: Email

- Limited mobility resident - identifies only one defined pedestrian crossing on Snyder's Rd. and does not feel it is safe to cross despite the lights. Believes there should be more than one crossing, crossings should be level to make

mobility devices/users more visible, lights are complex and sometimes confusing, train signal can hit pedestrians if it triggers while they're in its path

12) Harold O'Kafka: Email

- "We trust that consideration of the impacts of pending residential growth in Baden, in particular greenfield residential development which will occur to the north and west of the settlement, have been factored into the design of the intersection of Snyder's Road and Foundry."

Parking Workshop Summary Notes – May 25th, 2017

AIMM Exercise: Parking Options

Option: **No Parking**

Advantages (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"> Nice, clean design/well laid-out. Get to keep trees (none lost on south side). Nice boulevard treatments. Creates a safer environment compared to what exists today (for cyclists; for residents; for drivers) — helps reduce vehicle speeds. There is no parking! (Which is a good thing.) 	
Impediments (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.?)	Mitigation (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"> There is no parking (some is needed!). The wide-open space (with no parking on either side) could encourage even more speeding through the area. Driveway ingress and egress could become even more difficult. 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. 	<ul style="list-style-type: none"> Could the sidewalks be moved back? Could additional islands be used to further slow the traffic down? Consider other traffic calming measures. Also look at better enforcement of speeds, especially where drivers come down the hill. Does Snyder's Road need to remain a regional road? If it weren't, could speed bumps be considered? Need to address the speed issue
Maybes (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"> 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.) What are the statistics re: preventing vehicles from going over the curb and hitting the cyclists (what is the experience elsewhere)? 	

- Is there a By-law about kids riding on sidewalks?
- Where do skate boarders go/ride? Will they ride on the cycle lane?
- What is the size of the Region's right of way in this area of road?

Option: **Moderate Parking**

Advantages

(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.?)

- Provides more parking for residents (20 spots more than the 'no parking' option).
- Get to keep most trees.
- Still have boulevards.
- Nice design — good use of space.
- A good balance, reasonable compromise.

Impediments

(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.?)

- Potential safety implications for cyclists given the parked cars — when drivers' don't pay attention (opening doors or pulling out).
- Still not enough parking — there will be even less parking with coming new developments.
- Does not really address the speed problem.

Mitigation

(How can the impediments, concerns or objections be addressed — how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)

- Add additional parking on the north side near the cemetery and in front of the Wescap development.
- Add one or two car parking spots in selected locations.
- Consider using parking in the ballpark area.
- Add more islands in other places.
- Consider bus stop locations (GRT and school bus stops) and integrate them into the planning.

Maybes

(What, if any, are the uncertainties related to the option?
What key questions do you have about it? What are the major unknowns?)

- Who plows the snow? Where will it be stored? The region (or the Township) should have to clear the sidewalks as well.
- How well does the plowing work on Manitou and Glasgow (similar type designed streets)?
- To what degree do the proposed parking spots reflect findings from previous parking studies?
- 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.

Option: All Parking

Advantages (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"> • Get most of the parking spots back. • Cyclists still get their lanes. • Win-win (cyclists get their lanes; residents keep most of their parking).

Impediments (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.?)	Mitigation (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"> • The most costly option (though the precise amount is not yet known). • Lose more/a lot of trees. • Provides for more parking than is really needed. • 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. • Might encourage poor 'poop and scoop' activity. • Leaves little room for placement of garbage for pick-up. • Impact on garbage trucks/garbage pick-up. 	<ul style="list-style-type: none"> • Can replant/replace trees (though property availability is tight). • Will need effective snow removal. • Look at adding more islands in selected locations (e.g. near a school bus stop).

Maybes (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"> • 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. • How will snow storage and removal be handled? (Need effective snow removal.) • Is the expense of smaller snow removal tractors/machines worth it? • What is the difference in price between the three options? • Is the team aware of and taking into account gas line placement? Need to be mindful of gas lines/utilities in the corridor. • Is there any provision for community access buses to pick-up/drop-off people with

disabilities?

- Has EMS/fire department access and movements been taken into account? Which option is better for this?

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.

Public Consultation Centre #3 – April 5, 2018**1) Glenn Anderson: Comment Sheet**

- When is the Region anticipating reconstruction of Snyder's Road East? Suggest limit change if this year.

2) Bob & Jacquie Zoeller (Lebold): Comment Sheet

- Drain at the back southeast corner of property - letter previously issued Nov. 2015.

3) Dr. Sonya Frank: Email

- Wants plans changed to maintain the current parking space out front of business. Suggests that since there is 9 m available between asphalt and current parking, there is room to keep the spot. This extra spot is critical , when classes are switching at Jujitsu and for the business across the street. The loss of the extra street parking will exacerbate this issue and hurt our businesses.

4) Dr. Pierre Plante: Email

- Concerned as it appears there will no longer be any street parking? This is absolutely critical for business as the parking area is quite small and not well marked. Due to the lack of commercial opportunities in Baden this was one of the only available locations and street parking during my peak hours were definitely a part of my consideration when I decided to renovate the space.
- Will patrons have access to my clinic while construction is being undergone? I rely 100% on patient appointments for my business as well as my other therapists

5) Neil Calhoun: Email

- I am concerned as there is often overflow between the two businesses at this location . Parking is already congested , without access to street parking students as young as 5 years old may have to cross the street from the village mall or for that matter parents may believe that the parking congestion may not be worth the hassle. Street parking is useful for oversized vehicles for

those with accessibility needs. There are also cross over times between both businesses, where customers are attempting to enter and exit at similar times.

6) Kelly & Rob Rempel: Comment Sheet

- Planning on widening driveway. Can they move hydro pole on the boulevard? Will they lose trees in their front yard?

7) Merv Bowman: Email (Photos)

- Suggested roundabouts at Foundry/Snyder's or increasing the turn radius; also a roundabout at Sandhills/Snyder's Rd. E.
- Benefit would be that only (3) RR crossing barriers would be required as opposed to the current 4. Would be aesthetically pleasing for the Kilbride area. It is cost efficient as opposed to paying for traffic controls at the intersection and of course allows for better more fluent traffic flow

8) Michael & Chantal Cakebread: Email

- Do not want parking in front of their house.
- Speeding/disregard for school busses and signage
- Notifying that recycling contractor ignored the flashing lights/stop sign for school bus stopped to pick up student at this property April 24, 2018

9) Tom Suliman: Email

- Wants information updates as they become available.

10) Louise Sanford: Comment Sheet

- Academy Gardens (Whiting Way) is a private road - concern with public/contractors respecting that. Previous damage was not reinstated
- Why interlocking pavers where none currently exist?
- If added, where will snow be stored? Will the bike lanes be cleared of snow?
- Grass shoulder removal - where are residents to put snow? Concern about the 2-to-1 tree replacement policy not being shown on plans.
- Why is infrastructure not being upsized for future expansion?

11) Heather & Fred Denison: Email

- Proposing to take away our parking if that is the case therefore segregated lanes are not required; what happened to boulevard parking they were expecting?
- Would like speed bumps, "digital signage with speed posted"; traffic lights to replace 4-way stop at Snyder's/Sandhills; house rattles when big trucks and heavy traffic go by.
- Should be a sidewalk to Stiefelmeyer along Sandhills.
- Against bike lanes - Aesthetics, trip hazard for crossing without traffic lights, snow removal will make driveway access troublesome, feel they're expensive for what will be limited use, dangerous for pedestrian children
- Like the boulevard, even though it's small, for snow storage and garbage pickup; if they're not getting any parking, they'd like some trees on the boulevards (red maples)
- We would also wish to have the least amount of land taken away from us when you move the sidewalk inwards. We also need to park our vehicles in the driveway and we have three vehicles to park outside during fine weather. We know we are not the only ones who feel that they all wish to have our driveways big enough to hold all our vehicles.

12) Carolyn Coakley: Email

- Snow storage with the loss of boulevard, you're asking us to give up a winter long convenience and safety feature in favour of the inconvenience of a segregated bike lane that's no use to anyone during those same months; difficult to understand the expanded proposal of segregated bike lanes contrary to Region's own Active Transportation Master Plan How does Baden warrant such expense and increased maintenance costs (approximately double)? This design is more suitable for higher volume city traffic. I don't believe statistics justify this.
- Concerned the revised project includes expanded road allowance for the segregated bike lanes from Foundry to Christian. This will impact the 100+ year old tree on my property, along with some of my neighbours' trees. Despite assurances will be extremely upset if the historic tree is compromised.
- I feel the Region's cookie cutter approach to road design is more appropriate in a city than in our small town - save resources for somewhere that they are actually needed? Region seems to be determined to apply their approach to

roads regardless of the large number of residents against it or miniscule number of cyclists that might actually benefit from it despite the Region's Heritage Planning Advisory Committee Guidelines, stakeholder feedback or absence of legitimate, documented evidence that would support such draconian measures in "urban" Baden, or any other rural community come to that.

13) Castle Kilbride Advisory Committee (Teresa Brown): Letter

- "In particular, we ask PMs to make accommodations for full-sized commercial passenger busses to easily enter and exit Castle Kilbride's driveway.
- Programming requires easy access year round, concern that long periods of construction will hinder attendance.
- Also reiterate need for high visibility signage to make access to Castle as clear as possible to ensure reduced impact on attendance.
- Request highly-visible signage and clearly marked accessible pathways for pedestrians of all abilities.
- "We ask that you clarify if any parking would be permitted on Snyder's Road once the bike lanes are established."
- Castle Kilbride Advisory Committee requests being included in all updates arising during detailed design, including construction timing, staging, and traffic management plans.
- Wherever possible, should construction be scheduled at a time that conflicts with a significant Castle Kilbride event - for example, a wedding or festival - we ask that you work with our committee to make every effort to minimize disruption. We would be happy to provide you with a list if needed of major events that will be occurring in 2019 at the Castle.