FAQ

Q1: Why is the Region of Waterloo undertaking this project?

A1: We are planning improvements to address the deteriorated roadway, accommodate increased vehicular traffic from recent and future development in the area, as well as to take the opportunity to include enhancements to the road such as cycling and pedestrian facilities.

Q2: What improvements will be made to Bleams Road?

A2: In addition to active transportation features, a comprehensive analysis of projected vehicle volumes on Bleams road has determined the need for improvements at the intersection of Bleams Road with each of Trussler Road, Isaiah Drive, Donnenwerth Drive/Amand Drive, and Commonwealth Drive/Abram Clemens Drive. We are considering the option of traffic signals or roundabouts at these key intersections. The traffic analyses also identified the need to widen Bleams Road from two lanes to four lanes for the short section between Fischer-Hallman Road and Commonwealth Drive/Abram Clemens Drive. The remainder of the road would stay as two lanes.

Q3: How will the improvements accommodate active transportation?

A3: Providing facilities for cyclists and pedestrians on Bleams Road from Fischer-Hallman Road to Trussler Road is considered a necessary component of the overall solution for this corridor. There are two options under consideration: a multi-use trail (two directional), or a single directional cycle track and sidewalk. In addition, we are looking at easy and convenient connectivity between communities on both sides of the road.

Q4: How will traffic be accommodated during construction?

A4: Local access will be maintained at all times. However, there will be extended periods when through traffic will not be available for sections of Bleams Road. Where practical, alternate routing of traffic around the construction will be accomplished with detours. We understand the interruption to traffic will be inconvenient and we will try to minimize the length of road closures as much as possible.

Q5: How do the improvements relate to the objectives of the Regional Official Plan, the Regional Transportation Master Plan and the Context Sensitive Regional Transportation Corridor Design Guidelines?

A5: The Region's Official Plan gives direction that any new or reconstructed roads include all modes of transportation such as walking, cycling, cars and transit. By including these improvements to Bleams Road, this project supports the Regional Transportation Master Plan (RTMP) goals of optimizing our transportation system, promoting transportation choice and supporting sustainable development. 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, Bleams Road is classified as "Neighbourhood Connector - Avenue".

Q6: How is the natural environment being considered?

A6: As part of the Municipal Class EA, an Environmental Impact Study (EIS) and Tree Preservation Plan (TPP) is being completed. This includes a comprehensive background information review, Species at Risk and Significant Wildlife Habitat screening exercises, and a scoped field inventory program, developed to include an assessment of the habitats and species potentially present within the study area.

This EIS will analyze potential impacts of the alternative designs. An EIS report will be prepared to describe the findings and analysis.

Q7: How is the archaeological environment being considered?

A7: Archaeological assessments of the area have commenced in consultation with the Indigenous communities. Further investigations will take place prior to any construction activities that could impact the area.

Q8: What is the current timeline for construction?

A8: Construction is currently expected to start in 2023 and be completed by the end of 2024.

Q9: Will noise walls be constructed along Bleams Road adjacent to the existing residential properties on the north side?

A9: The Region has a Noise Policy used to determine when noise barriers, such as noise berms or walls, would be recommended as part of an upcoming project. Part B of the Region's Noise Policy applies when a road widening is being considered. For this project, Part B of the Region's Noise Policy would apply if Bleams Road is widened from two to four lanes, as currently being considered for the section from just west of Fischer-Hallman Road to Commonwealth Drive/Abram Clemens Drive.

Part C of the Region's Noise Policy could be applied in those areas where noise barriers are not recommended under Part B of the Noise Policy. Under Part C, a noise barrier may be considered under certain circumstances, if property owners are willing to share in the cost of a noise attenuation.

A summary of Parts B and C of the Region's Noise Policy is posted under the Documents section on this project's page on the Engage website.

A noise study will be undertaken in early 2022 in accordance with Part 'B' of the Region's Noise Policy for Bleams Road in the section being considered for widening to four lanes (just west of Fischer-Hallman Road to Commonwealth Drive). The noise study will be summarized at the second public consultation, scheduled for spring 2022.