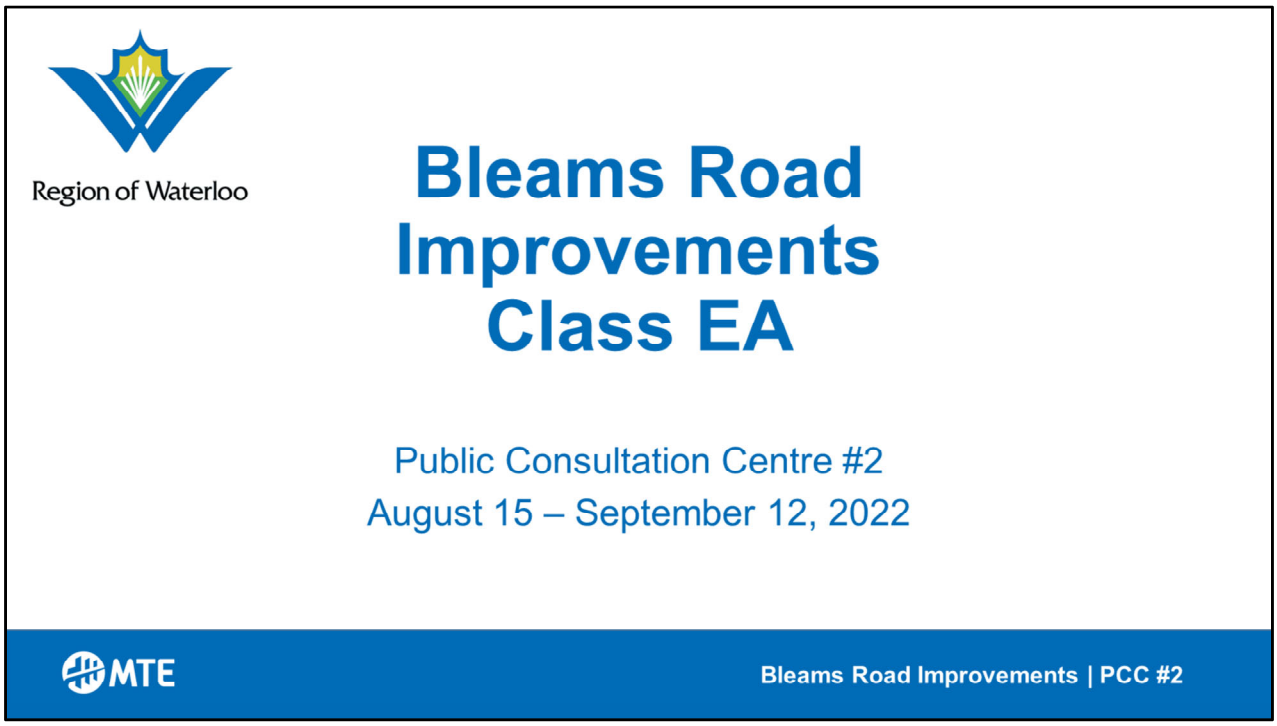
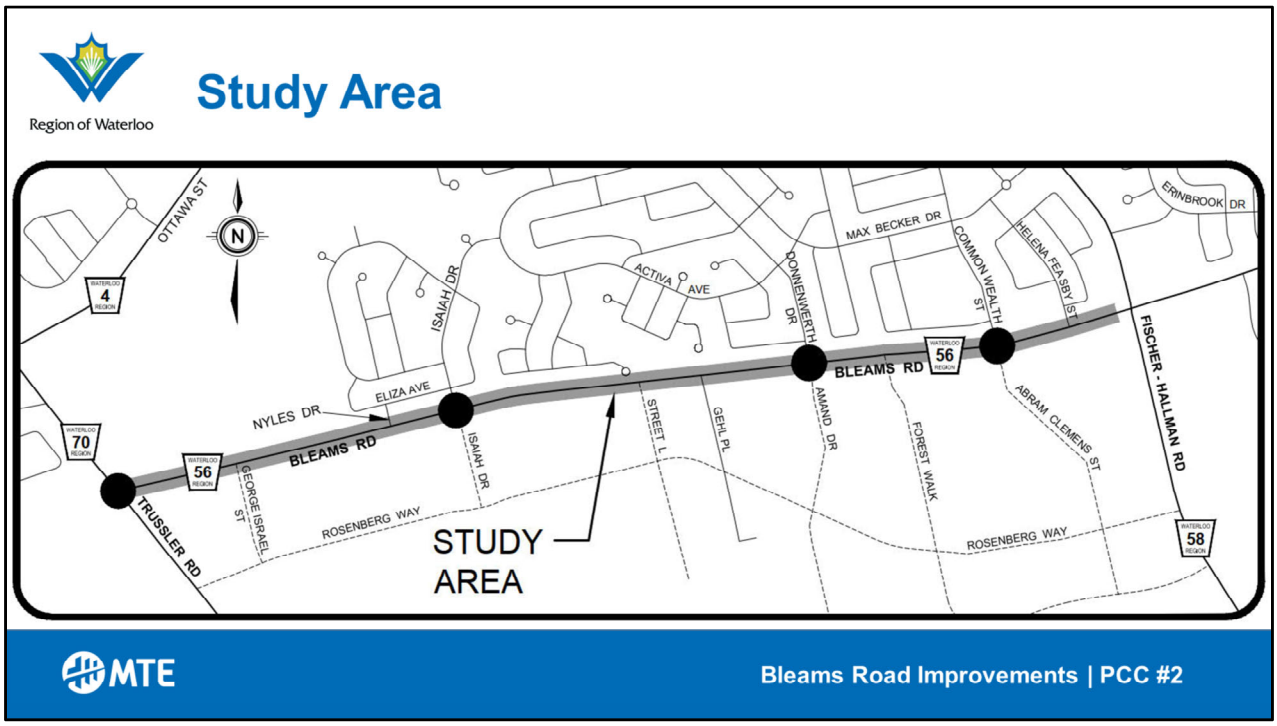


Hello, and thank you for attending this Consultation Centre for the Bleams Road Improvement Project.

Today we gather on the Traditional Territory of the Haudenosaunee (hoe-dee-no-SHOW-nee), Anishinaabe (An-ish-in-awb), and Neutral Peoples. We recognize our responsibility to serve as stewards to the land and honour the original caretakers that came before us.

I'm Dot Roga, the consultant Project Manager speaking on behalf of the Bleams Road project team.

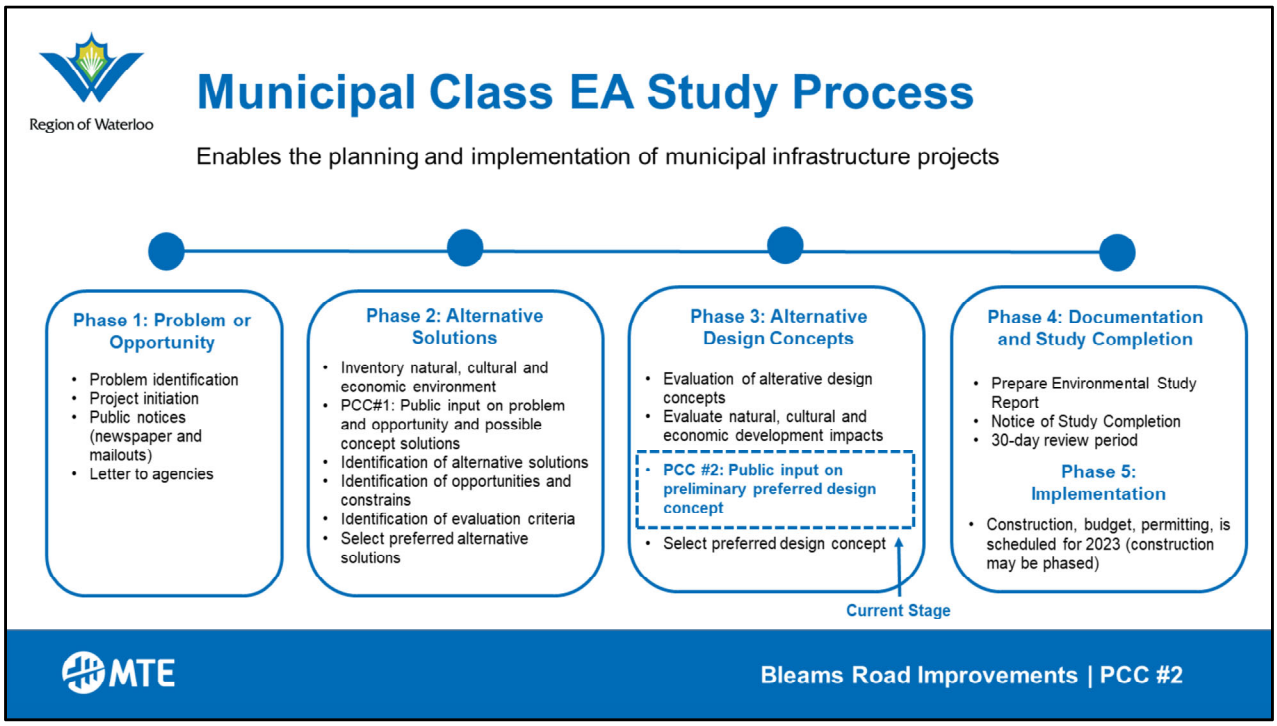
This is our second public consultation meeting in line with the regulations under the Class Environmental Assessment process, and the Region's strategic objectives to encourage public consultation.



In the first consultation centre held in February of this year, we presented the project as shown here. Improvements to the corridor and the intersections will support growth in the area. We received many comments from the first presentation, so thank you for your interest in the project. Today, we will talk a little more about the public comments received, the project team's discussions and our preferred alternative that we plan to move forward with.

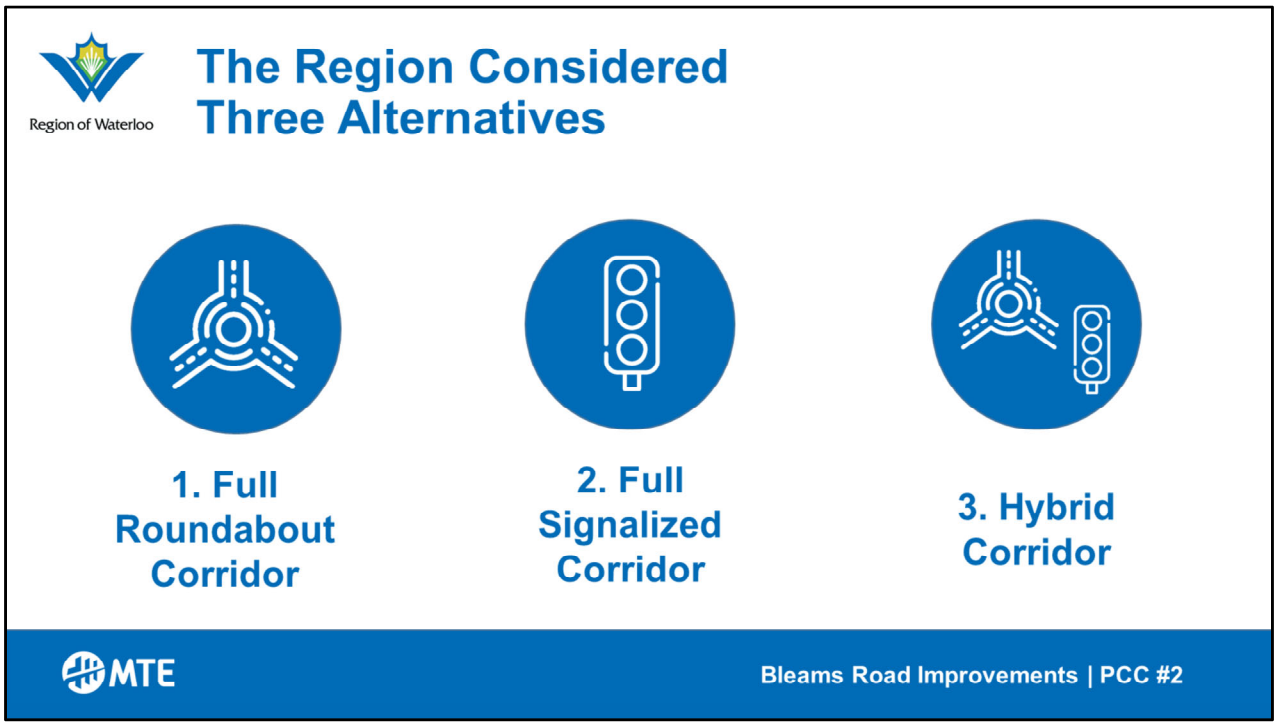
All of this information you are hearing about today is available on our EngageWR.ca site. If you haven't already, please subscribe to this page for future project updates and public consultation opportunities.

Your comments are encouraged and welcomed, and we'll be collecting all of them for the project team to review and answer.



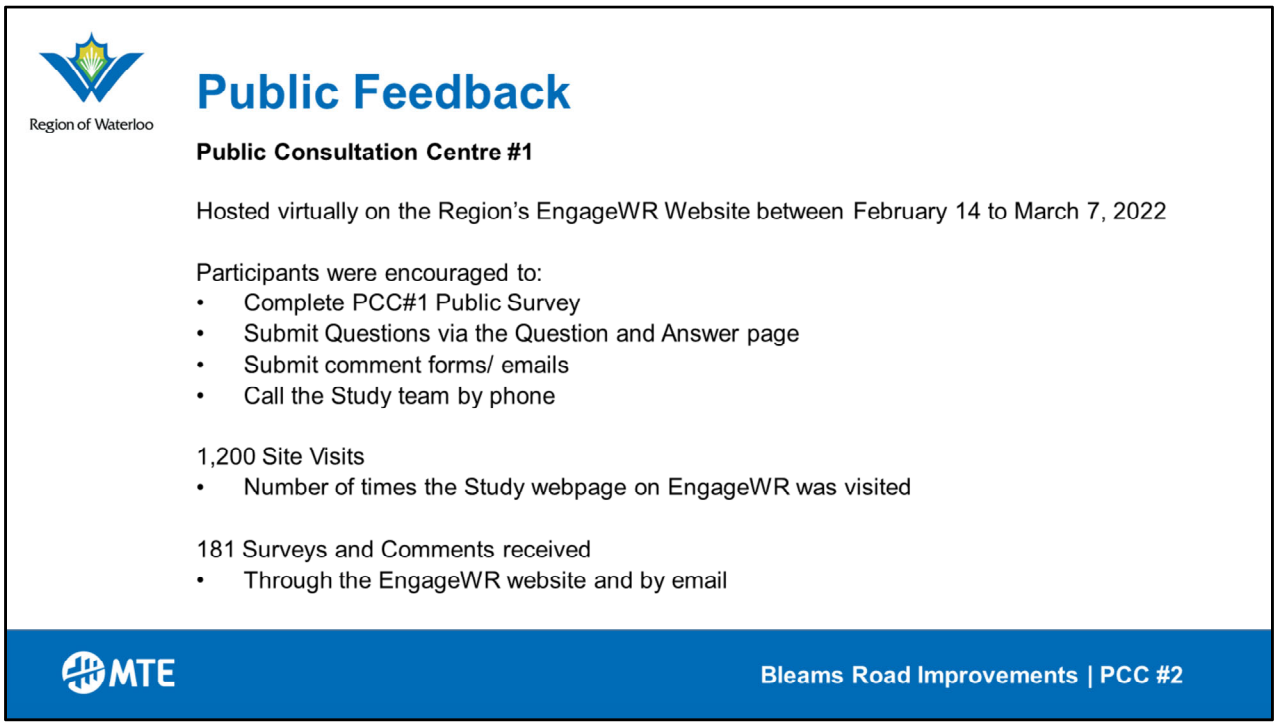
As part of the Environmental Assessment process, we have developed alternatives, presented them for public comment, and further evaluated the design concepts. We are now asking for public comment on the preferred design concept to move forward with.

The next step is to document all the supplementary studies completed, the functional alternatives considered and comments received. This information will form the Environmental Study Report which will be published for further review prior to proceeding with preliminary design of the preferred alternative.



The project team developed three alternatives for the corridor including a full roundabout corridor, a full signalized corridor and a hybrid corridor with a mix of both roundabouts and signalized intersections.

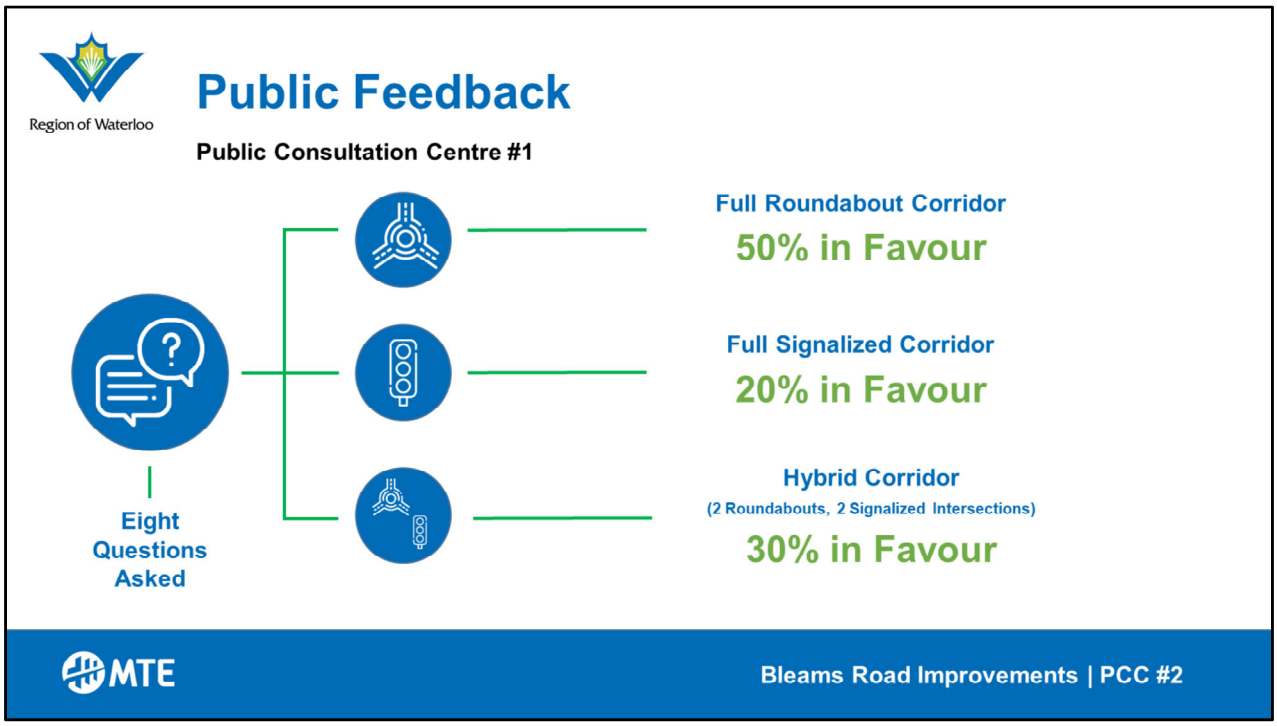
A conceptual design was prepared for each of the three options and presented to the community and stakeholders during the first consultation centre. Then the community and stakeholders were invited to provide comments and ask questions about the options presented.



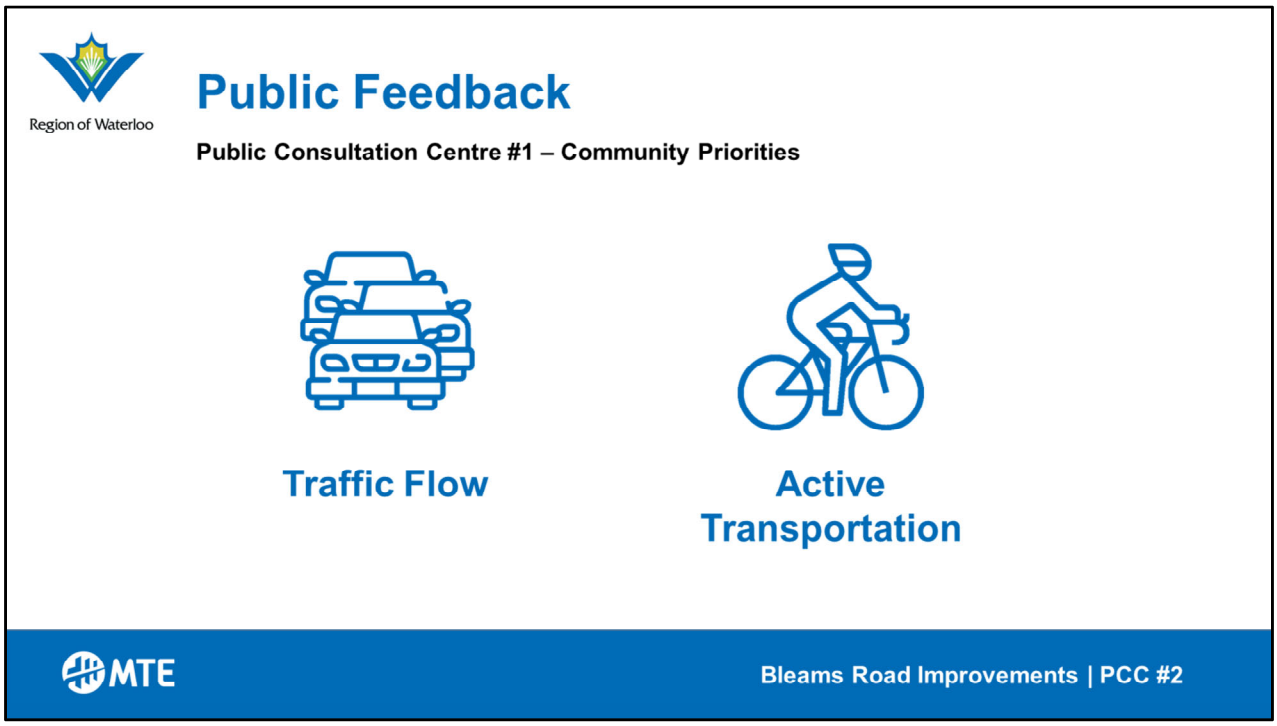
The first Public Consultation Centre was posted to the EngageWR website on February 14, 2022 and the comment period remained active until March 7, 2022.

A key component of the Class Environmental Assessment process is to consult with the community and stakeholders, and provide them with an opportunity to provide feedback on the proposed alternatives of project.

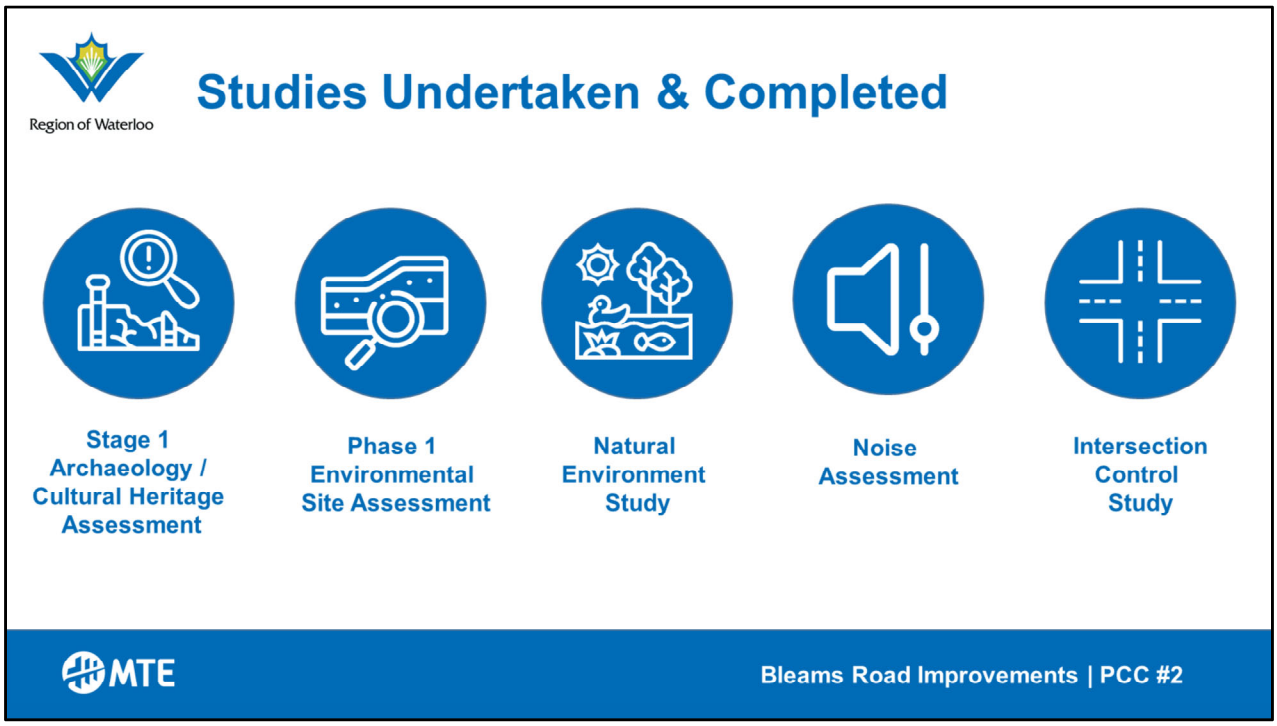
We were pleased with the level of engagement during the first consultation centre. The website logged approximately 1,200 visits and 181 people took the time to fill out the survey, provide comments and ask questions.



Public comments were generally in favour of a full roundabout corridor with 50% positive response, while 20% believe signals would be a better option and 30% believe the hybrid option was a good balance.



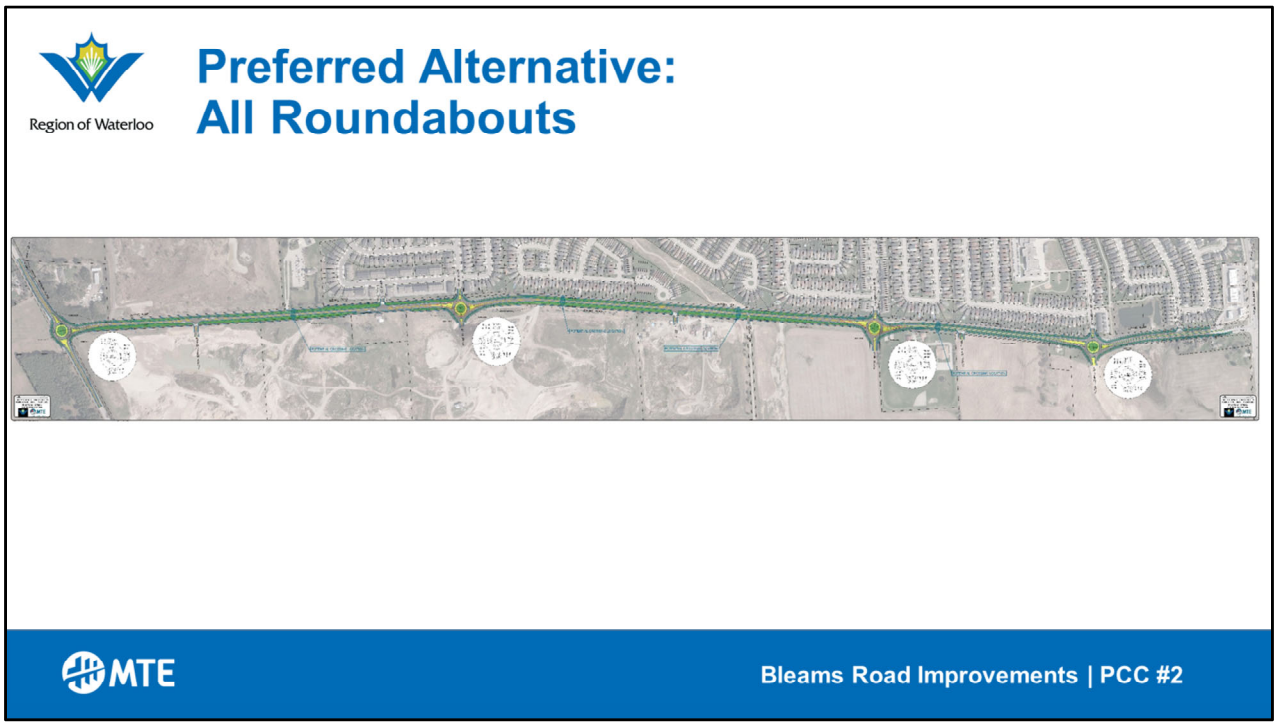
Review of the comments received showed that traffic flow and active transportation are the two highest priorities. The feedback from the public is in alignment with those of the project team. Everyone wants improved traffic flow, enhanced active transportation and a safe corridor.



Various studies were completed as part of this Environmental Assessment in order to evaluate the various alternatives. These included a Stage 1 archaeology and cultural heritage assessment, a Phase 1 Environmental Site Assessment, a Natural Environment Study, and a Noise Assessment in the areas where full travel lanes were added.

Result show that a Stage 2 archaeology assessment is required at 4 small areas noted during Stage 1. No species at risk or sensitive vegetation areas were noted during the Natural Environment Study.

The Intersection Control Study completed for each major intersection provides a comparative analysis of a roundabout intersection vs a signalized intersection. The analysis compares the life cycle cost, property acquisitions, level of service (traffic flow) of the corridor and intersections, etc.

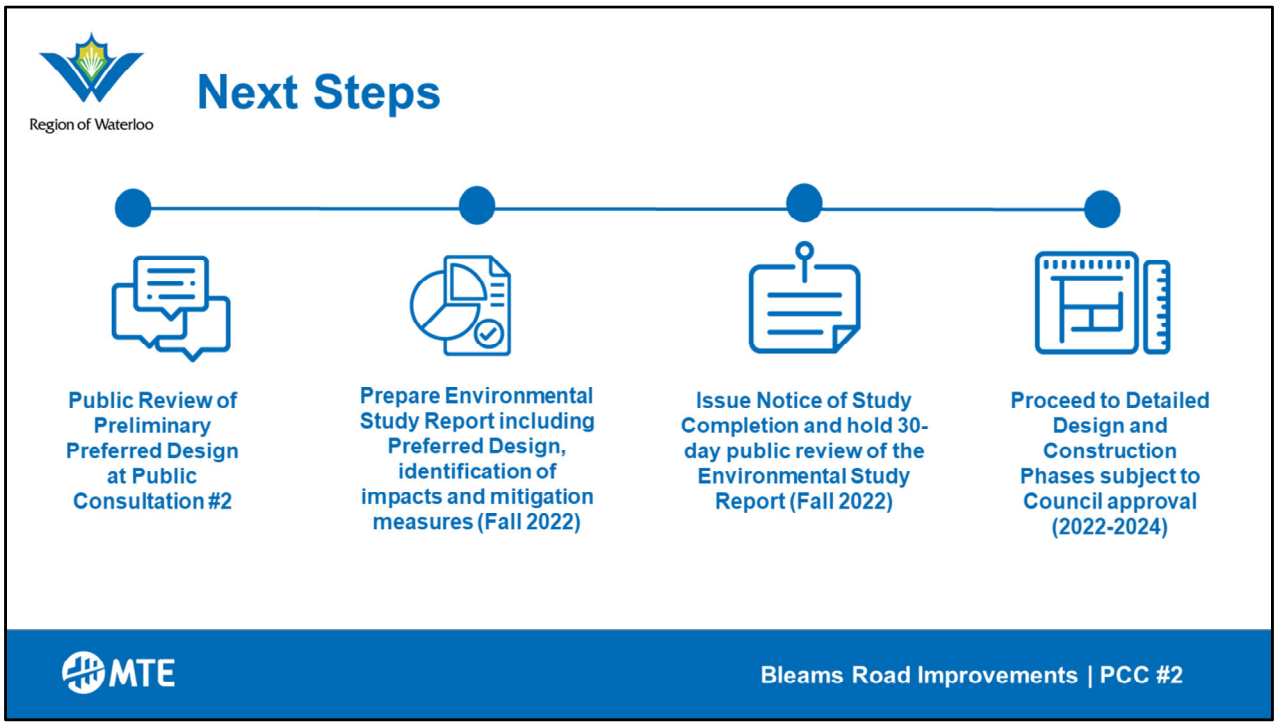


This is our preferred design alternative that we intend to move forward with to preliminary design. Please refer to the separate pdf file on the engage website for greater detail. Four roundabouts are planned along the corridor with a two lane roundabout at the east limit and single lane roundabouts for the balance of the corridor.

One of the most common concerns expressed by the public during PCC#1 when asked about a full roundabout corridor was the difficulty cyclists and pedestrians may experience when crossing multi-lane roundabouts. The preferred design alternative includes single-lane roundabouts at two locations to help alleviate some of those concerns.

A four lane cross section is proposed from the east limit between Fischer Hallman Road and Commonwealth Street/Abram Clemens Way. The remainder of the corridor will have a two lane cross section to Trussler Road. However, the roadway will be constructed with a raised centre median from Fischer Hallman Road to Amand Drive/Donnenwerth Drive. This raised median is being added to improve the safety and traffic flow of the corridor. With the addition of this raised median,

Helena Feasby Street and Forest Walk Trail will have right in/right out vehicle movements only.

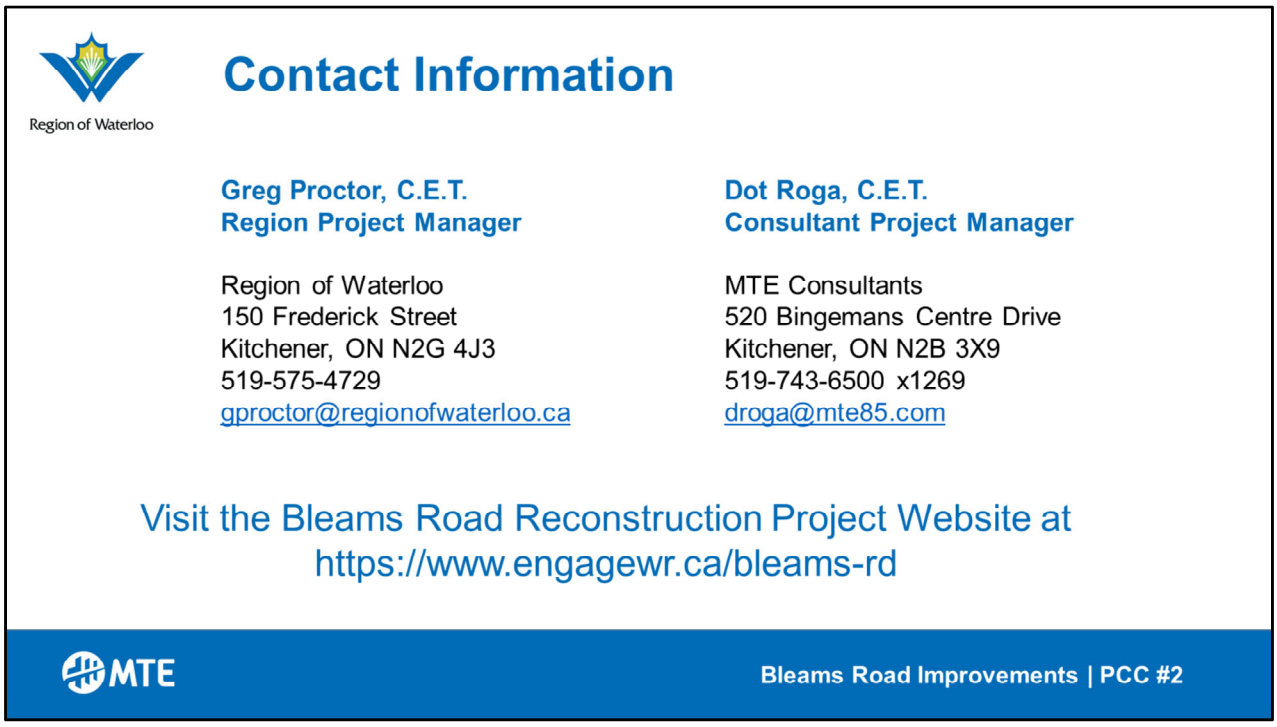


We are currently at the step in the Class Environmental Assessment process that involves presenting the preferred design to the community and stakeholders at a second public consultation centre.

Following the comment period associated with this consultation centre, we will prepare the Environmental Study Report for this project, which will summarize the process followed, the consultation that occurred, the studies completed and identify the impacts and mitigation measures.

Once it is completed, the report will be posted publicly for 30 days. During this time, the community and stakeholders will have an opportunity to review the report and provide any additional comments on the project.

After acceptance of the Environmental Study Report, the project can proceed to the detailed design phase and ultimately construction, which are both subject to council approval.



Thank you for taking the time to view this presentation.

We would like to once again hear from you. We have a survey on this project page at EngageWR.ca. Please complete the survey to share your thoughts on the preferred option we have presented to you today. The survey is open until September 12.

All comments and information provided become part of the review process and are being collected to assist the Region of Waterloo in completing the planning and design for this project. All submissions will become part of the public record files for this matter.

Thank you everyone for watching this presentation and we look forward to receiving your feedback.