



Public Information Centre – March 24, 2026

Columbia Street East / Lexington Road
Environmental Study Report (ESR) Addendum

Public Information Centre Overview



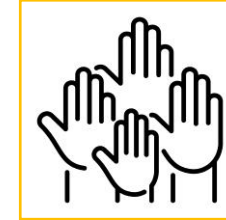
Purpose of the PIC

- Share information on the Environmental Study Report (ESR) Addendum process
- Present the findings of the existing conditions review and preliminary analysis
- Gather input from the community to help shape recommended solutions



What Will Be Presented

- Study objectives and scope
- Existing infrastructure conditions and challenges
- Alternative solutions and preferred alternative
- Next steps



How You Can Participate

- Review the display materials and ask questions to the project team
- Provide feedback through comment forms and online submissions
- Share local knowledge of traffic / pedestrian issues
- Stay engaged through project updates

Acknowledgement of Ancestral Lands

We acknowledge that this land on which we are gathered today is part of the ancestral land of the Haudenosaunee peoples. It is through the connection with the spirit of the land, water and air that we recognize their unique cultures, traditions, and values. Together as treaty people, we have a shared responsibility to act with respect for the environment that sustains all life, protecting the future for those generations to come.

Language Pronunciation:

Haudenosaunee (Hoden-oh-show-nee)

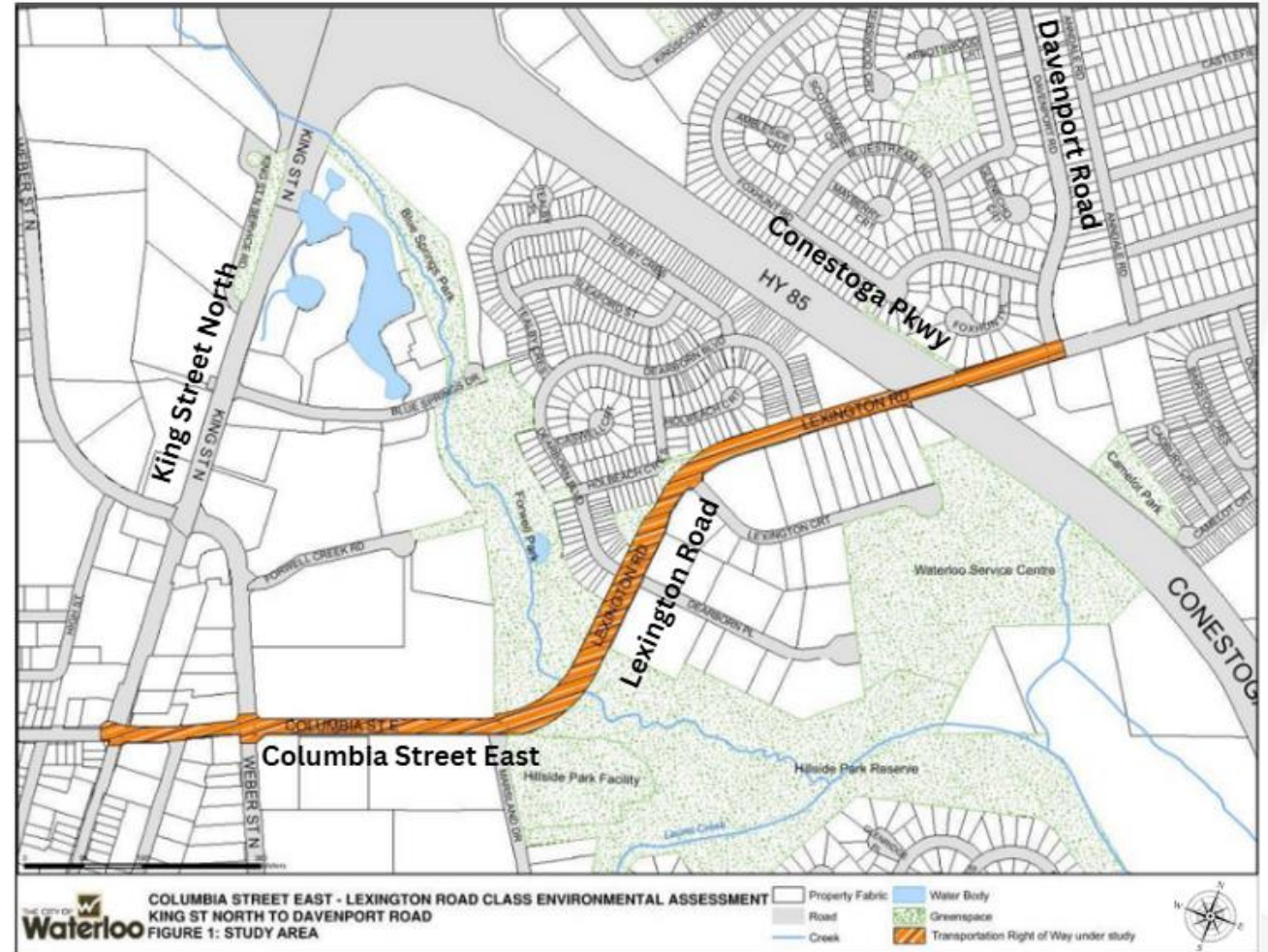
Introduction

In 2017, the City of Waterloo ('City') completed a Schedule 'C' Municipal Class Environmental Assessment (EA) for the corridor.

The City is now undertaking a re-evaluation of this critical corridor to update the 2017 Class EA in the form of an ESR Addendum.

The purpose of the addendum will be to:

- Identify any needs and challenges;
- Further explore opportunities to enhance the road corridor;
- Review of the 2017 preferred alternative and validate design as per current standards; and
- Solicit feedback from the public and agencies on design alternatives and the preliminary preferred alternative.



Existing Conditions

- The study corridor extends from King Street North to Davenport Road.
- Columbia Street East is a city arterial road with a 3-lane urban cross-section between King Street and Weber Street, and a 4-lane urban cross-section from Weber Street to Marsland Drive. The posted speed limit of 50 km/h.
- Lexington Road is a major collector road with a 4-lane urban cross-section from Davenport Road to Marsland Drive. The posted speed limit is 50 km/h.
- **Signalized Intersections:** King Street North, Weber Street North, Dearborn (W), Davenport Road
- **Unsignalized Intersections:** Regina Street North, Marsland Drive, Lexington Court, Dearborn (E)
- Western corridor includes high driveway density, creating conflicts with arterial mobility
- Local roads (Dearborn Place / Boulevard, Lexington Court) provide neighbourhood and employment access



Overview of the Previous Environmental Study Report

The 2017 ESR was designed to comprehensively review opportunities for improving and enhancing the corridor, with a focus on optimizing traffic operation and advancing active transportation. This involved identifying various alternatives to meet transportation needs and assessing the potential impacts of proposed improvements while establishing the appropriate environmental mitigation measures.

The 2017 ESR documented the following:

- Description of the project, its purpose, context, and problem statement;
- Traffic analysis and collision reports;
- Consultation process;
- Alternative planning solutions and design alternatives;
- Preferred Alternative Solution and Preferred Design (Ultimate and Interim); and,
- Environmental effects, mitigation measures, and monitoring.

The preferred improvements from the 2017 ESR for the Columbia / Lexington corridor included both an ultimate design and interim design.

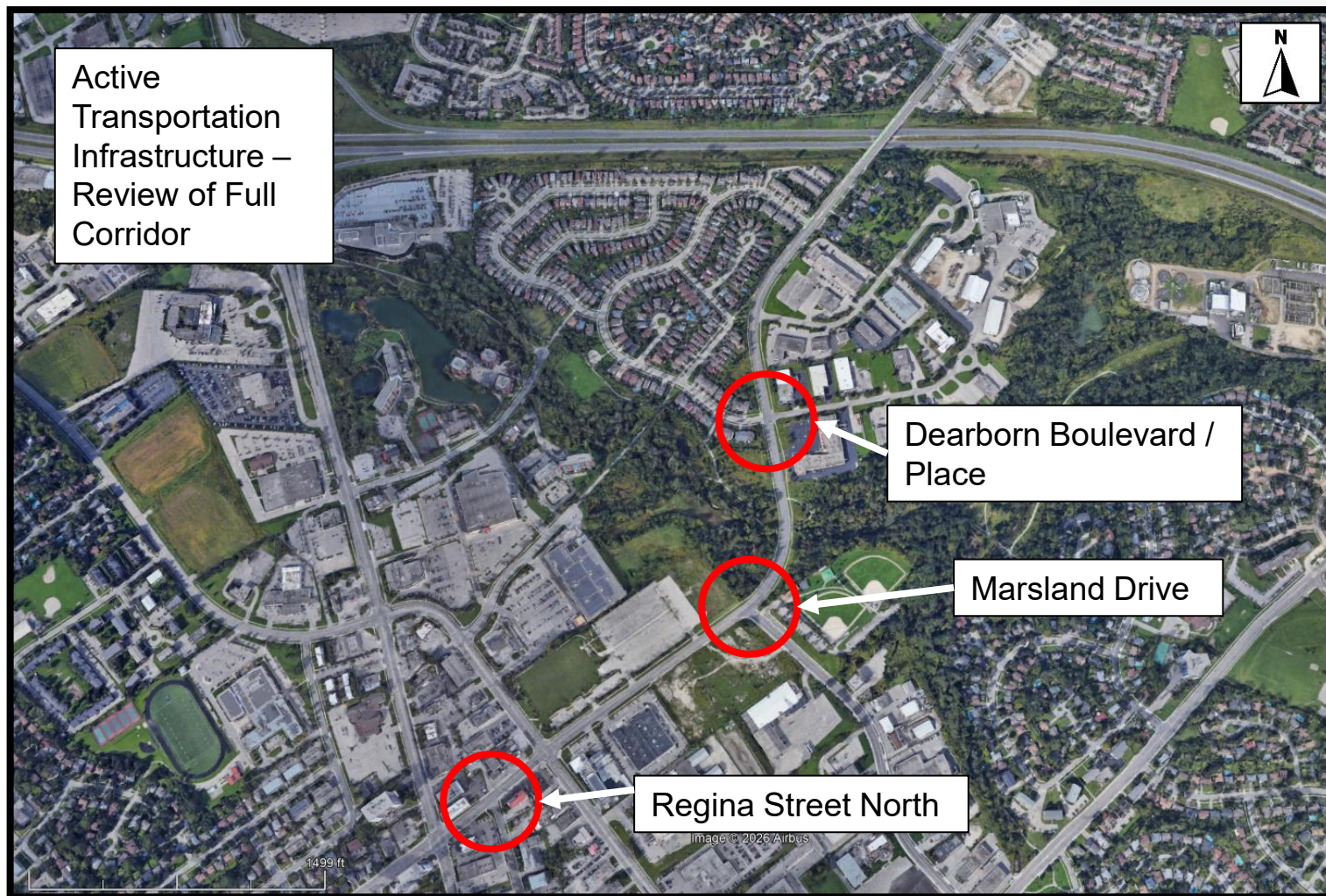
2017 EA-Approved Preferred Ultimate Design

Given the Preferred Interim Design has been completed, only the Preferred Ultimate Design has been considered for this study. The 2017 Preferred Ultimate Design included:

- Widen road to accommodate on-street bicycle lanes;
- Multi-use trail on north side between Davenport Road and Weber Street;
- Add turning lanes at required intersections to reduce delay and queue and improve safety;
- Two (2) through lanes in each direction on Columbia Street between King Street and Weber Street;
- Regina Street North is restricted to a right-in / right-out only;
- Between former Manulife West Driveway and Marsland Drive, two (2) through lanes per direction plus a centre two-way left turn lane;
- A raised median between Marsland Drive and Dearborn Boulevard (East); and,
- Based on the City's proposed re-design at the intersection of Davenport Road and Lexington Road, one (1) westbound lane and two (2) eastbound lanes between Dearborn Boulevard East and Davenport Road.

Identified Infrastructure Upgrades

- Infrastructure upgrades were identified following review of the 2017 Preferred Ultimate Design and updated existing conditions.
- Three (3) intersections were identified for improvement including: Regina Street North; Marsland Drive; and Dearborn Boulevard / Place. Additionally, a review of active transportation along the full corridor was determined.
- Alternatives were developed for each of the three (3) intersections, along with alternatives for active transportation for the full corridor.
- The alternatives are laid out in the following slides for each intersection and for active transportation. Each selected alternative has been combined to develop the new Preferred Ultimate Design.



Regina Street North & Columbia Street East Intersection

	Alternative 1 Do Nothing	Alternative 2 Right-In / Right-Out Conversion	Alternative 3 Left Turn from Regina Street Restriction
Land Use and Socio-Economic Environment	- No impacts to adjacent properties or businesses. - No archaeological or cultural heritage impacts. - Maintains full access for Regina Street residents but does not improve safety or accessibility.	- Improves safety for all users but reduces direct access for Regina Street residents, potentially increasing travel distances and affecting convenience. - Also converts 366 King Street driveway to right-in / right-out. - No archaeological or cultural heritage impacts.	- Maintains reasonable access for Regina Street residents while reducing higher-risk movements. - Minimal impact on local travel patterns compared to a full right-in / right-out conversion. - No archaeological or cultural heritage impacts.
City Building	- Does not support City of Waterloo objectives related to safety, complete streets, or active transportation improvements. - Inconsistent with long-term corridor management strategies.	- Supports arterial access management and safety objectives by prioritizing through movement on Columbia Street. - Less supportive of local street connectivity.	Aligns with City objectives by improving safety while maintaining neighbourhood connectivity and minimizing access disruption.
Transportation	- Does not address known safety concerns related to left-turn and angle collisions. - Side-street delay will continue during peak periods. - No improvements for pedestrians or cyclists crossing Columbia Street.	- Reduces conflict points and eliminates the highest-risk turning movements. - May increase out-of-direction travel on the local road network.	Reduces conflict points and eliminates the highest-risk turning movements while retaining some access flexibility.

Regina Street North & Columbia Street East Intersection (Cont.)

	Alternative 1 Do Nothing	Alternative 2 Right-In / Right-Out Conversion	Alternative 3 Left Turn from Regina Street Restriction
Natural Environment	No impacts to vegetation, drainage, or natural features.	No impacts to vegetation, drainage, or natural features.	No impacts to vegetation, drainage, or natural features.
Cost	No capital, property, or lifecycle costs. No construction or maintenance requirements.	- Moderate capital costs associated with roadway widening and median work. - Limited utility relocation and low to moderate property acquisition may be required depending on design.	- Low capital cost with minimal maintenance requirements. - Low to moderate property acquisition may be required depending on design.
Overall	This alternative does not address existing safety or operational concerns and does not support long-term transportation or city-building objectives.	This alternative improves safety and arterial operations but does so at the expense of local access and convenience for Regina Street users.	- This alternative provides a balanced solution by improving safety while maintaining reasonable local access and supporting the arterial function of Columbia Street. PRELIMINARY PREFERRED ALTERNATIVE*

* Preliminary preferred alternative is not final and subject to future changes

Regina Street North & Columbia Street East Intersection (Cont.)

Preliminary Preferred Alternative: Alternative 3 – Left Turn from Regina Street Intersection



Marsland Drive & Columbia Street East/Lexington Road Intersection

	Alternative 1 Do Nothing	Alternative 2 Roundabout	Alternative 3 Signalization
Land Use and Socio-Economic Environment	- Does not improve access to existing commercial properties along Columbia Street - Continued delays for Marsland Drive movements.	- Improves access to and from Marsland Drive and by reducing delay and providing more balanced operations. - Larger footprint may impact nearby commercial access points.	- Short-term construction impacts expected but manageable. - Improves access to and from Marsland Drive by reducing delay and providing more balanced operations.
City Building	- Does not support long-term growth or intensification objectives along a major arterial corridor. - Inconsistent with Transportation Master Plan goals for safety and multimodal accommodation.	- Supports safer streets and traffic calming objectives. - May conflict with the arterial function of Columbia Street, given its role as a commuter corridor with higher volumes.	- Consistent with the City of Waterloo Transportation Master Plan and corridor-based planning for major arterials. - Supports multimodal accessibility and future growth.
Transportation	- Side-street delay and queuing expected to worsen as arterial volumes increase. - Does not address documented safety concerns related to turning movements. - No improvements for pedestrians or cyclists crossing Columbia Street	- Improves safety by reducing severe collision types (i.e. angle and left-turn collisions). - Pedestrian crossings are longer and may be less intuitive without additional treatments.	- Improves operational performance for Marsland Drive movements and provides controlled pedestrian crossings. - May increase rear-end collision risk on Columbia Street but reduces angle collisions.

Marsland Drive & Columbia Street East/Lexington Road Intersection (Cont.)

	Alternative 1 Do Nothing	Alternative 2 Roundabout	Alternative 3 Signalization
Natural Environment	No environmental impacts.	Opportunity for enhanced landscaping within the central island and boulevards.	- Minimal environmental impacts. - Localizes effects related to signal infrastructure and minor widening, if required.
Cost	No capital, property, or lifecycle costs. No construction or maintenance requirements.	- Major short-term costs related to construction of roundabout and property acquisition. - Lower long-term operating costs compared to signals. - Major end-of-lifecycle costs for full replacement/reconstruction.	- Little to no property impact. - Moderate capital cost relative to a roundabout. - Ongoing lifecycle costs for signal maintenance, power, and timing updates.
Overall	- Does not address existing or future operational, safety, or access issues at a major arterial intersection. - Does not support City of Waterloo transportation or city-building objectives.	This alternative provides safety benefits but presents challenges related to cost, property impacts, and capacity on a major arterial with significant commercial access demands.	- This alternative best balances access, safety, operations, and long-term corridor function, and is most consistent with the arterial role of Columbia Street and City planning objectives. PRELIMINARY PREFERRED ALTERNATIVE*

* Preliminary preferred alternative is not final and subject to future changes

Marsland Drive & Columbia Street East/Lexington Road Intersection (Cont.)

Preliminary Preferred Alternative: Alternative 3 - Signalization



Dearborn Boulevard/Place & Lexington Road Intersection

	Alternative 1 Do Nothing	Alternative 2 Add Left-Turn Lanes on Lexington Road	Alternative 3 Add Left-Turn Lanes on Lexington Road with Centre Medians
Land Use and Socio-Economic Environment	- Operational inefficiencies are not addressed. - No archeological or cultural heritage impacts anticipated.	- Improves efficiency and reduces delay for turning vehicles. - Short-term construction noise and inconveniences. - Low potential for archeological or cultural heritage impacts due to localized widening.	- Improves efficiency while providing more controlled access. - Centre medians restrict turning movements at ServiceOntario plaza entrance. - Short-term construction noise and inconveniences. - Low potential for archeological or cultural heritage impacts due to localized widening.
City Building	Does not support City objectives related to safety, complete streets, or active transportation improvements.	- Supports Official Plan objectives by improving intersection performance on a key arterial and enhancing network efficiency. - Limited direct benefit to active transportation but improves predictability for crossings.	- Supports Official Plan objectives combining operational improvements with access management. - Limited direct benefit to active transportation but improves predictability for crossings.
Transportation	- Left-turning vehicles continue to block through traffic on Lexington Road, contributing to delay and increased rear-end collision risk. - Pedestrian and cyclist accommodation remains unchanged.	- Improves corridor capacity and level of service. - Reduces rear-end and turning-related collision potential. - Maintains pedestrian and cycling operations.	- Provides the greatest operational and safety benefit by separating left-turning traffic and reducing mid-block and intersection conflicts. - Improves pedestrian crossing predictability. - Supports safer cyclist and transit operations.

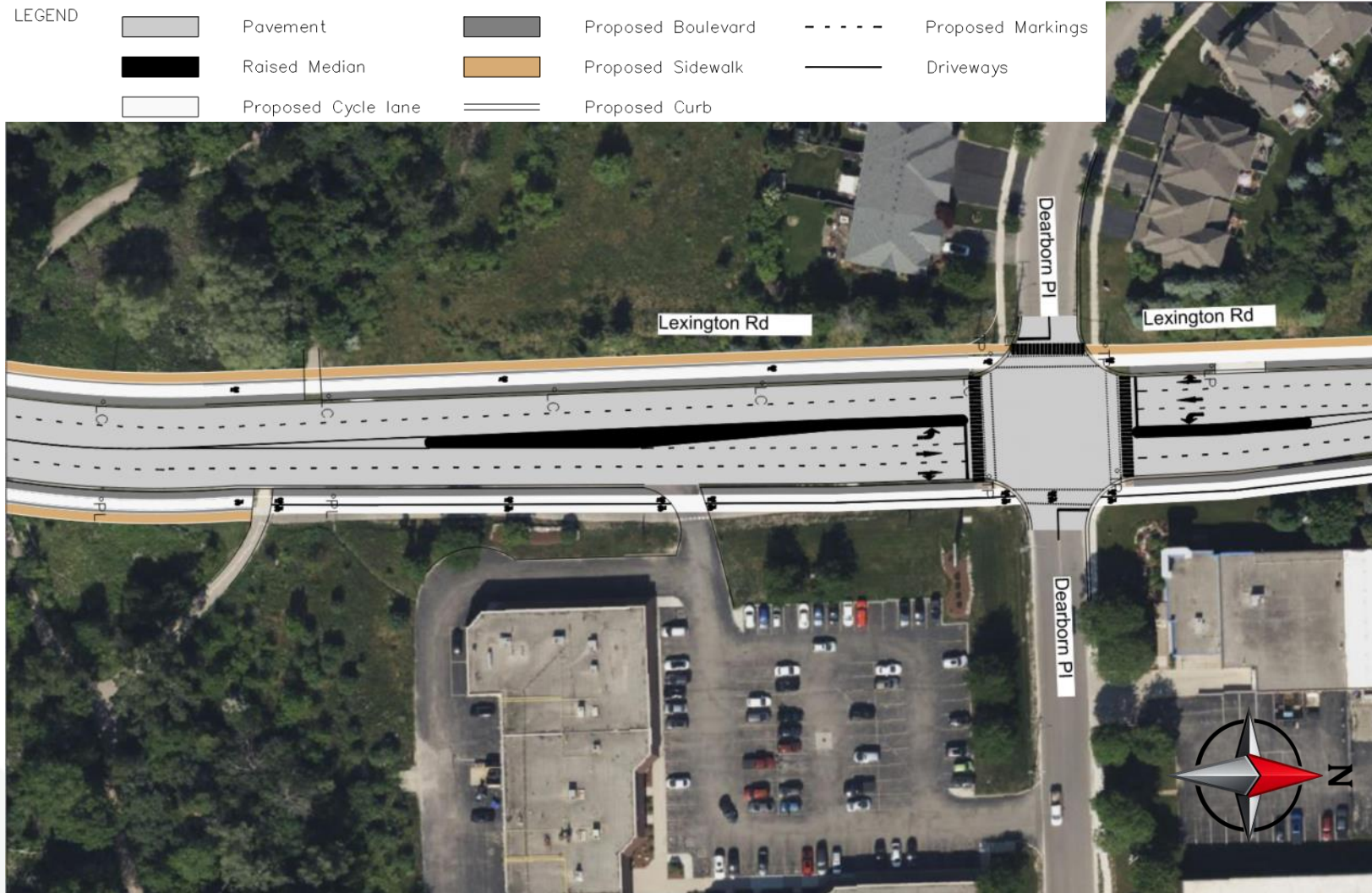
Dearborn Boulevard/Place & Lexington Road Intersection (Cont.)

	Alternative 1 Do Nothing	Alternative 2 Add Left-Turn Lanes on Lexington Road	Alternative 3 Add Left-Turn Lanes on Lexington Road with Centre Medians
Natural Environment	No environmental impacts	- Minor impacts related to local grading, drainage adjustments, and vegetation removal. - Reduced idling smoother traffic flow may result in air quality and sustainability benefits.	- Minor impacts related to local grading, drainage adjustments, and vegetation removal. - Reduced idling smoother traffic flow may result in air quality and sustainability benefits.
Cost	No capital, property, or lifecycle costs. No construction or maintenance requirements.	- Moderate capital costs associated with roadway widening and pavement work. - Limited utility relocation and low to moderate property acquisition may be required depending on design.	- Higher capital cost and lifecycle costs than left-turn lanes alone due to additional median construction. - Limited utility relocation and low to moderate property acquisition may be required depending on design.
Overall	Does not address operational or safety concerns and does not support long-term arterial corridor objectives.	Improves traffic operations and safety on Lexington Road while supporting long-term corridor function with manageable costs and impacts.	- Provides the highest level of safety and access management but with increased capital cost and potential impacts. PRELIMINARY PREFERRED ALTERNATIVE*

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Dearborn Boulevard/Place & Lexington Road Intersection (Cont.)

Preliminary Preferred Alternative: **Alternative 3 – Add Left-Turn Lanes on Lexington Road with Centre Medians**



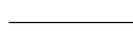
Active Transportation Infrastructure for the Full Corridor

- North side – maintain the existing multi-use path (MUP) between Davenport (E) and Holbeach Cres. Extend this pathway by constructing a new westbound one-way cycle track and parallel sidewalk to King Street;
- South side – maintain the existing MUP between Davenport Rd and Forwell Creek. Extend this pathway by constructing a new eastbound one-way cycle track and parallel sidewalk between King Street and Forwell Creek;
- New cyclist crossover at Dearborn Boulevard (E) to allow cyclists to cross Lexington Road safer and connect between north- and south-side facilities;
- Cyclist crossover to include pavement markings, pushbuttons, cyclist signal heads, and regulatory and warning signage;
- Overall improvements provide continuous one-way cycling facilities on both sides, dedicated pedestrian space, safer crossings, and stronger connections to neighbourhoods, trails, transit, and local destinations; and
- The extended one-way facilities proposed on Columbia Street (E) east of King Street will connect the planned one-way facilities on Columbia Street west of King Street.

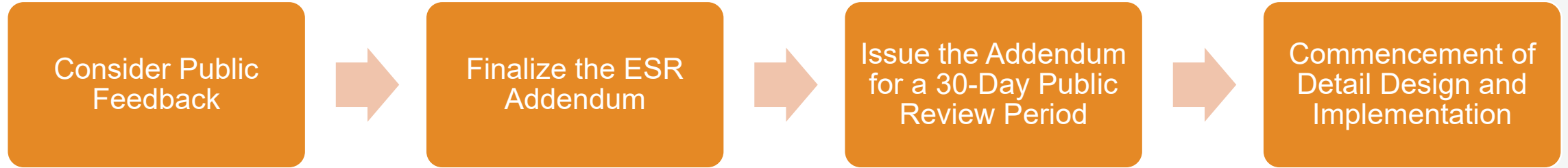
Active Transportation Infrastructure for the Full Corridor (Cont.)



LEGEND

	Pavement
	Raised Median
	Proposed Cycle lane
	Proposed Boulevard
	Proposed Sidewalk
	Proposed Curb
	Proposed Markings
	Driveways

Next Steps



GET INVOLVED

Please fill out the comment sheets at this event or send any comments prior by **April 14, 2026**, to either of the contacts below:

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