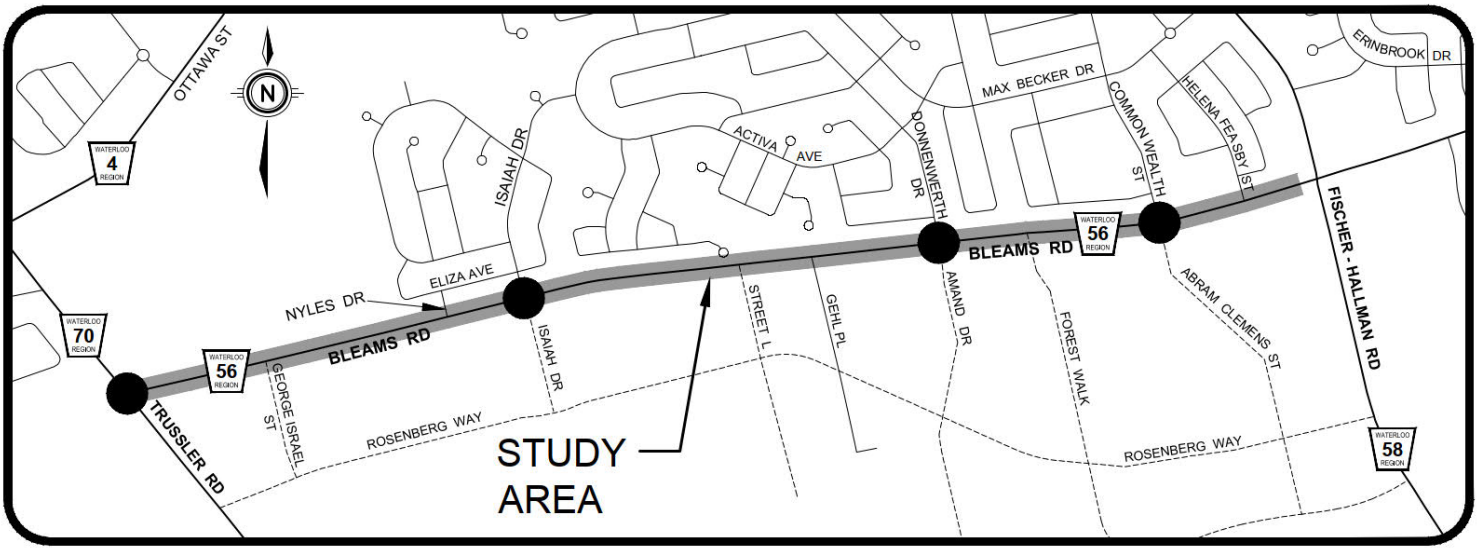
Region of Waterloo

Public Consultation Centre #1
Summary

Bleams Road Intersection Improvements from Fischer-Hallman to Trussler Road, Class

Environmental Assessment, Schedule 'C' and Preliminary Design



MTE

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1. Introduction

The Region of Waterloo, and their consultant MTE Consultants, are undertaking a Municipal Class Environmental Assessment (Class EA) Schedule 'C' Study, including preliminary design, for improvements to a 3.0-km section of Bleams Road from just west of Fischer-Hallman Road to Trussler Road, as shown in Figure 1 below.

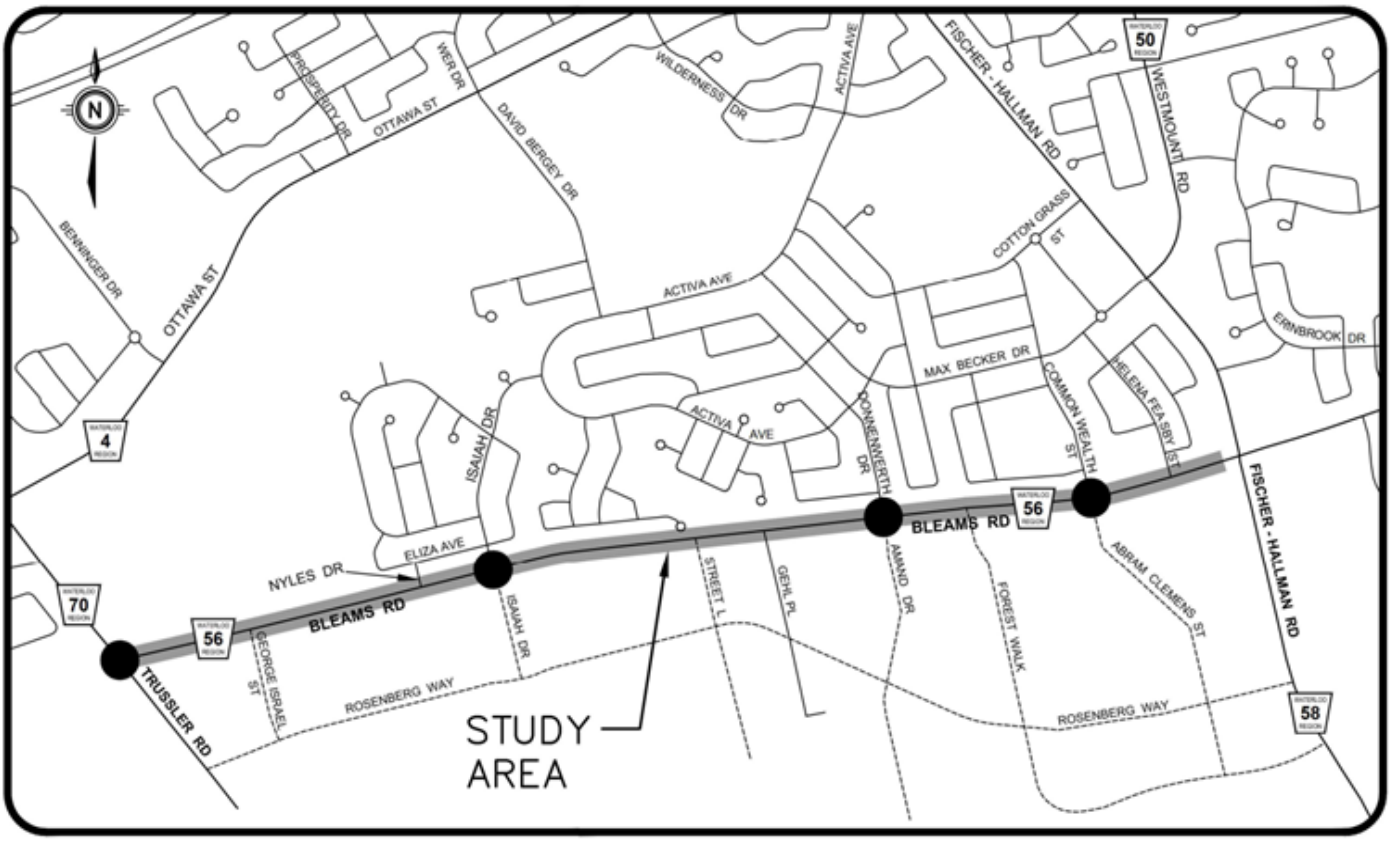


Figure 1 - Key Plan

The section of Bleams Road from just west of Fischer-Hallman Road to Trussler Road is in fair to poor condition and is nearing the end of its useful life. With the substantial developments to the south, there is a need to reconstruct this section of Bleams Road and consideration will be given to the increased travel demands on the overall corridor. The 2018 Regional Transportation Master Plan Update has also identified the need for active transportation improvements for pedestrians and cyclists along the corridor. This Study is analyzing traffic demands and will recommend a solution that addresses all future transportation needs.

There are a number of needs driving this project, as follows:

Deteriorated Road Condition

The pavement condition on Bleams Road is in fair to poor condition. In general, the deterioration is simply due to the age of the asphalt combined with poor drainage. The proposed works would replace the deteriorated pavement and urbanize the roadway by removing the existing ditches and installing an underground storm sewer system that will outlet to adjacent developments along the south side of Bleams Road.

Recent and Future Traffic Patterns

A study of the current and projected traffic patterns along Bleams Road, between Fischer-Hallman Road and Trussler Road, has determined that there is a need for improvements to Bleams Road to accommodate the recent and future intensification of land along both sides of Bleams Road. A detailed evaluation of the existing and proposed streets that intersect Bleams Road has suggested a number of potential intersection improvements that could increase the capacity and safety of the corridor to meet future needs in the area while providing a balance with the needs of other corridor users.

Pedestrian and Cycling Needs

Currently there are no pedestrian or cycling facilities on Bleams Road. The Region of Waterloo 2018 Transportation Master Plan identifies Bleams Road as having a "Future Boulevard Multi-Use Trail" on both sides. Accordingly, a multi-use trail is being considered on both the north and south sides of Bleams Road for the entire length from Fischer-Hallman Road to Trussler Road. A single-direction cycle track and sidewalk is also being considered as a potential alternative to the multi-use trail. Efficient and desirable interconnections for pedestrians and cyclists between proposed and existing developments on both sides of the roadway will be considered with the design.

2. PCC Purpose and Objectives

The purpose of this Public Consultation Centre (PCC) was to have interested stakeholders and the public learn about, and provide input on:

1. The needs and opportunities for improvements on Bleams Road
2. The project environment (natural, social, cultural/heritage, and economic)
3. The alternatives for improvements being considered by the Project Team
4. How the alternatives for improvements will be evaluated and how a preferred alternative will be selected
5. Future opportunities for public input

3. Notifications

The Notice of PCC #1 was published in The Waterloo Region Record on February 10, 2022, Kitchener Citizen February 2022 edition and New Hamburg Independent on February 16, 2022. Notices were also mailed to over 900 residents within and bordering the Study Area, and mailed to identified agency, stakeholder groups, and Indigenous community representatives on February 14, 2022.

All notices were posted on the Study's EngageWR webpage (https://www.engagewr.ca/bleams-rd). A snapshot of the webpage is in Figure 2.



Figure 2 - EngageWR Study Website

The PCC #1 notice invited all interested parties to participate in the Study and provided information on the:

- Study background.
- Study Process (subject to the requirements of the Class EA Schedule C process).
- Community Involvement:
  - The Region's website and the Study's EngageWR webpage.
  - How to actively participate in the Study through the virtual PCC and/or by requesting to be added to the project mailing list.
  - Comment period for virtual PCC #1.
- Contact information for the Region and consultant project leads.
- Accessibility requests.
- Respondent privacy as subject to the Freedom of Information and Protection of Privacy Act. The Region also used social media to advertise the PCC. This included Facebook, Twitter and Instagram.

4. PCC #1 Details

Due to the impacts of COVID-19 public meeting restrictions, PCC #1 was held online from February 14 to March 7, 2022 on the Study's EngageWR webpage (https://www.engagewr.ca/bleams-rd). The PCC was provided as an accessible video presentation, where interested parties could watch and listen to the 13 presentation boards.

Participants were encouraged to engage with the Project Team through a variety of means:

- PCC #1 Public Survey (focused on their Bleams Road experience).
- Visit the following weblink for more information: https://www.engagewr.ca/bleams-rd.
- Question and Answer page.
- Comment forms/emails.
- Contact detail for the Region and the consultant's Project Managers was provided for direct questions, requests to be added to the mailing list, or to request further information about the Study.

5. Information Presented

A video with presentation boards and voice over was used to present information about the Study. The boards provided an overview of the Study, including the Problem/ Opportunity, Study Area limits, the Class EA process being followed (Municipal Class EA, Schedule C), existing challenges and constraints, potential solutions including preliminary unit costs, and how the alternative design concepts will be evaluated. A summary of the boards presented is provided in Figure 3.

#	Board Title	Description of Board
1	Title Board	
2	Thank You and Contact Information	Thank you for participating and comment deadline and how to submit comments
3	Study Area	Key Plan of Study Area
4	Project Team	Details on the team members
5	Timeline	Timeline of the Study and the current stage
6	Current Conditions	Outlining the current conditions of Bleams Road
7	Alternatives	Outline the alternatives that will be considered at this stage
8	Option #1	Present the “Do Nothing” option
9	Option #2	Present the Roundabouts option
10	Option #3	Present the Signalized option
11	Option #4	Present the Hybrid option
12	Summary of Options	Present all of the pros and cons for the options under consideration
13	Contact Information	Re-state the deadline to comment for PCC #1 and provide information to participate

Figure 3 - Summary of Slides

6. Comments from the Public

Input from the public was collected through an online questionnaire survey and directly emailed comments.

The PCC #1 survey and submitted comments were conducted online through the Study's EngageWR webpage to collect information on where respondents reside, the frequency of their travel along the corridor, their concerns with the proposed alternatives, and their preferences for intersection controls.

In addition to approximately 1,200 page visits to the Study's EngageWR webpage during PCC #1, 181 PCC #1 online surveys were submitted. The list of survey questions, copies of the completed surveys will be included in the Environmental Study Report.

The eight questions were grouped by the main theme and summarized to get a clear indication of the public's perceived advantages and disadvantages of the three alternatives being contemplated for four street intersections with Bleams Road (four traffic signals alternative, four roundabouts alternative, or hybrid alternative with two roundabouts and two traffic signals).

7. Key Findings

From the responses received, the public support for the three alternatives presented during PCC #1 to improve four intersections on Bleams Road (Trussler Road, Isaiah Drive, Donnenwerth Drive/Amand Drive, and Commonwealth Drive/Abram Clemens Drive) is:

- 50% support for roundabouts at all 4 intersections
- 20% support for all traffic signals at all 4 intersections
- 30% for the hybrid combination of signals and roundabouts

The Project Team met to discuss the results and the analysis presented above, and the results were included in the selection of the preferred alternative.