



TRANSPORTATION AND
ENVIRONMENTAL SERVICES
Design and Construction

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FAQ

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

A1: We are planning improvements to address the deteriorated roadway, replace portions of existing watermain and sanitary sewers that have been identified as being in poor condition, as well as to take the opportunity to include enhancements to the road such as cycling and pedestrian facilities.

Q2: What improvement will be made to King Street and Coronation Boulevard?

A2: A recent traffic study has examined the existing traffic volumes and patterns along with an in-depth analysis of the potential traffic volumes and travel patterns. This analysis has identified that King Street, between Bishop Street and Concession Road, should undergo a “road diet”, reducing the current four through lanes to two, in order to accommodate active transportation. Coronation Boulevard, from Concession Road to Water Street, will remain at four lanes, with localized improvements to accommodate active transportation and the traffic movements at existing proposed intersections.

Q3: How will the improvements accommodate active transportation?

A3: Providing facilities for cyclists and pedestrians on King Street and Coronation Boulevard, from Bishop Street to Water Street/Hespeler Road, is considered a necessary component of the overall solution for this corridor. There are options under consideration which include a combination of sidewalks, multi use trails (two directional), two-way cycle tracks and one-way cycle tracks.. In addition, we are looking at easy and convenient connectivity between both sides of the road.

Q4: What is the current timeline for construction?

A4: Construction is currently expected to start in 2025 and be complete by the end of 2026.

Q5: How will traffic be accommodated during construction?

A5: Local access will be maintained at all times. However, there may be extended periods when through traffic will not be available for sections of King Street and Coronation Boulevard. Where practical, alternate routing of traffic around the construction will be accomplished with detours. All traffic disruptions will be designed while keeping vehicular/ambulance access to Cambridge Memorial Hospital as uninhibited as possible. We understand the interruption to traffic will be inconvenient and we will try to minimize the length of road closures as much as possible.

Q6: What is the estimated cost of this project?

A6: The cost of this project will depend on the approved improvement alternative, as well as necessary infrastructure relocations, replacements, utility relocations, and property acquisitions. The Region's approved 2022 Transportation Capital Program currently has approximately \$15.2 million budgeted for this project between 2022 and 2027.

Q7: How is the cultural/heritage environment being considered?

A7: A Cultural Heritage Report will be completed, including a review and inventory of heritage resources within and adjacent to the study area. It is also understood that the potential impacts of the project on identified cultural heritage resources will be determined following guidance in the Regional Plan (ROP) Policies 3.G.16 and 3.G.17.

The project team will identify all cultural heritage resources and identify any impacts as part of the overall preferred design alternative to be presented at a second public consultation (currently scheduled for fall/winter 2022).

Q8: How has the natural environment been considered for this project?

A8: The impacts due to the construction of this project will have minimal impact on the natural environment as the area of construction is to be contained to previously disturbed areas.

Trees within the project limits will be inventoried and assessed for overall health and significance in order to develop mitigation and protection plans for any trees to be retained. Where trees may be impacted or removed, a landscaping design will provide replacement trees where possible.

Q9: Is any property required for the road improvements?

A9: One of the goals of the planning and design process is to minimize the impact on adjacent properties and the need to acquire private property. An initial review of the existing King Street allowance, between Bishop Street and Concession Road,

indicates that there may be a need to acquire a small amount of land from some of the property frontages on the west side to accommodate the proposed alternatives.

Q10: Who will be responsible for the winter maintenance of new multi-use trails, sidewalks and/or separated cycling facilities?

A10: There is ongoing dialogue between the City of Cambridge and the Region of Waterloo regarding the responsibility for winter maintenance of new multi-use trails, sidewalks and separated cycling facilities. It is not anticipated that winter maintenance of any of the new multi-use trails, sidewalks and separated cycling facilities will be the responsibility of the adjacent property owner.