Present were: Chair J. Wideman, L. Armstrong, T. Galloway, J. Haalboom, G. Lorentz, J. Mitchell, K. Seiling, S. Strickland and C. Zehr

Members absent: J. Brewer, T. Cowan, D. Craig, R. Deutschmann, B. Halloran, R. Kelterborn, and C. Millar

OPEN REMARKS

Chair J. Wideman provided opening remarks regarding the purpose of the public meeting and the advertisement history.

DECLARATIONS OF PECUNIARY INTEREST UNDER THE MUNICIPAL CONFLICT OF INTEREST ACT

None declared.

REPORT – PLANNING, HOUSING AND COMMUNITY SERVICES - COMMUNITY PLANNING

a) Report E-13-083, Notre Dame Drive and Snyder’s Road Reconstruction, Township of Wilmot – Public Meeting

Received for information.

Bob Wheildon, Senior Project Manager, Transportation Base Program provided a presentation highlighting:

- Proposed improvements;
- Public consultation;
- Main issues raised by the public;
- Project teams preferred design alternative;
- Next steps; and
- Schedule and cost.

A copy of the presentation is appended to the original minutes.

B. Wheildon responded to Committees’ questions regarding changes made since the last public consultation in February, coloured concrete cycling lanes, eliminating the turning lanes, parking spaces, snow storage, and farm equipment.

Chair J. Wideman noted that there were no registered delegations. He made a call for delegations.
DELEGATIONS

a) Lewis Straus appeared before Committee expressing his concern with the speed limit, asking that the speed limit be reduced to 50 km/h now and not waiting for the project to be complete. He also stated his concern with the one meter grass boulevards noting it will be impossible to grow grass in such a small area.

b) Steve Bechtold appeared before Committee stating he is a local farmer. He expressed his concern with the road way not being wide enough to accommodate farm equipment and explained the danger of the farm equipment slowing down and vehicles coming up over the hill and having to slam on their brakes.

Committee members asked the delegation what would be an appropriate width for the roadway. S. Bechtel stated that 11 meters would be the minimum width.

c) Jim Bearinger, 1993 Snyder’s Road appeared before Committee looking for clarification if it is legal to drive around turning vehicles making a left turn and if combines are allowed to hop the curb with their equipment if more room is required.

Staff indicated that it is legal to drive around turning vehicles if it is paved and there for that purpose. It was also noted that farm equipment can extend pass the roadway.

d) Gary Beach, 1641 Snyder’s Road appeared before Committee stating he has been part of the community for over 40 years. He explained that eliminating the turning lanes will cause more traffic congestion. He pointed out that Erb Street has rolled over curbs all the way into Waterloo stating that he would like his community to look the same. He feels there is no need for concrete or grass boulevards.

e) Warren Bechtold appeared before Committee stating his business is located at 1239 Notre Dame Drive. He asked that the speed limit be reduced to 50 km/h now instead of waiting until 2016. He noted that safety should come first and he has no issue with the sidewalk or shoveling the sidewalk. He did state his concern with the grass boulevard and asked that more parking be available in front of the new addition that was added onto the church. He highlighted that the improvements clean up Petersburg and makes it a safer place.

f) Les Armstrong appeared before Committee raising the concerns of residents. He pointed out the growth in Baden, New Hamburg and Wellesley and the effect that has on the traffic congestion in Petersburg. He talked about the limited amount of parking and asked that the grass boulevards be eliminated to allow for extra parking. He asked that there be a designated turning lane to help with confusion.

g) Stephanie Beach, 1561 Snyder’s Road appeared before Committee expressing concerns that the residents’ complaints were not being heard and the second report reflects that. She noted that out of 90 residents only 8 said they wanted sidewalks. She suggested installing a sidewalk from the gas station to the park. She asked why segregated bike lanes were being installed in Petersburg when the residents prefer on road cycling. She highlighted that the elimination of the shoulder reduces parking at residents’ homes as well as the businesses. She stated that the parking spaces will be a safety hazard because vehicles will have to come to a complete stop in order to parallel park.
h) Helen Southwood, the post master of Petersburg appeared before Committee expressing her concerns with lack of parking. She stated that over 700 people pick up mail at her office and there will only be three designated parking spaces. She also asked that extra lighting be installed in front of the post office.

i) Leah Dickert a resident of Petersburg appeared before Committee stating that turn lanes will help with the traffic congestion. She pointed out that Ira Needles Boulevard hasn’t worked like it was supposed to since it is only a two lane road and over flow of traffic is still traveling through Petersburg.

j) Karin Demerling, 1611 Snyder’s Road appeared before Committee asking for clarification on signage located on the medians. She noted that transport trucks are always making left turns into her property and this will cause a problem. She asked that the median start at the top of the hill and why parking was eliminated on the west side of Snyder’s Road.

k) Jim Hiller appeared before Committee asking that the speed limit be changed to 50 km/h now and not in 2016.

l) Lewis Straus had a few more additional comments. He asked that Council make the decision on the project not the engineers and that a longer parking study of 7-14 days should take place.

m) Jim Bender appeared before Committee suggesting that a paved shoulder would allow for cycling, parking and walking. He noted that he preferred the Region take care of the snow plowing of the shoulder rather than the residents shoveling the sidewalks.

n) Dan Simpson, appeared before Committee noting he lives across the street from the gas station. He asked that a cycling and pedestrian study be conducted. He pointed out his concern with his well and how it may be affected once construction starts. He asked if the Region would be responsible for snow removal on the sidewalks.

Committee members clarified who is responsible for snow removal.

o) Stephanie Beach made additional comments with respect to parking and noted that the majority of the residents would prefer a paved shoulder with rolled over curb for allow for parking.

Committee members encouraged the public to submit any further comments to staff.

ADJOURN

MOVED by G. Lorentz
SECONDED by S. Strickland

THAT the meeting adjourn at 8:37 p.m.

CARRIED

COMMITTEE CHAIR, J. Wideman

COMMITTEE CLERK, E. Flewwelling
Notre Dame Drive and Snyder's Road Reconstruction Petersburg
The Project Area

Notre Dame Drive

Snyder's Road
Proposed Improvements

- Replace deteriorated pavement
- Add curb, gutter and new storm sewers
- Install sidewalks
- Add segregated cycling lanes behind roll-over curb
Proposed Improvements

- Provide some select on-road parking spaces
- Construct centre islands at the entrances to the village
- Reduce the speed limit to 50 kph (after modifications to narrow the road platform)
Public Consultation

- Meeting with owner of Petro Canada (April 10th, 2012)
- Meetings with owners of Blue Moon (April 19th, 2012 and January 4th, 2013)
- Public Consultation Centre #1 (May 1st, 2012)
- Informal Community Meeting (May 10th, 2012)
- Receive public petition (December 19th, 2012)
- Public Consultation Centre #2 (Feb. 28th, 2013)
- Public Input Meeting June 25th, 2013
Main Issues Raised by Public

• Issue # 1- Curb and Sidewalk not required – Keep paved shoulders

• 42 comment sheets were not in favour

Project Team Response

• Curb and gutters are needed to address existing drainage problems.

• Sidewalks are safer for pedestrians than existing paved shoulders.

• Those sections of sidewalk having adverse property impacts have been eliminated.
Main Issues Raised by Public

Issue # 2- Reduce Speed Limit

17 comment sheets expressed concern about excessive traffic speeds

Project Team Response

• Speed surveys concluded most vehicles were driving within the posted speed limit.

• Some vehicles exceeded the 60 kph, largely due to existing wide-open road design with paved shoulders.
Issue # 2- Reduce Speed Limit

Project Team Response (Cont'd)

• The Project Team recommends the following to encourage slower speeds;
  ▪ Narrower asphalt surface with segregated cycling lanes behind roll-over curb
  ▪ Raised centre islands at all four village entrances
  ▪ Reduction in speed limit after the proposed improvements are implemented
Main Issues Raised by Public

Issue # 3- Concerns with proposed parking arrangements

- 23 comments received about the removal of current unrestricted parking.

Project Team Response

- Two parking demand surveys completed

- Proposed parking will meet observed demand
  - Original parking spaces increased from 20 to 30 spaces
Issue # 3- Concerns with proposed parking arrangements
Main Issues Raised by Public

Issue # 4- Cycling Lanes Not Required

- 12 comments not in favour
- 4 comments were in favour

Project Team Response

- Township of Wilmot requested consideration of cycling facilities to and through all villages
- Region's Draft Active Transportation Master Plan, scheduled for Planning and Works Committee endorsement in September, designates Notre Dame Drive and Snyder's Road as planned cycle routes
- Segregated coloured-concrete cycling lanes are proposed behind a roll-over curb (dedicated space, separated from traffic)
Main Issues Raised by Public

Issue # 5- Concern about Intersection of Notre Dame Drive and Snyder's Road

- 9 comment sheets requested turn lanes and advanced green for left turns.

**Project Team Response**

- Updated operational review concluded no turn lanes or advanced green signal phase are required

- New curbs will provide room for through vehicles to bypass left turning vehicles.

- Further intersection improvements will be considered in the future if warrants change.
Project Team Preferred Design Alternative
Project Team Preferred Design Alternative

Snyder's Road, east leg (looking west) - no sidewalks south side
Project Team Preferred Design Alternative

Notre Dame Drive – north leg (looking south)
Project Team Preferred Design Alternative

Notre Dame Drive – north leg at Deerfield Ave. (looking north)
Project Team Preferred Design Alternative

- Full reconstruction one lane in each direction

- 1.25m coloured concrete segregated cycling lanes on both sides

- Sidewalks on both sides except the south side of east leg of Snyder's Road

- Grassed or hard surfaced boulevards

- Short raised medians at the four village entrances.
Project Team Preferred Design Alternative (cont'd)

- New storm sewers and roll-over curb and gutter

- Select areas of parking behind the segregated cycling lanes

- Maintain sufficient pavement width on Snyder's Road at Notre Dame Drive for through vehicles to bypass left turning vehicles
Next Steps

- Project Team will meet to consider additional issues raised by the public at this meeting

- Final Recommended Design Alternative to Planning and Work Committee Sept. 10, 2013.

- Final Recommended Design Alternative report to Regional Council Sept. 18, 2013

- All interested members of the public will be notified.
## Schedule and Cost

<table>
<thead>
<tr>
<th>Event</th>
<th>Date/Duration</th>
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<tbody>
<tr>
<td>Council Final Approval</td>
<td>Sept. 18, 2013</td>
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<tr>
<td>Detailed Design/Property Acquisitions</td>
<td>Sept. 2013 - Sept. 2015</td>
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<tr>
<td>Utility Relocations</td>
<td>Fall 2015</td>
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<tr>
<td>Tender Period</td>
<td>Winter 2015/2016</td>
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<tr>
<td>Construction Start</td>
<td>April 2016</td>
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<tr>
<td>Construction Completion</td>
<td>Fall 2016</td>
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**Total Estimated Project Cost**  $5.0 million
THANK YOU