



Region of Waterloo

## **Myers Road Reconstruction**

### **City of Cambridge**

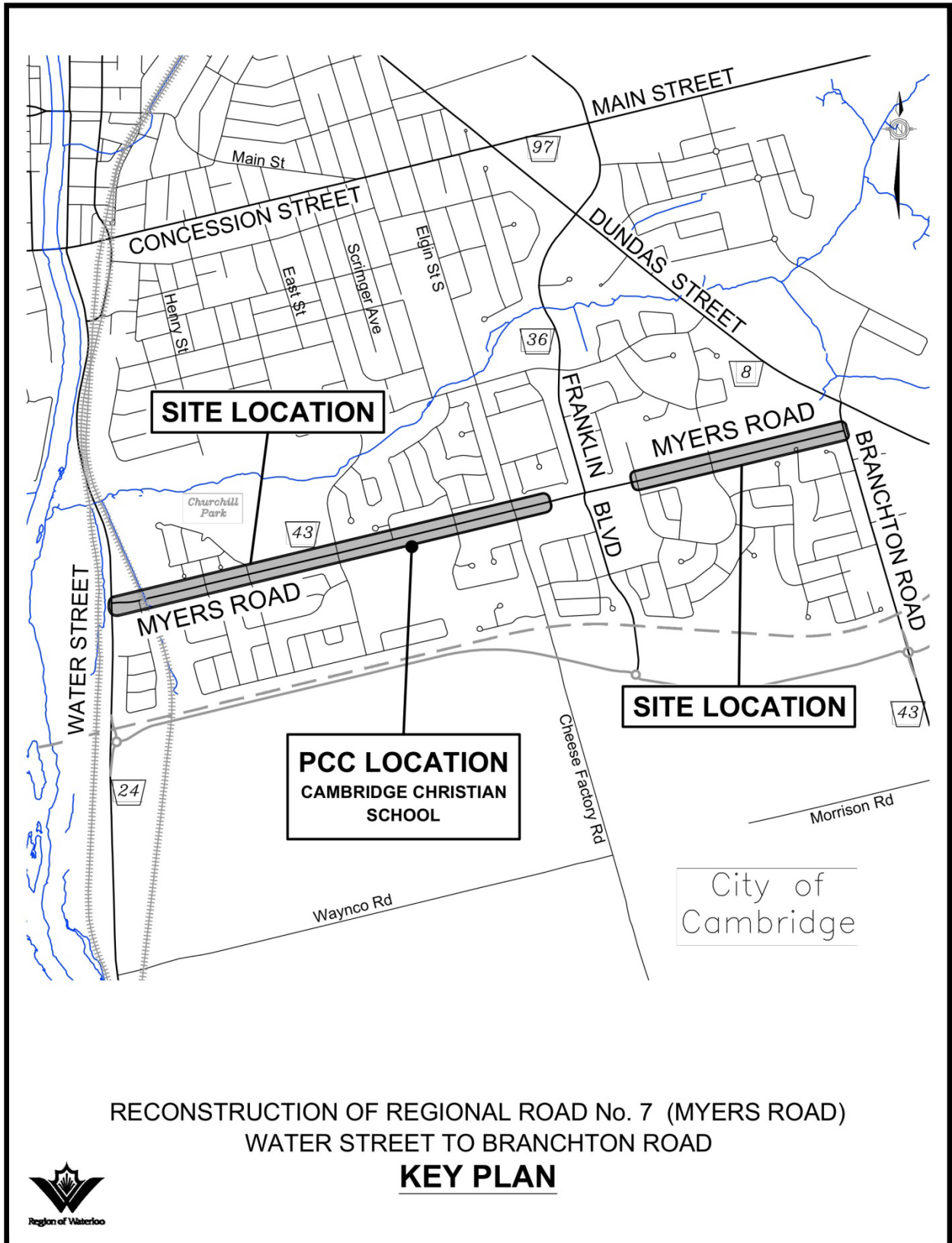
- What:** Reconstruction of Myers Road  
New storm sewer, pavement, curbs, and asphalt trails
- Where:** From Water Street to Branchton Road
- Why:** To repair pavement, improve drainage, and install pedestrian and cycling facilities
- When:** Construction in 2020 and 2021
- Who:** Region of Waterloo Project Manager  
Skylar Van Kruistum, P.Eng.  
Region of Waterloo  
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Email: [SVanKruistum@regionofwaterloo.ca](mailto:SVanKruistum@regionofwaterloo.ca)

Public Consultation Centre  
Wednesday, April 10th, 2019, 6:00 p.m. to 8:30 p.m.  
Cambridge Christian School, 229 Myers Road, Cambridge

### **We Want Your Input!**

There is a comment sheet at the back of this package.  
Please fill it out and share your comments with us.

### Key Plan of Project Limits



RECONSTRUCTION OF REGIONAL ROAD No. 7 (MYERS ROAD)  
WATER STREET TO BRANCHTON ROAD

### KEY PLAN



## **1. Why is the Region doing this Project?**

The Region of Waterloo is currently considering improvements to Myers Road from Water Street to Branchton Road, in the City of Cambridge.

This project has been initiated to:

- Address the deteriorated pavement condition;
- Urbanize the corridor with storm sewer and curbs to improve drainage and help reduce traffic speeds; and
- Improve cycling and pedestrian facilities.

## **2. Who is Directing this Project?**

The planning for this project is being undertaken by a Project Team consisting of staff from the Region of Waterloo and the City of Cambridge, as well as City of Cambridge Councillors Frank Monteiro and Shannon Adshade.

## **3. How is this Project Being Planned?**

This project is classified as a Schedule A+ undertaking in accordance with the Municipal Class Environmental Assessment planning process. As part of this process, members of the public and approval agencies have an opportunity to review and comment on the preliminary design concept that is currently being considered.

## **4. What is the Purpose of this Public Consultation Centre?**

The public is invited to this Public Consultation Centre (PCC) to:

- review the improvements being considered for this project;
- ask questions of staff from the Region of Waterloo and the City of Cambridge; and
- provide comments and input regarding the planning and design of the improvements being considered.

A Comment Sheet is attached to the back of this Information Package. Interested members of the public are requested to fill out this Comment Sheet and put it in the box at the Consultation Centre, or send it to the address indicated on the Comment Sheet. All comments received will be considered along with other

information received over the course of the project to assist the Project Team in completing the planning and design for this project.

## **5. What Improvements are Being Considered?**

Based on technical studies and investigations completed, the Project Team is proposing the following improvements on Myers Road:

- Full reconstruction of the pavement structure;
- Installation of new storm sewers;
- New curb and gutter;
- Multi-use trails on both sides along the full length of the roadway;
- A pedestrian and cycling connection from Myers Road to California Road;
- Installation of additional left turn lanes at select intersections;
- Improved pedestrian crossing facilities;
- Watermain replacement between Woodland Drive and Lorraine Drive; and
- New sanitary sewer from 108 Myers Road to 124 Myers Road.

Please refer to Appendix “A” for the Project Team’s preferred cross-sections throughout the project limits.

## **6. How Do the Improvements Being Support the Active Transportation Objectives of the Regional Transportation Master Plan and Corridor Design Guidelines?**

The Region of Waterloo’s Transportation Master Plan (RTMP), updated in 2018, is a high-level strategic plan that assesses existing and future traffic patterns and volumes throughout the entire Regional road network to determine the short and long-term needs for road improvements. Myers Road provides an important transportation link within the City of Cambridge, bringing travelers to and from local residential neighbourhoods, businesses, and institutions. The RTMP, through its vision of sustainability, also supports measures that will improve the cycling and pedestrian networks in the project area.

The Regional Transportation Master Plan identifies Myers Road as an on-road cycling route with sidewalks along the full length of the roadway. As the Project Team reviewed the proposed cross section, it was determined that boulevard

multi-use trails would suit the local neighbourhood, given the number of schools in close proximity, as well as potential connections to adjacent trails and parks.

The Context Sensitive Regional Transportation Corridor Design Guidelines (CDG) is a planning policy document that guides the design of Regional Roads. The CDG identifies design parameters for necessary features within road allowances such as vehicular lanes, cycling lanes, sidewalks and boulevards. According to the CDG, Myers Road is classified as a Residential Connector. As a fundamental part of this classification, Myers Road should be designed to support active transportation modes including walking and cycling.

The implementation of the features identified in the Transportation Master Plan and the Corridor Design Guidelines will enable all road users, including cyclists and pedestrians, an opportunity to travel without obstructions within this community and beyond.

## **7. Who will be Responsible for Winter Maintenance of the New Multi-Use Trails?**

Maintenance of the new multi-use trails will be completed by the City of Cambridge.

## **8. Will the Posted Speed be Changed?**

No change to the posted speed is being considered at this time.

The Project Team has considered a number of measures that are intended to lower traffic speeds along Myers Road, including:

- Reduced lane widths;
- Addition of curb and gutter;
- Addition of pedestrian refuge islands where applicable; and
- Roadside plantings where possible (to be installed the year following construction).

## **9. Will there be On-Street Parking at Moffat Creek Public School?**

The proposed design does not include any allowance for parking along Myers Road. Currently, parking is not permitted in front of Moffat Creek Public School due to concerns about the safety of students being dropped off along the road near live traffic.

Region of Waterloo and City of Cambridge representatives have been in conversation with school officials, School Board staff, and the parent council to discuss parking concerns along Myers Road. As part of these past discussions, the Project Team has reviewed potential improvements to the roadway to make it easier for students to walk to school from the local neighbourhood. This has resulted in the proposed multi-use trails on both sides of the road, the proposed pathway connecting Myers Road to California Road, and the proposed pedestrian refuge island across from the school. Additionally, as part of the effort to reduce traffic speeds, the design includes reduced lane widths along with new curb-and-gutter.

Simultaneously, the school community has been working on some travel planning initiatives to help encourage students to walk to school, including: a new “Trail Blazer” program, a “Drive to 5” program, and walk to school days. These programs are meant to encourage active transportation, in accordance with the school board’s “Active Transportation Charter”, included in Appendix C.

#### **10. Will there be Traffic Control at the Proposed New Pedestrian Island in Front of Moffat Creek Public School?**

With the proposed addition of a new pedestrian pathway connecting California Road to Myers Road and proposed new multi-use trails on both sides of Myers Road, it is anticipated that some students would access Moffat Creek Public School at the proposed new pedestrian island instead of using the current crossing at Lisbon Pines Drive. However, since this pedestrian island is being considered in a location where no pedestrian facilities currently exist along the south side of Myers Road, we do not have existing data on pedestrian volumes that would use this crossing.

Following the Public Consultation Centre, the Region will complete a pedestrian study in order to predict the anticipated volume of pedestrians that would cross at the proposed pedestrian island. Using the projected data, Region and City staff will determine what kind of crossing would be warranted in this location.

#### **11. How will Existing Trees, Driveways, Retaining Walls and Lawns be Affected?**

It is expected that some existing trees would have to be removed during construction to accommodate the proposed multi-use trail along the south side of Myers Road near Branchton Road, and along the hill leading down to Water Street. Tree removals are not currently anticipated along the remainder of the

corridor. It is the Region's practice to plant two replacement trees for each tree removed where space permits in the road allowance.

Any grassed areas disturbed during construction will be repaired to equal or better condition with topsoil and sod. In addition to replacing any trees removed on a 2-for-1 basis, new boulevard landscaping, including salt resistant trees and shrubs, will be included as part of the project where feasible. Any new landscaping typically occurs in a separately tendered landscaping contract in the year following construction. Driveways will be re-graded as necessary in order to blend smoothly with the newly constructed roadway.

Some residential/commercial properties along Myers Road may currently have hard landscaping features such as rock gardens, ornamental lights, underground sprinkler systems or similar landscape features which are currently situated on the road right-of-way rather than on private property. If your property has these types of features on the roadway right-of-way, you will be requested to relocate these items from the right-of-way prior to construction.

## **12. Will Streetlights be Upgraded with this Project?**

Existing lighting levels will be reviewed along the corridor to determine necessary upgrades as part of this project. New streetlights will be installed along Myers Road where lighting is not currently provided.

## **13. Is Any Private Property Required for this Project?**

The improvements being considered for this project will not require the acquisition of any property.

## **14. When will Construction Occur? Will there be Detours?**

Construction on Myers Road is tentatively scheduled to commence in 2020 and continue in 2021. Refer to Appendix B for a drawing showing the proposed staging of construction. The Region's Transportation Capital Program is reviewed annually and the timing of projects may change depending on several factors. The timing of this Myers Road work will also be coordinated with the construction of South Boundary Road (between Water Street and Franklin Boulevard).

During the detailed design of Myers Road, required road closures and lane restrictions will be finalized along with construction staging plans. The Region will stage construction in a way that limits road closures to the extent possible, though it is anticipated that some closures of Myers Road will be required during various stages of the project.

As is customary during Regional Road reconstruction projects, the public will be advised of the construction timing and traffic restrictions through letters to adjacent property owners, advance roadway signage and information posted on the Region's web site.

Pedestrian access will be maintained along Myers Road. Where the sidewalk is close to deep excavations, the sidewalk will be separated from the work area by temporary fencing. Signage will be erected in order to direct pedestrians through the project area.

The City of Cambridge Fire Department, Waterloo Regional Police and Ambulance Services will all be advised of detours and traffic restrictions during the construction period. Grand River Transit service (Routes 54 and 59) will be maintained during construction through a detour route and implementation of temporary bus stop locations as required.

## **15. How will Access to Properties be Maintained During Construction?**

Access to residential/commercial driveways will be maintained to the greatest extent possible during construction. The Contractor will be required to temporarily block access to and from driveways on Myers Road and side streets for short-term periods when completing certain construction operations. Where a disruption to your driveway is expected, the Contractor is required to hand-deliver a notice at least 48 hours in advance advising you of the time and duration of the driveway disruption. If necessary, alternate parking arrangements will be made, such as provision for temporary parking on adjacent side streets.

For commercial properties, access for customers will be maintained at all times. If only one driveway access exists, the Contractor will endeavour to complete the work across the driveway in two stages where feasible in order to maintain customer access.

School bus access will be maintained at all times, with any necessary detours coordinated with school bus operators throughout construction.

Property and business owners are asked to contact the site supervisor if they have any concerns in relation to access, signage or other issues during the project so it can be determined if reasonable changes or modifications can be made.

## **16. Will there be Water Service Shutdowns During Construction?**

In order to make connections to the existing system, temporary water service interruptions will be required in select locations as part of this work. Specifically, watermain replacement will be completed along Myers Road between Woodland Drive and Christopher Drive, and between Christopher Drive and Lorraine Drive. Water service interruptions will likely be less than ½ a day in duration and will likely occur between 9:00 am and 2:30 pm Monday to Friday unless other arrangements have been made. "Notices of Water Service Interruption" will be delivered to your front door a minimum of 24 hours before any required water service shutdown.

## **17. Can my Existing Water Service be Upgraded?**

Replacement of the existing distribution watermain between Woodland Drive and Lorraine Drive is being proposed as part of this project and, as such, water services will be replaced in these locations. If property owners wish to increase the size of the water service to their property beyond the standard 25mm size or to request an additional water service (i.e. for an anticipated future severance), please indicate so on your comment sheet. From this information, staff will contact you at a later date to discuss your plans and any further requirements.

Additionally, property owners may wish to consider replacing the water service on their private property (i.e. between the property line and their building) during the construction activities. Property owners can inquire to arrange this work directly with the Region's Contractor on-site during construction but it cannot be guaranteed that the Contractor will be able to accommodate this additional work request.

## **18. Can my Existing Sanitary Service be Up-graded?**

Replacement of existing sanitary sewers are not proposed as part of this project and, as such, sanitary service replacements are not being completed at this time.

## **19. Will New Services be Provided to Properties Currently on Septic Systems?**

New sanitary sewer and watermain will be installed along Myers Road to service the properties at the following addresses:

- 108 Myers Road
- 112 Myers Road
- 116 Myers Road

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- 120 Myers Road
- 124 Myers Road
- 140 Myers Road
- 142 Myers Road

The City of Cambridge has provided a letter summarizing the process, connection costs, and by-law requirements for the properties listed above. If you have any questions about the process, please contact the City through the information provided in the summary letter. If your property is noted in the list above and you did not receive a letter, please contact the Region's Project Manager listed at the end of this document.

## **20. What is the Estimated Cost of this Project? How will it be Funded?**

The estimated cost for construction of the Project Team's Preferred Design Concept is approximately \$8.5 Million. This includes approximately \$1 Million for active transportation facilities.

Funding for the proposed road improvements and storm sewer is included in the Region's approved 2019 Ten-Year Transportation Capital Program. Funding for the City of Cambridge's share of costs will be included in the City's Capital Budget.

## **21. What are the Next Steps?**

Prior to making a final decision on the Preferred Design Concept, the Project Team is asking for the public's input. This Public Consultation Centre is your opportunity to ask questions and provide suggestions to the Project Team. Once your input is received, it will be used by the Project Team, in conjunction with other relevant information, to re-assess the Preferred Design Concept for this project.

Once finalized, the Preferred Design Concept will be presented to the Region's Planning and Works Committee for their endorsement. At this meeting, members of the public will be given another opportunity to provide comments on this project. Pending Committee endorsement, final approval of the Preferred Design Concept for this project will be considered by Regional Council, which will make the final decision regarding the proposed improvements.

In advance of these meetings, letters will be sent to all adjacent property owners as well as to all members of the public specifically registering at this Public

Consultation Centre so that anyone wishing to speak to Committee or Council about this project can do so before final approval.

## **22. How will I Receive Further Notification Regarding this Project?**

Adjacent property owners and members of the public registering at this Public Consultation Centre will receive all forthcoming public correspondence, and will be notified of any future meetings.

## **23. How Can I Provide My Comments?**

In order to assist the Project Team in addressing any comments or concerns you might have regarding this project, we ask that you fill out the attached Comment Sheet and leave it in the comment box provided at the registration table. Alternatively you can mail, fax or e-mail your comment sheet to the Project Team member listed below, no later than April 26, 2019.

The Region has also setup a consultation page at [www.engagewr.ca/myers-road-reconstruction](http://www.engagewr.ca/myers-road-reconstruction) where you can provide your comments on the project. Comments will be open on the engage website until April 26, 2019.

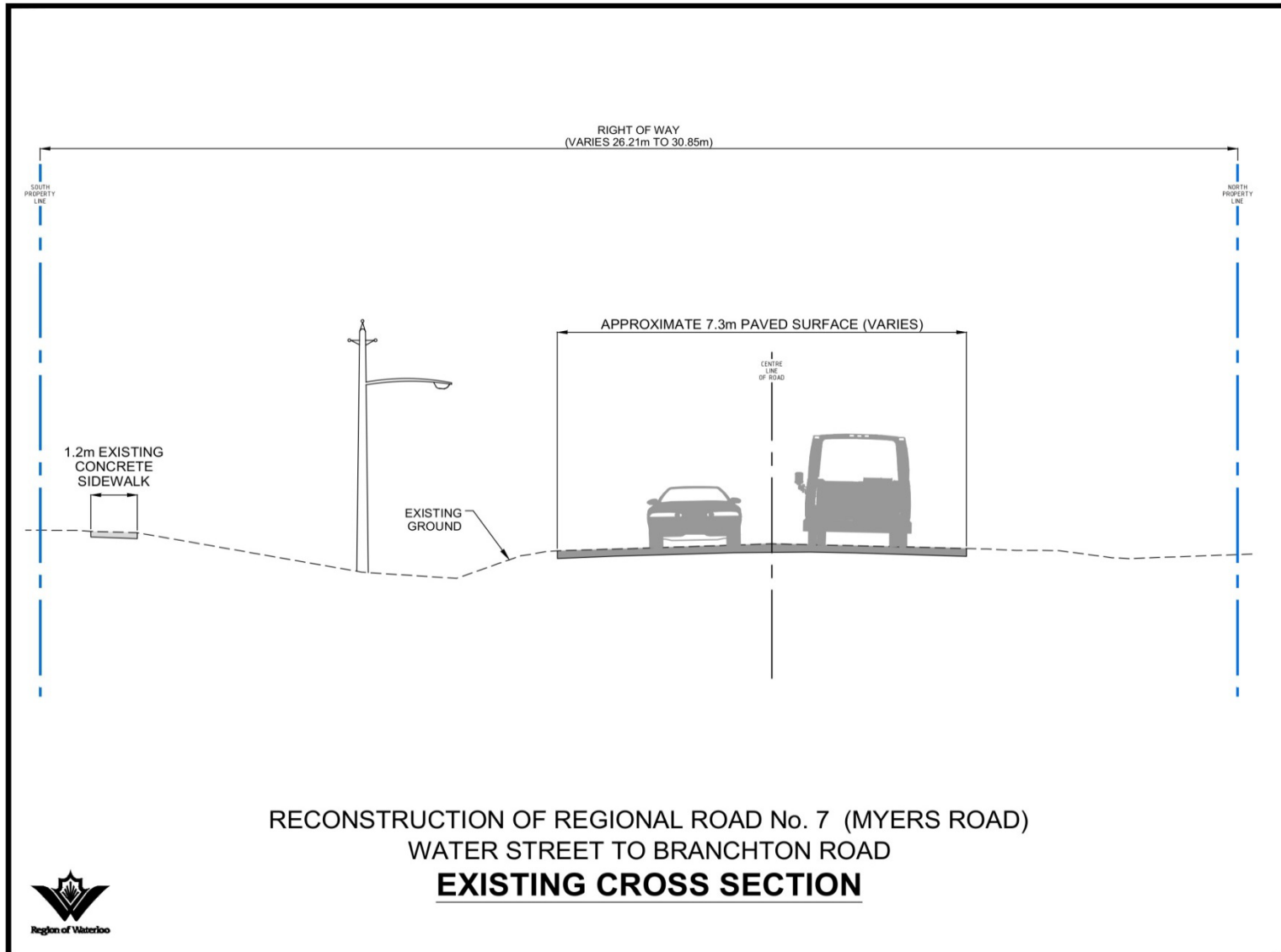
We thank you for your involvement and should you have any questions or concerns please contact one of the following:

Skylar Van Kruistum, P. Eng.  
Senior Project Manager  
Regional Municipality of Waterloo  
150 Frederick Street, 6<sup>th</sup> Floor  
Kitchener, ON N2G 4J3  
Tel: 519-575-4757 x3182  
Email: [SVanKruistum@regionofwaterloo.ca](mailto:SVanKruistum@regionofwaterloo.ca)

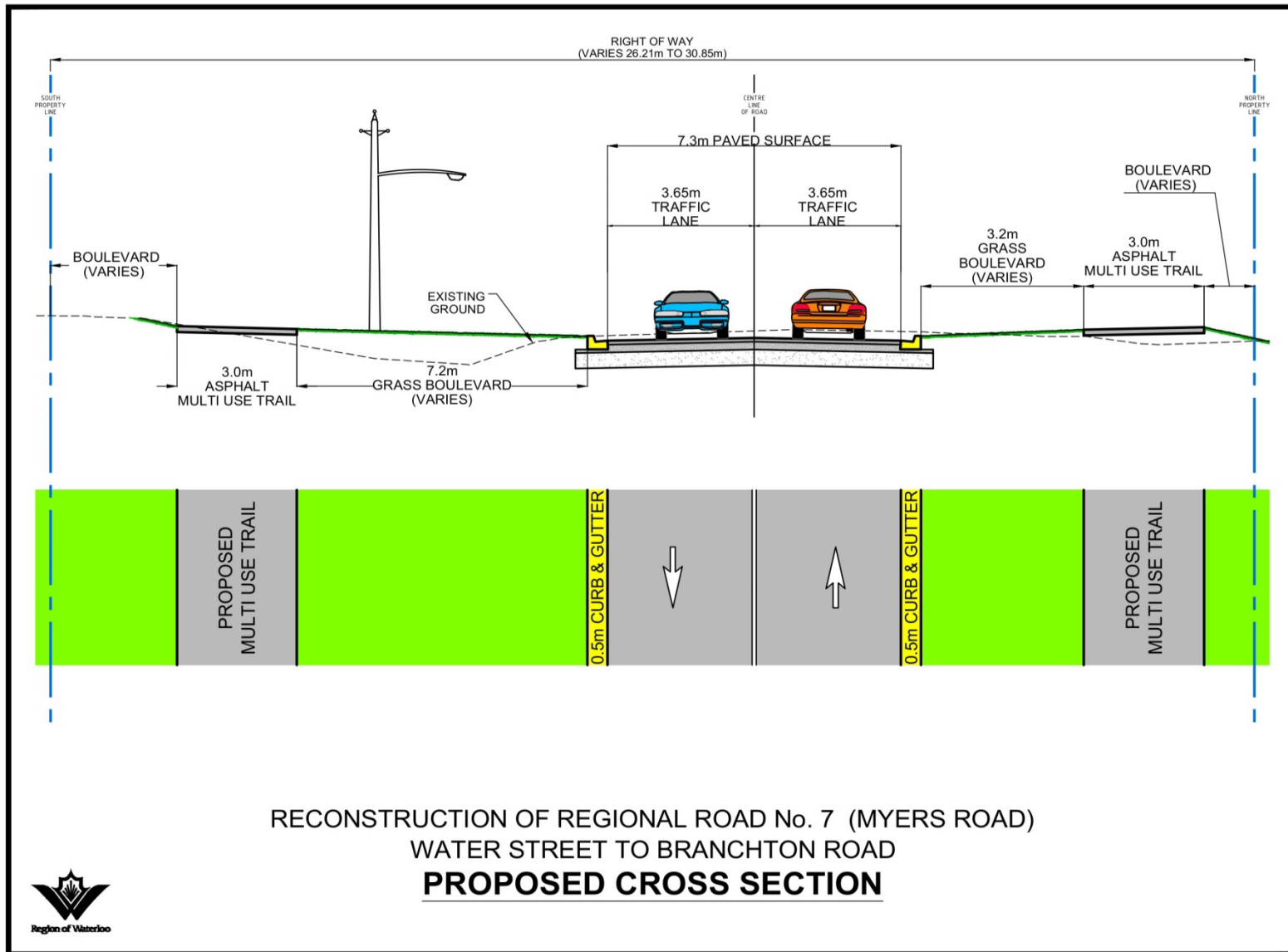
## **24. How Can I View Project Information Following the PCC?**

All of the PCC display materials and other relevant project information, notifications of upcoming meetings and contact information are available for viewing at the Region of Waterloo municipal office as identified above. Alternatively, you may visit the Region's website at [www.regionofwaterloo.ca](http://www.regionofwaterloo.ca).

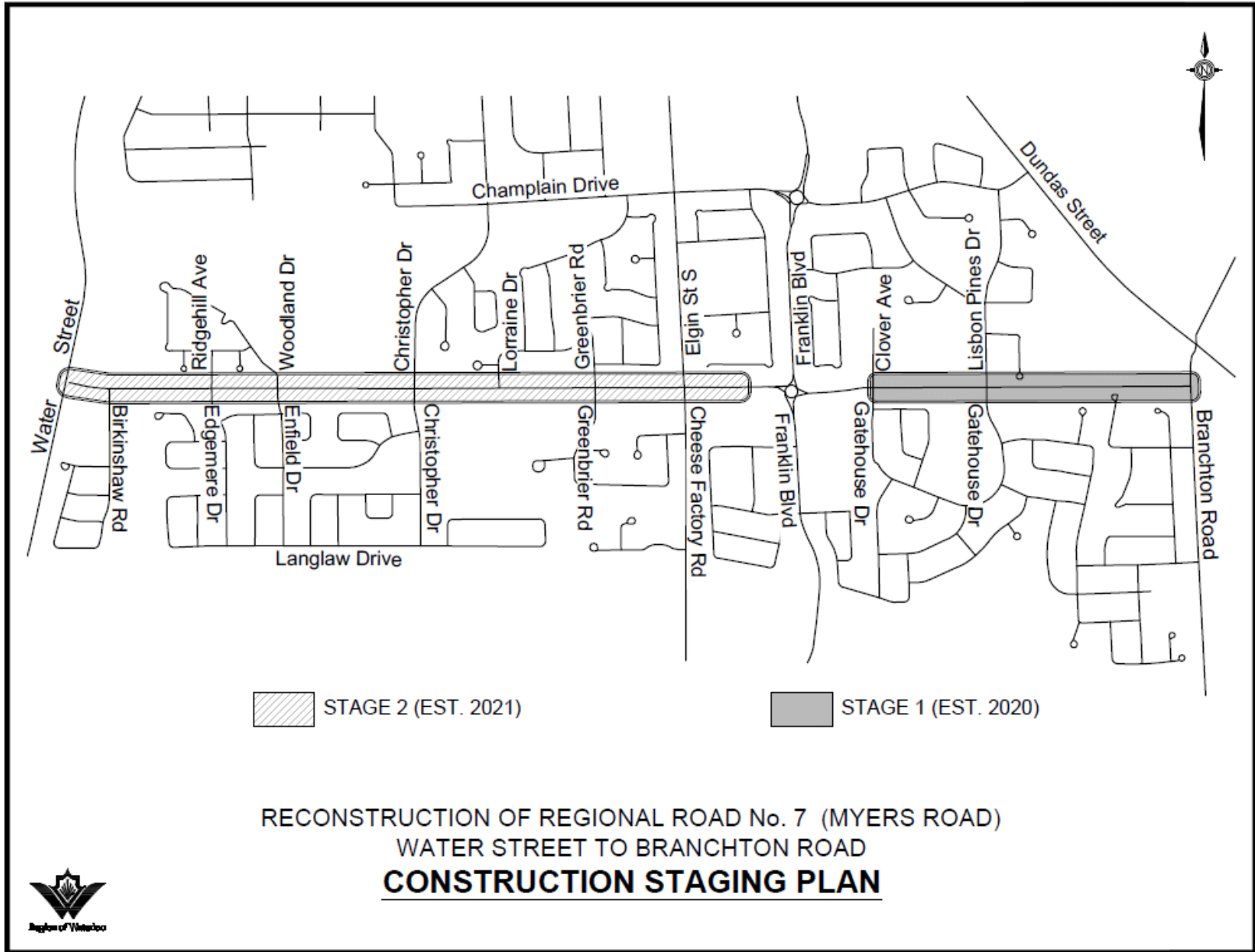
## Appendix A - Typical Cross Sections of Myers Road



## Appendix A - Typical Cross Sections of Myers Road



Appendix B - Construction Staging Plan



## Appendix C – WRDSB Active Transportation Charter



Waterloo Region  
District School Board



### Active Transportation Charter

**A**ctive transportation consists of human-powered forms of travel such as walking, cycling, in-line skating, skateboarding and manual wheelchairs. Active modes of transportation can be efficient alternatives to automobile travel.

Walking, cycling or other active modes of transportation are a vital part of an individual's daily physical activity. By using active modes of transportation to school, students gain independence that contributes to their social and psychological development. This prepares them for learning and fosters a lifelong habit of using active modes of transportation. By reducing automobile use, air quality around schools can be improved. In order to travel safely, conveniently, directly and comfortably, employees, parents and students require adequate infrastructure, programming and a supportive environment to meet their travel needs. This Charter promotes the principles outlined in Ontario's Foundations for a Healthy School.

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**To ensure active modes of transportation are safe, comfortable and convenient, the Waterloo Region District School Board respects the following principles:**

#### Accessibility

Active modes of transportation are direct means of accessing educational facilities by everyone.

#### Equity

Active modes of transportation are the only modes of travel that are universally affordable, and allow the majority of children and youth to travel independently.

#### Health and Well-Being

Active modes of transportation are proven methods of promoting personal health and well-being.

#### Activity and Learning

Daily physical activity prepares students to learn more effectively.

#### Personal and Community Safety

An environment in which people feel safe and comfortable using active modes of transportation increases community safety for all.

#### Environmental Sustainability

Active modes of transportation rely on human power and have negligible environmental impacts.

#### Community Cohesion and Vitality

A supportive active transportation environment encourages and facilitates a caring and connected local community.

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## Appendix C – WRDSB Active Transportation Charter

**To create an environment in all parts of the region that encourages and supports active modes of travel, the Waterloo Region District School Board will work with the Waterloo Catholic District School Board, individual citizens, parents, community and school groups, businesses and the local municipalities to:**

- Support and encourage the adoption of Active and Safe Routes to School programs in schools across the Board
- Encourage the development of School Travel Plans for every school
- Improve end of trip facilities (e.g., equipment storage and/or bicycle racks, access to showers, provision of sidewalks and shaded areas, etc.) to support active transportation
- Participate in regional and international walk to school day events and other initiatives encouraging active transportation
- Incorporate active transportation encouragement policies in facility planning decisions
- Encourage the Ontario EcoSchools consortium to include school initiatives that encourage active transportation into the Ontario EcoSchools certification requirements
- Support research on active transportation
- Support policies to improve the condition of sidewalks, walkways and pathways
- Advocate for safety enhancements including establishing safe active transportation corridors for travel to school and the workplace
- Encourage interdisciplinary cooperation and collaboration of schools, communities and government agencies
- Develop policies that incorporate these principles into all Board decisions
- Identify needs for retrofitting all neighbourhoods/ communities with more efficient active transportation and transit infrastructure that encourages intermodal travel

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*Active schools encourage and facilitate active living and support student health, vitality and safety. This will result in decreased automobile dependence and traffic congestion, lead to cleaner air and support student achievement. Such environments improve the quality of life for all school community members and contribute to engaged learners in caring and connected schools.*



**Comment Sheet**

**Regional Municipality of Waterloo**

**Myers Road Reconstruction**

**Water Street to Branchton Road**

**City of Cambridge**

**Public Consultation Centre**

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete this comment sheet today, please take it home and mail, fax or e-mail your comments **by April 26, 2019** to:

Skylar Van Kruistum, P. Eng.  
Senior Project Manager  
Regional Municipality of Waterloo  
150 Frederick Street, 6<sup>th</sup> Floor  
Kitchener, ON N2G 4J3  
Tel: 519-575-4757 x3182  
Email: SVanKruistum@regionofwaterloo.ca

**What do you like about the proposed design for Myers Road?**

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**What challenges do you see with the proposed design for Myers Road?**

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