

Region of Waterloo

Transportation Services

Transportation

To: Sustainability, Infrastructure, and Development Committee

Meeting Date: January 14, 2025

Report Title: Regional Road Assumption - Speedsville Road between Regional Road 38 (Maple Grove Road) and Regional Road 39 (Eagle Street).

1. Recommendation

That the Regional Municipality of Waterloo approve the commencement of the process to transfer Speedsville Road between Maple Grove Road (Regional Road 38) and Eagle Street (Regional Road 39) from the City of Cambridge to the Regional Municipality of Waterloo as described in report TSD-TRP-25-001, dated January 14, 2025:

1. Provide notice to the public of the proposed transfer of the above road segment from the City of Cambridge in accordance with the Region’s Notice Policy;
2. Commence the process to amend the Road Consolidation By-Law 01-059 (Regional Road System) to assume the above noted road segment from the City of Cambridge, effective upon passing of the by-law; and
3. Commence the process to amend Traffic and Parking By-law 16-023 to reflect the addition of existing traffic regulations on the section of road to be assumed by the Region of Waterloo.

2. Purpose / Issue:

The transfer of this section of Speedsville Road was approved by a previous Council through Report: E-14-096 on August 12, 2014 (Appendix A). The purpose of this report is to inform Council regarding:

- The need to transfer jurisdiction over the City of Cambridge’s portion of Speedsville Road between Maple Grove Road (Regional Road 38) and Eagle Street (Regional Road 39) to the Region of Waterloo and to have Council approve the transfer.
- Provide updated projects and financial impacts.
- The adjustment to the Transportation Operation Maintenance budget.

3. Strategic Plan:

The road transfer will support the Climate Aligned Growth and Equitable Services and Opportunities pillars of the 2023-2027 Corporate Strategic Plan as the transfer will facilitate better connectivity between Regional Roads and support increased development in the area.

4. Report Highlights:

- The transfer of Speedsville Road between Maple Grove Road (Regional Road 38) and Eagle Street (Regional Road 39) was approved by previous Council through Report E-14-096 on August 12, 2014.
- This segment of Speedsville Road was not transferred previously due to two conditions that needed to be fulfilled. Both concerns have been addressed, and no longer play a factor in the transfer of jurisdiction of the road.
- Speedsville Road Corridor study (Project No. 07695), was added to the 2025 TCP at a budget of \$200,000, in order to determine future needs and traffic flow on the road.
- The Regional lane kilometers will increase by 5.62 kms which will result in a variance to the operating budget in 2025 of \$62,000.
- Regional staff will proceed to provide public notice as required by the Region's Notice Policy and place the proposed by-law to transfer road segment jurisdiction on the agenda of an upcoming Council Meeting.

5. Background:

As per Report E-14,096 (Appendix A), back in 2014, the Region of Waterloo and the City of Cambridge had an agreement to transfer Speedsville Road between Maple Grove Road (Regional Road 38) and Eagle Street (Regional Road 39) from the City of Cambridge to the Regional Municipality of Waterloo (Appendix B) and to transfer Beverly Street and Samuelson Street/ Clyde Road from Dundas Street N. (Regional Road 8) to Franklin Boulevard (Regional Road 36) from the Region of Waterloo to the City of Cambridge. This Council report was approved by previous Council.

The abovementioned sections of Beverly Street and Samuelson Street/ Clyde Road were transferred from the Region to the City of Cambridge. The Speedsville Road section of road, however, was not transferred from the City of Cambridge to the Region as it was contingent on the City removing the existing truck prohibition and entering into a cross-border servicing agreement to service lands, including and in the vicinity of the Region of Waterloo International Airport as a condition of the transfer.

Through recent discussions between the City and the Region, it was determined that these two conditions should no longer hold up the transfer of the road. When the Region assumes this segment of road, the Region's Traffic and Parking Bylaw can designate the road as a truck traffic route if needed. The City has indicated that they have no concerns with truck traffic on this road. The cross-border agreement is between the Township of Woolwich and the City of Cambridge and is currently being negotiated between those two parties.

Therefore, the Region can now proceed with the transfer of jurisdiction of this segment of Speedsville Road between Maple Grove Road (Regional Road 38) and Eagle Street (Regional Road 39) and continue with the Region's commitment to the City of Cambridge.

6. Communication and Engagement with Area Municipalities and the Public

Area Municipalities:

The City of Cambridge staff and the Region of Waterloo staff have been collaborating on the transfer of jurisdiction of Speedsville Road. Cambridge staff are in support of the recommendations within this report and are aware of this report being taken to Regional Council.

Public:

As part of the road transfer process, the public will be informed of the change in road jurisdiction through the Regional Notice Policy. Key stakeholders might be contacted during the Speedsville Road Corridor study.

7. Financial Implications:

The Regional lane kilometer total will increase by 5.62 due to this road assumption which will result in a variance to the operating budget in 2025 of \$62,000. The current operating budget within Transportation Services has sufficient capacity to absorb this variance for 2025. The Area Maintenance Agreement with the City of Cambridge will be adjusted in 2026 to account for the additional lane kilometers, and will be incorporated into the 2026 base operating budget as part of the operating budget approval process.

In the previous Council report, it was identified that there was a potential for a road widening of Speedsville Road. Given the changes that have occurred due to Covid, - Project No. 07695, Speedsville Road Corridor Study was added to the 2025 TCP to investigate the current traffic flow and future development traffic through this section of road. The study will determine any needs or improvements for this road section.

The Region's Draft 2025-2034 Transportation Capital Program includes a budget of \$200,000 in 2025 for the project to be funded from the Roads Regional Development

Charges Reserve Fund.

Once the study is completed, a report will be brought to Council outlining future needs, timing, and capital expenditures.

8. Conclusion / Next Steps:

Regional staff is recommending that Council approve the transfer of jurisdiction of this segment of Speedsville Road (approximately 5.62 lane kilometres).

Once Council approves the transfer, Regional Staff will proceed with amending the existing Road Consolidated By-Law 01-059 (Regional Road System) to assume these road segment and will amend the Traffic and Parking By-law 16-023 to reflect the addition of existing traffic regulations on the section of road. Staff will place the proposed by-law on the agenda of an upcoming Council Meeting. Regional staff will also proceed to provide public notice as required by the Region's Notice Policy. Transportation staff will complete a basic corridor assessment in 2025 to determine scope of future improvements, timing for needed improvement works and the potential impacts to the development community related to needed road improvement and infrastructure upgrades. These assessments and findings will be coordinated with the City of Cambridge to ensure appropriate timing for installation of sanitary and water infrastructure in advance of development needs.

Additionally, regional operations staff will collaborate with the City of Cambridge regarding a new Road Maintenance agreement for this segment of road.

9. Attachments:

Appendix A: Council report E-14-096

Appendix B: Map of segment of Speedsville Road to be transferred to Region of Waterloo from the City of Cambridge

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