



CLASS ENVIRONMENTAL ASSESSMENT FOR THE FOUR LANE UPGRADE OF COUNTY ROAD 43, KEMPTVILLE CORRIDOR

FREQUENTLY ASKED QUESTIONS

Public Information Centre No. 5 was held on Thursday, February 11th, 2010 at the Municipality of North Grenville Municipal Offices. The PIC (including presentation) was held to inform the public and agencies of the Technical Steering Committee's preferred alternatives for the Corridor. The community was encouraged to comment on the project for further review by the Technical Steering Committee. Comments were received before, during and after the PIC and this document summarises the comments and the Technical Steering Committee's response after discussing each comment. The number of similar comments is also shown in brackets. The report on PIC No.5 is available at www.uclg.ca/en/publicnotes/index.asp or <http://www.northgrenville.ca/news.cfm>

1. A lot of people don't understand the rules of roundabouts. There needs to be a local education campaign on the rules. (14)

Added to the mitigation measures is: for the United Counties to complete an education campaign once the first fully functional two-lane roundabout is operational.

2. Likes roundabouts (12)

A roundabout corridor was chosen in the Corridor Master Plan study partly due to a large amount of public support. Studies have concluded that roundabouts slow vehicular traffic while increasing traffic flow through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians.

3. Requesting information and or requesting to be added to the mailing list. (7)

All requests have been completed.

4. Concern about pedestrian safety (St. Mike's students) (5)

In the five years since the Corridor Master Plan was completed, a large amount of information has been produced about pedestrian safety at two-lane roundabouts. The research information supports pedestrian safety when a number of accessibility and pedestrian guidance controls are placed. Some of these controls include properly marked crosswalks, tactile surfaces, coloured surfaces, staggered crossings, etc. As a mitigation measure, these controls and supplemental warning signs will be incorporated into the design of the roundabouts. It should be noted that pedestrians have the right of way when crossing at a legal crosswalk and all of the crosswalks at the roundabouts will be designed as legal crosswalks.

5. Disagree with converting the CR43 and CR44 intersection into a roundabout. (5)

A roundabout corridor was chosen in the Corridor Master Plan study partly due to a large amount of public support. Studies have concluded that roundabouts slow vehicular traffic while increasing traffic flow through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians. Completion of this roundabout is consistent with the overriding goals of the Corridor Master Plan. Please also see response to Comment 15.

6. Dislikes roundabouts (5)

A roundabout corridor was chosen in the Corridor Master Plan study partly due to a large amount of public support. Studies have concluded that roundabouts slow vehicular traffic while increasing traffic flows through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians. The current design of the corridor maintains this philosophy.

7. Believe that sidewalks and pedestrian facilities are vital. (4)

The current design includes a 2m wide bicycle path and 1.5m sidewalk along both sides of the corridor which allow strong east-west pedestrian movements. Crossings at every leg of each roundabout intersection allow strong north-south pedestrian movements. The preferred bridge design allows for a future recreational trail to be completed under the new bridge along the creek.

8. The roundabout outside the Wal-Mart is not big enough for two lanes and requires widening. (4)

Roundabouts are designed to slow traffic while increasing traffic flow. Roundabouts are also designed to accommodate larger transportation vehicles. In this instance the larger vehicles are expected to use both lanes.

9. Likes the proposed design of the corridor and/or presentation (4)

Thank you for your comment.

10. Concerns of affect of roundabouts on local businesses (3)

One study has been completed on the affect of roundabouts on businesses. It concludes that business for “destination businesses” will not decline while business for “drive through businesses” may decline slightly if they are located mid block but will not if they are on the corner of a roundabout. This study is available from the United Counties and AECOM.

11. Requests a noise/sound barrier along the south side of CR 43 between Barnes St. and James St. Will also act as a safety barrier (3)

This comment has been forwarded to the United Counties as existing noise issues are outside the objectives of this study. A noise study has been completed as part of this study to detail any potential issues that may arise from expanding the corridor from a two lane road to four-lane road. This study concluded that this expansion will not result in any major changes to the existing noise conditions. The noise report does observe that this area (Barnes St – James St) currently has a noise level of 62dBA.

12. Join the high school and the Shopper’s Drug Mart entrances into one entrance. (2)

Currently this is beyond the scope of this project and it is expected that this will be an expensive option. It should be noted that there are no issues with having two roundabouts this close to each other.

13. The roundabouts in Kemptville are too small. (2)

Roundabouts are sized to slow vehicular traffic while increasing traffic flows through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians.

14. Decorating the roundabouts will look great. (2)

Landscaping the roundabouts and boulevards as well as having some architectural or decorative lighting in the median will create a more aesthetically pleasing corridor.

- 15. Question spending money to convert the existing traffic signals into roundabouts (2)**
It should be noted that the existing traffic signals cannot be maintained in their current formation and location when CR43 is widened to four lanes. Additional turning lanes will be required for all approaches. The signals themselves also cannot be reused and will have to be replaced. The costs estimated to construct the roundabout will cancel with the costs estimated to widen the intersection for additional lanes. The traffic signals themselves are considered to be an additional cost and will have operational costs on an annual basis.
- 16. The existing Canadian Tire roundabout is too small and/or unsafe. (2)**
Roundabouts are sized to slow vehicular traffic while increasing traffic flows through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians. This roundabout will be upgraded to a two lane roundabout once the corridor is widened.
- 17. Proposed roundabouts need to be designed consistently (2)**
One of the objectives of this study is to ensure all future roundabouts are designed consistently with standard set design criteria and guidelines.
- 18. Agree with converting the CR43 and CR44 intersection into a roundabout. (2)**
A roundabout corridor was chosen in the Corridor Master Plan study partly due to large public support. Completion of this roundabout is consistent with the Corridor Master Plan. Please also see responses to Comments 5 & 15.
- 19. The CR43/CR44 roundabout should be phase 1 in front of the bridge (1)**
The phasing of the corridor detailed in this study is only for planning purposes. Actual phasing will be determined by growth and development.
- 20. Railings could be included on the median around the pedestrian crossing points to increase safety (1)**
While a railing may encourage pedestrians to cross at appropriate locations it may also be classed as a traffic hazard. All current safety standards and guidelines will be adhered to at the time of detailed design. Please also see response to Comment 4.
- 21. Include a larger median at the CR43/CR44 intersection as this will be the busiest pedestrian intersection. This will allow a larger amount of standing room. (1)**
This will be looked at during the detailed design. All medians will be wide enough to accommodate pedestrians in the refuge area which may include widening the refuge area rather than widening the median. It should be noted that pedestrians have the right of way when crossing at a legal crosswalk and all of the crosswalks at the roundabouts will be designed as legal crosswalks.
- 22. Maintain 2m bike path and 1.5m sidewalk across bridge. (1)**
The current design shows a 3m shared pathway crossing the bridge. Typically a width of 3m for a shared pathway is standard. Confident cyclists will have the option to join the road before crossing the Bridge. Once the bridge is operational the United Counties will monitor the use of the shared pathway. If it is found to be a safety concern, signs may be placed advising recreational cyclists they must walk their bicycles. Widening the bridge is an expensive option.

23. Possible pedestrian tunnels and or overpasses (1)

Tunnels and overpasses were considered but were not recommended as pedestrians will often take the shortest route and it is predicted they will not be used. There are concerns with public safety when pedestrian tunnels are installed. Tunnels and overpasses are also very expensive.

24. Proper lighting in the corridor so drivers can see pedestrians (1)

It is proposed that lighting be placed along the entire corridor within the median and additional smaller lighting along the sidewalk.

25. Concerns about construction time & contractors (1)

Appropriate construction times for contractors will be determined during the detailed design and tendering process. All contractors will have to abide by Ontario Provincial Standard Specification as well as the Municipalities and United Counties By-Laws. The United Counties will consider possible incentives to contractors to complete construction works faster as well as night work to ensure disruptions and affects to businesses and the community are minimised.

26. Concerns about the parking lot spaces at the Creekside Centre (1)

The corridor is being aligned such that the majority of the expansion will occur to the north, while the new two lane bridge is to be constructed on the south side of the existing bridge. This design will not impact the current parking lot of the Creekside Centre. Adequate land was already reserved during the development of Creekside Centre.

27. The roundabouts are sized correctly - to slow vehicles (1)

This is correct. Roundabouts are sized to slow vehicular traffic while increasing traffic flows through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians.

28. Likes the bridge option (1)

Thank you for your comment.

29. Dislikes the advertising signs in the corridor – not aesthetically pleasing (1)

This comment will be forwarded to the United Counties and Municipality for their consideration.

30. Concerns that there is nowhere for trucks to pull over in the town (1)

The Corridor Master Plan recommended an urban corridor which includes pedestrian facilities, curbs, storm sewers etc. Allowing vehicles to pull off to the side of a road is a safety concern. As such this urban corridor does not provide places for any vehicles including trucks to pull over. It should be noted that there are areas/parking lots where trucks can be accommodated including the mall, food basics, community centre and a number of other businesses.

31. Request to be removed from the mailing list (1)

This has been completed.

32. A number of detailed design questions (1)

All detailed design comments will be forwarded to the road designer during the detailed design phase.

33. Would rather see left turn lanes (1)

A roundabout corridor was chosen in the Corridor Master Plan study partly due to a large amount of public support. The current design maintains this philosophy. Left turns will require the corridor to be widened even further and they are considered more dangerous than right turns or U-turns at roundabouts.

34. Access and safety concerns regarding corner properties at roundabouts (1)

Roundabouts are generally safer as vehicle speeds are slower. The raised centre median also eliminates unsafe left turns close to the intersection.

35. Finds roundabouts dangerous (1)

Roundabouts are generally safer as vehicle speeds are slower. The raised centre median also eliminates unsafe left turns. The accident history at CR43/CR19 has improved since its conversion to a roundabout. Please see responses to comments 1, 2, 5, & 6.

36. Concerns about the number of proposed roundabouts (1)

Provision of access at major intersections and major access points is critical for a successful corridor. The number of roundabouts is required to allow an appropriate number of left turn and U-turn movements.

37. At the Tim Hortons roundabout, the crosswalk is difficult to see when the drivers are in the circle. (1)

Your comments have been passed on to the United Counties for appropriate action. Generally if the vehicles negotiate the roundabout at the correct speed visibility is acceptable.

38. In the interim the green arrows at the CR44 and CR43 intersection should be enhanced as they are currently difficult to see. (1)

This has been passed on to the United Counties for further action.

39. There should be Park and Ride options in the Corridor near Hwy 416 for future public transportation and car pooling. (1)

This has been passed on to the United Counties for further action.

40. Proposed roundabout at Somerville Rd. should be moved to the intersection of the Oxford village subdivision and CR43. This cost can then be shared. (1)

The Roundabout at Somerville Road is proposed as the Somerville Rd intersection is considered to be a major intersection in the corridor. This roundabout will also increase safety at this intersection. Currently it is proposed that the Oxford Village development will connect into a new intersection that aligns with the Home Hardware access the actual location for this roundabout will be determined once the subdivision moves forward.

41. Pedestrian safety should be addressed in the interim for the high school, and to the mall along south side of CR43 (1)

This has been passed on to the United Counties for further action.