

APPENDIX D

Public Comments and Project Team Responses

Comment	Project Team Response
Need for efficient traffic flow	Analysis of the existing and future traffic volumes along with turning movements has determined that roundabouts and raised medians, at the locations shown on the Project Team's Recommended Alternative, will provide an efficient traffic flow.
Some comments expressed a preference for signals over roundabouts	Signals and roundabouts were given equal consideration in this study, and were included in the three alternatives presented to the public during the first public consultation. Based on public input from the first public consultation and review of other concerns, the Project Team determined that these four intersections are better served with roundabouts than signals.
Concern with interaction of active transportation at multi-lane roundabouts	In order to alleviate this concern, the Project Team's Recommended Alternative includes the installation of single lane roundabouts on Bleams Road at Donnenwerth Drive/Abram Clemens Drive and at Isaiah Drive. It is hoped, that in the next few years, provincial legislation will change to improve active transportation crossings at roundabouts. Current Ontario legislation does not allow cross-rides at roundabouts.
Preference for a four lane cross-section rather than two lane cross-section	Traffic forecasts have been completed to establish the number of lanes that are warranted for the corridor. It was determined that a four lane section between Fischer-Hallman Road and Commonwealth Street/Abram Clemens Street is required. The remainder of the corridor can remain as a two lane section for many years to come. Construction of the roundabouts will be completed such that the transition from single lane to multilane roundabouts to support a potential future four-lane configuration, can be done.
Concern that traffic speed on Bleams Road is too high	Consideration is being given to reducing the posted speed from its current limit of 70 km/h. Detailed design of the roundabout intersections will consider the best approach angles to reduce speed within and adjacent to each roundabout. The maximum speed through a typical roundabout is usually 40 km/h, or less, with desired speeds of 30 km/h or less.

Concern that too many pedestrian crossing locations will be constructed	Pedestrian crossing locations under consideration are located where there is an existing tendency to cross such as a trail on either side of Bleams, a church, or a cross street without a full intersection. Crossings will occur in these locations naturally, and the Project Team would like to direct pedestrians to cross in the most appropriate locations in order to reduce the number of pedestrians crossing midblock.
Concern with on-street parking on side streets near future roundabouts	Through consultation with City of Kitchener staff, on-street parking on intersecting side streets will be adjusted as required to accommodate vehicle movements.
There is a need for streetscaping along Bleams Road	Appropriate landscaping will be designed for locations along Bleams Road that allow for adequate sightlines, utility placement and maintenance.
Bus transit routes need to be provided on Bleams Road	Currently, this section of Bleams Road does not include a transit route and is not being considered as a future transit corridor. However, the intersections will be designed to handle buses in case GRT plans change. Rosenberg Way is the route currently planned for a GRT route, and it runs parallel for the full length of the Bleams Corridor.
Concern for the safety of corridor users	We will complete this design to maintain the highest level of safety for all corridor users. The Region strives to build safe roads and roundabouts are designed to eliminate fatalities associated with right angle collisions and high-speed rear end collisions. Roundabouts have been shown to reduce these collisions.
Access for EMS due to raised median at Helena Feasby Street	The Project Team feels that suitable access to Helena Feasby can be achieved from either Bleams Road or the adjacent roundabouts, which are in close proximity. Consultation with EMS services will continue through detailed design.
Concern with low lighting levels on future roadway and multi-use trails	Appropriate lighting will be designed for the roadway and multi-use trails along the Bleams Road corridor.
Concern with available sightlines	Ensuring proper sightlines for the safety of all forms of transportation is a key consideration in this design. Sightlines will be considered throughout the corridor for all corridor users.
Concern with current and future roadway noise	In accordance with the Region's Noise Policy - Part B, a noise assessment was completed for the properties on Bleams Road in the section from Fischer-Hallman to Commonwealth Street/Abram Clemens Street, which is being widened from two to four lanes. The study determined that no additional noise

	attenuation measures are required. Per Part B, the 10-year projections for traffic volumes are used to determine if noise levels exceed either 65 dBa, or increase the existing levels by 5 dBa and are greater than 60 dBa. This widened section does not meet those thresholds for noise attenuation.
Need for an eastbound left turn lane at Romanian Orthodox Church	A turning lane at the Romanian Orthodox Church is being considered.
Concern for future students crossing a roundabout on Bleams Road at Isaiah Drive	The recommended design includes a single lane roundabout at Bleams Road and Isaiah Drive. The single lane roundabout will reduce the crossing distance for pedestrians, and would allow future students to cross a single lane of traffic at a time to get across the intersection.