

Appendix C – Responses to Public Consultation Comments

As part of the preliminary design process for this project, staff sought public input on the roundabout. Letters were delivered to property owners within the immediate vicinity of the intersection on January 12, 2022 and sign boards were posted on the three approaching roadways at the intersection directing residents to the EngageWR website.

Project information was available on the Region's EngageWR website, including contacts for appropriate Region of Waterloo staff and the opportunity to subscribe for project updates. The EngageWR website provided persons the opportunity to participate in a public survey regarding the project.

Main Concerns Raised Through the EngageWR Survey

The Engage website recorded a total of 127 responses to the four questions in the survey. 7 survey responders own a property at the intersection, 127 responders drive through this intersection, 19 responders cycle through this intersection and 6 responders walk through this intersection.

From the Engage survey there were 66 responses that liked a roundabout at this location while 57 did not provide a positive comment when asked the question, "What do you like about a proposed roundabout at this location?"

Feedback from the public included concerns as well as support for the roundabout. Responses to the main themes raised by the public and adjacent property owners are below:

a) Concern for the Safe Passage of Large Agricultural Equipment

Respondents expressed concern for the size of the roundabout and that it should be large enough to accommodate farm agricultural equipment.

Staff noted that the roundabout, including the entrance and exit to the roundabout, would be designed geometrically to sufficiently accommodate large agricultural equipment. The roundabout design will include mountable curb and gutters with an adjacent asphalt path behind the curb to provide the required width for large agricultural equipment, similar to the existing rural roundabout at Hergott Road and Ament Line in the Township of Woolwich.

b) Concern for the Safe Movement of Large Commercial Trucks

The proposed single lane roundabout, including the entrance and exit to the roundabout, would be designed geometrically to adequately accommodate all types of large commercial vehicles. The roundabout design will include a turning apron with a mountable curb on the central island to compensate for a larger vehicle's off-tracking and reduce the points of conflict in the roundabout.

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c) Benefit from Reduced Speeds Approaching and Entering the Roundabout

Respondents to the survey liked the fact that a roundabout reduces overall speed while entering and moving through the intersection. The geometry of the roundabout is design to reduce motorist speed when entering the intersection.

The Region's current practice is to lower posted speeds on Regional Roads to 60km/hr in each direction, within 400m of approach to a roundabout. In this case the posted speed would be reduced from 80km/hr to 60km/hr.

d) Benefit from Improved Traffic Flow Through the Intersection

Respondents to the survey also commented on the fact that a roundabout offers a better flow of traffic and reduced wait times.

Region staff add that during off peak times motorists will benefit from virtually no wait times.

e) Concerns for Cost and Impacts of Roundabout Construction

Regional staff acknowledge there is an immediate cost for roundabout construction. The proposed roundabout would reduce injury collisions, reduce delays, have lower life-cycle costs, and reduce idling times resulting in fuel savings and reduced vehicle emissions.

Traffic that uses this intersection will be impacted during roundabout construction. Upon completion of detailed design, construction staging and appropriate detours will be established based on a detailed assessment of construction scope and traffic management options. Regional staff will work with North Dumfries Township staff and emergency services personnel to develop staging and detour plans and will effectively communicate these plans to the public well in advance of construction.

Additional Responses

a) Education for Roundabout Users

Prior to completion of the roundabout construction, the Region will mail educational pamphlets to area residents, tenants and business owners promoting roundabout safety. Signs will be posted in advance of construction, informing motorists, cyclists and pedestrians of the upcoming roundabout and instructions on where to obtain educational online tools on the Safe Roads Waterloo Region website.

b) Adjacent Built Heritage Resources and Cultural Heritage Landscapes

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Region Cultural Heritage Staff advised that the former school building located at 1746 Roseville Rd. is listed in the Township of North Dumfries Heritage list as well as the Region of Waterloo Public Buildings Inventory Educational Buildings – Part 2.

As a result, a Cultural Heritage Report was completed, which included a review of the existing conditions and an assessment of the impacts to the surrounding land uses from construction of a roundabout.

The completed Heritage report identified the buildings at 1746 and 1755 Roseville Rd. as Built Heritage Resources (B.H.R.s) and the property located at 1751 Whistle Bare Rd. as a Cultural Heritage Landscape (C.H.L.). The report noted that the proposed roundabout location as shown is anticipated to have no direct adverse negative impacts on identified B.H.R.s and C.H.L., and was recommended as the preferred alternative to carry forward from a cultural heritage perspective.

Adjacent Property Owners

Email correspondence, meetings, letters or phone discussions were held with the four potentially impacted property owners or their representatives. After some discussion with adjacent property owners, the roundabout location was adjusted slightly from the original proposal shown during the Public Consultation, in order to minimize property takings while avoiding any impact to the listed property at 1746 Roseville Rd.

Some of the interactions are as follows:

- 1751-1775 Whistle Bare Rd. – In person on January 17 and March 30, 2022, email Feb. 23, 2022, March 25, 2022, April 14, 2022 and July 25, 2022. Technical meeting November 22, 2022. Letters September 16, 2022, December 13, 2022 and March 20, 2023;
- 1746 Roseville Rd. – In person on March 1, 2022, email on March 25, 2022, in person August 9;
- 1831 Roseville Rd. – Phone Feb. 23 and March 25, In Person April 4, 2022; and
- 1755 Roseville Rd. – Phone March 23 and 25, 2022.