

## **Appendix C - Public Consultation and Responses**

The Region of Waterloo proposes to construct a roundabout at Strasburg Road and New Dundee Road in 2025. Please refer to Appendix 'A' for a project Key Plan.

Please refer to Appendix 'B' for the preliminary design.

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 31, 2024.

Project notification signboards were placed on New Dundee Road in proximity to the proposed intersection from February 2<sup>nd</sup> to February 28<sup>th</sup>, 2024.

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

A meeting was been held with City of Kitchener Staff on January 23, 2024.

### **Main Issues Raised by the Public and Adjacent Property Owners**

The Engage website recorded that a total of 150 users participated in the survey and provided input. A complete record of the survey responses can be made available upon request. From the Engage website there were 95 respondents in favour of implementing a roundabout at this location. The main issues raised by the public and adjacent property owners have been summarized into the following themes:

#### **a) Vehicle Speed and Safety**

The following are the safety benefits of a proposed roundabout:

- Reduce speeds of vehicles.
- Eliminate right-angle crashes.
- Reduce the number of vehicle-vehicle and vehicle-pedestrian conflicts at an intersection.
- Reduced speeds allows for all users to judge better when they should enter the roundabout, and to detect and correct their mistakes.
- Eliminate any type of high-speed collision, opposing left turn collisions, and head on collisions.
- Reduces serious injuries versus traffic signals.

#### **b) Pedestrian Safety**

Less serious injuries occur at roundabouts compared to traffic signals. A study of 30 roundabouts in Ontario found that pedestrian collision rates are approximately 40 to

60 per cent less than pedestrian collision rates at comparable traffic signals with similar traffic and pedestrian volumes.

c) Volume of Commercial Truck Traffic

It is typical for commercial truck traffic to make use of roundabout intersections throughout the Region of Waterloo. 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. Roundabout design will include a truck 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.

d) Cost and impacts of Roundabout Construction

Regional staff acknowledge there is an immediate cost for roundabout construction at this location. 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 City of Kitchener 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.

e) Passage of Large Agricultural Equipment

The roundabout, including the entrance and exit to the roundabout would be designed geometrically to adequately accommodate large agricultural equipment. Roundabout design will include mountable curb and gutter with an adjacent asphalt surface behind the curb to provide the required width's for large agricultural equipment. The agricultural community did not express concern regarding the proposed roundabout project provided there is adequate width for large agricultural equipment to pass though. The Region has constructed other roundabouts in rural settings (recently at Line 86 & Floradale Road) where agricultural equipment frequently uses the roundabout with no concerns.