

**MEMORANDUM**

**DATE:** October 23, 2019

**TO:** Mr. Mani Rajendran, P. Eng., Project Manager  
Works Department - Transportation Design  
The Regional Municipality of Durham

**FROM:** Robert Cotnam, P, Eng., Project Manager  
Robinson Consultants Inc.

**SUBJECT:** Bowmanville Ave (Reg. Rd. 57) and Regional Road 3/Concession 8  
Roundabout, Municipality of Clarington, Public Information Centre

Mr. Rajendran,

This memorandum provides a summary of the Public Information Centre conducted for the Bowmanville Ave (Reg. Rd. 57) and Regional Road 3/Concession 8 Roundabout project, carried out at Haydon Community Hall, from 6:00 to approximately 8:00 on Wednesday, October 2, 2019.

The Public Information Centre was heavily attended by local community members, with 47 people signing in, although the estimated attendance is in the range of 75 to 100.

The Public Information Centre was to be an informal drop-in style open house with display materials outlining the project background, rationale, roundabout benefits, and design characteristics, as well as Region and Consultant staff on hand to address specific question or comments. In addition to the display materials, an informational video, as well as representative model were provided to demonstrate the intended roundabout operations.

Shortly after the beginning of the Public Information Centre, the attendance had grown to the level where attendees and staff were having difficulty due to the volume. As a result, an impromptu presentation was carried out to provide an overview of the project and the display materials. Upon completion of this presentation, the attendees began to dissipate, and staff resumed fielding questions and comments one-on-one, or in small groups.

Throughout the presentation, and subsequent follow-up discussions, attendees were encouraged to provide written comments using the supplied comment sheets or via email following the Public Information Centre. In total, sixteen (16) comments were received at the Public Information Centre, with an additional five (5) comments received in the following weeks. In addition to the comments

received at the Public Information Centre and subsequent comment period, we note that an informal poll conducted on [durhamregion.com](http://durhamregion.com) in response to the Public Information Centre indicated overall support for the use of roundabouts, with 79% (129 votes) in favour. (<https://www.durhamregion.com/news-story/9611481-analysis-are-roundabouts-really-safer/>)

A summarized breakdown of the comment received is provided in Table 1. It should be noted that several comment sheets addressed several areas of concern, so comments received have been grouped into broader categories, where appropriate.

**Table 1 – Summary of Comments Received**

<b>Comment/Concern</b>	<b>Number of Respondents</b>	<b>Response</b>
General opposition to the proposed roundabout	9	Noted
Support for maintaining/improving temporary signal	6	The current traffic signals were installed as a temporary measure and do not include the necessary intersection modifications (i.e. turning lanes) required for existing traffic volumes. Additionally, the temporary signals have been observed not to satisfy the safety performance concerns at the intersection, as such, further improvement is necessary. The role of the roundabout will be to control vehicle speeds on all movements to provide a traffic-calming effect and enhance the overall safety of the intersection.
Question/comment regarding the rationale for the proposed improvement	5	The safety of the intersection is the primary consideration for the proposed roundabout at the intersection of Regional Road 57 and Regional Road 3. Since 2004, the intersection has experienced forty (40) collisions, including eighteen (18) serious injury and two (2) fatal collisions.
Question/concern regarding project cost	4	The Intersection Control Study carried out for the proposed improvements considered the evaluation considered the overall operations, safety and life-cycle costs of each alternative and determined that a roundabout was the preferred improvement option.

**Table 1 – Summary of Comments Received**

<b>Comment/Concern</b>	<b>Number of Respondents</b>	<b>Response</b>
General support for the roundabout	4	Noted
Concern with large truck and/or agricultural equipment	4	The proposed roundabout design has been developed in consideration of the large vehicle requirements of the intersection, including construction and aggregate trucks to ensure their accommodation.
Concerns with the consultation process	3	The purpose of the Public Information Session was to review the design of the proposed roundabout with the public, discuss all concerns related to the design, operation, property needs, and to also share educational videos on driving a single-lane roundabout. The Region is currently reviewing opportunities to reach out to the public in the planning phase for future roundabouts.
Concern with delays associated with high traffic volumes	3	Roundabouts have been observed to provide significant operational and safety performance advantages over traditional signalized intersections. As part of the Intersection Control Study, a comprehensive traffic analysis was carried out which reviewed the anticipated intersection operations under both a signalized and roundabout option and confirmed that a roundabout would be expected to provide a greater level of service than a signalized intersection, in both the short and long term.
Concerns with heavy vehicles/trucks outside of the project limits	3	This project is limited to the intersection of Regional Road 57 and Regional Road 3/Concession 8. The Region, however, as part of the larger Vision-Zero plan has proposed several counter measures to address the concerns of heavy vehicles/trucks on the regional roads.

**Table 1 – Summary of Comments Received**

<b>Comment/Concern</b>	<b>Number of Respondents</b>	<b>Response</b>
Concerns with roundabout safety	2	Several recent studies have indicated a dramatic reduction in the likelihood and severity of collisions, including a US Federal Highway Administration study that indicated 35% reduction in all collisions, 76% reduction in injury collisions, and a 90% reduction in fatalities (source: Federal Highway Administration NCHRP Report 572) and a recent Region of Waterloo study which indicated a 70% reduction in injury collisions in locations where existing traffic signals had been converted to roundabouts.
Question/concern regarding engagement with the farming community	2	The Durham Agricultural Advisory Committee (DAAC) and the Agricultural Advisory Committee of Clarington (AACC) have been consulted on this project as well as the previous roundabouts in the Region, and the design has been constantly improved to accommodate their comments and concerns without compromising the integrity of the roundabout function. The Region as also requested both DAAC and AACC to review the recent Lake Ridge Road roundabout in the field and provide us with feedback while we are still in the design phase for this roundabout.
Question/concern regarding cut-through traffic during construction	2	Construction staging, and traffic detouring plans will be prepared as part of the design process. Where traffic detouring is necessary, traffic will be directed to utilize Regional Road.
Question/Concern with impacts on the Clarington Fire Station	2	The proposed design has been reviewed with Clarington Emergency Services and further consultation will be carried as the design is finalized.

**Table 1 – Summary of Comments Received**

Comment/Concern	Number of Respondents	Response
Question/Concern with traffic evaluation/Intersection Control Study	2	The Intersection Control Study was based on observed peak-hour traffic volume for September 2010 and April 2011, provided by the Region of Durham. The Intersection Control Study evaluated the operational and safety performance of the intersection in the configuration at the time (2-way stop condition) versus improvements to the intersection, such as signalization or construction of a roundabout. The evaluation considered the overall operations, safety and life-cycle costs of each alternative and determined that a roundabout was the preferred improvement option.
Request to delay project until Highway 407 construction is completed	2	The proposed roundabout is a response to the safety concerns, especially related to the fatal and several major collisions occurred in the past 15 years. The construction of Highway 407 is expected to only reinforce the need to construct the roundabout at this location.
Concerns with existing traffic speeds	2	The role of the roundabout will be to control vehicle speeds on all movements to provide a traffic-calming effect and enhance the overall safety of the intersection.
Request for roundabouts at other intersections, outside project limits	1	This project is limited to the intersection of Regional Road 57 and Regional Road 3/Concession 8. Consideration of improvements to other intersections outside of the project limits are beyond the scope of this project.
Request for traffic signals at other intersections, outside project limits	1	This project is limited to the intersection of Regional Road 57 and Regional Road 3/Concession 8. Consideration of improvements to other intersections outside of the project limits are beyond the scope of this project.

**Table 1 – Summary of Comments Received**

<b>Comment/Concern</b>	<b>Number of Respondents</b>	<b>Response</b>
Request for traffic signals at other intersections, outside project limits, during construction	1	Traffic management and detouring will be evaluated through the design process and will be coordinated with the Region's Traffic Safety and Operations departments.
Concerns with snow maintenance	1	Regional Operations Staff has been consulted with regards to the winter maintenance requirements of the proposed roundabout and has provided feedback into the proposed design
Concerns with representative model at the PIC	1	The model provided at the Public Information Centre was intended for demonstration purposes, particularly how cars would operate, and trucks would turn around using truck apron.