

Record of Comments Received at Public Consultation Center (PCC) and the Project Team’s Responses

January 23, 2020 PCC Comment	Response
<p>We will be fighting these changes in every way we can. We intend to keep our property the way it is and will not sell the front of the property.</p> <p>We do have issues with some flooding at times</p> <p>Do not support urbanization - Will not sell front of my property</p>	<p>Proposed design drawings have been revised to reduce the required property needed at this residence to add proposed sidewalk. The limit has been shifted southerly to the back of proposed sidewalk. This reduction will allow approximately 2m additional property in front of the residential building including the front steps to remain the ownership of 3218 Roseville Road.</p> <p>Grading of proposed work will drain water from Region of Waterloo right of way to the roadway and catchbasins.</p>
<ul style="list-style-type: none"> - Lights or 3-way stops at all Roseville Rd intersections (Fischer-Hallman Rd, Paul Ave) to slow traffic - Don’t waste money on sidewalks - Square up corner at Paul where it turns 90 degrees to/from FH Rd/Roseville Rd, speeds here have caused cars to slide past this turn into front lawns : (- Lights flashing on the island (the new style) - Square up corners to FH Rd @ Roseville Rd - Traffic calming on FH Rd/Roseville Rd - Speed cameras please! - Avoid this waste of money & spend it on a bypass! <ul style="list-style-type: none"> - One from FH Rd to Northumberland Dr - One from Roseville Rd to FH RD - Do not support sidewalks and boulevards, support cycling - Cycling lanes – yes 	<ul style="list-style-type: none"> - A traffic signal or 3-way stop has not been proposed at the Roseville Road/ Fischer-Hallman or Roseville Road/ Paul Ave intersection because available turning movement count information indicates it is not warranted. The addition of stop control where not warranted is discouraged as it may cause an increase of rear end collisions. - The Region adopted a Pedestrian Charter back in July of 2005 and one of the focuses of the Region’s Strategic Plan is to improve active transportation (cycling and walking) in the Region. Providing sidewalks on both sides of Roseville Road in the settlement limits meets the expectations of the Region’s Pedestrian Charter and the Strategic Plan. Region of Waterloo standard cross section has 1.5m wide sidewalk on both sides of the road to provide service to all residences.

<ul style="list-style-type: none"> - This proposed crosswalk is unsafe without concurrent traffic calming (lights, flashing lights, stops) 	<ul style="list-style-type: none"> - radius at intersecting side streets will remain as the existing condition since curb and gutter is not to be replaced as part of this project. The existing radius conditions have been reviewed and are found to provide an appropriate turning radius as per Region of Waterloo design standards. - Proposed pedestrian refuge island has been added not only to assist pedestrian crossing across Roseville Road but also to provide traffic calming within the Village. The Region avoids the use flashing lights to provide additional warning at a pedestrian refuge island. Although examples can be found it is not considered a standard practise and is not recommended in the Region’s general design guidelines. The design will include improved street lighting on both the east and west approaches at the pedestrian island to enhance illumination. Pedestrian Warning Signs, and “keep right at island”, complete with tiger tail warnings signs will be included in the proposed design as well. Also, additional median islands will be added to the proposed design at the east and west limits of the project to provide additional traffic calming measures. - A bypass of Roseville is identified in the 2018 Transportation Master Plan as a project to be implemented in the 2031-2041 timeframe. The approval of this project would be subject to a Schedule C Class EA and Regional Council endorsement. - The existing 1.25m wide on-road cycling lanes are proposed to remain in place.
<p>The refuge island will cause trailer turn in issue for the home owner who has the immediate property</p>	<ul style="list-style-type: none"> - The location of the pedestrian refuge island has not yet been fully confirmed and needs to be reviewed. The proposed location may be shifted easterly towards Marshall Ave.

<p>Bike lanes in the village of Roseville without them extending out of the village are pointless</p> <p>Who will be clearing the snow from these new sidewalks? This will cause further winter issues</p>	<p>Regardless of location turning movements will be reviewed to ensure complete access to 3194 Roseville Road for appropriate sized residential vehicles and equipment.</p> <ul style="list-style-type: none"> - The existing 1.25m on-road cycling lanes currently connect to existing rural bike lanes on Fischer Hallman Road that continue northerly from Roseville to Kitchener. The existing bike lanes also connect to existing 1m paved shoulder on Roseville Road that continues easterly from Roseville to Cambridge. - Snow removal on proposed sidewalks will be the responsibility of North Dumfries Township.
<p>The project looks good</p> <p>Do not put in the 'safety island' or 'pedestrian refuge island'</p> <p>Snow plow problems</p> <p>Creates false sense of security</p> <p>Traffic hazard during icy conditions</p>	<p>The pedestrian refuge island is proposed to assist pedestrian crossing across Roseville Road and also to provide traffic calming within the Village. The island will be reviewed for conflicts for snow plow operations or agricultural equipment.</p>
<p>Traffic calming at the very least at either end of the village, preferably additional sites in the village to slow traffic. Sidewalks are a welcome addition</p>	<p>Traffic calming measures have been considered during the design of this project. Options for additional traffic calming measures are reduced for this project since there is not a need to replace the existing curb and gutter. Also traffic calming measures often create challenges for agriculture equipment. The proposed pedestrian refuge island east of Fischer-Hallman Road has been added not only to assist pedestrian crossing across Roseville Road but also to provide traffic calming within the Village. Additional median islands will be added to the proposed design at the east and west limits of the project to provide additional traffic calming</p>

	measures.
<p>I'm worried about sidewalk clearing in the winter as I am not able to do it</p> <p>I don't agree that the island will deter speeding or be safe to cross</p> <p>Also, who is responsible to cut the grass on the boulevard? It's very narrow now and difficult to cut so close to the road.</p> <p>A 3-way stop would be a better alternative.</p> <p>There is a large storm sewer at the end of my property with a large grate, there is a fairly steep incline to this drain which make it difficult to cut grass, etc. Weeds are very prevalent</p> <p>I would also like something done to slow the traffic past my house. Vehicles pass at upwards of 80-100 km per hour. Mostly at 6-8am in the morning & 8-10 pm from the industrial park. The police presence doesn't deter the speeding card.</p>	<ul style="list-style-type: none"> - Snow removal on proposed sidewalks will be the responsibility of North Dumfries Township. - It is the responsibility of the home owner to cut the grass within the boulevard area along the property frontage. The proposed boulevard width in front of 3141 Roseville Road is 1m. - A 3-way stop has not been proposed at the Roseville Road/ Fischer-Hallman intersection as it is not warranted based on available turning movement count information. The addition of stop control where not warranted is discouraged as it may cause an increase of rear end collisions. - proposed slopes will be graded maximum 3:1 to ensure suitable to cut grass and complete maintenance. - Traffic calming measures have been considered during the design of this project. Options for additional traffic calming measures are reduced for this project since there is not a need to replace the existing curb and gutter. Also traffic calming measures create challenges for agriculture equipment. The proposed pedestrian refuge island east of Fischer-Hallman Road has been added not only to assist pedestrian crossing across Roseville Road but also to provide traffic calming within the Village. Additional median islands will be added to the proposed design at the east and west limits of the project to provide additional traffic calming measures.
<p>Rerouting off traffic onto Marshall Ave better not happen</p>	<p>A traffic signal has not been proposed at the Roseville Road/ Fischer-Hallman intersection as it is not warranted based on available turning movement count information. The addition</p>

<p>Instead of pedestrian Island, install traffic lights</p>	<p>of stop control where not warranted is discouraged as it often causes an increase of rear end collisions.</p>
<p>Speed – I like the idea of the pedestrian island but w/ the amount of speeding on the road I think more measures need to be taken so kids can safely go to the park, ie speed humps (not bumps) or some kind of lighting installation.</p> <p>This would be ideal with a new park coming in 2020, more kids would be able to use it.</p> <p>Culvert between 3164 and neighbouring property often gets blocked w/ leaves, now and ice and floods out to road.</p>	<ul style="list-style-type: none"> - Since Roseville Road is an arterial road traffic calming devices such as speed bumps or speed humps are not appropriate for use to slow traffic. - A traffic signal has not been proposed at the Roseville Road/ Fischer-Hallman intersection as it is not warranted based on available turning movement count information. - Existing catchbasin’s on both the east and west side of 3164 Roseville Road may be shifted northerly within the Region’s right of way to improve grading for proposed 1.5m wide sidewalk. Raking and bagging of leaves would likely prevent a plug at these catchbasins and cause unnecessary flooding.
<p>I am a farmer with land on both sides of the village. We make many trips per day with big farm equipment and I’m very concerned we will be hitting the pedestrian refuge with the wide equipment. Maybe yellow hashtag marking on the pavement would be a better alternative.</p>	<p>The proposed design of the pedestrian refuge island will be reviewed for conflicts for snow plow operations and agricultural equipment. A painted island has been considered as an option however would greatly reduce the level of protection provided to a pedestrian waiting in this area.</p>
<p>Please replace pedestrian island with stop sign + crosswalk and another stop sign coming from Ayr / on Northumberland (make it a 3 way stop). I think this will prevent accidents at the corner.</p>	<p>- A 3-way stop has not been proposed at the Roseville Road/ Fischer-Hallman intersection as it is not warranted based on available turning movement count information. The addition of stop control where not warranted is discouraged as it may cause an increase of rear end collisions.</p>
<p>Project looks good. Highly favourable to all but pedestrian island which doesn’t work for agriculture. Sidewalk + curbs</p>	<p>- The proposed design of the pedestrian refuge island will be reviewed for conflicts for snow plow operations and</p>

<p>up to the church would be highly beneficial.</p> <p>Also water problem from Fischer-Hallman – no storm water control from church to corner so saturates corner + 1st house up street (Rochas + Tom Sherk)</p> <p>Support sidewalks, cycling lanes not island.</p>	<p>agricultural equipment.</p> <p>- Fischer-Hallman Road is currently outside of the proposed limits for this project. This section of Fischer-Hallman Road is proposed for reconstruction in 2028. Staff will review to see if these works can be included with the Roseville Rd improvements.</p>
<p>We need a curb or sidewalk on Fischer-Hallman Rd past 2731 to church (water problem)</p> <p>Drainage issue at church and 2731 Fischer-Hallman, water coming down hill</p>	<p>- Fischer-Hallman Road is currently outside of the proposed limits for this project. This section of Fischer-Hallman Road is proposed for reconstruction in 2028. Staff will review to see if these works can be included with the Roseville Rd improvements.</p>
<p>Thanks for holding this meeting! Love the sidewalk addition. There are no street lights on Roseville Rd between Marshall and Paul – very dark, very scary. Please don't wait a year and a half to change – needs to be fixed asap.</p> <p>I live on Marshall Ave, whenever the corner is slow, people cut through our community. They speed down Marshall + Paul at least 70 km and more. Please complete a traffic study. – Really bad in spring + summer – our kids can't wait a year and a half. My 15 year old was almost hit by a car by the bus stop. What about the little kids I don't think we need a crosswalk, the farmers won't be able to get through, we want to keep the farmers! Please do not slow down the traffic at the corner it will be worse people inside subdivision.</p> <p>Please fix the lighting + speeding as soon as possible!</p> <p>Overall plan looks pretty good! Thanks for being open to ideas.</p>	<p>- The scope of the project includes in-fills of street lighting on existing utility poles to improve illumination. In the event an existing streetlight is not working please contact North Dumfries Township and they will be repaired as required.</p> <p>- North Dumfries Township is considering removing access at Fischer-Hallman Road/ Paul Ave intersection. If this were to be implemented it would prevent commuter traffic from using Marshall and Paul Ave to avoid delays at the Fischer-Hallman/ Roseville Road intersection. It would also require local residents to enter/ exit the subdivision from Roseville Road.</p> <p>- The proposed design of the pedestrian refuge island will be reviewed for conflicts for snow plow operations and agricultural equipment.</p> <p>- The scope of the project includes in-fills of street lighting on existing utility poles to improve illumination.</p> <p>- Speed Radar signs are always an option to consider to</p>

<p>For the love of god please do not add a round-about.</p> <p>In Paris, by the community centre, there are lights that show your speed and remind you to slow down. Please install (2) before entering Roseville, at the corner coming from Ayr and after the farms on Roseville Rd.</p> <p>We love our Community!</p> <p>Side note, please fix our Internet, the schools expect our kids to do their homework on the internet but we can't get a steady signal.</p>	<p>promote traffic calming in communities. Speak to your local Ward 3 Councillor to further advance this request.</p> <p>- If you have issues with you internet connection you may choose to contact your internet provider.</p>
<p>Would very appreciate more lighting</p> <p>The proposed sidewalk would definitely add to the safety and convenience for children going to the park and people like us walking our dog!</p> <p>Thank you for all your efforts.</p>	<p>- The scope of the project includes in-fills of street lighting on existing utility poles to improve illumination.</p>
<ol style="list-style-type: none"> 1. The pedestrian Refuge island will be impossible to get by with some of our larger farm equipment. Our combine is over 18.5 feet wheel to outside wheel and our cultivator is 16.5 feet wide. 2. The pedestrian refuge island is difficult to get around making a right hand turn from Roseville Rd. onto Fisher Hallman 3. The laneway coming from 3203 Roseville Rd. which also gives right of way to 3195 and 3205 Roseville road is very tight making a left hand turn with a highway tractor and grain trailer combination. The sign that is displayed to tell drivers that it is a T intersection could be moved westward and the laneway could be widened without removing the 	<ol style="list-style-type: none"> 1. The proposed design of the pedestrian refuge island will be reviewed for conflicts for snow plow operations and agricultural equipment. 2. The proposed location of the pedestrian refuge island may be shifted easterly towards Marshall Ave. Regardless of location turning movements will be reviewed to ensure large agricultural equipment is able to make a right turn onto Fischer-Hallman Road. 3. Region of Waterloo will review the location of Wa-8 (L+R) "T intersection sign" to see if it can be shifted westerly or perhaps mounted on the existing utility pole.

<p>trees. This would be beneficial and allow the vehicles to see oncoming traffic easier.</p> <p>4. A Pedestrian cross walk would seem to be a viable option to accommodate the farm equipment operating on Roseville Rd.</p>	<p>4. A pedestrian cross walk has not been proposed across Roseville Road as it is not warranted based on available pedestrian count information</p>
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