

Name (Association / Business)	Contact Info (Email, Letter, Phone Call)	Date Comment Made	Comment	Date Response Provided	Response / Action
[REDACTED]	[REDACTED]	21 December 2010	To include her name on the Public Mailing List	-	Name added to mailing list
[REDACTED]	[REDACTED]	21 December 2010	To include his name on the Public Mailing List To inform him if there are any potential changes for the intersection/roadway of CR#2 & Strathy Road as Linmac owns the property at the NE corner of the intersection	-	Name added to mailing list
[REDACTED]	[REDACTED]	30 December 2010	The danger of County Road 2 is crossover head-on collisions If including a median safety barrier is possible when making it four-lanes	4 January 2011	Email by Peter Nielsen to [REDACTED] confirming that he has forwarded [REDACTED] email to the consultant with the request to consider [REDACTED] suggestion as an option for their analysis
[REDACTED]	[REDACTED]	4 January 2011	Providing a list of the Town comments with respect to the County EA	4 January 2011	Email by Peter Nielsen to [REDACTED] providing information about the first meeting of the TAC and stating that the details of [REDACTED] comments will be developed through the TAC
[REDACTED]	[REDACTED]	5 January 2011	To include her name on the Public Mailing List	6 January 2011	Email by Peter Nielsen to [REDACTED] confirming that her name will be included in the Public Mailing List
[REDACTED]	[REDACTED]	18 January 2011	To include her name on the Public Mailing List	18 January 2011	Email by Peter Nielsen to [REDACTED] confirming that her name will be included in the Public Mailing List
[REDACTED]	[REDACTED]	25 March 2011	To keep his name on the Public Mailing List Would like to see the plans as they develop to make sure that there are no negative impacts on his property or his farm operations regarding the water runoff issue	-	Name added to mailing list
[REDACTED]	[REDACTED]	29 March 2011	To ensure that her name is included on the Public Mailing List as she was not informed about the PIC either by mail or by e-mail	31 March 2011	Email by Guinevere Ngau to [REDACTED] confirming that her name has been added to Public Mailing List
[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>from the information provided, it is not clear if the left-hand turn lane is for the full length of the segment or just at intersections</li> <li>if only at intersections, it is a good option</li> <li>if the full length, it could be a further traffic hazard because of some drivers passing the left lane</li> <li>Waterfront train and cycling should be a priority in advance of left turning lanes as it helps promote active transportation and socio-economic aspects such as tourism</li> <li>Your evaluation of the preferred options is also misleading as there are in fact an A &amp; B option with very different implications</li> </ul>	-	Comment noted for ESR
[REDACTED]	[REDACTED]	-	To be provided with more information about the PIC	21 March 2011	Email by Guinevere Ngau to [REDACTED] providing more information about the PIC including date, location, and time
[REDACTED]	[REDACTED]	-	Left a telephone message requesting that his name to be included on the Public Mailing List	2 January 2011	Email by Anthony Reitmeier to Guinevere Ngau requesting that [REDACTED] name to be included on the Public Mailing List and returning his call to acknowledge that his message was received

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[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>• Preserving the ANSI marsh area in its natural state</li> <li>• Preservation of the prime agricultural lands. Must not pave over our best food producing lands</li> <li>• Preservation of Cobourg and Port Hope as distinct communities</li> <li>• Pedestrian walking and bicycle lanes between Port Hope and Cobourg</li> <li>• Safety and increased traffic are problems, but environmental and heritage concerns should take priority</li> <li>• Slow the traffic down. Keep road surface to minimum. This will help prevent traffic increase</li> </ul>	-	Comment noted for ESR
[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>• I am not sure the 3<sup>rd</sup> turning lane is my favourite option</li> <li>• I definitely don't want 4 lanes</li> <li>• I dream of a more street-like approach to traffic (i.e. slower, stop &amp; go) so turns into homes and businesses is easier</li> <li>• I would like to divert the straight-through folks to the 401</li> <li>• I think lights or roundabout would be helpful at Bob Carr- Apple Orchard corner and/or at Theatre Rd</li> <li>• I am fearful of much widening for what it does to all property owners</li> <li>• So slower is my main concern. Pedestrian and cyclists also are at risk</li> </ul>	-	Comment noted for ESR
[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>• I travel the road multiple times a day and night and have for 20 years</li> <li>• Lighting and reflective signage is bad</li> <li>• Traffic flow is increasing</li> <li>• Four lane – urban/rural speed limits necessary (two lanes is not sufficient)</li> <li>• a light at Burnham is necessary</li> <li>• sidewalk/bike path apart from the road</li> </ul>	-	Comment noted for ESR
[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>• Augustine Road and Hwy 2 intersection culvert under side road does not drain well. Gutter on Augustine just off #2 does not take water away. Water runs past and drains to close to my house</li> </ul>	-	Comment noted for ESR
[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>• Maintain cycling lanes on #2</li> <li>• Reduce speed at surface</li> <li>• Use roundabouts instead of traffic lights</li> <li>• Use centre turn lanes</li> </ul>	-	Comment noted for ESR

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[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>• My farmland south of Highway 2 is being flooded now and has been for sometime.</li> <li>• I along with my father ran a cow/calf operation in which we had to shut down due to this water as we lost several cattle from being stuck in the mud.</li> <li>• I now do cash crops and as you seen from the picture I showed are losing several thousand dollars yearly due to flooding.</li> <li>• This water has become worse over the years as the new sub division plus Canadian tire development have resulted in more water flooding my land.</li> <li>• I believe we are entitled to some compensation (money) For my losses as my farmland is becoming useless. Please contact my self and I will take your ton a tour of my land and the damages that have occurred.</li> </ul>	-	Comment noted for ESR
[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>• This is for Anthony Reitmeier please.</li> <li>• My son [REDACTED] and I spoke with you at the meeting on March 29, 2010 regarding water problems onto our farm since Cobourg started expanding west on Cty Rd 2w between Cobourg and Port Hope</li> <li>• 33 acres farm land – now we have 23 acres workable farm land.</li> <li>• We showed you pictures of water problems and you stated that you would like to meet with us regarding the water problems so you could see what is happening with your eyes.</li> <li>• [REDACTED] and I would like that very much and at your convenience please call one of use to set up a meeting.</li> </ul>	-	Comment noted for ESR
[REDACTED]	[REDACTED]	29 March 2011	<ul style="list-style-type: none"> <li>• Concerns – our wells and the effect of our water where more road salt and chemicals are used on Highway #2</li> <li>• Our wells water is filled with salt at a higher level then it should be. This is attributed to the road salt on road. Well is in front yard.</li> <li>• Safety of people turning into private property along Highway #2. Worry about houses already close to #2, and how safe residence will be with this fast road being closer.</li> <li>• Safety is a major concern. Devaluing of our properties is a concern, as well as the condition of our wells. Need storm drains to limit excess water</li> </ul>		Comment noted for ESR

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			<ul style="list-style-type: none"> <li>Suggestions – Is a by-pass possible from Hamilton Road to De Palma Drive adding extra stop lights might help to slow traffic. This might encourage the use of a by-pass road.</li> </ul>		
██████	██████	30 March 2011	His main concerns are: 1) bicycle safety (potential changes to the bicycle lane), 2) possible noise generated by the changes	-	Comment noted for ESR
██████	██████	31 March 2011	Request email from Peter Nielsen to include ██████ on the Public Mailing List	-	Comment noted for ESR; added to contact list
██████	██████	13 April 2011	<ul style="list-style-type: none"> <li>Sent an email in response to ██████ email dated 13 April 2011 asking Wilfred Day to confirm if he had received the notice for the PIC #1</li> <li>██████ confirms that he did not receive a notice of the March 29 meeting.</li> <li>██████ asks Robin Wight to advise if the information regarding March 29 is available on-line so he could submit his comments.</li> </ul>	13 April 2011	Email by ██████ providing ██████ with a link to the information available on-line
██████	██████	13 April 2011	<ul style="list-style-type: none"> <li>Wilfred Day provides his comments after reviewing the information online</li> <li>4 lane is not an immediate option but should be considered for 2021. Any bridge over the CPR line should allow for four lanes</li> <li>Suggests that the collision data should consider 2001 as well</li> <li>few older drivers stick to the speed limit causing a lot of passing which is problematic</li> <li>has not noticed much need for a left turn lane. would not encourage more houses and private lanes onto this road.</li> <li>concerns about bike lanes</li> </ul>	13 April 2011	Email by Guinevere Ngau responding to the comments received from ██████
██████	██████	25 October 2011	<ul style="list-style-type: none"> <li>May be best to change the existing two lanes into 4 at once rather than piece-meal two, then three</li> <li>Hamilton roundabout should be 2 lanes east and 2 lanes west to allow traffic going north not to impede east/west flow.</li> <li>Suggest roundabout have very wide indicators on road surface to let drivers know what lane they are in</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>A forecast of the traffic on County Road 2 in 2031 (based on population growth and planned development in the area) does not show a worsening in congestion. As a result, widening County Road 2 from 2 lanes to 4 lanes is not warranted for the next 20 years and will not be recommended as a part of this design.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. Given that the existing signals at the Hamilton Rd intersection are in good working order, the roundabout at Hamilton Rd will no longer be a part of the preliminary design at this time. The design of the intersection will be modified to accommodate the multi-use trail on the south boulevard. A roundabout at this location may be reconsidered at the end of the life cycle of the traffic signals. The study will</li> </ul>

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					<p>recommend protection of right-of-way at this location for a roundabout, should the County choose to implement a roundabout in the future.</p> <ul style="list-style-type: none"> <li>Similarly, the roundabout at Lovshin Rd / New Amherst Blvd has also been taken out of the design because these traffic signals have been newly installed and are also in good working order. The design of the intersection will be modified to accommodate the multi-use trail on the south boulevard. A roundabout at this location may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way at this location for a roundabout, should the County choose to implement a roundabout in the future.</li> <li>Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>Thank you for your providing other design precedent examples in England.</li> </ul>
██████████	██████████	25 October 2011	<ul style="list-style-type: none"> <li>Congratulates us on traffic circles as she lived in Europe, likes them</li> <li>More economical than traffic lights</li> <li>Concern Hwy 2 being left 2 lanes as drivers not familiar don't know how to use properly</li> <li>Why not do 4 lanes now as it will have to be done in next 10 to 15 years</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>A forecast of the traffic on County Road 2 in 2031 (based on population growth and planned development in the area) does not show a worsening in congestion. As a result, widening County Road 2 from 2 lanes to 4 lanes is not warranted for the next 20 years and will not be recommended as a part of this design.</li> </ul>
██████████	██████████	25 October 2011	<ul style="list-style-type: none"> <li>Glad to see paved shoulders being maintained for cyclists as they prefer to bike side of road</li> <li>Likes idea of roundabout for traffic calming feature</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank your for your comment about accommodating avid cyclists on the paved shoulders. The County seeks to provide facilities for both avid cyclists and recreational cyclists and pedestrians by providing the multi-use trail in addition</li> </ul>

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			<p>and thinks will work will for autos but more consideration required for how cyclist will safely negotiate them.</p> <ul style="list-style-type: none"> <li>• Examples can be found in Netherlands and Copenhagen on how this is done.</li> <li>• We need to build roads that accommodate growth rather than encourage more cars.</li> </ul>		<p>to the paved shoulders.</p> <ul style="list-style-type: none"> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>• The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>• Thank you for your providing other design precedent examples in Europe; however, the County will not be able to implement such crossings for cyclists given the existing property constraints.</li> <li>• A cyclist has a number of choices at a roundabout. The choice made by the cyclist will depend on his/her degree of comfort riding in traffic. The choices are: <ul style="list-style-type: none"> <li>○ Ride as if you were driving a car.</li> <li>○ Merge into the travel lane before the bike lane or shoulder ends.</li> <li>○ Ride in the middle of your lane; don't hug the curb.</li> <li>○ Watch out for drivers' blind spots.</li> <li>○ Dismount and walk your bicycle.</li> </ul> </li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>• Concern: the roundabout has to be able to handle the transport trucks and dump trucks that carry low-level radioactive waste in Port Hope.</li> <li>• The transport trucks travel along Peter St. And Hamilton Road as part of the Port Hope Municipal Truck Route and PHAI.</li> <li>• Has the intersection been properly designed to handle the size and volume of trucks?</li> <li>• Have the future volume estimates and future commercial traffic volumes been taken into account related to the Port Hope Area Initiative Project?</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• All of the roundabouts were designed to allow the largest truck licensed by MTO, a 22.7m long semitrailer truck, to make a left turn manoeuvre at the intersection. For your reference, a combine has a length of approximately 6.7m. Additional trailers hitched to tractor would be able to manoeuvre through the roundabout. The following website shows several examples of trucks manoeuvring through a roundabout: <a href="http://streetwise.kittelson.com/posts/141-roundabout-myth-1-trucks-oversized-loads-can-t-fit-">http://streetwise.kittelson.com/posts/141-roundabout-myth-1-trucks-oversized-loads-can-t-fit-</a> A roundabout in Peel Region with similar dimensions as the one proposed at Theatre Road, has been able to successfully accommodate farm vehicles. The roundabouts at Hamilton Road and Lovshin Road have been removed from the design, with the one at Theatre Road as the only roundabout remaining.</li> </ul>

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					<ul style="list-style-type: none"> <li>The intersection was designed to accommodate the volume and size of the trucks as a part of the Port Hope Municipal Truck Route and PHAI. Roundabouts may potentially improve the operation of the Intersection because drivers would not have to wait for the traffic light to change.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. Given that the existing signals at the Hamilton Rd intersection are in good working order, the roundabout at Hamilton Rd will no longer be a part of the preliminary design at this time. The design of the intersection will be modified to accommodate the multi-use trail on the south boulevard. A roundabout at this location may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way at this location for a roundabout, should the County choose to implement a roundabout in the future.</li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>Likes roundabouts as long as they accommodate bike traffic safely</li> <li>He sent in a video to show how this is done</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for your enthusiasm about roundabouts.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>Loves that 4 lanes are NOT being contemplated!</li> <li>Loves roundabouts</li> <li>Great news re 1.5m paved shoulder, cyclists will have safe lane to travel in</li> <li>Roundabouts SHOULD have space for cycle lane around the outside</li> <li>Bike lanes in Cobourg SHOULD be extended to at least where the multiuse trail ends on Elgin St. Just east of St. Peter Cemetery.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for your comments both regarding not widening the road and the roundabouts.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may</li> </ul>

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					<p>be a concern.</p> <ul style="list-style-type: none"> <li>At the intersection, a cyclist has a number of choices at a roundabout. The choice made by the cyclist will depend on his/her degree of comfort riding in traffic. The choices are:                             <ul style="list-style-type: none"> <li>Ride as if you were driving a car.</li> <li>Merge into the travel lane before the bike lane or shoulder ends.</li> <li>Ride in the middle of your lane; don't hug the curb.</li> <li>Watch out for drivers' blind spots.</li> <li>Dismount and walk your bicycle. Dismount and walk your bicycle.</li> </ul> </li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>Widening the shoulder in Cobourg will require costly relocation of the existing curb and gutters and catchbasins. As a result, the current configuration of the roadway lanes will be maintained as they currently exist.</li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>VERY pleased to see preservation of bike lane on either side of road</li> <li>The recreational multi use trail is problematic due to various modes of transportation</li> <li>Roundabout VERY important feature, keeps traffic flowing and at same time helps to reduce speeding.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for your support for the on-road and off-road cycling facilities as well as your support for the roundabouts.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations,</li> </ul>



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[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>Looks Good ! Makes sense to have multi use trail on south side as most population and business there.</li> <li>Also think multi-use trail should be separate from the road for safety reasons.</li> <li>Trail would be nicer if “wandering” instead of being straight</li> <li>3 roundabouts are great idea to keep traffic flow and slow down traffic also</li> <li>I have a business, most walkers on south side. Another reason for south trail.</li> <li>Enhanced plantings and landscaping would make the strip of why very pleasing to eye</li> </ul>	Response included as part of the ESR	<p>should the County choose to implement roundabouts at these locations in the future.</p> <ul style="list-style-type: none"> <li>Thank you for your support for the on-road and off-road cycling facilities as well as your support for the roundabouts.</li> <li>The multi-use trail is kept predominantly straight to provide the best visibility for users of the trail of other potential obstructions (such as oncoming cyclists or pedestrians). Property and utilities also present other constraints for the placement of the trail. The trail has been placed to minimize the number of impacts to property and utilities.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>There is a landscaping component to the preliminary design which will be incorporated following the finalization of the roadway design.</li> </ul>
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>You are doing great job with your planning and presentation of plans!</li> <li>I agree with your preferred choice after a little thought</li> <li>Make sure that the roundabouts are a good size (big)</li> <li>They can be hazard if too small</li> <li>Trails are a great idea</li> <li>Hope you can start soon!</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for your support for the on-road and off-road cycling facilities as well as your support for the roundabouts.</li> <li>The multi-use trail is kept predominantly straight to provide the best visibility for users of the trail of other potential obstructions (such as oncoming cyclists or pedestrians). Property and utilities also present other constraints for the placement of the trail. The trail has been placed to minimize the number of impacts to property and utilities.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This</li> </ul>

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					<p>is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</p> <ul style="list-style-type: none"> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>There is a landscaping component to the preliminary design which will be incorporated following the finalization of the roadway design.</li> </ul>
██████████	██████████ ██████████ ██████████	25 October 2011	<ul style="list-style-type: none"> <li>As avid cyclist, glad you have interests of cyclists in mind during planning process</li> <li>Northumberland County under guidance of Corey Arthur has excellent cycling initiative these days</li> <li>A dedicated Waterfront Trail close to Lake Ontario would be ideal but we know there are obstacles re this happening</li> <li>I urge you to make County Road 2 as cycle friendly as possible and confident that you will.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for your support for the on-road and off-road cycling facilities.</li> <li>A Waterfront Trail is an ongoing consideration of the County. In the meantime, the County is looking into opportunities to make County Road 2 as cycle-friendly for avid and recreational cyclists as possible.</li> </ul>
██████████	██████████ ██████████	25 October 2011	<ul style="list-style-type: none"> <li>In favour of roundabouts as they slow traffic w/o stopping like lights. Allow us to gain access to road easier.</li> <li>3 lane hwy will let us get in/out of our driveway going west easier crossing only 1 lane at a time.</li> <li>Concerns are the "grade" of our driveway to road level – difficulty getting out or getting traction</li> <li>In summer have to trim ditches to see oncoming traffic and get out safely – do not want increase in traffic here</li> <li>If anything can be done to eliminate us having to care for the grass this would be very beneficial to us.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for your support for the roundabouts as well as the additional left turn lane to facilitate turns on and off of County Road 2.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are in good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will</li> </ul>

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					<p>recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</p> <ul style="list-style-type: none"> <li>The design has been optimized so that there are some urban sections (with curbs and gutters as well as localized sewers in some instances) to limit the impact on the residential properties were possible.</li> <li>The grading of the individual driveways will be considered in the preliminary design.</li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>Well thought out and presented well</li> <li>Would you entertain developing the waterfront trail in addition to designating a bike lane along County Road 2?</li> <li>Please refer to: Town of Cobourg, Attn: Forrest Rowden, Chair, Cobourg to Port Hope Waterfront Trail and Parks Committee – frowden@cobourg.ca</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for your support for the on-road and off-road cycling facilities.</li> <li>A Waterfront Trail is an ongoing consideration of the County. In the mean time, the County is looking into opportunities to make County Road 2 as cycle-friendly for avid and recreational cyclists as possible.</li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>Looks good and like the roundabouts!</li> <li>3 lanes with middle turn lane seems good solution</li> <li>Always concerned about preservation of agricultural land and natural views</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for your support for the roundabouts as well as the additional left turn lane to facilitate turns on and off of County Road 2.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are in good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>One of the objectives of the project was to maintain the rural character of County Road 2, as such, there was an effort to keep as much of the improvements on the existing road platform to minimize impacts to agricultural and natural lands. The proposed landscaping will also be respectful of the agricultural and natural vistas along the County Road 2 corridor.</li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>Overall I agree with the proposal, we DEFINITELY NEED A WALKING TRAIL along this road</li> </ul>		<ul style="list-style-type: none"> <li>Thank you for your support for the on-road and off-road cycling facilities as well as your support for the roundabouts.</li> </ul>

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[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>Theatre Road turnaround? NO.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Thank you for voicing your concern about the roundabout at Theatre Road.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are in good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>Following the completion of the EA planning study, the County will need to assess whether to implement the recommendations (including the roundabout) to proceed to detailed design based on need and available funding.</li> </ul>
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>Roundabout to accommodate tractors with 3 grain bins from Theatre Road / Laughin Road./ Augusta Road. Transpark with extra pup in tow.</li> <li>Burnham Family Market – require lights or road widening to accommodate traffic volume</li> <li>Bicycle lanes for commuter traffic.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>The roundabout at Theatre Road was designed to allow the largest truck licensed by MTO, a 22.7m long semitrailer truck, to make a left turn manoeuvre at the intersection. For your reference, a combine has a length of approximately 6.7m. Additional trailers hitched to tractor would be able to manoeuvre through the roundabout. The following website shows several examples of trucks manoeuvring through a roundabout: <a href="http://streetwise.kittelson.com/posts/141-roundabout-myth-1-trucks-oversized-loads-can-t-fit">http://streetwise.kittelson.com/posts/141-roundabout-myth-1-trucks-oversized-loads-can-t-fit</a> A roundabout in Peel Region with similar dimensions as the one proposed at Theatre Road, has been able to successfully accommodate farm vehicles.</li> <li>The intersection was designed to accommodate the volume and size of the trucks as a part of the Port Hope Municipal Truck Route and PHAI.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are in good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be</li> </ul>

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					reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>• PLEASE NOTIFY HER OF ALL DEVELOPMENTS</li> <li>• Purpose of widening Hwy. #2 shd be to MOVE VEHICLES SAFELY AND quickly BETWEEN TOWNS.</li> <li>• Roundabouts are counter productive, not needed, will cause accidents as traffic should be kept continuous 80km</li> <li>• Slowing will invite roadrage</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• Thank you for your interest in the EA study. Following the completion of the preliminary design and the Environmental Study Report, everyone who has requested to be on the mailing list (yourself included) will be mailed a Notice of Study Completion. This Notice will also be posted in the local Newspapers and the County Website. The notice will provide information and details about the next stages in the project.</li> <li>• Following the completion of the EA planning study, the County will need to assess whether to implement the recommendations (including the roundabout) to proceed to detailed design based on need and available funding.</li> <li>• County Road 2 serves many purposes in addition to serving as a throughfare to drivers between Port Hope and Cobourg. Many residents and businesses front onto have cited difficulties in making left turn movements on and off of County Road 2 as a result of speeding in the off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern. As a result, the roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods.</li> <li>• Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>, Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148.</li> <li>• Slowing of traffic through traffic calming is an approach that communities can undertake in neighborhoods to: <ul style="list-style-type: none"> <li>○ Reduce the frequency and severity of crashes</li> <li>○ Increase both the actual safety and the perception of safety for pedestrians and bicyclists</li> <li>○ Reduce the need for police enforcement</li> <li>○ Enhance the street environment</li> <li>○ Increase access for all modes of transportation</li> </ul> </li> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are in good working order and are not yet in</li> </ul>

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					<p>need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</p>
		25 October 2011	<ul style="list-style-type: none"> <li>• For the SPACE and EXPENSE the roundabout should only be at Theatre Road for traffic calming</li> <li>• Use of hydro corridor south of #2 wd be great idea for multiuse trail</li> <li>• Multiuse trail would come up through New Amherst Blvd to provide total off road through this busy traffic area</li> <li>• Use marked cycling lanes on #2.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>• In addition to the multi-use trail, the shoulders can be used for avid cyclists on the rural section of County Road 2. Unfortunately, there is not enough right-of-way between the curbs in the urban section of County Road 2 to provide marked cycling lanes. Costly catchbasin, traffic signal, curb and gutter relocation would need to take place to build sufficiently wide cycling lanes for County Road 2. As a result, full width cycling lanes were not recommended as a part of the EA study. A shared cycling and vehicular lane is not recommended for County Road 2 given that County Road 2 is an arterial road in the County and that County Road 2 has significant truck traffic.</li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>• Agree with bike/pedestrian trail</li> <li>• Don't feel enough traffic vol. To justify \$750K on taxpayers wallet.</li> <li>• Don't believe Hamilton Rd. Roundabout justified either as it is not speeding that is problem, but RED LIGHT RUNNERS.</li> <li>• Maybe change light to on-demand type rather than</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. Given that the existing signals at the Hamilton Rd intersection are in good working order, the roundabout at Hamilton Rd will no longer be a part of the preliminary design at this time. The design of the intersection will be modified to accommodate the multi-use trail on the south boulevard. A roundabout at this location may be</li> </ul>

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			timer used now.		<p>reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way at this location for a roundabout, should the County choose to implement a roundabout in the future.</p> <ul style="list-style-type: none"> <li>• Similarly, the roundabout at Lovshin Rd / New Amherst Blvd has also been taken out of the design because these traffic signals have been newly installed and are also in good working order. The design of the intersection will be modified to accommodate the multi-use trail on the south boulevard. A roundabout at this location may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way at this location for a roundabout, should the County choose to implement a roundabout in the future.</li> <li>• Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern. The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods.</li> <li>• Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>, Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up front construction cost by: <ul style="list-style-type: none"> <li>○ Reduce the frequency and severity of crashes</li> <li>○ Reduce the need for police enforcement</li> </ul> </li> </ul>
		25 October 2011	<ul style="list-style-type: none"> <li>• I suggest planting shade providing trees along the trail side</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• There is a landscaping component to the preliminary design which will be incorporated following the finalization of the roadway design.</li> </ul>
		20 October 2011	<ul style="list-style-type: none"> <li>• What were the problems on Hwy #2 to warrant changes....accidents? congestion? Traffic/people/goods flow?</li> <li>• I travel this hwy 2-3 times/day, see no accidents or congestion.</li> <li>• Traffic usually travels 75-78km, not 80km</li> <li>• I bike all the time in spring, why waste money on separate path, clear gravel or get bike path along the lake. The gravel is a mess and hard to cycle safely.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• County Road 2 serves many purposes in addition to serving as a throughfare to drivers between Port Hope and Cobourg. Many residents and businesses front onto have cited difficulties in making left turn movements on and off of County Road 2 as a result of speeding in the off-peak periods. The County must address both the needs of the travellers who use County Road 2 is a throughfare as well as those who live and work along the County Road 2 corridor. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that</li> </ul>

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			<ul style="list-style-type: none"> <li>• 3 roundabouts are not going to help improve accessibility, maintain rural character and keep traffic active</li> <li>• And.....what does "escalate the status of Hwy 2" mean? Thank you</li> </ul>		<p>speeding may be a concern. As a result, the roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods.</p> <ul style="list-style-type: none"> <li>• Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>, Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up front construction cost by:             <ul style="list-style-type: none"> <li>○ Reduce the frequency and severity of crashes</li> <li>○ Reduce the need for police enforcement</li> </ul> </li> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. Given that the existing signals at the Hamilton Rd intersection are in good working order, the roundabout at Hamilton Rd will no longer be a part of the preliminary design at this time. The design of the intersection will be modified to accommodate the multi-use trail on the south boulevard. A roundabout at this location may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way at this location for a roundabout, should the County choose to implement a roundabout in the future.</li> <li>• "Escalate the status of County Road 2" was how the County described objective of making improvements along the corridor so that County Road 2:             <ul style="list-style-type: none"> <li>○ is more than just a throughfare between Port Hope and Cobourg</li> <li>○ is an active transportation corridor</li> <li>○ is safe for those who live and operate businesses along the study corridor</li> </ul> </li> </ul>
<p>██████████</p>	<p>██████████ ██████████ ██████████</p>	<p>25 October 2011</p>	<ul style="list-style-type: none"> <li>• Trails for cyclists are good but need to be maintained</li> <li>• Roundabouts unnecessary and hazard as speed is not a problem as there is steady flow at 80km if there is any traffic at all</li> <li>• Theatre Road not a major intersection and does not need lights or roundabout</li> </ul>	<p>Response included as part of the ESR</p>	<ul style="list-style-type: none"> <li>• The maintenance of the trail is an issue over which the County will need to work with the municipalities at a later stage in design.</li> <li>• Following the completion of the EA planning study, the County will need to assess whether to implement the recommendations (including the roundabout) to proceed to detailed design based on need and available funding.</li> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be</li> </ul>



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					<p>reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</p> <ul style="list-style-type: none"> <li>Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern. The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods.</li> <li>Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>, Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up front construction cost by: <ul style="list-style-type: none"> <li>Reduce the frequency and severity of crashes</li> <li>Reduce the need for police enforcement</li> </ul> </li> </ul>
██████████ ██████████	██████████ ██████████	25 October 2011	<ul style="list-style-type: none"> <li>We are multi-residential owners (10) in Northumberland County</li> <li>MANY MANY county roads need BASIC upgrading before this project</li> <li>County Road #2 between Cobourg &amp; Wicklow</li> <li>County Rd #23 from exit of 401 eastbound to Centreton currently not safe to drive on !!!</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Following the completion of the EA planning study, the County will need to assess whether to implement the recommendations (including the roundabout) to proceed to detailed design based on the overall needs within the County and available funding.</li> </ul>
██████████ ██████████	██████████ ██████████	25 October 2011	<ul style="list-style-type: none"> <li>I think traffic can be calmed by lowering speed limit &amp; traffic lights</li> <li>I have 12 ft hand dug well with excellent water, are they going to put in town water and will drainage affect my well? Will there be salt in the water?</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>A part of the recommendation of this study is to reduce the posted speed limit along the rural section of County Road 2 from 80 km/h to 70km/h and for police enforcement of the speed limits. Enforcement, especially in combination with education and other speed reducing measures, can play a role in deterring drivers from speeding on some streets. Enforcement, however, should not be seen as a complete fix, since officers will only be present on a temporary basis.</li> <li>The County currently does not have any intention of putting in a watermain. There is not any substantial increase to the paved surface based on the recommendations in the preliminary design with the exception of the multi-use trail and the roundabout at Theatre Road. The road and the ditches are designed so that the road surface water will drain into the ditch. Mitigative measures are proposed for the treatment of surface water runoff in addition to the design to mitigate impacts to wells water quality (i.e., road salt getting into well water).</li> </ul>

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[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>• What is being proposed is reasonable, except:</li> <li>• We do not want Roundabouts – they are expensive, no need for them on Hwy 2, Canadian Drivers do not understand them, and existing ones are badly designed</li> <li>• Important to have cycle lanes completely removed from the pavements, 2 way cycle lanes OK</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>• Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern. The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods.</li> <li>• Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>, Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148. Roundabouts can and have been successfully built and operated in Ontario. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up front construction cost by: <ul style="list-style-type: none"> <li>○ Reduce the frequency and severity of crashes</li> <li>○ Reduce the need for police enforcement</li> </ul> </li> </ul>
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>• Clean Culvert</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• Improvements to the function of the ditches along County Road 2 are recommended as a part of the EA planning study. This includes modifying some of the culverts to accommodate the preliminary design.</li> </ul>
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>• 90% of traffic using Hwy 2 commuter, do not reduce speed limit, also for this reason don't need roundabouts – why does traffic have to be slowed down?</li> <li>• Plants on roundabout will die from salt, who is going to maintain them?</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• County Road 2 serves many purposes in addition to serving as a throughfare to drivers between Port Hope and Cobourg. Many residents and businesses front onto have cited difficulties in making left turn movements on and off of County Road 2 as a result of speeding in the off-peak periods. The County must address both the needs of the travellers who use County Road 2 is a throughfare as well as those who live and work along the County Road 2 corridor.</li> <li>• Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h</li> </ul>

Name (Association / Business)	Contact Info (Email, Letter, Phone Call)	Date Comment Made	Comment	Date Response Provided	Response / Action
					<p>in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern. As a result, the roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods.</p> <ul style="list-style-type: none"> <li>• There are many options for landscaping within the roundabout including the use of low maintenance plants (recommended in the EA study) or for a non-landscaped roundabout. Following the completion of the EA planning study, the County will need to assess whether to implement the recommendations (including the roundabout) to proceed to detailed design based on need and available funding.</li> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> </ul>
██████████ ██████████	██████████ ██████████	25 October 2011	<ul style="list-style-type: none"> <li>• Suggest to shorten the island to accommodate access to our existing driveway.....we cannot turn left out of driveway towards Cobourg or cannot turn left into driveway from Port Hope Eastbound</li> <li>• Also removal of crosswalk lights cuts off safe access to our mailbox in New Amherst.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• A two-way centre left turn lane and modifications to the median are proposed as a part of the preliminary design to help drivers make left turns on and off of properties that front onto County Road 2 (such as your home).</li> <li>• The traffic signals at Lovshin / New Amherst will not be removed as a part of the preliminary design in the EA planning study. There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> </ul>
██████████	██████████ ██████████		<ul style="list-style-type: none"> <li>• How would costing for project affect development of Waterfront Trail?</li> <li>• If multi-use trail was implemented would this become Waterfront trail and preclude any future development of a trail close to the lakeshore line?</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• Following the completion of the EA planning study, the County will need to assess whether to implement the recommendations to proceed to detailed design based on need (for the improvement on County Road 2 versus other improvements needed in the County such as the Waterfront Trail) and available funding.</li> </ul>

Name (Association / Business)	Contact Info (Email, Letter, Phone Call)	Date Comment Made	Comment	Date Response Provided	Response / Action
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>We are drivers and cyclists and against roundabouts and do not think speeding is an issue</li> <li>Why not set up "speed testers" to see if this really an issue?</li> <li>Proposal to "Calm" traffic not justifiable</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern. The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods.</li> <li>Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>, Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up front construction cost by:                         <ul style="list-style-type: none"> <li>Reduce the frequency and severity of crashes</li> <li>Reduce the need for police enforcement</li> </ul> </li> </ul>
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>Roundabouts are good for new, busy intersections, but why take out a perfectly good, working intersection and put in a roundabout?</li> <li>Adding one at Theatre Road is OK</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and</li> </ul>

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					<p>Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</p>
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>• Why Roundabouts? Just to be “in”?</li> <li>• If speed control problem get reinforcement</li> <li>• Re Wells, may be better to provide further from the road</li> <li>• Multi use trail good idea</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>• The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>• A part of the recommendation of this study is to reduce the posted speed limit along the rural section of County Road 2 from 80 km/h to 70km/h and for police enforcement of the speed limits. Enforcement, especially in combination with education and other speed reducing measures, can play a role in deterring drivers from speeding on some streets. Enforcement, however, should not be seen as a complete fix, since officers will only be present on a temporary basis.</li> <li>• Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>, Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up front construction cost by:             <ul style="list-style-type: none"> <li>○ Reduce the frequency and severity of crashes</li> <li>○ Reduce the need for police enforcement</li> </ul> </li> </ul>


Name (Association / Business)	Contact Info (Email, Letter, Phone Call)	Date Comment Made	Comment	Date Response Provided	Response / Action
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>For bike trails, the best idea is to have them along the Waterfront</li> <li>Need trails from Cobourg to Port Hope</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Following the completion of the EA planning study, the County will need to assess whether to implement the recommendations to proceed to detailed design based on need (for the improvement on County Road 2 versus other improvements needed in the County such as the Waterfront Trail) and available funding.</li> </ul>
[REDACTED]	[REDACTED]	25 October 2011	<ul style="list-style-type: none"> <li>Please make multi-use trail 12 feet to 16 feet wide enough for 2 way traffic for cyclists and pedestrians</li> <li>Cannot rely on 10 foot due to different speeds of bikes and pedestrians</li> <li>Roundabouts are OUT of character in a rural area</li> <li>They are ok for some things, but not traffic calming</li> <li>Farmers need room for their agricultural vehicles, how can they get around a roundabout.</li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>Unfortunately, there is insufficient County right-of-way to provide a two-way multi-use trail along County Road 2 without costly impacts to utilities or significant property acquisition. High speed avid cyclists will likely continue using the road for cycling. The multi-use trail is intended to be shared between recreational cyclists and pedestrians. Signage can be put up to indicate that it is a shared facility and that cyclists should be prepared to yield for pedestrians.</li> <li>There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</li> <li>The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>A part of the recommendation of this study is to reduce the posted speed limit along the rural section of County Road 2 from 80 km/h to 70km/h and for police enforcement of the speed limits. Enforcement, especially in combination with education and other speed reducing measures, can play a role in deterring drivers from speeding on some streets. Enforcement, however, should not be seen as a complete fix, since officers will only be present on a temporary basis.</li> <li>Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. They are also beginning to be successfully implemented in Cambridge and Kitchener Waterloo on rural roads. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>,</li> </ul>

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					<p>Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up front construction cost by:</p> <ul style="list-style-type: none"> <li>○ Reduce the frequency and severity of crashes</li> <li>○ Reduce the need for police enforcement</li> <li>● All of the roundabouts were designed to allow the largest truck licensed by MTO, a 22.7m long semitrailer truck, to make a left turn manoeuvre at the intersection. For your reference, a combine has a length of approximately 6.7m. Additional trailers hitched to tractor would be able to manoeuvre through the roundabout. The following website shows several examples of trucks manoeuvring through a roundabout:  <a href="http://streetwise.kittelson.com/posts/141-roundabout-myth-1-trucks-oversized-loads-can-t-fit">http://streetwise.kittelson.com/posts/141-roundabout-myth-1-trucks-oversized-loads-can-t-fit</a></li> </ul> <p>A roundabout in Peel Region with similar dimensions as the one proposed at Theatre Road, has been able to successfully accommodate farm vehicles. A picture of this roundabout is attached. The roundabouts at Hamilton Road and Lovshin Road have been removed from the design, with the one at Theatre Road as the only roundabout remaining.</p>
<p>██████████</p>	<p>██████████ ██████████ ██████████ ██████████ ██████████ ██████████ ██████████ ██████████</p>	<p>June 5<sup>th</sup>, 2015</p>	<ul style="list-style-type: none"> <li>● Received Notice of PIC #3; first he had seen</li> <li>● Requested more information or link to website</li> </ul>	<p>June 8<sup>th</sup>, 2015</p>	<p>Email response from Denise Marshall, Northumberland County Project Manager:</p> <p>Thank you for your email. The project details and information from our previous Public Information Centres (PICs) is available on the County website at the following link:  <a href="http://www.northumberlandcounty.ca/countyroad2EA">www.northumberlandcounty.ca/countyroad2EA</a></p> <p>The County Road 2 EA study limits are from Hamilton Road in the Municipality of Port Hope to Burnham Street in the Town of Cobourg. The study area was divided into three sections including a rural section from Hamilton Road to New Amherst Boulevard/Lovshin Road, and urban section from New Amherst Boulevard/Lovshin Road to William Street and structures (Gages Creek bridge and CPR Bridge). The preferred alternative design that is being presented at the PIC on Wednesday is as follows.</p> <p><b><u>Rural Section (Hamilton Road to New Amherst Boulevard/Lovshin Road):</u></b></p> <ul style="list-style-type: none"> <li>● A road widening along the north side of County Road 2 to accommodate a <b>centre two-way left turn lane</b> from Hamilton Road to New Amherst Boulevard/Lovshin Road. The turning lane will facilitate turning movements on and off of County Road 2.</li> <li>● A 1.5 m wide <b>paved shoulder</b> on both sides of County Road 2 from Hamilton Road to New Amherst Boulevard/Lovshin Road.</li> <li>● A 3.0 m wide off-road <b>multi-use trail</b> on the south side of County Road 2 from Hamilton Road to New Amherst Boulevard/Lovshin Road.</li> <li>● One <b>roundabout at the Theatre Road intersection</b> to promote traffic calming, reduce vehicular speeding and enhance traffic flow through the intersection</li> </ul>

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					<ul style="list-style-type: none"> <li>• <b>Lowering the posted speed</b> from 80 km/h to 70 km/h to further reduce vehicular speeding.</li> <li>• <b>Relocation of the Burnham Market’s access</b> onto Apple Orchard Boulevard, including a dedicated right turning lane from County Road 2 onto Apple Orchard Boulevard.</li> </ul> <p><b><u>Urban Section (divided into two sections):</u></b></p> <p><u>New Amherst Boulevard/Lovshin Road to Rogers Road:</u></p> <ul style="list-style-type: none"> <li>• A road widening along the north side of County Road 2 to accommodate a <b>4-lane urban cross section</b> from New Amherst Boulevard/Lovshin Road to Rogers Road.</li> <li>• <b>1.5 m on-road bike lanes</b> on both sides of County Road 2 between New Amherst Boulevard/Lovshin Road and Rogers Road.</li> <li>• A 1.5 m concrete sidewalk on the south boulevard of County Road 2 from New Amherst Boulevard/Lovshin Road to Rogers Road.</li> </ul> <p><u>Rogers Road to Strathy Road:</u></p> <ul style="list-style-type: none"> <li>• A 3.0 m <b>off-road multi-use trail</b> on the north side of County Road 2 from Rogers Road to Strathy Road to provide a connection from an existing trail on the east side of Strathy Road to the Waterfront Trail that continues south along Rogers Road.</li> </ul> <p><b><u>Structures:</u></b></p> <ul style="list-style-type: none"> <li>• A separate multi-use trail structure south of the CPR Bridge Structure</li> <li>• A separate multi-use trail structure south of County Road 2 over Gages Creek</li> </ul> <p>In addition, as part of the EA Study, a Waterfront Trail Feasibility Study was completed to review the possibility of accommodating the multi-use trail along the shoreline of Lake Ontario, rather than along County Road 2. The benefits of the trail along the shoreline include, being better aligned with the overall objectives of the Waterfront Trail as outlined by the Waterfront Regeneration Trust, be more attractive to users of all skill level, offers greater diversity of attractions for recreational users, and easier connection to existing waterfront trails, parks and other public open spaces in the communities of Port Hope, Hamilton Township and Cobourg.</p> <p>The findings from the Waterfront Trail Feasibility Study indicate that the shoreline option is technically feasible, although there are a number of constraints, therefore,</p>



Name (Association / Business)	Contact Info (Email, Letter, Phone Call)	Date Comment Made	Comment	Date Response Provided	Response / Action
					<p>prior to implementation of the multi-use trail on County Road 2, the shoreline option will be examined further to determine if it will be built along the shoreline, along County Road 2, or as a hybrid trail with sections along either the shoreline or County Road 2 that provide an overall continuous off-road trail.</p> <p>The panels that will be on display at the PIC will be on the County website by end of day on Tuesday with further information and you are also welcome to attend the PIC on Wednesday. If you have any other questions or require additional information, please do not hesitate to contact me.</p> <p>Regards, Denise Marshall, P.Eng.</p>
██████████	██████████	June 8 <sup>th</sup> , 2015	<ul style="list-style-type: none"> <li>Request to update address in mailing list</li> </ul>	June 8 <sup>th</sup> , 2015	Confirmed that address has been updated in the contact list
██████████	██████████	June 9 <sup>th</sup> , 2015	<p><b>Email received:</b></p> <p>I read with interested the proposed changes to Highway 2 between Port Hope and Cobourg. I think it is high time that something like this takes place as this road is and has become an extremely busy highway. This road needs to be a 4 lane highway to handle the congestion.</p> <p>My main concern is the building of a roundabout - For some reason Engineers in Ontario seem to feel they know everying about roundabouts - The roundabout on Highway 28 that was just built is a disaster and an accendent just waiting to happen. The lanes within a roundabout should be 2 lanes NOT One lane. and the road leading up to the roundabout should not curve but lead straight in to it. Please see the diagram below to get the idea</p>	June 9 <sup>th</sup> , 2015	<p>Email response from Denise Marshall, Northumberland County Project Manager:</p> <p>Thank you for your email and interest in the County Road 2 EA study. I appreciate your comments and will ensure they are incorporated into the study. The existing and forecasted capacity of County Road 2 within this corridor was studied, and coupled with the input from the first Advisory Committee meetings and Public Information Centres, four lanes were not warranted at this time, however, the current preferred design does not preclude four laning in the future. The roundabout is only a conceptual drawing in the EA and these comments will be taken into consideration and more fully examined during detailed design.</p> <p>Thank you again and hope to see you at the PIC tomorrow evening.</p> <p>Regards, Denise</p>

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			 <p>The other concern is lowering the speed limit from 80 to 70 km - Which means you will have 3 groups of drivers - 1 group will travel at 90 km as most do now, the 2nd group will travel 70 km and the 3rd group will drive below 70 km an hour - at this point this group now drives a little under 80 km - So dropping the speed limit will definitely slow down traffic and could cause frustration which could cause accidents.</p>		
		June 9 <sup>th</sup> , 2015	<p><b>Email received:</b></p> <p>Thanks for your note and for the information.</p> <p>As I mentioned before, my main concerns are: ensuring we have adequate safe access to our property (at 7875 County Road 2) from both directions on County Road 2; the provision of adequate drainage for the road to prevent any flooding on our property and no damage to our fencing along the County Road.</p> <p>Please keep me posted.</p>	June 9 <sup>th</sup> , 2015	<p>Email from Andrew O'Connor, HDR Project Co-ordinator:</p> <p>Thank-you for your comments; they will be taken into consideration by the project team and documented in our Environmental Study Report.</p> <p>We hope to see you at the PIC tomorrow night to discuss further and show you the preferred design for County Road 2.</p> <p>Thanks,</p> <p>Andrew</p>
		June 10 <sup>th</sup> , 2015	<ul style="list-style-type: none"> <li>• Comments regarding County Road 2 Improvements Hamilton Road to William Street</li> <li>• In regards to the proposed roundabout at Theatre Road:                             <ol style="list-style-type: none"> <li>1. Roundabouts are not suitable for farm equipment (Calgary.ca, roundabout guidelines, p.5)</li> <li>2. Not compatible with cyclists (Calgary.ca, roundabout guidelines, page 5)</li> </ol> </li> </ul>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• There was significant concern about the appropriateness and the cost of roundabouts that was brought to the attention of the project team at the Public Meeting and at the presentation to the Port Hope Council. In addition, the traffic signals at these intersections are good working order and are not yet in need of replacement. Consequently, the roundabouts at Hamilton Road and Lovshin / New Amherst will no longer be a part of the preliminary design. The designs at these intersections will be modified to accommodate the multi-use trail on the south boulevard. Roundabouts at these locations may be reconsidered at the end of the life cycle of the traffic signals. The study will</li> </ul>

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			<p>3. In regards to traffic calming it is overkill as the proposed speed limit is 70 kph</p> <p>4. Not used on highways due to the requirement of low speed to enter</p> <p>5. Not built in rural areas at low volume 3 way intersections</p> <p>6. Inappropriate at highly unbalanced flow intersections; high traffic on main street, light traffic on side street (Wisconsin dept of Transportation, dot.wisconsin.gov)</p> <p>7. Isolated intersections</p> <ul style="list-style-type: none"> <li>• The following points are from the above Wisconsin website. Roundabouts are used:               <ol style="list-style-type: none"> <li>1. In place of stop signs / traffic signals</li> <li>2. Used at high crash rate intersections</li> <li>3. Where there are large traffic delays at intersections</li> <li>4. Complex geometry at intersections</li> <li>5. Frequent left turn movement at intersections</li> </ol> </li> </ul> <p>Question; What is the traffic volume at the Theatre/County Road 2 that warrants a roundabout?</p> <p>Proposed Bike Path</p> <ol style="list-style-type: none"> <li>1. There is already a paved shulder more than sufficient to accommodate the cyclists (using the street cleaner on it would help cyclists more)</li> <li>2. The proposed spending of \$3.95 million on a few km of waterfront trail is a waste of tax money; the trail is hundreds of km long if all stretches cost that amount we would have no trail. On the east side of Cobourg cyclists ride on a paed shoulder which is adequate. What makes this sterch so valuable?</li> </ol>		<p>recommend protection of right-of-way for roundabouts at these locations, should the County choose to implement roundabouts at these locations in the future.</p> <ul style="list-style-type: none"> <li>• The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>• The roundabout at Theatre Road was designed to allow the largest truck licensed by MTO, a 22.7m long semitrailer truck, to make a left turn manoeuvre at the intersection. For your reference, a combine has a length of approximately 6.7m. Additional trailers hitched to tractor would be able to manoeuvre through the roundabout. The following website shows several examples of trucks manoeuvring through a roundabout:.. <a href="http://streetwise.kittelson.com/posts/141-roundabout-myth-1-trucks-oversized-loads-can-t-fit">http://streetwise.kittelson.com/posts/141-roundabout-myth-1-trucks-oversized-loads-can-t-fit</a> A roundabout in Peel Region with similar dimensions as the one proposed at Theatre Road, has been able to successfully accommodate farm vehicles.</li> <li>• Thank your for your comment about the Multi-Use Trail. The County seeks to provide facilities for both avid cyclists and recreational cyclists and pedestrians by providing the multi-use trail in addition to the paved shoulders.</li> </ul>
<p>██████ ██████</p>	<p>██████████</p>	<p>June 11<sup>th</sup>, 2015</p>	<p><b>Email received:</b> I attended the public information meeting yesterday and did not leave comments at that time so here they are today. I felt the plans for the future of this road were favourable. I am just not sure what urbanization between Wilkins Gate and Lovshin Road means. I was pleased to learn there will be lanes for pedestrians and cyclists added</p>	<p>Response included as part of the ESR</p>	<p>Comments noted in the ESR</p>

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			<p>along this road. The reduced speed limit too is a good addition. More people now realize that we have catered too much to the automobile in our land planning and now many more are interested in biking, hiking and walking. My concern, too, has always been with the preservation of the prime agricultural lands between Port Hope and Cobourg. I think this is a high priority with you too. I hope more subdivision development will not be allowed.</p> <p>As far as I can surmise, then, from what I observed yesterday, the plans for the road changes on County Road #2 are intelligent and for the best.</p>		
[REDACTED]	[REDACTED]	June 14 <sup>th</sup> , 2015	<p><b>Email received:</b></p> <p>Good afternoon: Denise Marshall,</p> <p>I am reading paperwork on the proposals for extension of county road 2 from Hamilton Rd to William Street in regards to widening of roadway and a roundabout at Theatre Rd. S.</p> <p>Although I have heard rumors of this, I never received in mail etc., any notification of the plans except what I have just read on the web which is called Public Information Centre No.3 dated Wednesday June 10,2015</p> <p>I am looking at the paperwork on the "Next Steps" stating the county will finalize the preferred alternative design which I assume will be before the fall of 2015.</p> <p>What is the final preferred alternative design? Widening of the roadway to four lanes (2 on each side) and the roundabout or Just widening of 4 lines and what portion of this would be started in the winter of 2015?</p> <p>Are their plans for any lands adjacent to Theatre Road involving the [REDACTED] expropriation of land etc. Are there plans to widen</p>	June 15 <sup>th</sup> , 2015	<p><b>Email response from Denise Marshall:</b></p> <p>Thank you for your email and interest in the County Road 2 EA Study. The following provides information on the County Road 2 EA and outlines the preferred alternative design.</p> <p>The County Road 2 EA study limits are from Hamilton Road in the Municipality of Port Hope to Burnham Street in the Town of Cobourg. The study area was divided into three sections including a rural section from Hamilton Road to New Amherst Boulevard/Lovshin Road, and urban section from New Amherst Boulevard/Lovshin Road to William Street and structures (Gages Creek bridge and CPR Bridge). The preferred alternative design that is being presented at the PIC is as follows.</p> <p><b><u>Rural Section (Hamilton Road to New Amherst Boulevard/Lovshin Road):</u></b></p> <ul style="list-style-type: none"> <li>• A road widening along the north side of County Road 2 to accommodate a <b>centre two-way left turn lane</b> from Hamilton Road to New Amherst Boulevard/Lovshin Road. The turning lane will facilitate turning movements on and off of County Road 2.</li> <li>• A 1.5 m wide <b>paved shoulder</b> on both sides of County Road 2 from Hamilton Road to New Amherst Boulevard/Lovshin Road.</li> <li>• A 3.0 m wide off-road <b>multi-use trail</b> on the south side of County Road 2 from Hamilton Road to New Amherst Boulevard/Lovshin Road.</li> <li>• One <b>roundabout at the Theatre Road intersection</b> to promote traffic calming, reduce vehicular speeding and enhance traffic flow through the intersection</li> <li>• <b>Lowering the posted speed</b> from 80 km/h to 70 km/h to further reduce vehicular speeding.</li> <li>• <b>Relocation of the Burnham Market's access</b> onto Apple Orchard Boulevard,</li> </ul>

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			<p>Theatre Road in this area?</p> <p>I would like to be added to this study and wish any information in regards to the above and information on any decisions going forward.</p> <p>Thanking you for your time.</p>		<p>including a dedicated right turning lane from County Road 2 onto Apple Orchard Boulevard.</p> <p><b><u>Urban Section (divided into two sections):</u></b></p> <p><u>New Amherst Boulevard/Lovshin Road to Rogers Road:</u></p> <ul style="list-style-type: none"> <li>• A road widening along the north side of County Road 2 to accommodate a <b>4-lane urban cross section</b> from New Amherst Boulevard/Lovshin Road to Rogers Road.</li> <li>• <b>1.5 m on-road bike lanes</b> on both sides of County Road 2 between New Amherst Boulevard/Lovshin Road and Rogers Road.</li> <li>• A 1.5 m concrete sidewalk on the south boulevard of County Road 2 from New Amherst Boulevard/Lovshin Road to Rogers Road.</li> </ul> <p><u>Rogers Road to Strathy Road:</u></p> <ul style="list-style-type: none"> <li>• A 3.0 m <b>off-road multi-use trail</b> on the north side of County Road 2 from Rogers Road to Strathy Road to provide a connection from an existing trail on the east side of Strathy Road to the Waterfront Trail that continues south along Rogers Road.</li> </ul> <p><b><u>Structures:</u></b></p> <ul style="list-style-type: none"> <li>• A separate multi-use trail structure south of the CPR Bridge Structure</li> <li>• A separate multi-use trail structure south of County Road 2 over Gages Creek</li> </ul> <p>In addition, as part of the EA Study, a Waterfront Trail Feasibility Study was completed to review the possibility of accommodating the multi-use trail along the shoreline of Lake Ontario, rather than along County Road 2. The benefits of the trail along the shoreline include, being better aligned with the overall objectives of the Waterfront Trail as outlined by the Waterfront Regeneration Trust, be more attractive to users of all skill level, offers greater diversity of attractions for recreational users, and easier connection to existing waterfront trails, parks and other public open spaces in the communities of Port Hope, Hamilton Township and Cobourg.</p> <p>The findings from the Waterfront Trail Feasibility Study indicate that the shoreline option is technically feasible, although there are a number of constraints, therefore, prior to implementation of the multi-use trail on County Road 2, the shoreline option</p>

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					<p>will be examined further to determine if it will be built along the shoreline, along County Road 2, or as a hybrid trail with sections along either the shoreline or County Road 2 that provide an overall continuous off-road trail.</p> <p>The panels from the PIC including the drawings (design plates), as well as all the information presented at the previous PICs is located on our website at the following link.</p> <p><a href="http://www.northumberlandcounty.ca/en/departments_publicworks/CEA_County_Road_2.asp?mid=26563">http://www.northumberlandcounty.ca/en/departments_publicworks/CEA_County_Road_2.asp?mid=26563</a></p> <p>With respect to property requirements, there are a few areas identified in yellow hatching on the design plates where property would be required to be purchased from the landowner to accommodate the widening. Property is required at the intersection of County Road 2 and Theatre Road, and the area in the northwest corner has already been acquired by the County in working with the landowner. There have also been discussions with the developer of the property at the northeast corner in acquiring those lands if development moves forward. Others sections where property is required may be acquired through development agreements, working with the landowner, etc. over the 20+ year implementation period.</p> <p>Following the PIC last Wednesday, the County is finalizing the preferred design, completing the Environmental Study Report (ESR) and plans to submit the ESR to the Ministry of the Environment and Climate Change for approval within the next couple of months. There will be a thirty day public review period once the ESR has been filed with the MOECC.</p> <p>We will add you to the list of stakeholders and if you have any other questions or concerns, please do not hesitate to contact me.</p> <p>Regards,</p> <p>Denise</p>
		June 15 <sup>th</sup> , 2015	<p>Good Morning Denise Marshall</p> <p>Thank you for taking the time to reply to my email. What I am trying to find out is the following.</p> <p>There is property on the [REDACTED] which at present is vacant. I take it this is the developer you are referring to. Then [REDACTED]</p>	June 15 <sup>th</sup> , 2015	<p>The limits of the property requirements at the roundabout are shown on Plate No. 8, and the northern limit of property required for the roundabout on Theatre Road is approximately the north side of the existing entrance into the vacant property from Theatre Road.</p> <p>The roundabout will only be one lane and Theatre Road will remain two lanes. Further details of the roundabout will be determined at the detailed design stage and it is noted</p>

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			<p>██████████</p> <p>I am located ██████████. How far up the north east side would they expropriate if they required land. I am concerned as how close my property would be sitting next to a roundabout or 2 lane highway.</p> <p>Thanking you for your time</p>		<p>that the roundabout is proposed in the 15 to 20 year phase of implementation.</p> <p>Hopefully that provides a bit more clarification.</p> <p>Regards,</p> <p>Denise</p>
<i>Comments transcribed from verbal conversations with individuals who attended PIC #3 are included as part of the Environmental Study Report for the County Road 2 Schedule 'C' EA between Hamilton Road and William Street.</i>					
Hamilton Township Councillor Pat McCourt	pmccourt@hamiltontownship.ca	July 14, 2015	<p><b>Email received:</b></p> <p>Hi Denise</p> <p>I thought you might be interested to know that my concerns with the roundabout were dispelled and I now have my response when talking to people. The turning point was Will's explanation that the seriousness of the accidents decreases considerably with a roundabout. You may want to consider stating that up front in future presentations.</p>	July 15, 2015	<p><b>Email response from Denise Marshall:</b></p> <p>Thanks Pat. I appreciate your comments during Council and the follow-up feedback. We will ensure to include this information in the presentation as it is valuable in understanding one of the reasons for including a roundabout in this corridor.</p> <p>Thanks again,</p> <p>Denise</p>
██████████	██████████ ██████████ ██████████ ██████████	July 18, 2015	<p><b>Email received:</b></p> <p>This will record my comments at the June 10 open house. I am encouraged to submit them now, after reading the comments of Hamilton Township councillors. Perhaps someone is listening to critics.</p> <p>And I have company. The following were recently posted on Facebook:</p> <p>"The round about on Hwy 28 took forever to build .... that usually means \$\$\$ .... I hate using it and the design of it as it is very small ... see a lot of tire marks on the cement curbs ... "</p> <p>I too find the Millbrook turnoff roundabout irrational. There is no need for traffic calming at that location, yet the radius is so tight. People indeed try to slow down at the last moment. And a real roundabout would serve higher traffic volumes than exist at that corner.</p> <p>The same will be true on County Road 2. When there is no</p>	Response included as part of the ESR	<ul style="list-style-type: none"> <li>• The roundabout at Theatre Rd will remain in the preliminary design as a traffic calming feature in conjunction with other measures because of the observed speeding at this location during off-peak periods. Spot speed surveys were conducted along the County Road 2 corridor. The speed surveys near the Theatre Road intersection during the off-peak period show that 85<sup>th</sup> percentile speed was 100 km/h in the EB direction and 102 km/h in the WB direction. This is well above the posted speed limit of 80 km/h and suggests that speeding may be a concern.</li> <li>• Roundabouts, which are becoming more common in North America, are considered an effective means to slow down traffic. Contrary to the opinions of many concerned residents, a traffic research study by published in London showed a 65% reduction in accidents when an intersection was converted to a roundabout. Schoon, C. and van Minnen, J., "The Safety of Roundabouts in The Netherlands." <i>Traffic Engineering &amp; Control</i>, Vol. 35, No. 3, London, United Kingdom, Hemming Information Services, (1994) pp. 142-148. Roundabouts can and have been successfully built and operated in Ontario. Over the life cycle of an intersection and a roundabout, a roundabout has been shown to make up its up front construction cost by:             <ul style="list-style-type: none"> <li>○ Reduce the frequency and severity of crashes</li> <li>○ Reduce the need for police enforcement</li> </ul> </li> </ul>

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			<p>cross traffic, this roundabout is not a true roundabout. It is nothing but a horizontal speedbump.</p> <p>"Creating a round about at Theatre Road will create traffic chaos especially with slow moving farm equipment." But not just with farm equipment. One problem is, who has the right of way? When I am driving south on D'Arcy Street, about to turn left into the southerly entrance south of the Community Centre, I encounter northbound traffic. We both stop. One of us waves the other through. What if neither stops? As a personal injury claim litigator, I predict the County will be named as a defendant, because of the confusing design. You may not be liable, but the rule in litigation is "name all arguable defendants, it is easier to drop one than to add one."</p> <p>Most of all, it is creating hostility to the County, when the County should be leading on matters like economic development. The person-on-the-street in Port Hope is saying "why are they wasting money on such a silly project?" This is bad for our county.</p> <p>On a second point: the widening and roundabout north of New Amherst is the result of that development. As a taxpayer I object to paying the whole cost. The developer should contribute. If the subdivision agreement did not anticipate the point, you can tell them "we may not be able to do this project without a contribution."</p> <p><i>Subsequent email</i> I left out a Facebook comment from a retired police officer: "Roundabouts are a total waste of taxpayer money!"</p>		
<p>██████████ ██████████</p>	<p>████████████████████ ██████████ ██████████</p>	<p>July 30, 2015</p>	<p>Ms. Marshall,</p> <p>I just read the article "Port Hope council opposes roundabouts on County Road 2" with great amusement. I would not be surprised to hear Port Hope council also opposes paved roadways between Port Hope and Cobourg as well.</p> <p>I personally consider roundabouts one of the greatest achievements in efficient traffic movement, when ironically the concept is nearly as old as motorized</p>	<p>Response included as part of the ESR</p>	<p><b>Comment noted</b></p>



Name (Association / Business)	Contact Info (Email, Letter, Phone Call)	Date Comment Made	Comment	Date Response Provided	Response / Action
			<p>vehicles. The Kitchener-Waterloo area is expanding the number of roundabouts which are a delight to use, and there is even a new roundabout in Peterborough County on 28 HWY near Millbrook.</p> <p>Why anyone would prefer to sit idling while waiting for a stoplight to turn green, or chance a safe opening in oncoming traffic at an uncontrolled intersection, is beyond me. Please don't be discouraged by Port Hope council. You aren't the first and won't be the last to try dragging them kicking and screaming forward into even the 20th century, let alone the 21st.</p> <p>One only has to drive once through the Town of Cobourg (a.k.a Town of Stoplights) to realize the gross inefficiency in that method of traffic control. I once read that the most dangerous place to be on any roadway is at an intersection, and I firmly believe it. Roundabouts may inspire a few odd fender-benders for the uneducated or careless, but they seldom ever cause a fatal collision.</p> <p>Count my wife and I as being completely in favour of more roundabouts in Northumberland County; the more the better!</p>		
[REDACTED]	[REDACTED]	August 6, 2015	<p><b>Email received:</b> Greetings, What I read in last week's local paper was the first I had heard of the proposal. Here is what I think:-</p> <ol style="list-style-type: none"> <li>1. I'm not sure why a whole summer was spent on bridge works when a complete rebuild will be necessary to accommodate a centre left turn lane.</li> <li>2. Eliminating roundabouts is a huge mistake. Port Hope council has its head in the sand. They should look around at best practices in other places. I am originally from England and often visit there. The flow of traffic is far superior than here. We have million of vehicles spending 30 minutes of greater depending on the length of driving, sitting with engines idling on a daily basis. The pollution and wasted energy is immense. Last week I spent five minutes to get from Burnham street to past Rogers</li> </ol>	August 6, 2015	<p><b>Email response from Denise Marshall:</b></p> <p>Good Afternoon [REDACTED],</p> <p>Thank you for your email. We will make sure to include in our public consultation section of the Environmental Study Report (ESR).</p> <p>I appreciate your support of roundabouts and at this time, the preferred alternative does still include one roundabout at Theatre Road. Roundabouts are not currently proposed at Hamilton Road or New Amherst Boulevard, mainly because the traffic signals at these locations are relatively new and do not require replacement as of yet. The ESR does recommend that roundabouts be considered at these locations at the time signals need to be replaced.</p> <p>For clarification on the bridge over the CPR, the preferred alternative maintains the</p>

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			<p>Road, a few hundred metres getting red lights all the way through and needing to get two greens to pass Strathy. Anyone heard of synchronization? Today I traveled on Dale Road and waited one minute forty seconds at hywy 28. Vehicles crossing the 401 got through the light before I did. Same at Dale and Burnham. Quick changes needed or better still, put in a roundabout = continual flow.</p> <p>3. Cost of roundabouts is a myth. Yes the one on hywy 28 must have cost millions. Not necessary. In England most of the smaller intersections simply have a raised circle of asphalt, perhaps two inches and a white line painted around it. It works. I therefore recommend that all traffic lights in Northumberland, with the possible exception of Elgin and Burnham and Elgin and Division be eliminated in favour of roundabouts. Good luck with the improvements. [REDACTED], Port Hope.</p>		<p>existing 2 lane bridge and requires a separate bridge to accommodate the multi-use trail on the south side, so the rehabilitation of the bridge was still required. Widening of the bridge to accommodate a multi-use trail was evaluated, however, structurally, the bridge cannot be widened, hence the reason for a second bridge for the trail only.</p> <p>Hopefully that provides some clarification and thank you again for your feedback.</p> <p>Regards,</p> <p>Denise</p>