

**THE CORPORATION OF THE  
TOWNSHIP OF WELLINGTON NORTH  
REGULAR MEETING OF COUNCIL  
MARCH 23, 2015 FOLLOWING PUBLIC MEETING – 7:10 P.M.**

The meeting was held in the Gymnasium of the Kenilworth Public School, Kenilworth.

**Members Present:**

**Mayor: Andy Lennox  
Councillors Sherry Burke  
Mark Goetz  
Steve McCabe  
Dan Yake**

**Staff Present:**

**CAO/Deputy Clerk: Michael Givens  
Clerk: Karren Wallace  
Director of Public Works: Matthew Aston  
Executive Assistant: Cathy Conrad  
Economic Development Officer: Dale Small  
Fire Chief: Dave Guilbault  
Senior Planner: Linda Redmond**

**CALLING THE MEETING TO ORDER**

Mayor Lennox called the meeting to order.

**SINGING OF O' CANADA**

**PASSING AND ACCEPTANCE OF AGENDA**

**RESOLUTION 2015-104**

Moved by: Councillor Goetz

Seconded by: Councillor McCabe

*THAT the Agenda for the March 23, 2015 Regular Meeting of Council be accepted and passed.*

**CARRIED**

**DISCLOSURE OF PECUNIARY INTEREST(S) AND THE GENERAL NATURE THEREOF**

Councillor Burke declared a conflict of interest with Standing Committee, Staff Report, Minutes and Recommendations – Report from Dave Guilbault, Fire Chief, FIRE 2015-002 being a report regarding renovations to the Mount Forest Fire Station & Community Hall, as it relates to one of her relatives.

**MINUTES OF PREVIOUS MEETING(S)**

**RESOLUTION 2015-105**

Moved by: Councillor McCabe

Seconded by: Councillor Goetz

*THAT the minutes of the Public Meeting and the Regular Meeting of Council held on March 9, 2015 be adopted as circulated.*

**CARRIED**

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**PRESENTATION TO COUNCIL**

Gordon Ough, County Engineer, County of Wellington  
Denis Hollands, Paul Ziegler, Howard Wray, Triton Engineering  
- Frederick Street Project

Mayor Lennox provided Opening Comments. (attached as addendum to the minutes)  
Mayor Lennox explained the format for this presentation and introduced members of County Council, staff and representatives from Triton Engineering that were in attendance.

Warden George Bridge explained the intent of this presentation was to provide information regarding the proposed roundabout. Warden Bridge introduced County Engineer Gordon Ough.

Gordon Ough, County Engineer thanked Council for the invitation to address Council regarding the roundabout. Mr. Ough presented questions received and the County's response. (attached as addendum to the minutes)

Mayor Lennox thanked Mr. Ough for his presentation.

**RECESS**

**RESOLUTION 2015-106**

Moved by: Councillor Goetz

Seconded by: Councillor McCabe

*THAT the Council of the Corporation of the Township of Wellington North recess the March 23, 2015 Regular Council Meeting at 7:47 p.m.*

**CARRIED**

**RESOLUTION 2015-107**

Moved by: Councillor McCabe

Seconded by: Councillor Goetz

*THAT the Council of the Corporation of the Township of Wellington North reconvene the Regular Council Meeting of March 23, 2015 at 8:28 p.m.*

**CARRIED**

Warden Bridge was available to answer questions from Council regarding the roundabout.

Councillor McCabe asked if this was the only option put forward and questioned why it is happening if the Township and public do not want it. He further questioned how the Township has a say about what goes on at County Council and if they would reconsider the roundabout.

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Warden Bridge explained that there are three representatives for Wellington North Township. Mayor Lennox and two County Councillors. The County does not want to override the project which has been on the books since 2007. Funding wasn't ready in 2010. The Township has finally received funding in the amount of \$870,000. The government wants projects to be shovel ready to get funding. There is very little time to get things done due to tight timelines. This intersection was discussed at Roads Committee and staff was asked to come up with a safer, more functional option. This is considered the safer option. The County relies on staff expertise. The Roads Committee approved the roundabout. Mayor Lennox raised concerns but the rest of County Council passed the roundabout. This project needs to get to tender quickly or the Township could lose funding. For County Council to reconsider this decision it would have to go back as a notice of motion. Warden Bridge indicated that he would stand behind the County Council decision.

Councillor Yake clarified that this Council has not voted yes or no regarding the roundabout. It was a previous Council that discussed it.

**MATTERS ARISING FROM PUBLIC MEETING**

Alette Holsteins Ltd. and H. Bye Construction Ltd.  
Official Plan Amendment Application  
Report from Michael Givens, CAO  
- CAO 2015-07 Ghent Pit Application

**RESOLUTION 2015-108**

Moved by: Councillor Goetz

Seconded by: Councillor McCabe

*THAT the Council of the Corporation of the Township of Wellington North receive for information report CAO 2015-07 Ghent Pit Application.*

**CARRIED**

**RESOLUTION 2015-109**

Moved by: Councillor Burke

Seconded by: Councillor Goetz

*THAT the Council of the Corporation of the Township of Wellington North defer the Wellington County Official Plan Amendment application related to the proposed gravel pit located on Parts of Lots 5 and 6, Concession 5, geographic Township of Arthur, and request further information from the applicant regarding:*

**DEFEATED**

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**RESOLUTION 2015-110**

Moved by: Councillor Burke

Seconded by: Councillor Goetz

*THAT the Council of the Corporation of the Township of Wellington North defer the Wellington County Official Plan Amendment application related to the proposed gravel pit located on Parts of Lots 5 and 6, Concession 5, geographic Township of Arthur, and direct staff to provide additional information regarding: Dust mitigation on site*

**DEFEATED**

**RESOLUTION 2015-111**

Moved by: Councillor Burke

Seconded by: Councillor Goetz

*THAT the Council of the Corporation of the Township of Wellington North defer any comments to the County of Wellington on the County Official Plan application related to the proposed gravel pit located on Part of Lot 5 and 6, Concession 5, geographic Township of Arthur.*

**CARRIED**

**STANDING COMMITTEE, STAFF REPORTS, MINUTES AND RECOMMENDATIONS**

Wellington North Fire Service

- Communiqué, #016, March 5, 2015

**RESOLUTION 2015-112**

Moved by: Councillor McCabe

Seconded by: Councillor Goetz

*THAT the Council of the Corporation of the Township of Wellington North receive the Wellington North Fire Service Communiqué #016 dated March 5, 2015.*

**CARRIED**

Report from Dave Guilbault, Fire Chief

- Fire 2015-002 being a report regarding renovations to the Mount Forest Fire Station & Community Hall, 381 Main St. North, Mount Forest

Councillor Burke left the Council Chambers for this portion of the Council meeting as she had previously declared pecuniary interest as it relates to one of her relatives.

**RESOLUTION 2015-113**

Moved by: Councillor Goetz

Seconded by: Councillor McCabe

*THAT the Council of the Corporation of the Township of Wellington North receive Report FIRE 2015-002 being a report regarding Renovations to the Mount Forest Fire Station & Community Hall, 381 Main Street North, Mount Forest;  
AND FURTHER THAT Council support proceeding with the recommended renovations, including painting repair to windows, floors and meeting accessibility requirements;*

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*AND FURTHER THAT Council supports inclusion of \$50,000.00 in the 2015 Capital Budget for the renovations and repairs;*

*AND FURTHER THAT Council support the Mount Forest Fire Station Community Room Committee managing all future bookings at the Fire Station;*

*AND FURTHER THAT Council directs that all future upgrades and regular maintenance costs related to the Community Hall portion of the Fire Station will be the financial responsibility of the Mount Forest Community Room Committee, to be funded from rental fees.*

**CARRIED**

Councillor Yake questioned if the repairs will be a tendered process. Fire Chief Guilbault indicated that an RFP or tendering process will be used. They will have to follow the Building Code when completing renovations.

Councillor Burke returned to the Council meeting following the passing of the resolution.

Report from Karren Wallace, Clerk

- CLK 2015-015 being a report regarding the appointment of members to the Township of Wellington North Court of Revision for the Mainland Drain Branch B

**RESOLUTION 2015-114**

Moved by: Councillor McCabe

Seconded by: Councillor Goetz

*THAT the Council of the Corporation of the Township of Wellington North receive for information Report CLK 2015-015 being a report regarding the Appointment of members to the Township of Wellington North Court of Revision for the Mainland Drain, Branch B be received for information.*

*AND FURTHER THAT Council of the Township of Wellington North recommend Councillor McCabe and Councillor Yake sit on the Township of Wellington North Court of Revision for Mainland Drain Branch B.*

*AND FURTHER THAT staff be directed to prepare and present the Township of Wellington North Court of Revision appointment by-law at the next meeting of Council.*

**CARRIED**

Report from Dale Small, Economic Development Officer

- EDO 2015-09 Condition of Industrial Property Sale – Request for Extension

**RESOLUTION 2015-115**

Moved by: Councillor Goetz

Seconded by: Councillor McCabe

*THAT the Council of the Corporation of the Township of Wellington North receive for information report EDO 2015-09 Condition of Industrial Property Sale – Request for Extension;*

*AND FURTHER THAT the Council of the Corporation of the Township of Wellington North approve a two year extension, to April 25<sup>th</sup>, 2017, for the requirement to construct*

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*a building containing at least 1,800 sq. ft. on the property described as PT. LOT 32 Concession 1 Division 3 Normanby, Wellington North.*

*AND FURTHER THAT Council authorizes and directs the Mayor and CAO and or Clerk to execute an amended Notice of Option to Purchase and that it be registered on the title of the subject lands.*

**CARRIED**

Linda Redmond, Senior Planner, County of Wellington

- Site Plan Control By-law and Standard Site Plan Agreement

**RESOLUTION 2015-116**

Moved by: Councillor McCabe

Seconded by: Councillor Yake

*THAT the Council of the Corporation of the Township of Wellington North receive correspondence dated March 18, 2015 from Linda Redmond, Senior Planner, regarding Site Plan Control By-law and Standard Site Plan Agreement.*

**CARRIED**

Cheque Distribution Report dated March 19, 2015

**RESOLUTION 2015-117**

Moved by: Councillor Yake

Seconded by: Councillor McCabe

*THAT the Council of the Corporation of the Township of Wellington North receive the Cheque Distribution Report dated March 19, 2015.*

**CARRIED**

**CORRESPONDENCE FOR COUNCIL’S REVIEW AND DIRECTION**

Steve Chambers, Mount Forest Renegades Mixed Slo-Pitch Team

Request for approval of bar at 3-Pitch Tournament, June 19 and 20, 2015

**RESOLUTION 2015-118**

Moved by: Councillor McCabe

Seconded by: Councillor Yake

*THAT the Council of the Corporation of the Township of Wellington North have no objection to the Mount Forest Renegades Slo-Pitch Softball Team hosting a baseball tournament with a bar on June 19<sup>th</sup> and 20<sup>th</sup>, 2015 at the Mount Forest agricultural building and ball diamonds provided the required approvals are obtained for this community event and the necessary approvals are in place from the Agricultural Society.*

**CARRIED**

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The Royal Canadian Legion, Branch #143, Mount Forest  
Request for approval of Liquor Sales License extension and Permit Fee waiver

**RESOLUTION 2015-119**

Moved by: Councillor Yake

Seconded by: Councillor McCabe

*THAT the Council of the Corporation of the Township of Wellington North has no objection to The Royal Canadian Legion, Branch #134, Mount Forest application to the AGCO for a temporary extension to their current liquor license for the purpose of their participation in the Mount Forest Fireworks Festival community event on Friday, July 17, 2015 from 4:00 p.m. to 1:00 a.m.; Saturday, July 18, 2015 from 11:00 a.m. to 1:00 a.m.; and Sunday, July 19, 2015 from 12:00 p.m. to 12:00 a.m.;*

*AND FURTHER THAT the Council of the Corporation of the Township of Wellington North extend the noise by-law for the Mount Forest Fireworks Festival community event on Friday, July 17, 2015 from 4:00 p.m. to 1:00 a.m.; Saturday, July 18, 2015 from 11:00 a.m. to 1:00 a.m.; and Sunday, July 19, 2015 from 12:00 p.m. to 12:00 a.m.;*

*AND FURTHER THAT the Council of the Corporation of the Township of Wellington North waive the building permit fee associated with the temporary tent in the amount of \$126.00 in accordance with Schedule "B" of By-law Number 100-14, Fees and Charges By-law, and charged to the Waiver of Rental Fees account (1-00-15-000-5461).*

**CARRIED**

Ausable Bayfield Maitland Valley Source Protection Region  
Appointment of Municipal Representative to the Source Protection Committee  
– Received as information

**BY-LAWS**

**RESOLUTION 2015-120**

Moved by: Councillor McCabe

Seconded by: Councillor Yake

*THAT By-law Number 025-15 being a by-law to permit fundraising activities by a charitable organization on a roadway under the Safe Streets Act, S.O. 1999 in the Township of Wellington North be read a First Second and Third time and finally passed. (Mount Forest Kin Club Spring Road Toll – Main Street, Mount Forest)*

**CARRIED**

**RESOLUTION 2015-121**

Moved by: Councillor Yake

Seconded by: Councillor McCabe

*THAT By-law Number 026-15 being a by-law to temporarily close a portion of King Street East in the former Town of Mount Forest for a weekly Farmers' Market be read a First Second and Third time and finally passed.*

**CARRIED**

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**RESOLUTION 2015-122**

Moved by: Councillor McCabe

Seconded by: Councillor Yake

*THAT By-law Number 027-15 being a by-law to establish Site Plan Control within the Township of Wellington North and to repeal By-laws 05-02 and 14-02 be read a First Second and Third time and finally passed.*

**CARRIED**

**ITEMS FOR COUNCIL'S INFORMATION**

AMO Watchfile

- March 5, 2015
- March 5, 2015

Association of Municipalities of Ontario (AMO)

- Government Introduces Changes to Land Use Planning and Development Charges Legislation

Grand River Conservation Authority

- Amended Proposed Grand River Source Protection Plan
- Minutes, General Membership Meeting, January 23, 2015

Randy Pettapiece, MPP, Perth-Wellington

- News Release, March 2, 2015, Pettapiece supports local municipalities at ROMA-OGRA

Minister Responsible for Seniors Affairs

- 2015 Senior of the Year Award

City of Woodstock

- Woodstock Accessibility Advisory Committee – Canada Post Community Box Initiative

County of Wellington

- Tipping Fee Increase

The Royal Canadian Legion Branch 134, Mount Forest

Request to provide bar at Hockey Tournament – March 27 and 28, 2015

**RESOLUTION 2015-123**

Moved by: Councillor Yake

Seconded by: Councillor McCabe

*THAT the Council of the Corporation of the Township of Wellington North receive the Items for Council's Information as listed in the March 23, 2015 Regular Council Meeting Agenda.*

**CARRIED**



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**NOTICE OF MOTION**

No notice of motion.

**ANNOUNCEMENTS**

No announcements.

**CONFIRMING BY-LAW**

**RESOLUTION 2015-124**

Moved by: Councillor McCabe

Seconded by: Councillor Yake

*THAT By-law Number 028-15 being a By-law to Confirm the Proceedings of the Council of the Corporation of the Township of Wellington North at its Regular Meeting held on March 23, 2015 be read a First, Second and Third time and finally passed.*

**CARRIED**

**ADJOURNMENT**


**RESOLUTION 2015-125**

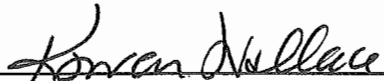
Moved by: Councillor Yake

Seconded by: Councillor McCabe

*THAT the Regular Council meeting of March 23, 2015 be adjourned at 9:15 p.m.*

**CARRIED**

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CLERK

## Opening Comments (March 23, 2015)

### Roundabout

This evening, on our agenda we have a presentation from Wellington County staff regarding the Frederick St. Project. I have requested that County Staff come and make this presentation to council this evening to share information, and answer council's questions. In March 2014, Wellington North Council passed a resolution opposing the construction of a roundabout on County Road 14, at the intersection of Eliza, Frederick and Domville streets. In that resolution, Wellington North Council expressed concerns, particularly related to pedestrian safety at that intersection. Since that time no information has come to this council on how the concerns raised would be accommodated.

As I am sure you are aware, county council, voted in January to proceed with the proposed roundabout at this intersection. It is my expectations that the information provided tonight will help us better understand how residents will be able to safely traverse this newly configured intersection. We will have the formal part of the presentation and then council will have an opportunity to ask further questions.

We moved our regular council meeting to this larger venue from the council chamber in anticipation that there would be a significant number of concerned residents who would attend.

The format for this agenda item will be:

1. Formal presentation
2. Then questions from council
3. I will then call a brief recess in the meeting to allow for everyone who wishes, to have an opportunity to view the display boards provided.

The parent council of Kenilworth Public School is providing us with light refreshments at the back for the recess tonight. Please help yourself to refreshments as you review the information provided.

Following the recess, council will resume its other business.

To the people in the gallery I thank you for your willingness to attend this evening. I know that this is an issue that is important to you. I also thank you in advance for your patience and understanding as we work through this process. If you have further questions, please pass them along to members of council.

What we can do tonight:

- Get information on the functioning of the proposed roundabout
- Hear methods of safely traversing the proposed roundabout for all users
- Provide information to users of the proposed intersection

What we can't do tonight

- Debate the decision to proceed with the roundabout
- Discuss all potential options
- Discuss all issues related to the decision

Presenting the information tonight, we have Gord Ough, County engineer, and assisting him will be Denis Hollands, Paul Ziegler, and Howard Wray from Triton Engineering. Before I turn the floor over to them I would also like to recognize a number of members of County Council who have joined us this evening. We have with us tonight, Warden George Bridge, and Councillors', David Anderson, Gary Williamson, Neil Driscoll, Lynda White, Chris White, Doug Breen, Pierre Brianceau, and Don MacKay. To members of County Council, thank you for taking time from your busy schedules and joining us this evening.

## Gord Ough

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**Subject:** FW: Frederick Street Project

Questions from Mayor Lennox

1. How do we safely accommodate visually impaired pedestrians wishing to cross at the roundabout intersection?

The accommodation of visually impaired pedestrians at a roundabout is the subject of several studies. The issues are very similar to those associated with crossing any street, parking areas etc. for the visually impaired. If the accommodation of the visually impaired becomes a priority in the future, the answer to the next question may apply. The safety of the visually impaired pedestrians in a roundabout, even if no special features are added, are better than the current configuration because of the two stage crossing, only having to worry about only one direction at a time and only going across one lane at a time crossing the street will be safer. Special plates will be installed in the new sidewalk at the location of each of the pedestrian crossing areas to clearly identify the crossing area.

2. If pedestrian- vehicle conflict proves to be serious is the introduction of pedestrian activated signals at the edge of the roundabout a viable option and how would this function?

As mentioned at the Public Information Open House last spring, there will be duct work installed to facilitate the addition of pedestrian activated signals at the legs of the roundabouts to facilitate the installation of signals if required in the future. The signals would operate much like a midblock pedestrian signal. The pedestrian pushes a button to activate the signal to alert the drivers that a pedestrian is at that location wishing to cross the street. After the light starts to operate, the pedestrian is to extend his arm and point across the street to indicate to the driver that he intends to cross. The pedestrian is supposed to wait until he or she makes sure that the car or truck driver has noticed them and is slowing down and, ideally, that they have made eye contact with the driver and he or she is slowing or has stopped to allow the pedestrian to pass. When the pedestrian crossing area is clear, the vehicle would then carry on.

3. While providing the historical accident statistics for the current intersection, please provide an analysis of the expected change in accident statistics with the introduction of the roundabout.

We are not relying on historical accident statistics for a motive to improve the intersection at this time. The timing is partly run by the Township's need to replace most of the municipal services under Frederick St and the concerns expressed by nearby residents, former council members and staff and intersection users that something should be done to improve safety at this location and that we should not wait until we have fatalities to inspire us to act. Studies show significant decreases in accidents that involve injuries and fatalities, when a conventional intersection is replaced by a roundabout.

4. What would be the proper procedure for a school crossing guard to assist pedestrians across the roundabout intersection. If the guard will attempt to stop both lanes simultaneously will the visibility be good enough for the guards and the pedestrians safety. If the guard is only to block 1 lane at a time will the islands be a large enough safe haven to accommodate a group of kids safely while allowing traffic to pass in the other lane?

The crossing guard is the boss. There are many roundabouts that have crossing guards at them and you can be assured that the crossing guard at this location will be properly trained.

5. What provisions will be put in place to ensure pedestrians are confined to the designated area?

The crossings will be well delineated and with the efforts of the crossing guard at the intersection and the encouragement of parents and teachers, the kids will be well trained.

6. Since the premise of enhanced safety in roundabouts is based on keeping traffic moving what will the impact on safety within the roundabout be if the crossing guard or signals stop traffic while in the roundabout?

The impact will simply be that the "vehicular moving efficiency function" of the roundabout will be reduced for a short time. The traffic that is already moving relatively slowly will have to stop and wait. The safe crossing of children, by the crossing guard, is paramount.

I don't believe that the premise of enhanced safety in the roundabout proposed for Frederick and Eliza is necessarily based on keeping traffic moving. I believe it is based more on the vehicles necessarily having to slow down as they approach the roundabout, relatively slow speeds within the roundabout, and having 8 instead of 32 potential conflict points with other vehicles in the intersection. Keeping the traffic moving does serve to save fuel which reduces carbon emissions which would be of interest to climate change enthusiasts, and it reduces noise from vehicles stopping and then pulling away after stopping.

7. How can the various users become informed about navigating roundabouts safely.

If they have access to a computer, either at home, at school, or at the Arthur Library, they should visit the County site by typing in [www.wellington.ca](http://www.wellington.ca), on that page they will see a "A to Z" tab near the top of the page. They are to click on that A to Z tab and scroll down to the "R" section and click on the "roundabout" tab. There is some great information and an interactive video that will explain how cars, trucks, and pedestrians are to navigate roundabouts safely.

We plan to supply the Township Office with informational brochures and flyers, and to arrange instruction sessions through the school. We intend to have the Wellington County OPP involved in training and if the Township has some ideas they want to share we would be glad to pursue those ideas as well.

It will be good to be able to practice at home before you, or your kids when they are learning to drive, find yourself coming up to one somewhere else. (When I say practice at home I mean in Arthur, not at your home.)

## Gord Ough

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**To:** Gord Ough  
**Subject:** FW: Frederick Street Project

Questions from Wellington North Councillors

- If a roundabout is the only option, will there be a public education and/or outreach program related to the roundabout to alleviate the fears that currently exist prior to construction?

Yes. This question is similar to the last question from Mayor Lennox. We are planning to have a variety of education sessions and website links to explain how the roundabout works and what is expected from drivers, pedestrians and school crossing guards..

- Has Wellington North Power been consulted with during the project design and have they expressed concern about how a roundabout will impact their servicing design? Are there additional costs associated with Wellington North Power's roundabout design and who is expected to bear these costs?

Yes. There will be different pole locations required and the County will be covering the appropriate cost of those changes made necessary from the road works associated with the roundabout.

- Can you provide a recap of the intersection alternatives that have been considered by the County?

We considered options involving signalization, all-way stop conditions, a roundabout and leaving it as is.

- Pedestrian safety is a primary concern for the Council of the Township of Wellington North, can you please highlight the safety provisions that will be implemented during design to ensure every pedestrian can cross each of the four streets safely?

Each street crossing location will be very clearly marked and signed and the operation of the intersection will be much more structured than the current intersection is. The signage approaching the intersection and the dramatically reduced traffic speed approaching and travelling through this intersection will improve the safety for pedestrians crossing the street.

- The lack of any mention in the Highway Traffic Act leaves everyone — motorists and pedestrians alike — with serious safety questions. Where do pedestrians cross – what steps will be taken to try and make sure kids cross where you want them too - if indeed you considered the people of the area that use this corner while walking - from small children upward? Ultimately who has the right of way?

Pedestrians will cross at what will be clearly marked pedestrian crossings. Pedestrians have the right of way, however, they are encouraged not to and will be instructed/trained/cautioned not to step out in front of an approaching vehicle if they are not certain that the driver has seen them and knows that they are intending to cross or if the vehicle hasn't slowed down after you have indicated that you are ready to/ or intend to cross the lane. The school children and all other pedestrians are encouraged to access the roundabout information on the County's Website to see (among other things) how pedestrians can take their own safety into their own hands to cross the street safely. Please note that the roundabout that is to be constructed at Frederick and Eliza is a single lane roundabout which is even more controlled than the two lane roundabout shown in the video. Visit the "Roundabout" page on the County Website by typing in [www.wellington.ca](http://www.wellington.ca) on that page you will see a tab near the top of the page that says A to Z . Click on the A to Z tab and scroll down to the R section and click on the roundabout tab.

- There is no definition of a roundabout in the Highway Traffic Act, this creates confusion...there are NO rules of the road here. Without clear guidelines how do we assume the safety of the pedestrians that use this intersection every day of the year?

The roundabout will be signed with regulatory signs as per the Highway Traffic Manual. There are clear guidelines to be adhered to for signage. Please visit the Roundabout page on the County website by going to [www.wellington.ca](http://www.wellington.ca) , click on the "A to Z" tab near the top of the page, then scroll down to the "r" topics and click on "Roundabouts"

- Roundabouts are NOT mentioned in the Highway Traffic Act....the Province does not regulate them, how does the County propose to regulate them?

Traffic in the roundabout will be regulated as all roundabouts are, by regulatory signage that is used in the Highway Traffic Act.

- This corner as it is RIGHT now has had no fatal accidents for over 40 years - why change it and make the residents of Arthur and area take the risk - it is not your risk - of making this intersection worse for our residents safety?

The County has chosen to be proactive and make some changes to the intersection when everything needs to be dug up anyway and not to wait until there is a history of fatalities at this intersection.

- The County bears the entire weight of this decision if indeed there is an accident....which there are serious concerns about...is the County prepared for this inevitability?

The County understands its responsibility to provide the safest road system as possible, including the Frederick / Eliza intersection.



- Sightlines for vehicles to see pedestrians seems limited when making right hand turns, would consideration be given to moving pedestrian crossing sections back from the intersection?

We have designed the pedestrian crossing sections as far from the roundabout lane as possible while still providing the safe haven on the splitter island halfway across street.

- There still seems to be a great deal of concern about large farm vehicles being able to maneuver through the roundabout, would a model or video be made available for residents to see?

I assure you that the intersection has been designed to allow large farm equipment to travel through this roundabout.

- Speed of traffic travelling into Arthur has always been a concern. Will implementation of a roundabout better serve to reduce speeds than just reducing the speed on County Road 14?

That is one of the strong points in favour of a roundabout. Simply lowering the speed limit does not guarantee compliance. Roundabouts slow traffic by necessity and are considered an efficient traffic calming device.

- The Township was successful in applying for OCIF funding for their portion of the costs associated with this project. The funding has very tight/stringent timelines-completion of capital design-March 31/2015, awarding of capital contract-April 30/2015, cut-off for incurred costs-Dec.31/2016 . Are the project engineers confident we can meet these timelines to ensure that the Township does not jeopardize the funding?

If tenders go out tomorrow as planned, we are confident that the deadlines can be met.

- Why has the cost of the roundabout escalated from a budget of \$200 K to a reported cost of \$400 K. The \$200K estimate included engineering / contingency / HST reference file M5967 dated Oct. 10, 2013, received from Wellington County Engineer.

The budget for the roundabout is not \$400k. The budget for the roundabout has not changed

- The intersection has been determined to be a "Safety" concern. Provide empirical data to support this position IE: traffic counts, accident reports, speeding violations, highway traffic act infractions.

I looked up the reference to the word empirical as it might apply to this question and confirmed that it refers to "a way of garnering knowledge by means of direct or indirect observation or experience".

This intersection was brought to our attention by the Township over 5 years ago with safety concerns asking the County to include a roundabout option in its consideration as a possible solution. These concerns were being relayed to the County from intersection users observation and from impressions residents who live in the vicinity of the intersection had of the intersection.

- In the event that hydro poles need to be replaced, curbs and or sidewalks need replaced, who pays the associated costs, County or Township? Will there be a interruption of hydro to the residential or commercial customers which could result in down time of production when relocating poles and wires?

The County does plan to pay its appropriate share of work that needs to be done because a roundabout is being built. Wellington North Hydro does not expect any unusual power interruptions.

- Have any socio-economic impact studies been done?

As the function of the intersection was not being changed, such a study was not needed.

- It was stated by a County Councillor that in 50 years the traffic flow will significantly increase. What are the traffic projections based on? What type of vehicles will be using the intersection more personal or commercial?

I believe that the statement was simply based on intuition; that over time it can be expected that there will be more traffic than there is today.

- With the increase to the traffic volume, what community safety precautions will be taken at the high risk intersection of Fredrick & Smith Street?

As part of this project, there are some minor alterations being considered at the George St. / Frederick St. intersection to address an issue raised from a previous serious truck/car mishap. No other plans are in the works for this area.

- What steps will be taken to alleviate traffic congestion through Arthur?

The County is not engaged in the any plans related to this issue at this time.

- What will be the impact to Economic Development and Urban Revitalization?

None are expected.

- Has an Arthur By Pass been considered?

The County is not actively engaged in any plans related to this issue at this time.

- Why are County Councillors Voting against the wishes of their constituents and Township Council on the matter of the roundabout?

The majority of County Councillors believe that, although a roundabout may not make the intersection perfect, they are of the opinion that a roundabout will, at the very least make it better and now is the time to invest in a safety enhancement since the road and the intersection will be dug up anyway for the Townships work.

- Would savings from not constructing the roundabout go into a reserve fund to look into development of intersection at County Road 14 & Wells, turning lanes etc.?

I have never known that type of manoeuvre to occur, however, I guess there is a phrase that says never say never.