



Appendix H – Frequently Asked Questions

The below questions were received by staff over the course of the public engagement process. Answers are also provided below.

Question: How were the traffic count values and pedestrian count numbers determined? The numbers provided by staff are not reflective of what I/we see in my/our neighbourhood

Answer: Traffic volume is presented as Annual Average Daily Traffic (AADT) which represents the average number of trips taken in a day. The AADT values for the streets within the study area are summarized in Table 1 of the report and are noted to fall within expected ranges of traffic volume for a local residential street classification.

The volume of pedestrian traffic is determined based upon manual counts that are undertaken during the AM and PM period and represents the total number of pedestrians observed walking along the road during the peak hour. Counts are undertaken during the Spring and Fall months on a “typical” weekday between the hours of 7:30 AM to 9:30 AM and 2:30 PM to 4:30 PM. The resulting pedestrian volumes are summarized in Table 3 of the report, and the data sheets are contained in APPENDIX B for further reference.

Question: Why is there no option for sidewalks on the south side of Apple Valley Lane instead of the North side? Why is the sidewalk on one side of Strathcona on the east side and not the west side? How were these decisions made?

Answer: For each option where sidewalk was presented on one side of the road, each side was assessed for connectivity to other sidewalks and streets, for impact to trees, landscaping and grading and for impact to parking both on street and on driveways. The side that was selected (Strathcona Drive – East Side and Apple Valley Lane – North Side, Lorraine Crescent – West and South Side), were the sides with the lowest impact. See below for an analysis of the different sides for each road. Additionally, the shorter distance between the two different sides was also preferred as it would be a lower cost to implement.

Street	Tree Impacts	Grading Issues	Other Factors
Strathcona Drive	East Side – 3 Trees Impacted. West Side – 13 Trees Impacted	Grading impacts to the boulevard behind the sidewalk is less on the east side.	Connection on east side to Lorraine Crescent. Better connectivity to side streets.



Lorraine Cres	Inner Ring – 3 Trees Impacted. Outer Ring – 6 Trees Impacted	80m of Retaining Wall required on west and south side vs 130m on east and north side	Inner ring is a shorter distance than outer ring. Means a lower cost.
Apple Valley Lane	North Side – 2 Trees Impacted. South Side – 3 Trees Impacted	More retaining wall required on north side (245m) vs south side (145m).	North side is shorter than south side for sidewalks. Lower cost. Better connectivity to side streets.

Question: Why is this work (road work and street light work) required now? Why are the utilities under the road not being replaced?

Answer: Strathcona Drive (59 years), Lorraine Crescent (54 years), McIntosh Place (54 years), Apple Valley Lane (46 years) and Applevale Court (52 years) are aging road infrastructure assets that need renewal. These streets have been identified as requiring a reconstruction, which includes removing and replacing all road asphalt and replacement of the curb throughout the project. This proposed work is appropriate for the current condition of the identified roads. Street light replacements are also included in the project scope as they are at or beyond their useful lives. The storm sewers under the road owned by the City have been inspected and currently only require minor repairs that have been captured as part of the project scope. The water and wastewater infrastructure is fully owned by Halton Region. They have been consulted and have informed the City that these assets are in good repair and do not require any work as part of this project.

Question: Is there any reported traffic incidents/safety issues on these streets?

Answer: Through the traffic calming review process, Strathcona Drive between New Street and Spruce Street was identified as a candidate due to measured vehicle speeds and the lack of a sidewalk. Staff has no record of any issues on Lorraine Crescent or Apple Valley Lane.

Question: Is there an increase to taxes to adjacent home owners (local improvements)?

Answer: We have been advised that the addition of municipal sidewalk(s) to a street will not increase the assessed value of a property and the construction of these



sidewalks is not proposed as a local improvement as such no additional charge (tax) will be levied.

Question: Do I have to shovel these new sidewalks?

Answer: No. Currently the Roads, Parks & Forestry department is responsible for all maintenance of the sidewalk, which includes snow removal. These sidewalks would be maintained at the same level of service as other local road sidewalks in the City.

Question: What trees are going to be removed and where are they?

Answer: Tree removal will be required when/if the tree is located within 2.0m of the curb and/or the tree will sustain significant root loss as a result of the sidewalk installation. There are also two emerald ash trees that require removal unrelated to the construction works. Tree removal is summarized in Table 8 of this report.

Question: Additional traffic calming is needed on our roads (Strathcona and Lorraine), is the City looking at adding traffic calming?

Answer: Strathcona Drive was reviewed in 2018 and additional traffic calming measures are not warranted. Lorraine Crescent will not be reviewed for the installation of traffic calming measures at this time.

Question: How much driveway/front lawn will be affected by sidewalks? I am concerned that I am going to lose parking spaces

Answer: As noted in the report, the sidewalk width is proposed to be 1.5m, the roadway is proposed to be narrowed by 0.25m, therefore the net reduction in driveway length is 1.25m. Where there is a significant grade change in the boulevard a retaining wall would be installed to reduce the extent of construction impact. The retaining walls are 0.30m in width. Driveways in the affected area will maintain the capacity for at least 2 vehicles which confirms with the City's Parking Standards. On-road parking will remain in place as it currently is found. It will not be affected by the road narrowing.

Question: Why are sidewalks warranted for these roads. I have lived here for many years and don't see any issues.

Answer: City Staff reviews all roads within the Capital Budget & Forecast for many needs, one of these being sidewalks. These sidewalks were recommended following a review utilizing the City's current warrant policy and were then confirmed through pedestrian counts which showed a significant need. Several factors including number of



dwellings, traffic counts, proximity to a school, park and place of worship were all considered as part of this process. The sidewalk being proposed is curb-faced sidewalk as this would most likely have the lowest impact on trees, landscaping and parking.

Since these neighbourhoods were originally constructed, driver behavior has changed and there are more cars on the road. This translates to a greater potential for pedestrian-vehicle conflicts than when the street was built. Additionally, many of the areas where sidewalks are not present are older areas of the City with an aging population. Going forward as these neighbourhoods transition to having more families, the need for pedestrian infrastructure will only increase, along with increased needs for accessibility due to age (seniors). As the roads being considered at being reconstructed, this is the best time to consider sidewalks as the cost of construction will be significantly less than if they would be constructed independent of the road. Additionally, sidewalks fulfil several initiatives and established City strategic directions.

Question: Did pedestrian counts collected include kids dropped off at the catwalk on Lorraine?

Answer: The pedestrian counts collected for Lorraine Crescent did not include children dropped off immediately onto the catwalk. If a child walked on the road to the catwalk then they were counted.

Question: Are the parking issues at the catwalk on Lorraine going to be addressed/reviewed?

Answer: Once the sidewalk issue is resolved, a traffic safety study will be undertaken to determine if there is a demonstrated need for parking restrictions in the area immediately surrounding the catwalk. If the restriction is not warranted through the study, staff proceeds with a survey of the affected residents. As long as the response rate is 40% and out of those responses, 75% are in favour of a restriction, it will be put into place. If the restriction is warranted, 15m on either side of the catwalk will be restricted to parking. It should be noted that any parking restriction would strengthen the warrant for sidewalks as pedestrians would have to walk further from vehicles.

Question: If my landscaping/driveway/irrigation system is going to be damaged/impacted, how will that be addressed?

Answer: All driveways and irrigations systems are restored to preconstruction condition. Landscaping is restored in consultation with the impacted homeowner, trees and shrubs or plantings are restored to limits of the plant species type and size availability.



Question: Can the yield sign at the intersection of Lorraine Crescent and McIntosh Place be changed to a full stop to address traffic issues at catwalk?

Answer: The existing yield sign control on Lorraine Crescent at McIntosh Place will be changed to a stop sign control once the road reconstruction has been completed.

Question: Is the City considering a 3-way stop at Strathcona Drive and Grapehill Ave and can 2 more speed bumps (traffic calming) be installed on Strathcona Drive?

Answer: Staff reviewed the intersection of Strathcona Drive and Grapehill Avenue in 2018 for an all-way stop sign control. The results of staff's review indicated an all-way stop sign control was only 14% warranted and will not be installed. Additional speed humps are not warranted based on traffic data collected in 2018.

Question: What will happen to speed limit on Strathcona Drive if sidewalks are installed?

Answer: The 40km/h speed limit will remain in place as it is the appropriate speed limit based on the City's Speed Limit Policy.

Question: Why isn't Walker's Line south of New Street being rehabilitated as part of this project?

Answer: Walker's Line from New Street to Lakeshore Road is outside of the scope of this project. It is currently scheduled in the Capital Budget & Forecast for a resurfacing in 2021.

Question: What will happen to the traffic calming on Strathcona Drive if sidewalk is installed?

Answer: If a sidewalk is installed on at least one side of Strathcona Drive then the existing speed hump will not be reinstalled as the traffic calming warrant will no longer be met.

Question: Will Melba Lane be repaved and sidewalks added?

Answer: Melba Lane is outside the scope of this project. When it comes due for renewal, staff will review the road for any pedestrian needs, following the same review practice applied to all streets in the City's Capital Budget & Forecast.



Question: Why is the City proposing sidewalks on the east side when the street lights are on the west side of Strathcona Drive?

Answer: Light distribution from the street lights is dispersed generally equally across the entire road surface. As such the light levels at the edge of the roadway (where the sidewalks are being proposed) is approximately equal. Where a streetlight is adjacent to a large tree, the light level immediately beside it, is impacted. The streetlighting will be reviewed once a decision on sidewalks has been made.