

Roundabout Rational: Second Avenue Reconstruction:

Ten Advantages of Roundabout vs Signaled Intersection:

1. Reduce stormwater runoff (less pavement area – fewer traffic lanes required)
2. Reduce pollution (harmful vehicle emissions) to area neighbourhood
3. Safer – fewer accidents – injuries and fatalities – motorists, pedestrians, cyclists
4. Higher traffic volume capacity – present and future
5. Traffic calming feature – reduced speeds
6. Advantage for seniors – no left turns across traffic required
7. Less expensive to construct and maintain
8. Less traffic noise (stop and start activity)
9. Space available – no property acquisition required
10. More attractive (landscaping feature)

The first three factors are of paramount importance. The first two are directly environmental and addressed as concerns in responses to the Ministry of Environment (MOE) Notice of Completion with respect to this project. A roundabout would reduce the amount of road surface area (five lanes to three on Second Avenue to the roundabout and in the intersection itself) resulting in less stormwater runoff to Lake Ramsey a primary drinking water source for the city. A roundabout would also reduce up to 30 percent less vehicle emissions and with fewer traffic lanes the reconstructed roadway would be further away from social and other housing and playground facilities in the area and adjacent small business strip mall reducing exposure to vehicles emissions and noise levels.

The third factor of safety cannot be underrated as all North American statistics show the high safety factor of roundabouts vs signaled intersections with much lower rate collision figures, the virtual elimination of fatalities, fewer and less serious injuries. No vehicles run red lights in a roundabout.

A modern single lane roundabout could quite effectively handle present traffic volume and any projected increase up to 26,000 vehicles per day (current estimate on Second Avenue is between 10,000 and 15,000 vehicles per day.) Roundabouts calm traffic as vehicles reduce speed upon entering and navigating the roundabout. Older drivers (about 30 percent of Sudbury population) can more safely exist to the left in roundabouts (as all exit turns are to the right). Left turns are a major cause of accidents for seniors.

Roundabouts are less expensive to construct and maintain (no traffic signals) and ample public space is available at proposed intersection location corner of Scarlet Drive. Last, but not least, roundabouts are far more attractive than traditional signaled intersections and can be landscaped.

Respondents to the Ministry of the Environment (Notice of Completion) with respect to this project:

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