

**Brief Submitted relating to  
Projet de contournement sud de l'agglomération de Sherbrooke  
dans le prolongement de l'autoroute 410**

**This brief is submitted by Peter Cunningham a citizen resident in Viewpoint, a sector of Sherbrooke in the borough of Lennoxville which is situated adjacent to the proposed path of the extension of auto route 410 between Bishop's University and Galt High School.**

**The views presented are my own but some of the concerns are shared by other residents of the greater Sherbrooke and in particular those in Viewpoint. I wish to address two general issues and will follow with some specific points which relate to the impact on the residents of Viewpoint.**

**General Issues**

**1- I recognise that, in certain sectors of Sherbrooke and particularly in Lennoxville, a problem exists with the traffic flow; more specifically truck traffic. The question arises whether this is the appropriate solution, what other alternatives have been considered and what the reasons were for choosing this specific solution ahead of other possibilities? I would suggest that part of the present difficulties have come about because of the improvement a number of years ago to the flow of the traffic through the traffic lights in the centre of Lennoxville. Prior to the changes, because it was very problematic to navigate that corner, far fewer large vehicles used the approach and consequently the traffic was lighter. The proposed extension will have a similar result by encouraging even more and heavier traffic, creating potential bottle necks at other points in the system together with all the problems that follow from constant high speed travel.**

**Other submittants have raised similar issues and have suggested what some of the alternatives might be.**

**2- The use of an average (dBA), at the 55 decibel level, to judge the impact of sound on the surrounding environment does not really address the concerns of the participants. A measure that considers the intensity and duration of the projected higher decibel levels would surely be more relevant and, particularly if there are likely to be uneven flows of traffic, more appropriate. Furthermore the degree of change in the level of sound, even if below the 55 dBA level, must surely be a factor especially where it is evident that those affected have chosen their location because of its rural and tranquil nature.**

## **Issues Specific to Residents of Viewpoint**

**If the auto-route proceeds as outlined there would be a four lane by-pass through the sector Galt High School to the intersection with routes 108/143 beyond Winder. There would be a circle roundabout at Glenday Road to act as a feeder into Lennoxville.**

**1- This would encourage high speed traffic. The existing four lane section past Galt High School is already identified as a high accident area and this trend would be aggravated by a further extension.**

**2- The by-pass would effectively cut off one side (including Viewpoint) of the countryside from the other. At present there is easy access to the surrounding area and pedestrians, runners and cyclists take advantage of this. If we consider the existing section of Highway 410 it cuts access by one section of the population from the other by any means other than automobiles.**

**3- The notion that a roundabout would successfully solve the problem in 2) above as well as the cross flow of agricultural equipment is highly optimistic. An existing pedestrian crossing is located on route 108 between the bridge and the borough of Lennoxville in an area which is clearly urban with lots of observable pedestrian traffic. There are difficulties making auto traffic stop for this crossing, how much more problematic will it be to obtain compliance with a four lane highway passing through open countryside?**

**4- The sound impact study shows no effect for the Viewpoint sector but practical experience tells us that the sound carries much further through the valley in front of us than it does when screened by the slope and trees as is the case for the existing path of route 108.**

## **Suggested Mitigating Factors for Viewpoint**

**1- Retain the original proposal of a two-lane through road with a speed limit of 70km enforced throughout the sector commencing on the Cookshire side of Galt High School to the intersection with route 108/143. This would possibly reduce the danger of accidents and would help to maintain steady speeds which could reduce the volume of sound from vehicles accelerating and decelerating.**

**2- Install traffic lights or an alternate access control at the intersection proposed for Spring Road, the entrance to Galt High School and route 108. This would reinforce the perception that this is a controlled sector with limited speeds.**

**3- Provide some means to allow other users to cross the highway safely.**

**4- Measure the existing sound levels in Viewpoint to establish a basis for future comparisons should there be concerns with the actual level of noise from the proposed highway, if completed.**

### **Final Personal General Observations.**

**We should be realistic about what is being proposed. The plans talk of the benefit to the highway users of driving through attractive rural countryside. Equally so this will no longer be available to other users. We shall have a high speed ring road encircling the Lennoxville sector of Sherbrooke cutting the town from the surrounding countryside. If highway 10 is any indication, in due course there will be electric power lines, bill boards and the other clutter which comes with highways. My general question would be, are there other cheaper, simpler and easier solutions to the problem?**

