

The Corporation of the Municipality of Mississippi Mills

**PUBLIC WORKS ADVISORY COMMITTEE
AGENDA**

Monday, May 6, 2019

5:30 p.m.

Council Chambers

- A. APPROVAL OF AGENDA**
- B. DISCLOSURE OF PECUNIARY INTEREST**
- C. DELEGATIONS / PRESENTATIONS / TOURS**
- D. APPROVAL OF MINUTES**

April 29, 2019

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- E. BUSINESS ARISING OUT OF MINUTES**

- 1. Pakenham pedestrian crossovers

- F. REPORTS**
- G. INFORMATION/CORRESPONDENCE**
- H. OTHER/NEW BUSINESS**
- I. MEETING ANNOUNCEMENTS**

Next Meeting Monday, June 24, 2019, at 5:30 pm Ramsay Garage

- J. ADJOURNMENT**

**The Corporation of the Municipality of Mississippi Mills
Public Works Advisory Committee**

A regular meeting of the Public Works Advisory Committee was held on April 29, 2019 at 5:30 p.m. at the Municipal Office, Council Chambers.

Present: Deputy Mayor Rickey Minnille
Councillor Denzil Ferguson
William Boal
Larry O’Keefe
Jeff Robertson
Ken Vallier
Heather Baird
Harold McPhail
Scott Douglas
ex-officio Mayor Christa Lowry

Absent:

Staff: Guy Bourgon, Director of Roads and Public Works
Cindy Hartwick, Recording Secretary

The Director of Roads and Public Works, Guy Bourgon called the meeting to order at 5:30p.m.

A. APPROVAL OF AGENDA:

**Moved by Deputy Mayor Minnille
Seconded by Councillor Ferguson**

THAT the agenda be approved.

CARRIED

B. DISCLOSURE OF PECUNIARY INTEREST:

None

C. DELEGATIONS/PRESENTATIONS/TOURS:

None

D. APPROVAL OF MINUTES:

None

E. BUSINESS ARISING OUT OF MINUTES:

None

F. REPORTS:

None

G. INFORMATION/CORRESPONDENCE:

None

H. OTHER/NEW BUSINESS:

1. Selection of Committee Chair

Moved by Councillor Ferguson
Seconded by Deputy Mayor Minnille

THAT Larry O’Keefe is appointed as chair of the Public Works Advisory Committee for 2019.

CARRIED

2. Pakenham Pedestrian Crossovers

The Director of Roads and Public Works presented the Pakenham Pedestrian Crossovers to the Advisory Committee that was presented to Council previously.

The Director of Roads and Public Works indicated he had received a petition from the Business owners in Pakenham in support of the bump outs and pedestrian crossovers.

Moved by William Boal
Seconded by Heather Baird

THAT the Public Works Advisory Committee have more time to review the Pakenham Pedestrian Crossovers and meet again in one weeks’ time to discuss further.

CARRIED

3. Paterson Street pedestrian crossover

The Director of Roads and Public Works reviewed the current pedestrian crossover.

ACTION: The Director will look at the stop signs at the intersection of Paterson and Tatra Street, as it was indicated by Committee members that they were hard to see. He will also look at the possibility of having ladder crosswalks painted at this intersection for improved visibility.

Moved by Deputy Mayor Minnille
Seconded by Councillor Ferguson

THAT the Public Works Advisory Committee recommends that Council explore the option of having Community Safety Zones on Paterson Street in Almonte and County Road 29 in Pakenham;

AND FURTHERMORE THAT the Committee recommends that no further action be taken with respect to the installation of additional pedestrian facilities on Paterson Street until such time as the construction at the school and of the sidewalk in front of the school is completed and pedestrian travel is monitored for the 2019-2020 school year to determine if any safety issues remain with the constructed configuration.

CARRIED – MOTION PREPARED

4. Alternative options for waste diversion

The Committee was asked to think about some options to be discussed further at the June meeting.

I. MEETING ANNOUNCEMENTS:

Monday, May 6, 2019, at 5:30 p.m. Municipal Office, Council Chamber.

Monday, June 24, 2019, at 5:30 p.m. Ramsay Garage, Meeting Room.

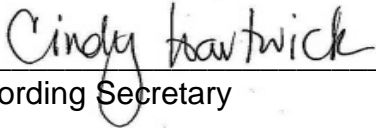
J. ADJOURNMENT:

Moved by Councillor Ferguson

Seconded by Scott Douglas

The meeting adjourned at 7:00 p.m.

CARRIED



Recording Secretary

Pakenham Pedestrian Crosswalks

Prepared by: Volunteers of the
Public Works Advisory Committee

May 6, 2019

Fundamental Agreements

- Traffic calming measures are long overdue
- Community Groups that were consulted see pedestrian crosswalks as a priority

Fundamental Objection

- Building Bump Outs in conjunction with Cross Walks

Concerns Identified Specific to Bump Outs

- Trucks transporting gas, agriculture equipment and goods cannot guarantee they will stay within the allowable turning radii
- The design presented realizes that large farm equipment, grain hauling B-Train trucks and transports will in all probability drive over the Bump Out; in fact the proposed design has used a mountable curb to make it easier to do so
- Pedestrians will have a false sense of security while standing on a Bump Out considering a truck turning right has limited visibility on the right side while the trailer is cutting across the Bump Out
- As agricultural businesses evolve, the machinery is getting larger
- Farmers and delivery transports in the area are passing through the intersection 12 months a year; the local gas station receives fuel delivery by transport trailer weekly
- Concerns regarding additional winter maintenance
- Lanark County and Mississippi Mills could be open to potential liability issues if infrastructure does not meet the appropriate codes

Concerns Identified Specific to Bump Outs

- Curb Extension Guidelines from the City of Toronto; draws into question the legitimacy of building bump outs with mountable curbs

Road Engineering Design Guidelines
10.0 Curb Extensions

Version 1.0
June 2017

10.4.2 Design Elements

General Design Elements

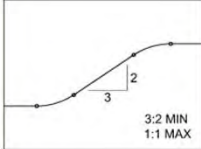
The following elements apply to all curb extensions:

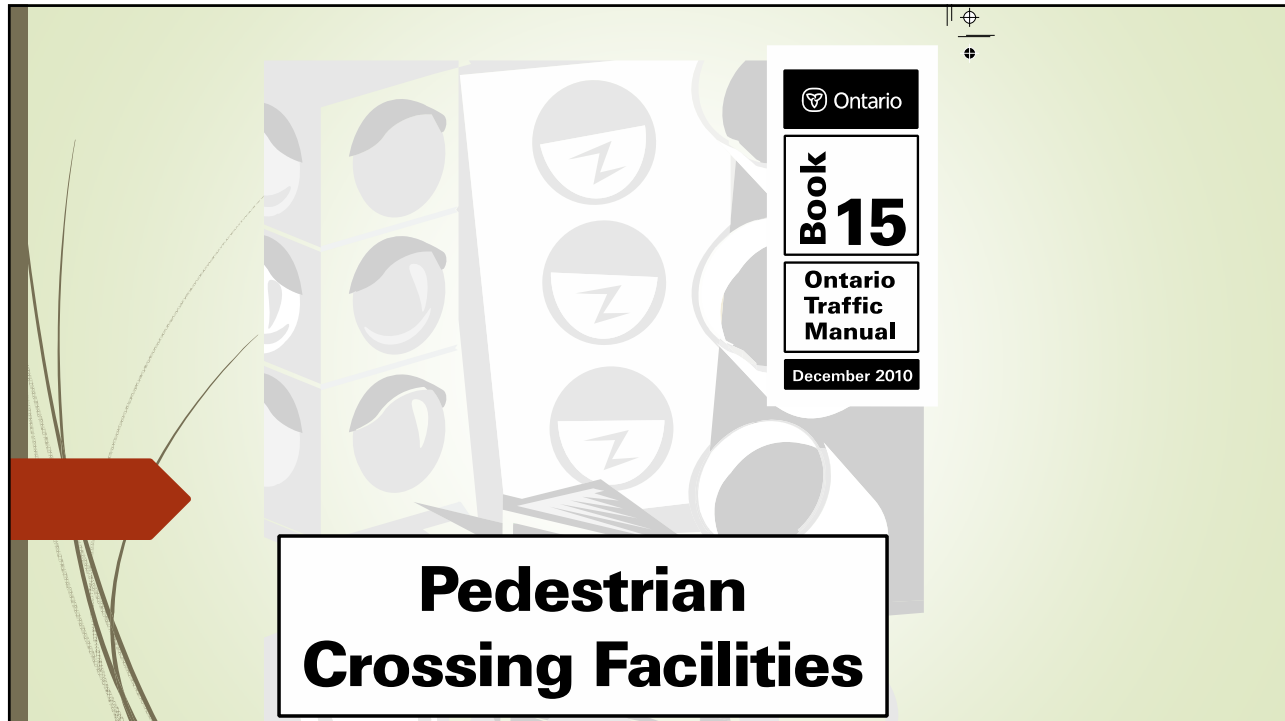
Curb Radii
Curb radii should be designed according to the Curb Radii Guideline. Consultation with the Pedestrian Projects Unit and District Traffic Operations is required if a curb radius greater than 7.0m is required.

Curb Taper Ratio
The minimum and preferred curb taper ratio is 3:2. A maximum curb taper ratio of 1:1 may be used to maximize available parking, minimize parking restrictions or if there are site specific constraints.

Curb Taper Radii
The maximum and preferred curb taper radii is 3.0m. A minimum curb taper radii of 2.0m may be used to eliminate taper radii overlap where required.

Height
The preferred height of the curb for a curb extension is 150mm. A minimum curb height of 100mm may be used where adequate drainage cannot be achieved using a 150mm curb.





Pedestrian Crossing Facilities

Concerns Identified Specific to Bump Outs

- Bump Out design was based on Ministry of Transport Pedestrian Crossings Facilities Book 15 guidelines
- page 41 clearly states that curb extensions or Bump Outs should not be used where there is concern for large vehicles driving over the pedestrian staging area; the proposed design is a direct contravention to Book 15 design standard

- Providing turning radii sufficient for commercial vehicles or transit vehicles to prevent them from mounting the curb and putting pedestrians at risk.
- The delineation requirements of bicycle lanes
- Restricting parking in close proximity to the curb extension and parking within the boulevard on the curb extension to improve visibility of pedestrians and drivers
- Local requirements for snow removal

3.2.6.2. Curb Depressions

Curb depressions improve accessibility for crossing activity for all pedestrians. They are typically provided in urban areas where pedestrian activity exists. Curb depressions are not intended to imply right-of-way, but rather improve accessibility and safety where pedestrian activity has been demonstrated, or is anticipated.

3.2.6.3 Pedestrian Fencing and Barriers

In some locations, pedestrian demands lead to pedestrian crossing activity in proximity to traffic control signals, but outside the designated pedestrian crosswalk. This crossing activity may lead to additional motor vehicle-pedestrian conflict points, reduced driver awareness of conflicts or other safety implications and operational inefficiencies. In some instances, pedestrian fencing, gates, walls, bollards or other barriers may be implemented to discourage pedestrians from crossing at non-designated locations and to help direct pedestrians to crosswalks.

Physical barriers should be considered where the operational and safety benefits outweigh the anticipated impacts, considering and balancing criteria such as length of facility, operating speed of traffic, traffic volumes, mix of traffic, visibility, safety and interference with pedestrian flow.

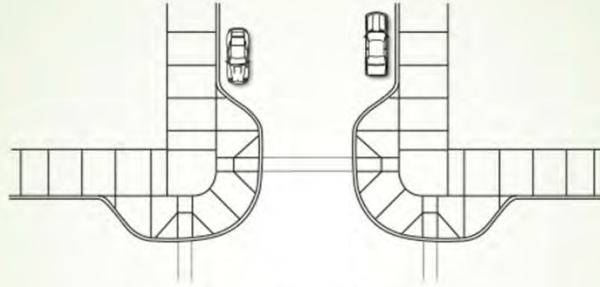


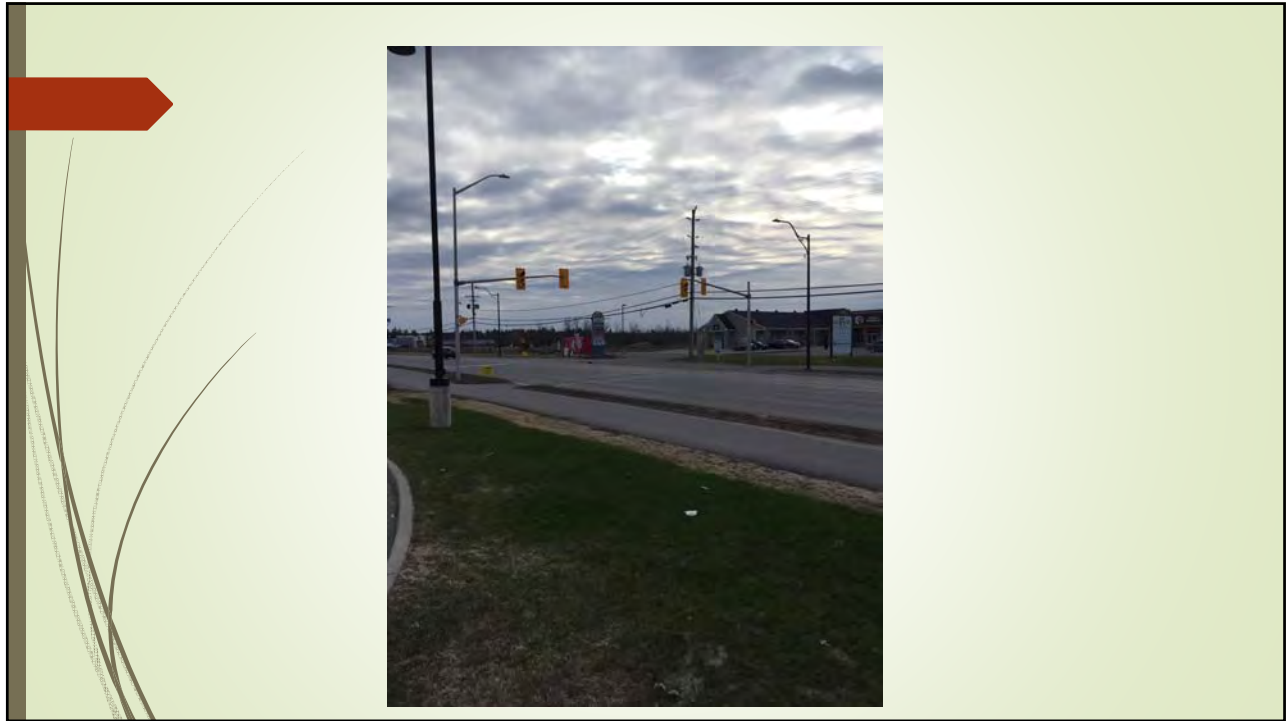
Figure 17 – Example Curb Extension

- Providing turning radii sufficient for commercial vehicles or transit vehicles to prevent them from mounting the curb and putting pedestrians at risk
- The delineation requirements of bicycle lanes
- Restricting parking in close proximity to the curb extension and parking within the boulevard on the curb extension to improve visibility of pedestrians and drivers
- Local requirements for snow removal

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Other Options Considered - not Adopted

- Pedestrian stop light similar to Ottawa Street
- Fully signalized intersection
- All way stop



Options to Consider for Traffic Calming

- ▶ Create safety zone by Pakenham ES
- ▶ Extend safety zone through village
- ▶ Install automatic speed reading signs

Radar Speed Signs



PWAC Proposed Options

- Install full width Cross Walks
- Implement Ontario Traffic Manual Type B PXO; Book 15
- Create a Safety Zone on County Road 29 through the Village of Pakenham
- Install radar speed indicators on County Road 29

PWAC Proposed Cross Walk Option



PWAC Recommended Option



Figure 3 – Image of Type B PXO Located at Blair Road at Appleford Street

Existing Cross Walk on Bay Hill



Benefits of PWAC Recommendations

- Design will be in accordance with required standards and specifications
- Pedestrian safety will be maximized
- The intersections will function for all vehicles and pedestrians
- Calming measures will reduce speeding through the Village
- Cost savings will be realized

Recommended Motion

PWAC recommends that Council approves the Traffic Calming measures and pedestrian cross walk configurations as outlined in Pakenham Pedestrian Crossing presentation.

PWAC listed the following recommendations:

- * Pakenham Pedestrian Cross Walks will be constructed for full lane widths on County Road 29
- * Pedestrian Cross Walk designs will be in accordance with details from Book 15 Type B PXO configuration
- * Additional flashing light to be installed on pedestrian crossing sign on signal arms extending over driving lanes
- * Timing sequence for pedestrian crossing signal should be set to accommodate children and older adult requirements
- * Sidewalks approaches to Cross Walk should be reconstructed to insure compliance with Accessibility for Ontarians with Disabilities Act (AODA). Complete with required Tactile Walking Surface Indicators (TWSI)
- * Install automated radar speed signs at the north and south entrances to the Village of Pakenham
- * Implementation of Safety Zone designation for County Road 29 extending from OVRT overpass to 5-Span Bridge.

Proposed Timeline

Short-term (1-2 months)

- Provide this information to the stakeholders; Pakenham Bridging Generations, Active Transportation Committee and Lanark Public Works
- Ensure local merchants and business people are included in the communication
- Install Cross Walks
- Install radar speed signs

Longer term (+2 months)

- Approve and implement Community Safety Zone



Appendix

- ▶ MTO Manual 15 Traffic Calming Standards (Pg. 41)
<http://www.directtraffic.ca/wp-content/uploads/2014/02/Book-151.pdf>
- ▶ City of Toronto - Curb Extension Guidelines (Pg. 7)
https://www.toronto.ca/wp-content/uploads/2017/11/91c8-ecs-specs-road-dg-Curb_Extensions_Guideline_Version_1.0_Jun2017.pdf
- ▶ Kalitec website - radar speed sign company
<https://www.kalitec.com/en/radar-speed-sign/>



Questions/Comments