The Corporation of the Municipality of Mississippi Mills

PUBLIC WORKS ADVISORY COMMITTEE AGENDA

Monday, June 24, 2019 3:30 p.m. Council Chambers

- A. APPROVAL OF AGENDA
- B. DISCLOSURE OF PECUNIARY INTEREST
- C. DELEGATIONS / PRESENTATIONS / TOURS
 - 1. Advisory Committee Training
- D. APPROVAL OF MINUTES

May 24, 2019

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- E. BUSINESS ARISING OUT OF MINUTES
- F. REPORTS
- G. INFORMATION/CORRESPONDENCE
- H. OTHER/NEW BUSINESS
 - 1. Paterson Street

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I. MEETING ANNOUNCEMENTS

Next Meeting Monday, August 26, 2019, at 3:30 pm Municipal Office, Council Chambers

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 May 27, 2019 at 3:30 p.m. at the Municipal Office, Council Chambers.

Absent:

Jeff Robertson

Harold McPhail

Present: Deputy Mayor Rickey Minnille

Councillor Denzil Ferguson

William Boal

Larry O'Keefe, Chair

Ken Vallier Heather Baird Scott Douglas

Staff: Cindy Hartwick, Recording Secretary

Jeanne Harfield, Acting Clerk

The Chair called the meeting to order at 3:38 p.m.

A. <u>APPROVAL OF AGENDA:</u>

Moved by Councillor Ferguson Seconded by Scott Douglas

THAT the agenda be approved as presented.

CARRIED

B. DISCLOSURE OF PECUNIARY INTEREST:

None

C. DELEGATIONS/PRESENTATIONS/TOURS:

None

D. APPROVAL OF MINUTES:

Moved by Deputy Mayor Minnille

Seconded by Scott Douglas

THAT the Public Works Advisory Committee minutes dated May 6, 2019 be approved as presented.

Motion to amend:

Moved by Heather Baird Seconded by William Boal

Strike out: all comments.

CARRIED

Moved by Ken Vallier Seconded by William Boal

THAT the Public Works Advisory Committee approves the minutes as amended.

CARRIED

E. <u>BUSINESS ARISING OUT OF MINUTES:</u>

None

F. <u>REPORTS:</u>

None

G. INFORMATION/CORRESPONDENCE:

None

H. OTHER/NEW BUSINESS:

1. Notice of Motion - Paterson Street

Reconsideration of Motion from April 20, 2019

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.

Moved by Heather Baird Seconded Ken Vallier

THAT the presentation regarding the Paterson Street Crosswalk be included for discussion on the June 24, 2019 meeting.

CARRIED

I. <u>MEETING ANNOUNCEMENTS:</u>

Monday, June 24, 2019, at 3:30 p.m. Municipal Office, Council Chambers

J. ADJOURNMENT:

Moved by Deputy Mayor Minnille Seconded by Scott Douglas THE meeting adjourned at 4:12 p.m.

CARRIED

Recording Secretary

Paterson Street Pedestrian Crosswalks

Prepared by: Volunteers of the

Public Works Advisory Committee

Concerns with Location of Current Crosswalk

- Children pedestrians
- Traffic volume & speed
- Interactions with vehicles in front of Holy Name of Mary
- Older adults from Orchard View retirement community
- Construction activity with on-going housing development
- Growing enrolment at schools
- More development planned along Paterson Steet
- Fastest/direct route to Ottawa Street for residents

New Sidewalk in front of HNOM







Vehicle Traffic Flow - HNOM



Existing Cross Walk



Vehicle Access to HNOM School

The width of pavement entrances will mean children have to cross busy entrances and exits that are as wide as some streets:

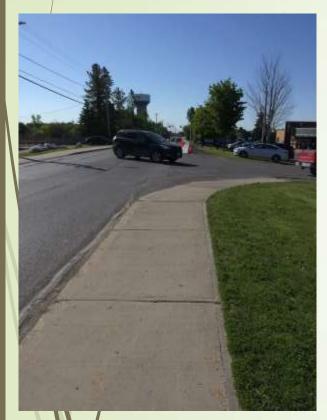
- North Entrance. 58 feet (17.68 m)
- Central Exit 50 feet (15.24 m)
- South Entrance. 35 feet (10.66 m)

Total entrance surface length in front of HNOM is 143 feet (43.58 m)

This is equivalent to 11.5 lanes of traffic

Existing Cross Walk is located on an island that is isolated by two busy traffic entrances and exits

Vehicle Traffic Flow - HNOM



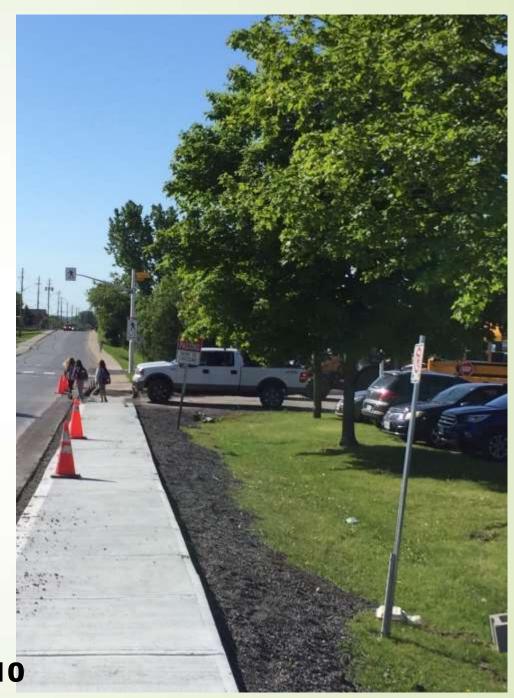






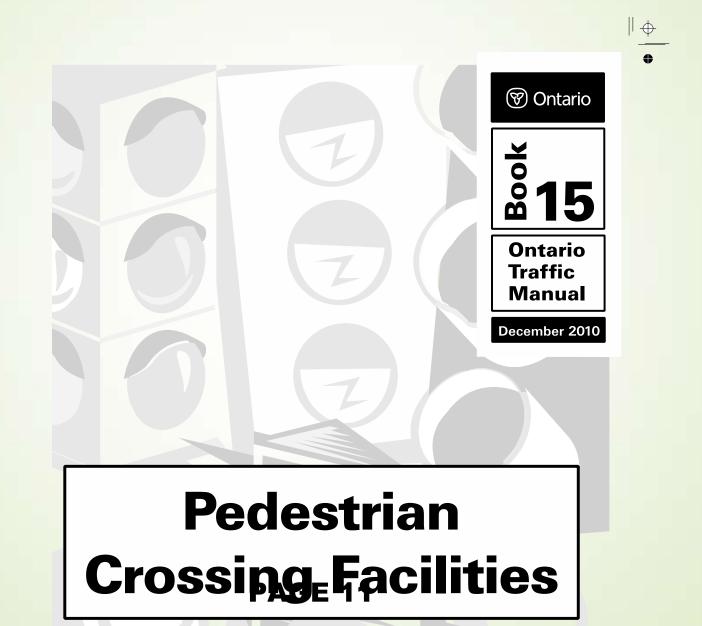
Current Traffic Flow

Even with the new sidewalk, children are navigating between vehicles entering and exiting Holy Name of Mary School



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Book 15 - Technical Issues with Current Location



Book 15 - page 18; section 3.4.2.2

Book 15: . Pedestran Dispeny Regiments

of 1.2 m/s for pedestrians crossing at signatured intersactions excludes about 40 percent of loder pedestrians is 65 years old, 90 percent of older pedestrians with welkers or canes, and 10 percent of the younger adult population (20-84 years old). Some of these results are shown in the Figure 1. If should be noted that the results shown in Figure 1. # exclude pedestrians using assistive devices for mobility.

The study found that lower design values for pedestrian walking speeds are desirable for older padestrians when they cross a aignalized intersection, as well as for older pedestrians with walkers or cross.

As a result of this work, <u>TAC PCCG¹⁴</u> modified its pedestrian walking speed as follows:

"Practitioners should apply these (pedestrian waking speed for the design pedestrian) values as follows:

- Use 0.8 m/s waking speed in cases where at least 20 parcent of pedestrians crossing the signatured intersection use assistive devices for mobility (possibly in the vicinity of hospitate or nursing frames). This waking speed applies to all types of crossings (whether the crossing is equipped with accessible pedestrian signals or not.
- Use 0.9 m/s walking speed in cases where at least 20 percent of pedestriers crossing the signafoed intersection are other pedestriens 65 years of age or older!
- Use 1.0 m/s waiting speed to accommodate the general population.
- Practioners need to use standard practice in their own prodictions, and engineering judgment to decide whether these vesting speed values should be used to calculate only the clearance interval or the entire shuration of the walk and clearance phases:

A Design Pedestrian may be defined as an average pedestrian whose walking speed is used for the design of a pedestrian facility.

3.4.2.2 Children as Pedestrians

TAC's PCCS^M states that children may have problems with the ability to estimate available and required crossing gaps due to their limited search and etteration capacity.

Children have difficulty judging speed, spatial relations, and distance as compared in adults. Their auditory and visual acaint, depth perception and proper scanning ability develop gradually and do not half mature until at least age 10. Even children above this age are easily distracted and may not arways behave as drivers expect.¹². Furthermore, according in IEE Handbooks.¹² their concept of safety is not well developed, their knowledge of safe crossing conditions and ability to properly judge traffic ages as poor, they have limited understanding about matte control devices, and have difficulty correctly perceiving the direction of tool and the speed of a vertices.

TAC's PCCG² states that addressing the limitations of road users requires understanding that raffic control devices supplement the visual roadway information and assist in developing proper driver expectations. For example, the driver may fall to make the right decisions in the case of uncommon or unexpected situations, where three expectation may be violated due to the road geometry, surrounding land use, or traffic characteristics along the way. In these situations, traffic control devices need to be implemented to advice, waim, and/or regulate operations 4.

3.4.2.2 Children as Pedestrians

TAC's PCCG¹⁴ states that children may have problems with the ability to estimate available and required crossing gaps due to their limited search and attention capacity.

Children have difficulty judging speed, spatial relations, and distance as compared to adults. Their auditory and visual acuity, depth perception and proper scanning ability develop gradually and do not fully mature until at least age 10. Even children above this age are easily distracted and may not always behave as drivers expect. Furthermore, according to ITE Handbook13, their concept of safety is not well developed, their knowledge of safe crossing conditions and ability to properly judge traffic gaps is poor, they have limited understanding about traffic control devices, and have difficulty correctly perceiving the direction of sound and the speed of a vehicle.

Corners of Paterson St., Houston Dr. & Morton St.

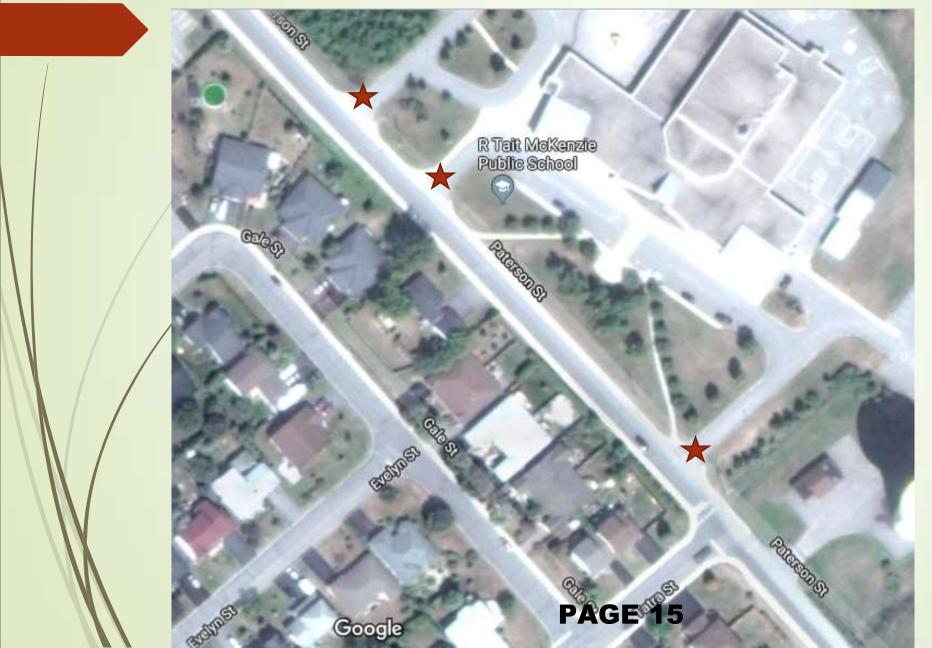


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East Sidewalk Paterson Street

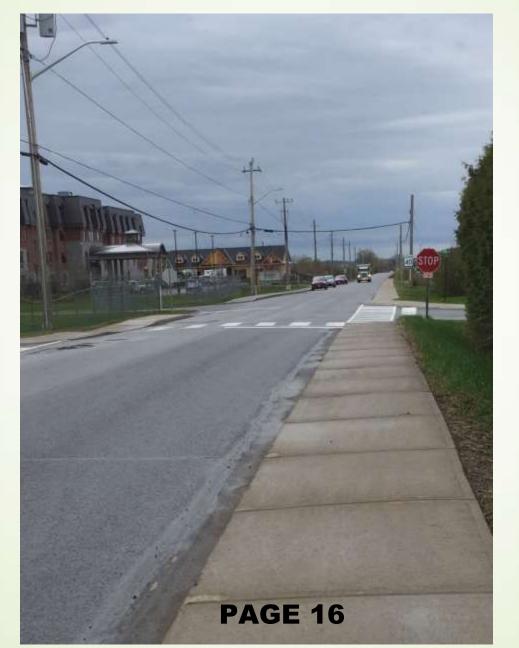


R. Tait McKenzie – East Side of Paterson Street



★ Vehicle access

Paterson Street & Tatra Street Intersection



Consultation

- School Board Trustee; Catholic District School Board of Eastern Ontario
- Parent Councils
- Local Residents
- Operations Manager, Student Transportation of Eastern Ontario (STEO)

Request for Input - Paterson Street Crosswalks

The Volunteers of PWAC (Public Works Advisory Committee), are looking for input regarding the safety issues on Paterson Street that runs in front of R. Tait McKenzie and Holy Name of Mary schools.

Please use the questions below as a guideline to provide your input and comments by Friday, May 17. This information will be included as part of a presentation to the full Public Works Committee.

Name:	Phone #:
If you are part of a specifi	ic stakeholder group, please identify your which category you would be part of:
School Trustee Bus driver Teacher Local resident Orchard View resident Other (please spec	
Were you part of the con	sultation when the crosswalk was initially planned?
Were you informed of the	e location of the existing crosswalk?
If you were informed of t the existing crosswalk no	he location of the crosswalk, did you support it? Do you support the location of w?
If you do not support the alternative?	location of the existing crosswalk, do you have any recommendations for an
Would you endorse the a	rea from Tatra St. to Morton St. be re-zoned a School/Community Safety Zone?
Please provide additional	comments:

The Volunteer members of the Public Works Advisory Committee (PWAC), appreciate your input!

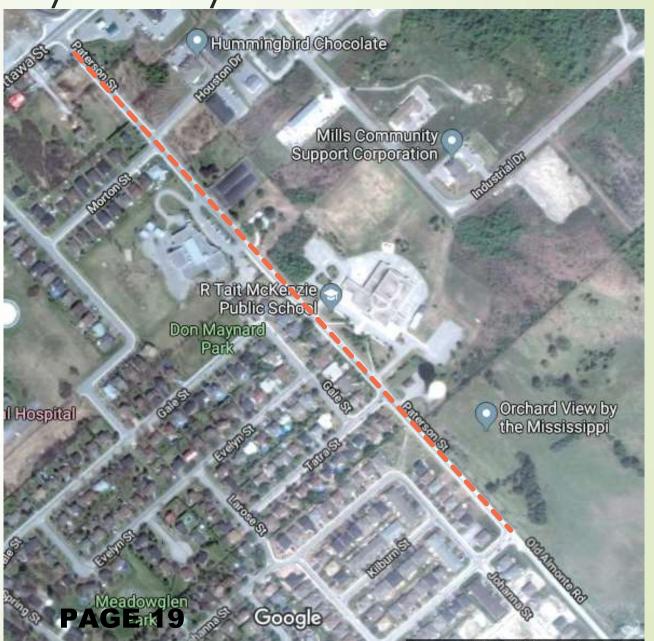
William Boal, Heather Baird, Scott Douglas, Harold McPhail, Larry O'Keefe, Jeff Robertson and Ken Vaillier

Results from Data Collection

- Unanimous agreement that existing cross walk is not located in a safe area for pedestrian crossing
- Endorse the relocation of the existing cross walk to north of Holy Name of Mary School; south of Morton Street
- Support council to designate a Community Safety Zone on Paterson Street from Ottawa Street to Robert Hill Street
- Re-establish a crossing guard at Ottawa Street

Initiate Community Safety Zone

Paterson St. between Ottawa St. & Robert Hill St.

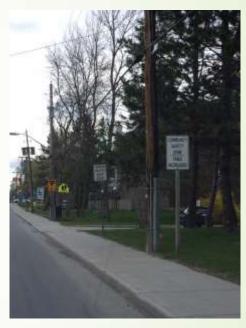


Community Safety Zone Townline Road, Carleton Place











Community Safety Zone Arklan School, Carleton Place











Ottawa Street at Paterson & Menzie Streets Consider Re-establishing a Crossing Guard



PWAC Recommendations

- Relocate current cross walk north of Holy Name of Mary; south of Morton Street
- Create Community Safety Zone from Ottawa Street to Robert Hill Street
- Meet with schools to review traffic management plans for entrances to Paterson Street
- Consider reinstating crossing guard for Ottawa Street at Paterson and Menzie Streets; if money is available in existing budget

Benefits of PWAC Recommendations

- Safety of children and all pedestrians will be maximized
- Crosswalk location will not interfere with vehicles entering and exiting school properties
- Establishing Community Safety Zone will reduce speeding along section of Paterson Street
- Orchard View residents/pedestrians will be safer

Motion

Council approve relocation of current cross walk on Paterson Street to north of Holy Name of Mary; south of Morton Street

Council to create Community Safety Zone from Ottawa Street to Robert Hill Street

Council to consider reinstating school crossing guard for Ottawa Street at Paterson and Menzie Streets; if funding can be found from the existing operating budget

Proposed Timeline

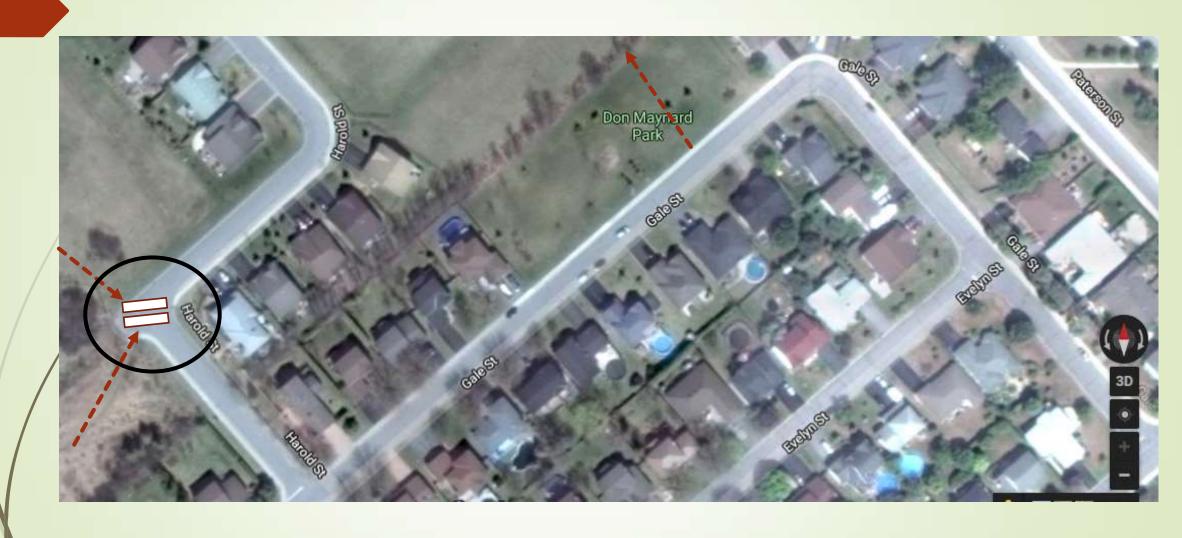
Short-term (1-2 months)

- Arrange for the relocation of the cross walk
- Approve and implement Community Safety Zone

Longer term (+2 months)

Review budget for options to reinstate crossing guards

Additional Considerations for HNOM Access



Additional Considerations for HNOM Access



Appendix

MTO Manual 15 Traffic Calming Standards

http://www.directtraffic.ca/wp-content/uploads/2014/02/Book-151.pdf

Lanark County Traffic Calming Study

http://www.county.lanark.on.ca/AssetFactory.aspx?did=3068

Bill 26, Highway Traffic Amendment Act (Community Safety Zones), 1998 - Legislative Assembly of Ontario

https://www.ola.org/en/legislative-business/bills/parliament-36/session-2/bill-26

 Inside Ottawa Valley article re: Carleton Place Council Approval of Community Safety Zone for Arklan School

https://www.insideottawavalley.com/news-story/4521020-carleton-place-council-approves-changes-to-improve-safety-in-arklan-school-area/

Questions/Comments