

**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 6, 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, Chair
Jeff Robertson
Ken Vallier
Heather Baird
Harold McPhail
Scott Douglas

Absent:

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

The Chair called the meeting to order at 5:30 p.m.

A. APPROVAL OF AGENDA:

**Moved by Jeff Robertson
Seconded by Scott Douglas**

THAT the Public Works Advisory Committee amend the agenda to include the addition of the presentation regarding Pakenham Pedestrian Crosswalks to item E.1.

CARRIED
Required 2/3 majority vote

**Moved by Jeff Robertson
Seconded by Scott Douglas**

THAT the agenda be approved as amended.

CARRIED

B. DISCLOSURE OF PECUNIARY INTEREST:
None

C. DELEGATIONS/PRESENTATIONS/TOURS:
None

D. APPROVAL OF MINUTES:

**Moved by Heather Baird
Seconded by Ken Vallier**

THAT the Public Works Advisory Committee approves the minutes from the April 29, 2019 meeting.

CARRIED

E. BUSINESS ARISING OUT OF MINUTES:

1. Pakenham pedestrian crossovers

Chair, Larry O’Keefe made a presentation (attached) authored by the Volunteers of the Public Works Advisory Committee about the proposed bump-outs. The presentation touched on possible options instead of the bump-outs and perceived drawbacks of the proposed bump-outs. The presentation also discussed radar speed signs and a Community Safety Zone for County Road 29.

The Director of Roads and Public Works responded with the following information regarding the proposed bumpouts:

- There currently are mountable curbs at the intersection and no safety concerns have previously been received by the Municipality. Lanark County required that the bump outs have mountable curbs for winter operations. The mountable curbs were in no way reflective of inadequate vehicle turning radii. Sufficient space has been provided for large vehicle turning which is the reason that the crossover locations were recessed a distance back from the intersection.
- Lanark County and Mississippi Mills Public Works have no concerns with winter maintenance of the bump outs.
- The grading plan identifies drainage flowing to the catchbasins. Catchbasins currently exist at the intersection of CR29 and Waba/Elizabeth and are being relocated to accommodate the bump-outs.
- The design of the crossovers was completed in accordance with OTM Book 15, which is the Provincial Standard for these types of installations. The bump-outs (curb extensions) were introduced for the added benefits outlined in Section 6.2.1.3.
- The proposal identified in the presentation for the construction of a pedestrian crossover without the bump-outs will result in a loss of parking due to the restrictions outlined in Table 11 of OTM Book 15. No loss of parking was of prime importance to the Pakenham business community and a key consideration in the approved design.

The Director of Roads and Public Works expressed that his key concerns with the proposal presented were: a reduction in pedestrian safety from the approved

design, lack of traffic calming, loss of parking and longer traffic delays due to increased crossing distance.

Moved by Ken Vallier
Seconded by Jeff Robertson

THAT the Public Works Advisory Committee recommends that Council approves the Traffic Calming measures and pedestrian cross walk configurations as outlined in the Pakenham Pedestrian Crossing presentation;

- Pakenham Pedestrian Cross Walks be constructed for full lane widths on County Road 29;
- Pedestrian Cross Walks be designed in accordance with details from Book 15 Type B PXO configurations;
- Additional flashing light 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 adults requirements and
- Sidewalk approaches to Cross Walks should be reconstructed to insure compliance with Accessibility for Ontarians with Disabilities Act (AODA), complete with required Tactile Walking Surface Indicators (TWSI).

CARRIED – MOTION PREPARED

The Director of Roads and Public Works identified that staff does not support the recommendation.

Moved by Ken Vallier
Seconded by Heather Baird

THAT the Public Works Advisory Committee recommends Council recommend to the County of Lanark to install automated radar speed signs at the north and south entrances to the Village of Pakenham;

AND FURTHERMORE THAT a Community Safety Zone be designated for County Road 29 extending from the OVRT overpass to 5-Span Bridge.

CARRIED – MOTION PREPARED

The Director of Roads and Public Works identified that staff does not support the recommendation.

F. REPORTS:
None

G. INFORMATION/CORRESPONDENCE:
None

H. OTHER/NEW BUSINESS:
None

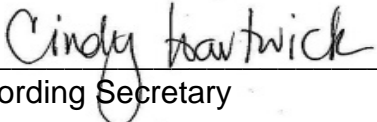
I. MEETING ANNOUNCEMENTS:

Monday, May 27, 2019, at 3:30 p.m. Municipal Office, Council Chamber.

J. ADJOURNMENT:

**Moved by Deputy Mayor Minnille
Seconded by Ken Vallier**
The meeting adjourned at 6:55 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

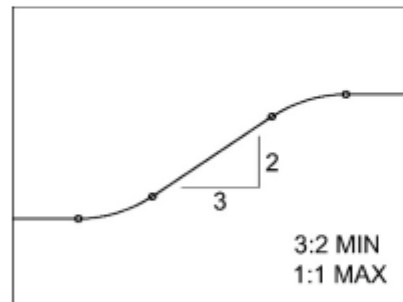
The following elements apply to all curb extensions:

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.

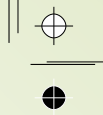


Curb Taper Radii

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.



 Ontario

Book 15

**Ontario
Traffic
Manual**

December 2010



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.

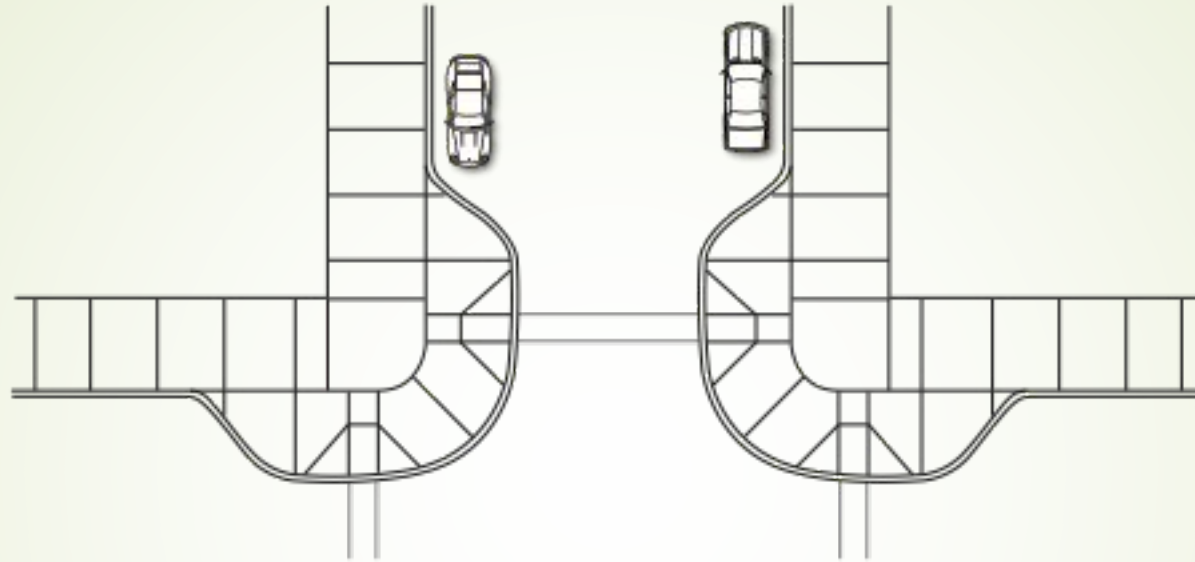


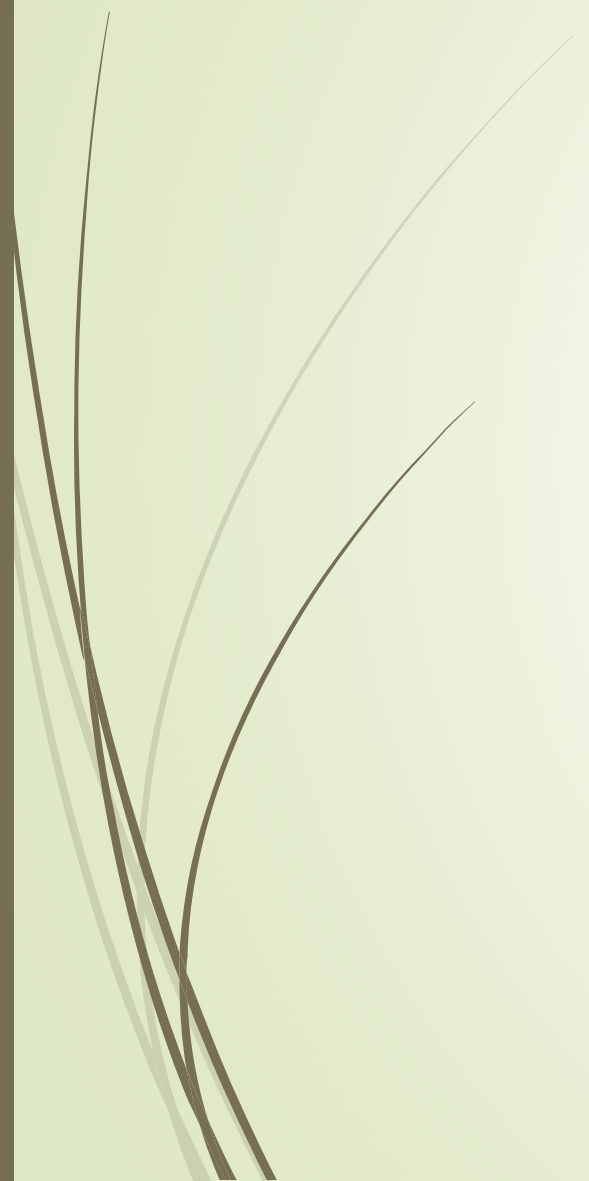
Figure 17 – Example Curb Extension

- 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



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

TYPE B PXO:

Type B treatments are typically located on medium volume, medium speed, and single or multi lane roadways such as major collectors, arterials and high volume multi lane roundabouts. They typically consist of roadside mounted signs with overhead signs and rapid flashing beacons on top of the roadside mounted signs.

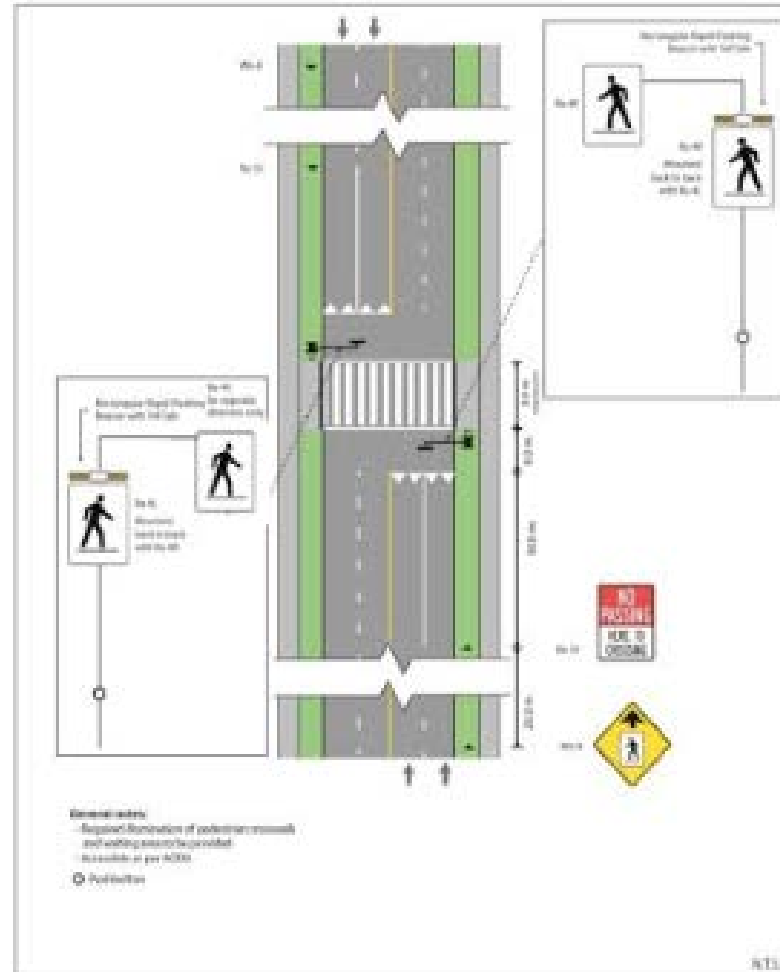


Figure 2 - Type B PXO Diagram

PWAC Recommended Option



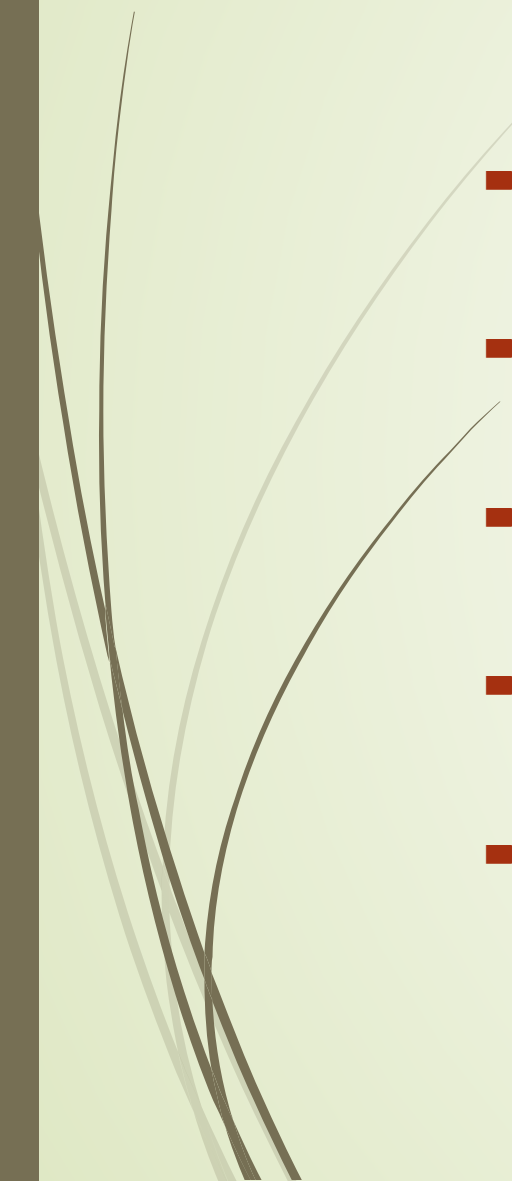
Figure 3 – Image of Type B PXO Located at Blair Road at Appleford Street

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-roaddg-Curb_Extentions_Guideline_Version_1.0_Jun2017.pdf

- ▶ Kalitec website - radar speed sign company

<https://www.kalitec.com/en/radar-speed-sign/>



Questions/Comments