

The Corporation of the Municipality of Mississippi Mills

PUBLIC WORKS ADVISORY COMMITTEE AGENDA

Monday, April 29, 2019

5:30 p.m.

Council Chambers

- A. APPROVAL OF AGENDA**
- B. DISCLOSURE OF PECUNIARY INTEREST**
- C. DELEGATIONS / PRESENTATIONS / TOURS**
- D. APPROVAL OF MINUTES**
- E. BUSINESS ARISING OUT OF MINUTES**
- F. REPORTS**
- G. INFORMATION/CORRESPONDENCE**
- H. OTHER/NEW BUSINESS**
 - 1. Selection of Committee Chair
 - 2. Pakenham pedestrian crossovers PAGE 1-17
 - 3. Paterson Street pedestrian crossover PAGE 18-22
 - 4. Alternative options for waste diversion
- I. MEETING ANNOUNCEMENTS**

Next Meeting Monday, June 24, 2019, at 5:30 pm Ramsay Garage
- J. ADJOURNMENT**



Mississippi
Mills

Pakenham Pedestrian Crossovers

Guy Bourgon, P.Eng.
Director of Roads and Public Works
January 23, 2019

Existing Conditions – Jeanie



Existing Conditions – Waba



Concerns Raised

- ▶ 4 lane cross-section on County Road 29
- ▶ No controlled intersections
- ▶ High volume of traffic on roadway
- ▶ Speed of traffic
- ▶ Lack of opportunity for pedestrians to safely cross the roadway

Desired Outcome

- ▶ Controlled Pedestrian Crossings
- ▶ Narrowed Cross-section
- ▶ Better Pedestrian visibility
- ▶ Traffic Calming
- ▶ Improved safety
- ▶ Fully accessible

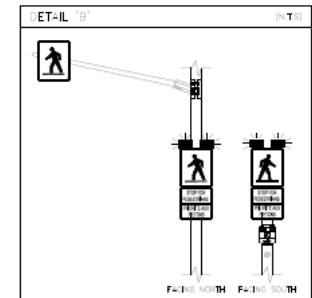
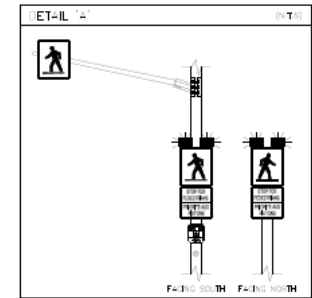
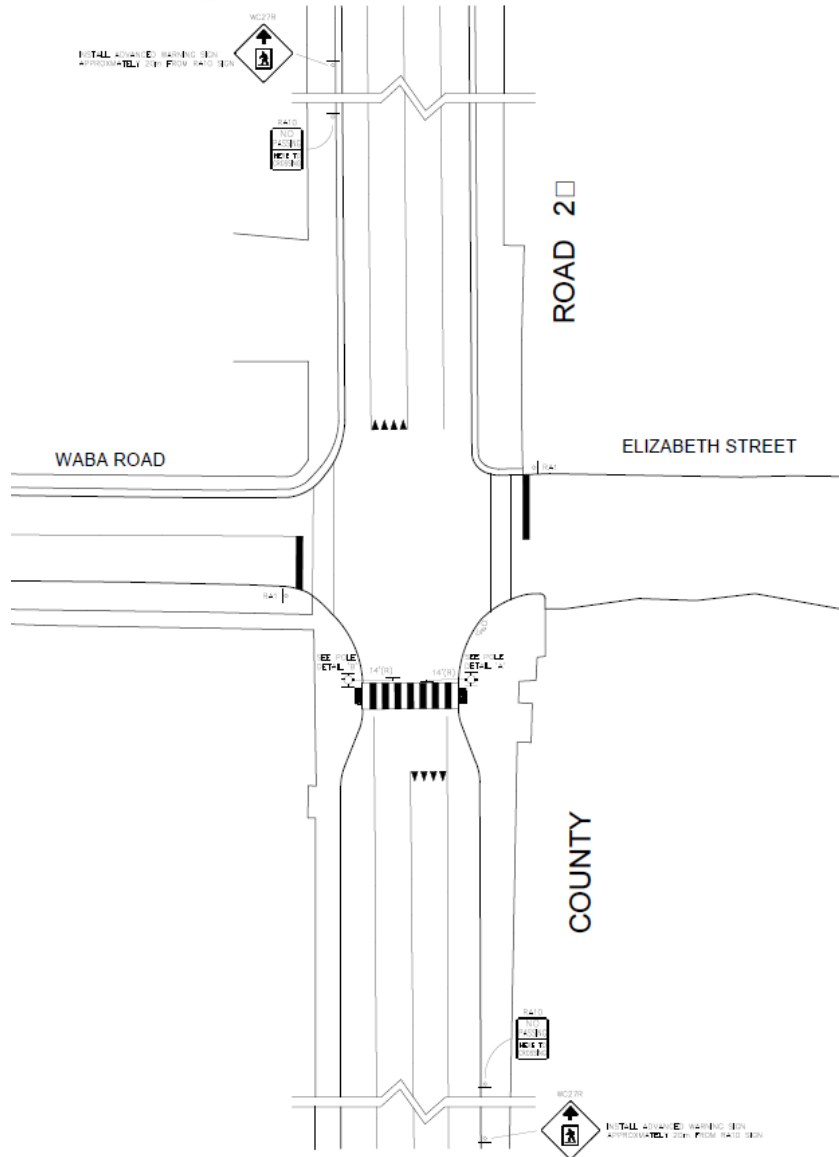
Considerations

- ▶ 2 through lanes of 4.4 m in width from centerline to gutter to be maintained
- ▶ Truck Turning radii to be maintained
- ▶ Drainage must be accommodated
- ▶ Winter plowing operations not to be impeded
- ▶ No loss of Parking
- ▶ No impact to Business
- ▶ Must comply with Accessibility Legislation

Consultation

- ▶ MM Active Transportation Advisory Committee – Two Community Walkabouts organized
- ▶ Pakenham Bridging Generations
- ▶ Lanark County Public Works
- ▶ MM Council (Design Approval October 2, 2018)

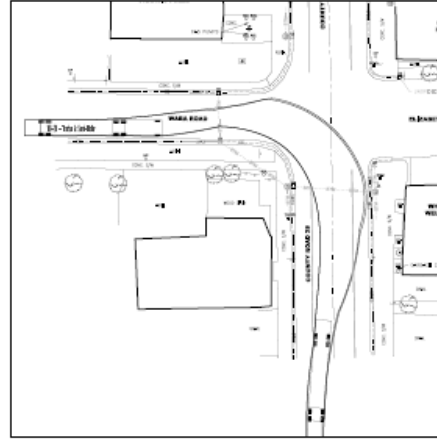
Proposed Crossover – Waba



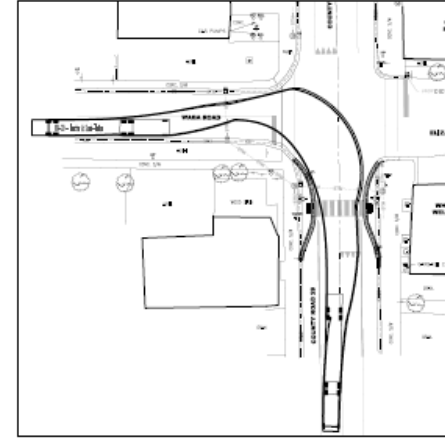
Turning Radii – Waba

Existing

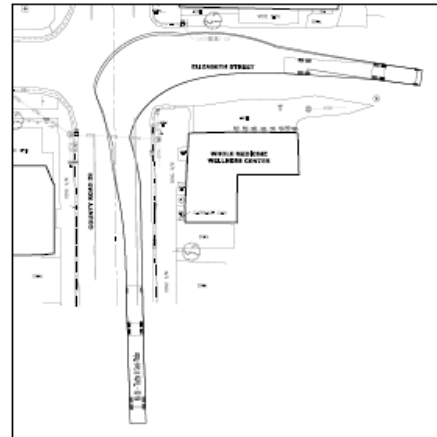
Proposed



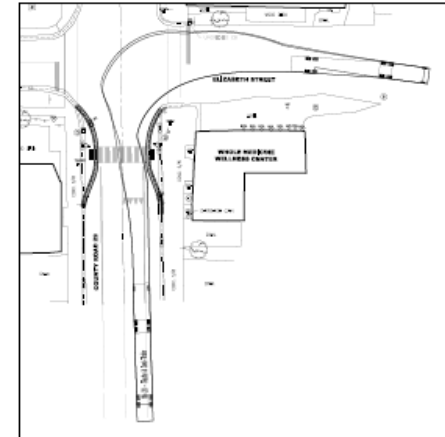
EXISTING VEHICLE TRACKING
SCALE 1:500



PROPOSED VEHICLE TRACKING
SCALE 1:500

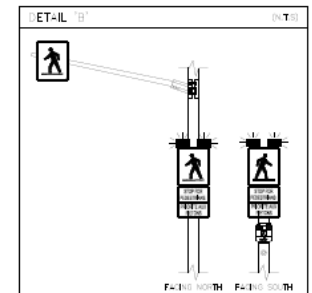
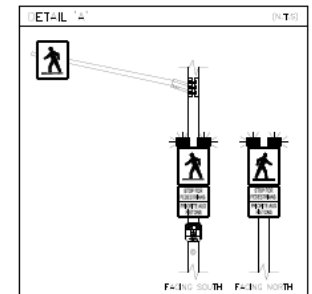
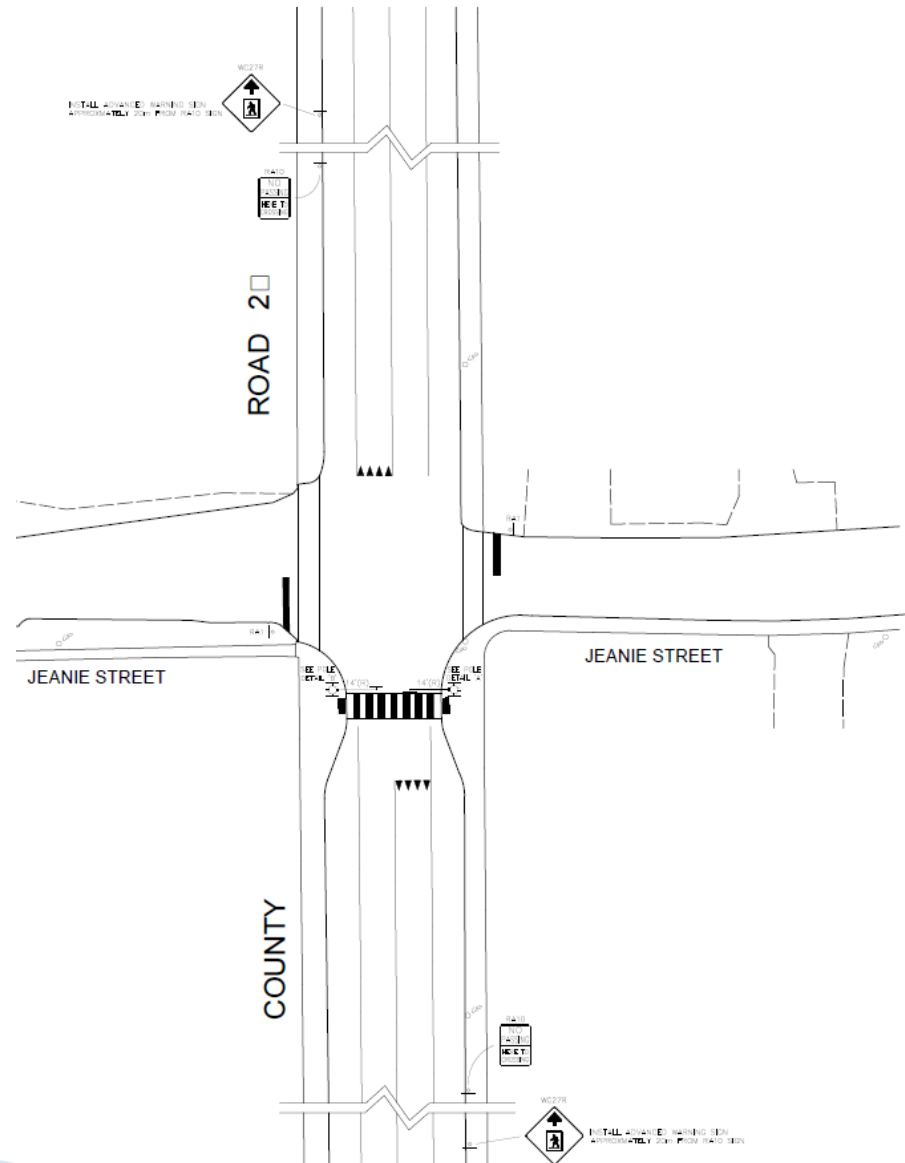


EXISTING VEHICLE TRACKING
SCALE 1:500



PROPOSED VEHICLE TRACKING
SCALE 1:500

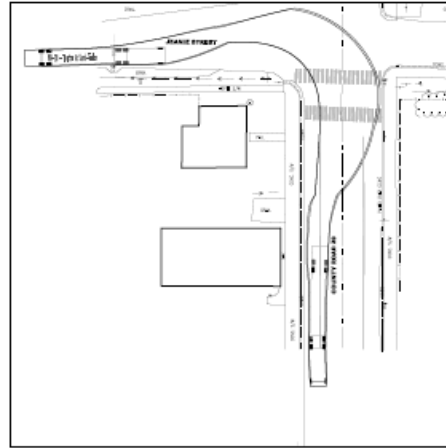
Proposed Crossover – Jeanie



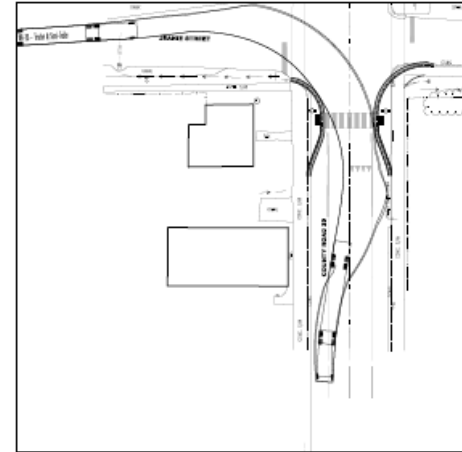
Turning Radii – Jeanie

Existing

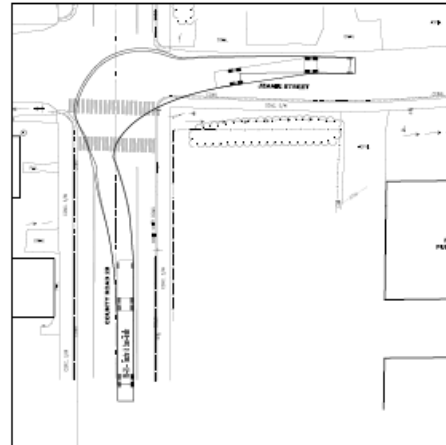
Proposed



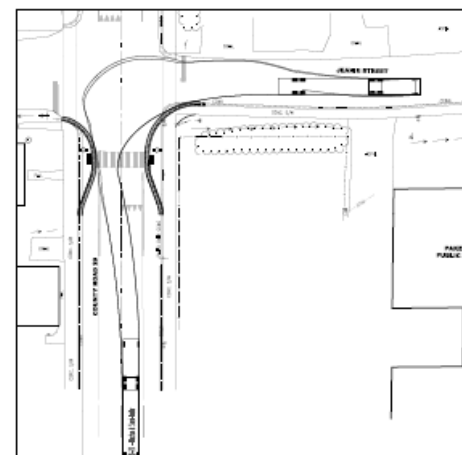
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SCALE 1:500



PROPOSED VEHICLE TRACKING
SCALE 1:500



EXISTING VEHICLE TRACKING
SCALE 1:500



PROPOSED VEHICLE TRACKING
SCALE 1:500

Similar Installation – Milton, ON



Cost Sharing

- ▶ Design paid for by MM.
- ▶ MM to pay for installation of bump-outs including removals, relocations and reinstatement (estimated at \$70,000).
- ▶ Lanark County to pay for Pedestrian Crossover installations (estimated at \$60,000).
- ▶ Tender by Lanark County.

Next Steps

- ▶ Design Approval from Lanark County
- ▶ 2019 Budget Approvals from MM and Lanark County
- ▶ Tender by Lanark County
- ▶ Construction

Questions?



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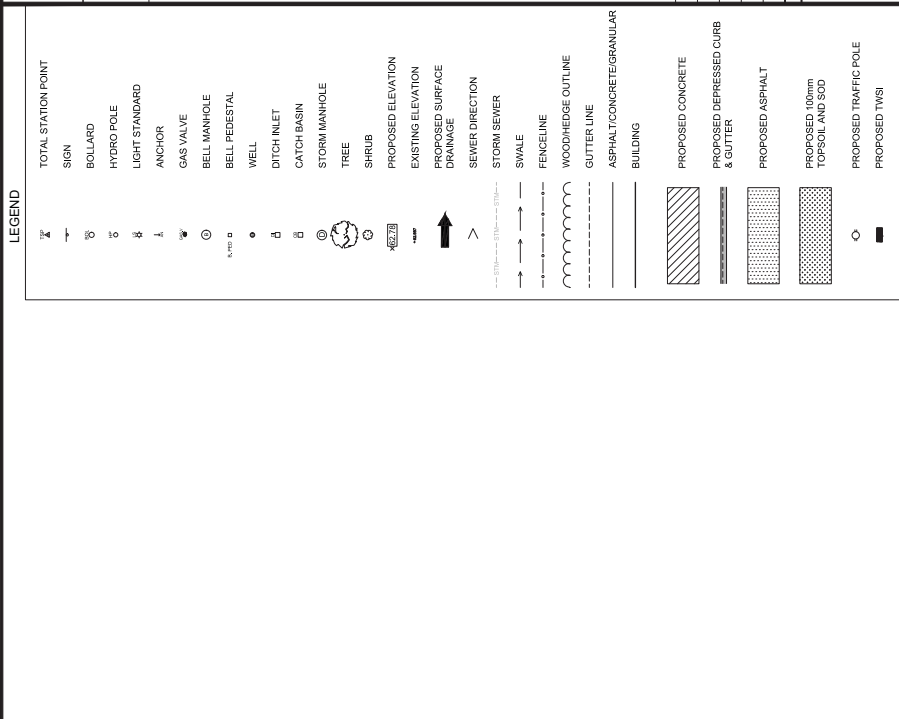
LEGEND

⊠	TOTAL STATION POINT
⊠	SIGN
⊠	BOLLARD
⊠	HYDRO POLE
⊠	LIGHT STANDARD
⊠	ANCHOR
⊠	GAS VALVE
⊠	BELL MANHOLE
⊠	BELL PEDESTAL
⊠	WELL
⊠	DITCH INLET
⊠	CATCH BASIN
⊠	STORM MANHOLE
⊠	TREE
⊠	SHRUB
⊠	PROPOSED ELEVATION
⊠	EXISTING ELEVATION
⊠	PROPOSED SURFACE DRAINAGE
⊠	SEWER DIRECTION
⊠	STORM SEWER
⊠	SWALE
⊠	FENCELINE
⊠	WOOD/HEDGE OUTLINE
⊠	GUTTER LINE
⊠	ASPHALT/CONCRETE/GRANULAR BUILDING
⊠	PROPOSED CONCRETE
⊠	PROPOSED DEPRESSED CURB & GUTTER
⊠	PROPOSED ASPHALT
⊠	PROPOSED 100mm TOPSOIL AND SOD
⊠	PROPOSED TRAFFIC POLE
⊠	PROPOSED TWS

**MISSISSIPPI MILLS
PAKENHAM
CROSSINGS**
COUNTY ROAD AND ELIZABETH
STREET INTERSECTION
VEHICLE TRACKING
B-TRAIN DOUBLE TRACK

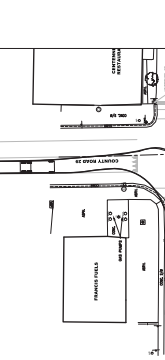
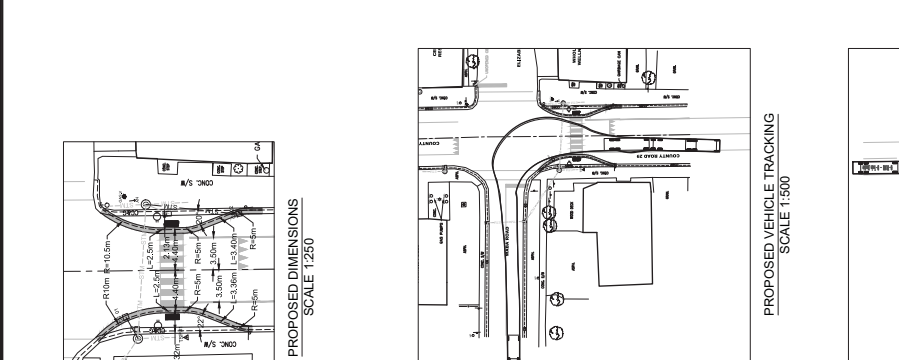
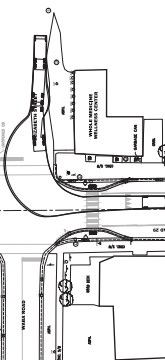
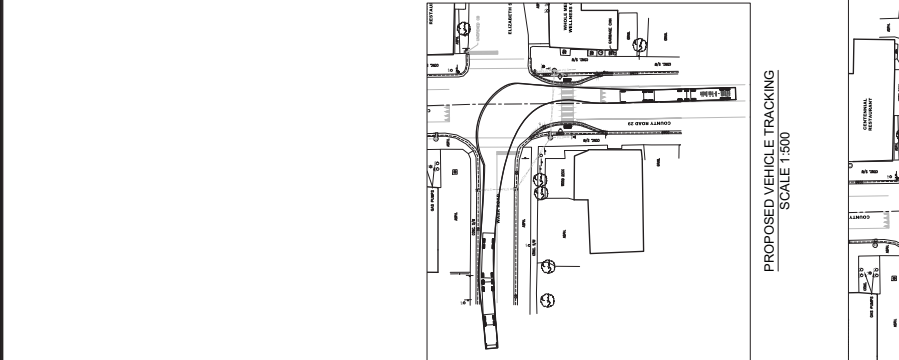
Jp29 Consultants Inc.
ENGINEERS • PLANNERS • PROJECT MANAGERS
11000 UNIVERSITY BLVD, SUITE 100, FARMINGTON, CT 06030
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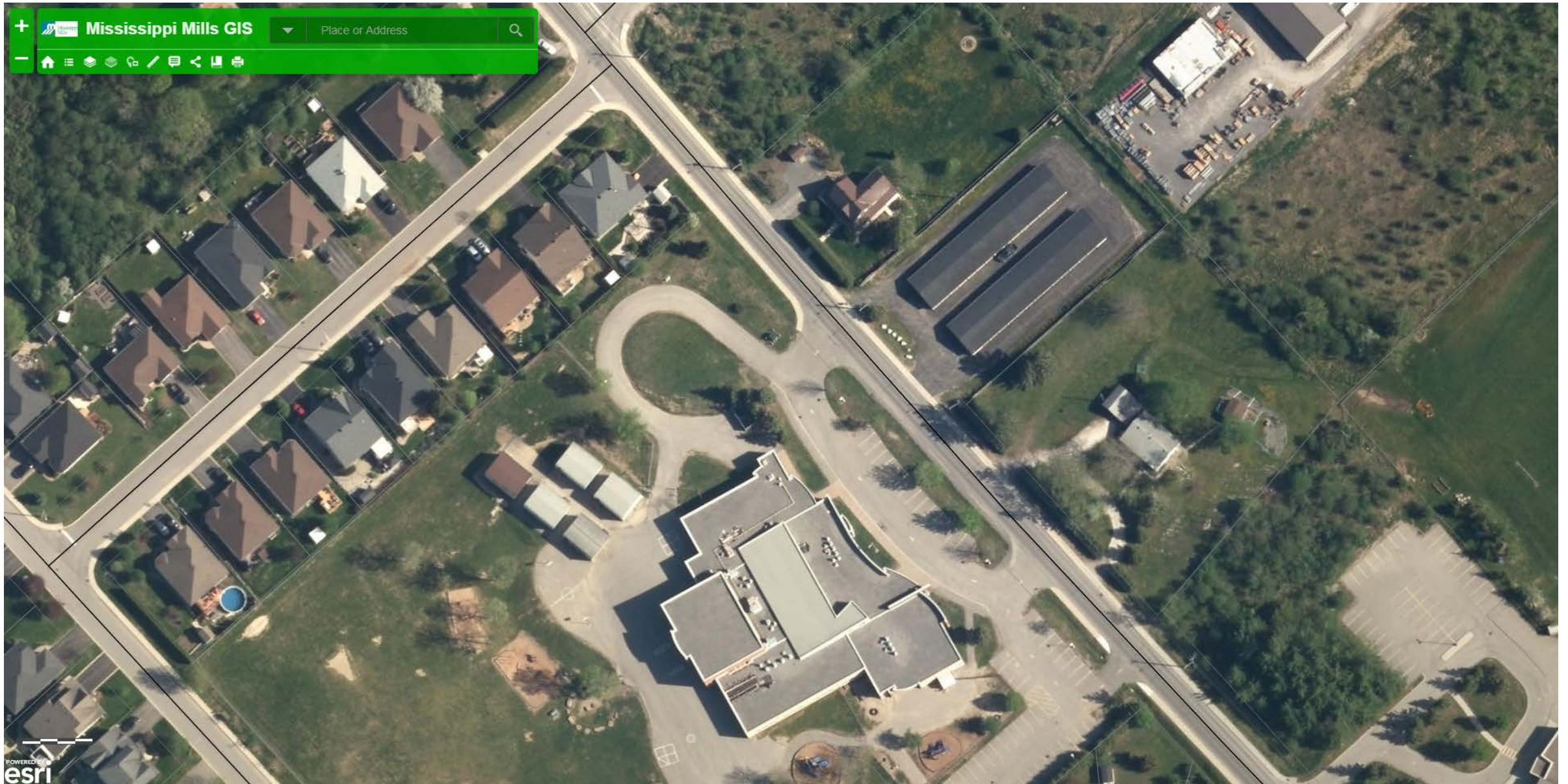
PROJECT NO.	15-0161
DATE	10/15/2015
PROJECT NAME	MISSISSIPPI MILLS PARTWAY CROSSINGS DRAWING 1
SCALE	AS NOTED



PROPOSED CATCH BASIN SCHEDULE

CATCH BASIN NO.	STRUCTURE TYPE	INVERT ELEV.
CB01	600 x 600	93.78
CB02	600 x 600	93.96





Title: Traffic Speed Survey
Date: 4/05/2019 0:00
Start Date/Time: 4/01/2019 14:00 Comments:
Finish Date/Time: 4/05/2019 11:00
Time Interval: 60 minutes
Speed Interval: 5 km/h
Posted Speed Limit: 40 km/h
Average Speed (km/h) 41.62922288
Maximum Speed (km/h) 77
50th Percentile: 43
85th Percentile: 53
Number Above Speed Limit: 5864
Total Number of Vehicles: 9561

NOTE:
Traffic Survey, Patterson Street, North Bound Traffic

AADT: 2387

Title:	Traffic Speed Survey	
Date:	4/18/2019 0:00	
Start Date/Time:	4/16/2019 15:00	Comments:
Finish Date/Time:	4/18/2019 16:00	
Time Interval:	60 minutes	
Speed Interval:	5 km/h	
Posted Speed Limit:	40 km/h	
Average Speed (km/h)	38.42059576	
Maximum Speed (km/h)	90	
50th Percentile:	40	
85th Percentile:	49	
Number Above Speed Limit:	5191	
Total Number of Vehicles:	10939	

Note:

Traffic Survey Patterson Street South Bound Lane at Holy Name of Mary

Table 6: Treatment Systems by Application Environment

Type of Crossing	Treatment System	Mid-block	Intersection	Roundabout	Right-turn Channel
Traffic Signal	Full Signal		•		
	Intersection Pedestrian Signal		•		
	Mid-block Pedestrian Signal	•			
Pedestrian Crossover	Level 1 Type A	•	•		
	Level 2 Type B	•	•	•	
	Level 2 Type C	•	•	•	
	Level 2 Type D	•	•	•	•
Stop or Yield Control			•		•
Crossing Guard		•	•	•	•

determined that conditions are satisfactory for the installation of traffic control signals. Where traffic control signals are installed, provisions for pedestrian crossings must be considered.

IPS should be installed at intersections where traffic volume is low and a full traffic signal is not warranted based on Justification 1 through 5 of OTM Book 12. In this case, the justification of an IPS should be made on the basis of Justification 6 being fulfilled.

Justification for MPS should be based on the Justification 6 as indicated in OTM Book 12.

5.2.2 Pedestrian Crossover Selection

The selection of an appropriate PXO treatment (i.e. Level 1 Type A, Level 2 Type B, Level 2 Type C, and Level 2 Type D) is based on the Pedestrian Crossover Selection matrix provided in this section.

The Pedestrian Crossover Selection Matrix has been developed based on the following criteria:

Consistency with Section 140(5) of the HTA: According to the HTA¹, the application of PXOs is

limited to roads with a posted speed limit of 60 km/h or less.

Consistency with OTM Book 12: According to Section 4.9 of OTM Book 12:

- A PXO can be installed on roadways with a maximum of 4 lanes of two-way traffic or 3 lanes of one-way traffic.
- Vehicular traffic volumes are collected during the 8 or 4 hours with the highest pedestrian volumes.
- A PXO must not be used where the road volume exceeds 35,000 AADT.
- PXOs should not be installed within 200 m of other signal-protected pedestrian crossings.

Consistency with the TAC PCCG: The TAC's PCCG¹⁴ was developed based on the seminal research conducted by Zegeer¹⁸ which focused on pedestrian safety. To ensure that the safety of pedestrians is paramount, the same variables and vehicular volume ranges are used in this matrix.

Compliance Rate: The compliance rate of drivers to the PXOs is a multivariate function. For example, the compliance rate decreases as the posted speed limit increases for most pedestrian