TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

DATE: Monday, July 17, 2023 @ 3:00pm

PARTICIPANTS: Jake Straus, Walter Easter, Mark Campbell, Chris Traini, Patrick Wuytenburg

AGENDA ITEM	DECISION/ACTION
1. Pedestrian Crossing Requests	
a. Bond St and Glendon Dr PXO - Approved by S-C Council July 4th	- Locates have been called in and will determine the timeline – Anticipate August 2023
b. PXO request for Adelaide Rd and Lions Park Dr	- Budgetary concerns – be mindful of cost – approx. 70-90k - Cost will not include sidewalk, tactile plates, etc. this needs to be accounted for - Supply chain issues could delay timing - Multiple requests will need to be prioritized
c. Crossing Guard @ 3 locations - Adelaide Rd/Glendon Dr - Glendon Dr/Bond St - Adelaide Rd/Lions Park Dr	- Adelaide and Glendon – least priority because of pedestrian signals - Glendon Dr/Bond St – Crossing guard recommended for 1st week of PXO (elected official volunteer recommended) - Adelaide and Lions Park Dr – No crosswalk present, would need to budget for PXO - Crossing guard present at Adelaide and Bowan - Recommend having two PXO in Mt. Brydges at Glendon/Bond and Adelaide/Bowan - these two PXO's plus the pedestrian crossing signals at Adelaide/Glendon is known as the designated crossing locations in Mt. Brydges
d. RRFB Location Suggestions $30,000 in budget - Mckellar St and Burns St - Head St N and Hull Rd	- McKellar/Burns – Recommended for RRFB installation - Head/Hull – Not Recommended - sightline concerns – no sidewalks on Hull Road - Future sidewalk proposed for the entire east side of Head St
2. Resident All-Way Stop Requests	

a. Woods Edge subdivision (Bond St @ each intersection)	- Not recommended – traffic volume does not warrant an all way stop - Speed is not an issue based on trailer data – 41km/h 85th percentile - Ontario Traffic Manual Book 5: Stop signs are not to be used as a speed control device.
b. Adelaide St and Ontario St – all way stop requested	- Not recommended: traffic volume does not warrant an all way stop - Ontario Traffic Manual Book 5: Stop signs are not to be used as a speed control device.
3. Speed Limit Requests	
a. Falconbridge Drive from Adelaide Rd to Springwell Rd and Springwell Rd from Falconbridge Dr to Glendon Dr reduced to 60km/hr	- Speed reduction not recommended – rural area – revisit speed reduction once development occurs
b. Pannell Lane – Currently 50km/hr and the request is to have the speed limit reduced to 40km/hr	- Speed reduction not recommended – 48km/h 85th percentile
c. Southfield Dr – Currently 50km/hr and the request is to have the speed limit reduced to 40km/hr	- Speed reduction not recommended – 54km/h 85th percentile
d. Ridge St – Currently 50km/hr and the request is to have the speed limit reduced to a 40km/hr	- Speed reduction not recommended – 41km/h 85th percentile
e. Thorn Dr – Currently 50km/hr and the request is to have the speed limit reduced to 40km/hr	- Speed reduction not recommended – 52km/h 85th percentile (speed radar taken before stop signs installed @ Thorn/Agnes)
f. Saxton Road and Collins Way – Currently 50km/hr and the request is to have the speed limit reduced to 40km/hr	- Speed reduction not recommended – 57km/h 85th percentile - Future reconstruction will bring sidewalks down Saxton from Carroll St to Collins Way
g. Veterans Drive – noted speeding	- No action required – access for fire department and legion - Road segment less than 300 m

h. Head St N – Currently 40km/hr and the request is to have the speed limit increased to 50km/hr	- Recommended – 40km/h recommended to remain in Community Safety Zones/School Zones - Head St is considered a Collector Road
i. Glendon Dr – Reduce speed limit further out of town. - relocate the 80km/hr east on Glendon.	- Not recommended - 50km/h zone start 400m east of Bond St PXO - The signs and lights will be visible from beyond 50km/h signage and drivers will be able to clearly see the crosswalk
4. Intersection Control Requests	
a. Head St and Metcalfe St Traffic Signal Timeline	- Budget approved – external forces such as material and hydro causing delay
5. Sidewalk Request	
a. Metcalfe St. W from Nagel Gate to Park St	- Council approved
b. Riverview Dr – - Extend the sidewalk to Hull Road = 250m - Hull Rd to Head St N = 158m	- Review at future budget
6. Other	
a. Request to have flashing lights on 40km/hr Community Safety Zone signs to flash during school hours but remain 50km/hr during non-school hours	- Not recommended - Ontario Traffic Manual Book 5: The use of flashing beacons should be restricted to critical situations only, in order to ensure that their impact is not lost due to overuse or to ensure that they do not become a distraction to the driver.
b. Accessible parking spot at the Mount Brydges post office on Adelaide Road – this is currently a no parking spot but the resident says vehicles are constantly parking in the no parking zone	- Not recommended - Road width doesn't accommodate the width of an accessible parking space to adequately maneuver around vehicle safely - No curb cut in place – required for AODA - No parking is there because close proximity to the intersection - - hatching is an option