



TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

DATE: Wednesday August 28, 2024 @ 10:30am

PARTICIPANTS:

- Colin Grantham (S-C Mayor)
- Chris Traini (Middlesex County)
- Patrick Wuytenburg (SCPS)
- Walter Easter (S-C)

AGENDA ITEM	NOTES/RECOMMENDATIONS
<p>1. Pedestrian Crossing Requests</p> <p>a. Mount Brydges</p> <ul style="list-style-type: none"> - Adelaide Road at Bowan Street - Adelaide Road at Lions Park Drive - Adelaide Road at Woods Edge Road <p>b. Strathroy</p> <ul style="list-style-type: none"> - Metcalfe Street - Email sent to Mayor Grantham: <p><i>No marked intersection near the WMMC. If I live on Veale Dr and want to cross Metcalfe to go downtown the closest marked crossing is Duke St.</i></p>	<ul style="list-style-type: none"> - CT: Stated any local Council can make a resolution to have the County investigate the installation of the pedestrian crossing and they agree to pay all the costs. - CT: Explained the importance of having a clear sight lines for PXOs and the challenges with prohibiting parking around pedestrian crossings. - CG: PXO makes sense on the north side of Bowan because the school is on that side. - CT: It is possible to do that but the building on the northwest corner and parking restrictions will be the challenges with this location. - Recommendation 1: Get Council resolution to approve PXO at Adelaide and Bowan. Get Council resolution to have Middlesex County perform pedestrian crossing study at Woods Edge and Lions Park. - Recommendation 2: Middlesex County to install on-road knock over pedestrian markers at Glendon and Bond this fall as a pilot program. - CT: Study can be completed at Strathroy locations another time.
<p>2. Sidewalk Requests</p> <p>a. English Street – Ellor Street to Queen Street</p> <ul style="list-style-type: none"> - Resident email to staff requesting sidewalks on English Street 	<ul style="list-style-type: none"> - CG: Do we have money in the sidewalk budget to do it this year - WE: The contract for the 2024 sidewalk program is already executed. Not a simple addition to the signed contract with the contractor – could see unnecessary change orders and extra charges. The remaining funds from this year, will be used in Ward 1 in 2025, such as English Street.

TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

<p>b. Saxton Road</p> <ul style="list-style-type: none"> - Resident email to staff requesting sidewalks to extend to Southgrove subdivision - Would like the sidewalk to go to Caradoc Sands Golf Course <p>c. Carroll Street E</p> <ul style="list-style-type: none"> - Resident email requesting sidewalks from Queen Street to Parkview Drive <p>d. Victoria Street</p> <ul style="list-style-type: none"> - Resident email asking for an update on the timeline for sidewalks along Victoria Street, near Albert Street in Strathroy - Second email from resident asking for sidewalks along Victoria Street from Albert Street to Kittridge Ave 	<ul style="list-style-type: none"> - Recommendation: Have English Street as a candidate for the 2025 sidewalk program. Install on the north side to avoid hydro pole conflicts. - Saxton Road sidewalks will be completed as part of the reconstruction project. Anticipated to be completed by November 2024. The sidewalks will run from Carroll Street E to Collins Way. - The urban settlement boundary ends south of Collins Way and sidewalks aren't required outside the urban boundary. - No action required. - WE: Talked to Building & Planning, and there is development planned along here but we don't have a timeline. The plan is to have sidewalk on both sides. There will be approximately 700 meters left to get to Parkview and crossing a railway will add time and significant cost to the project. - CT: Instead of concrete sidewalk, might be better to install a paved shoulders. A Formal sidewalk will cost significantly dollars for installation of the CN arms as well as monthly maintenance charges from CN. Secondly, it is an unfavourable profile along this stretch and a concrete sidewalk may not even be possible. The cost to buy property, build it up, - Recommendation: Once the development is complete, pave shoulders from Parkview Drive to the sidewalks that will be installed as part of the development. - CT: Too narrow through here to install sidewalks. - Recommendation: Do not install a sidewalk at this location.
<p>3. Speed Reduction Requests</p>	

TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

<ul style="list-style-type: none"> a. Allen Road, Mount Brydges <ul style="list-style-type: none"> - Concerned about the speed people drive down Allen Drive - Resident says there is a daycare with nearly 100 children on this road b. Falconbridge Drive from Springwell Road to Adelaide Road <ul style="list-style-type: none"> - <u>Speed Radar Signs deployed August 5th to August 18th</u> - 85% Speed(km/h) Westbound = 80km/h - 85% Speed(km/h) Eastbound = 83km/h - Traffic Count Average = 800/day 	<ul style="list-style-type: none"> - Recommendation: Install speed radar signs and collect two sets of data. - WE: Traffic counts show that people use this area as a cut through but data shows that vehicles aren't speeding. - CG: Dropping this speed limit will create a domino effect - PW: There are going to be one-off vehicles that are going well over the speed limit but the 85th percentile shows majority of traffic are travelling the posted speed limit - Recommendation: Do not lower speed limit in this location. Leave at 80 km/h.
4. Speed Data Update	
<p>Post mounted radar signs: August 5th to August 18th</p> <ul style="list-style-type: none"> a. Adelaide Road – Mount Brydges, Northbound Traffic at Parkhouse Dr. <ul style="list-style-type: none"> - 85% Speed (km/h) = 58 km/h approximately 1,700 vehicles/day b. Adelaide Road – Mount Brydges, Southbound Traffic at Falconbridge Dr. <ul style="list-style-type: none"> - 85% Speed (km/h) = 64 km/h approximately 1,950 vehicles/day c. Glendon Drive – Mount Brydges, Eastbound Traffic at Emerson St <ul style="list-style-type: none"> - 85% Speed (km/h) = 59 km/h approximately 2,600 vehicles/day d. Glendon Drive – Mount Brydges, Westbound Traffic at Bond St <ul style="list-style-type: none"> - 85% Speed (km/h) = 67 km/h approximately 2,050 vehicles/day e. Scotchmere Drive – Caradoc North School Eastbound Traffic <ul style="list-style-type: none"> - 85% Speed (km/h) = 63 km/h approximately 175 vehicles/day f. Scotchmere Drive – Caradoc North School Westbound Traffic <ul style="list-style-type: none"> - 85% Speed (km/h) = 69 km/h approximately 235 vehicles/day g. Metcalfe Street E – Willow Tree Golf Course Westbound Traffic <ul style="list-style-type: none"> - 85% Speed (km/h) = 60 km/h approximately 1,900 vehicles/day h. Melbourne Road – Strathroy, Eastbound Traffic at Nagel Gate <ul style="list-style-type: none"> - 85% Speed (km/h) = 64 km/h approximately 1,350 vehicles/day 	<p>Upcoming locations:</p> <ul style="list-style-type: none"> a. Springwell Road between Glendon Dr. and Falconbridge Dr. b. Adelaide Road (Campbellvale) c. Allen Road between Adelaide Rd. and Mill Rd. d. Deborah Drive between Thorne Dr. and Agnes Dr. <p>CG: Requested to have one installed near Melbourne. Will be added to the list above.</p> <ul style="list-style-type: none"> - Recommendation: Install knock down markers on Scotchmere Drive where the 40 km/h School Zone begins. - This is what the knock down markers look like: <div style="text-align: center; margin-top: 10px;">  </div>



TRAFFIC COMMITTEE AGENDA & MEETING MINUTES

c. Springwell Road – Guardrail request on curve

- WE: Springwell Road guard rail is not warranted based on roadside slopes and topography. MTO Roadside Design Manual says that anything steeper than a 2:1 slope that exceeds 2.5 meters drop from the edge of shoulder warrants a guard rail.
- Curve sign and arrow delineator signs along this curve follows the Ontario Traffic Manual guidelines.
- **Recommendation: Do not install a guard rail at this location.**