

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 |
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| Pedestrian Crossing Requests | |
| a. Mount Brydges Adelaide Road at Bowan Street Adelaide Road at Lions Park Drive Adelaide Road at Woods Edge Road b. Strathroy Metcalfe Street Email sent to Mayor Grantham: 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. | 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. |
| 2. Sidewalk Requests | |
| a. English Street – Ellor Street to Queen Street - Resident email to staff requesting sidewalks on English Street | 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. |



b. Saxton Road

- Resident email to staff requesting sidewalks to extend to Southgrove subdivision
- Would like the sidewalk to go to Caradoc Sands Golf Course

- c. Carroll Street E
- Resident email requesting sidewalks from Queen Street to Parkview Drive

- d. Victoria Street
- 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

- 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.

3. Speed Reduction Requests



- a. Allen Road, Mount Brydges
- 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
- Speed Radar Signs deployed August 5th to August 18th
- 85% Speed(km/h) Westbound = 80km/h
- 85% Speed(km/h) Eastbound = 83km/h
- Traffic Count Average = 800/day

- 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

Post mounted radar signs: August 5th to August 18th

- a. Adelaide Road Mount Brydges, Northbound Traffic at Parkhouse Dr.
- 85% Speed (km/h) = 58 km/h approximately 1,700 vehicles/day
- b. Adelaide Road Mount Brydges, Southbound Traffic at Falconbridge Dr.
- 85% Speed (km/h) = 64 km/h approximately 1,950 vehicles/day
- c. Glendon Drive Mount Brydges, Eastbound Traffic at Emerson St
- 85% Speed (km/h) = 59 km/h approximately 2,600 vehicles/day
- d. Glendon Drive Mount Brydges, Westbound Traffic at Bond St
- 85% Speed (km/h) = 67 km/h approximately 2,050 vehicles/day
- e. Scotchmere Drive Caradoc North School Eastbound Traffic
- 85% Speed (km/h) = 63 km/h approximately 175 vehicles/day
- f. Scotchmere Drive Caradoc North School Westbound Traffic
- 85% Speed (km/h) = 69 km/h approximately 235 vehicles/day
- g. Metcalfe Street E Willow Tree Golf Course Westbound Traffic
- 85% Speed (km/h) = 60 km/h approximately 1,900 vehicles/day
- h. Melbourne Road Strathroy, Eastbound Traffic at Nagel Gate
- 85% Speed (km/h) = 64 km/h approximately 1,350 vehicles/day

Upcoming locations:

- 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.

CG: Requested to have one installed near Melbourne. Will be added to the list above.

- 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:





| i. Head Street – Strathroy, Northbound Traffic north of Jenna Dr. - 85% Speed (km/h) = 52 km/h approximately 2,250 vehicles/day | |
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| j. Head Street – Strathroy, Southbound Traffic south of Middlesex Dr. - 85% Speed (km/h) = 52 km/h approximately 2,300 vehicles/day | |
| 5. Traffic Light Request | |
| a. Carroll Street and McKellar Street | CT: County can do a count at this intersection. Recommendation: Have Middlesex County do a count at |
| Email to Mayor Grantham: | this intersection to determine if traffic lights are |
| Hi Colin, Who would I contact to inquire about getting a stop light at | warranted. |
| McKellar/Carroll Street? The traffic gets very congested, people get impatient and I have witnessed several close calls. | |
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| 6. All-Way Stop Request | |
| a. Thomas Street and London Street – Mount Brydges | - OTM Book 5 states: All-way stop control may be considered on |
| - Daily Traffic Counts (August 2024): | minor or local roads where the following conditions are met: |
| - Thomas St between Adelaide Rd and London St = 292 | The total vehicle volume on all intersection approaches |
| - Thomas St between London St and Bentim Rd = 253 | exceeds 200 vehicles per hour for each of the highest four |
| - London St between Thomas St and Glover Cres = 199 | hours of the day - Recommendation: Do not install a three-way stop at this |
| | location based on the OTM Book 5 guidelines. |
| 7. Traffic Calming Request | 3 |
| a. Parkhouse Drive between Adelaide Road and Bentim Road On-line portal request to add speed bumps in this location | WE: There are two reasons traffic calming measures are not warranted in this location. 1) Roadway Segment Length: the road segment must be 300 meters between two intersections. Parkhouse Drive from Adelaide to Bentim is 77 meters and from Bentim to the edge of the residential homes is 67 meters. 2) Location Area: the location must be within a residential neighbourhood. PW: The 50 km/h sign is a good distance back and people and |
| | installing a radar sign in the 50 km/h location might help calm traffic - Recommendation: Install speed radar signs on Parkhouse Drive in 50 km/h zone |
| b. Bond Street | Recommendation: Install speed radar signs to collect data and ensure traffic calming measures are warranted as per the traffic calming policy in the transportation master plan |



| B. Other a. Speed Limit Request Policy - WE: Provides Council a consistent approach to tell residents we have a speed limit policy. Staff will collect the data when a request comes in determine if a speed limit change is warranted, using the policy. - Recommendation: Have Council adopt the Speed Limit Request Policy b. No Parking signs - CT: Middlesex County has a blanket note that no parking can be enforced if signs are posted. These are enforced by lower-tier municiplies and they reserve the fees and charges collected from no parking tickets. - CT: For local roads, you need 9 meters of pavement to parking on one side of the road. If you're less, you're going to have challenges, 9.0 meters is tight. That's 3, 3.0 meter lanes. So you can have two cars pass with a parked car. Pickup trucks will be tight. If the pavement withis less 9 to meters han you can't have parking on one side and should be no parking period. Or you'll to be a free for all if there's no traffic and depend on people being courteous to let people in and out. - Traffic Committee determined the following as key items when implementing no parking: 1) Pedestrian Safety 2) Traffic Flow & Emergency Vehicle Access - Recommendation 1: To have parking on both sides of the road, there needs to be a minimum of 9.0 meters from curb face to curb face. This will create 3 lanes that are each 3.0 meters wide – this is one lane for parking, two lanes for traffic to flow smoothly. If the minimum 9.0 meters is not met, no parking signs may be considered to be placed on one side. - Recommendation 2: Install no parking signs 50 meters each way on Metcalfe Street W at McKellar Street to keep sight lines clear. | | | |
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| c. Springwell Road – Guardrail request on curve | WE: Springwell Road guard rail is not warranted based on |
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| | 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.