



## **TOWN OF MINTO**

**DATE:** March 15, 2018

**REPORT TO:** Mayor and Council

**FROM:** Mike McIsaac Road Foreman

**SUBJECT:** Pedestrian Crossovers

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### **STRATEGIC PLAN:**

11.3 Develop a transportation plan that includes a roads and bridges inventory and capital replacement program keeping in mind sustainable funding sources, impact on tax rate, and minimum construction and maintenance standards.

### **BACKGROUND:**

May 2, 2017 Wellington Safe Communities gave Council an overview of new School Crossings, Crosswalks and Pedestrian Crossover standards. Safe Communities asked local municipalities change to the new standard in 2017 to ensure consistency across the County. June 30, 2017 the following locations were approved for installation.

### **MOTION: COW 2017-168**

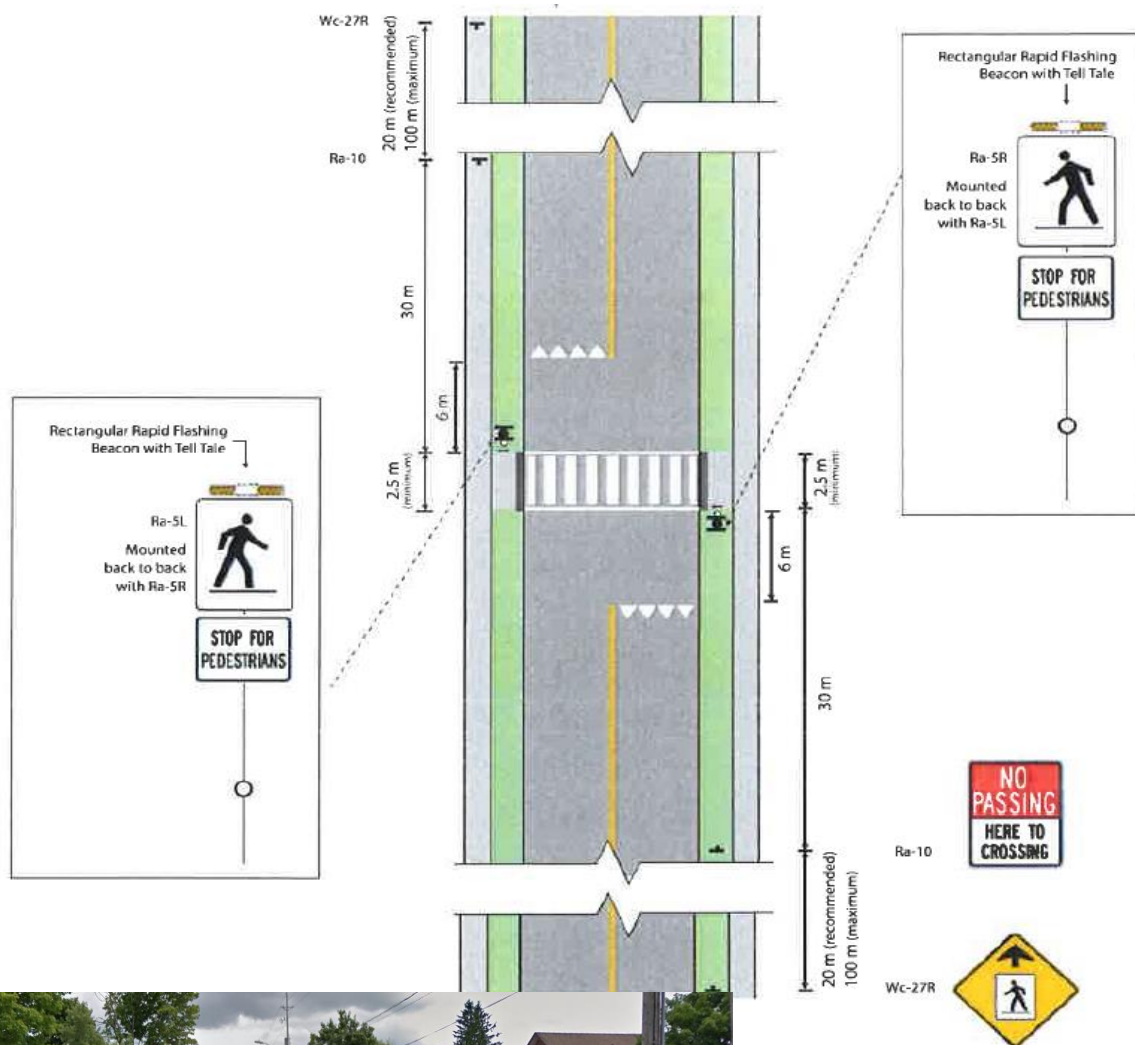
That Council receives the C.A.O. Clerk's and Road Foreman's June 30, 2017 report and the delegation from Howard Wray of Triton Engineering and directs staff to proceed to implement new pedestrian crossovers as follows:

1. Prospect Street (Town Road) at east entrance to Palmerston Public
2. Palmerston Toronto Street (County Road) and Prospect Street (Town Road)
3. Palmerston Main Street (County Road) and Brunswick Street (Town)
4. Harriston Arthur Street (Connecting Link) and George Street (Town Road)
5. Relocate current crossing Elora Street (Connecting Link) and Union Street (Town Road) to Elora St (Connecting Link) & William St (Town Road)
6. Palmerston Main Street (County Road) and William Street to be built by Town of Minto and assumed by County of Wellington subject to compliance with the Ontario Traffic Manual and approval by the appropriate road authority.

In 2017 items #1, 2, 3 were installed and 6, is currently 90% complete to the new required standard. The two installations on Elora St N and Arthur St E in Harriston required approval from the Ministry of Transportation since they are connecting link highways. Triton Engineering submitted design to the Ministry in 2017, and the final design standard requires work beyond what the Safe Communities Standard first suggested.

### **COMMENTS:**

Originally new signs and line painting were the only costs expected to update to the new standard. The MTO has determined the design criteria require "a field fit" during construction using the design guide below. The cost of this design is \$25,000 per site mainly for the flashing beacon signs and additional concrete work in the boulevard.



Elora & William St

Arthur & George St

If Council wants to proceed with the installations in 2018, \$50,000 would need to be added to the capital budget.

In addition to the new crossing there is public concern regarding motorists travelling at a high rate of speed through various parts of the community. In the urban areas staff looked at options for “radar signs”, similar to the examples below, which could be used at locations, such as in advance of the pedestrian crossovers, to potentially enhance public safety.



These units come with either a battery or solar power option and the capability of capturing data collection such as traffic counts, speed and time. The battery option would be easier to set up and tear down and move from location to location and is slightly cheaper at \$5,400 plus tax. Although these units are designed to enhance public safety they also have the potential to attract negative responses such as vandalism, theft and sometimes accelerated speed when these signs are present.

#### **FINANCIAL CONSIDERATIONS:**

It is recommended \$50,000.00 be included in the 2018 Capital Budget to accommodate installation of the two remaining Pedestrian Crossovers in Harriston. If Council would like two “radar signs” installed then \$11,000 should be added to the Capital Budget.

#### **RECOMMENDATION:**

That Council receives the Road Foreman’s March 15, 2018 report and directs staff to proceed to include the \$50,000.00 in the 2018 Capital Budget for the installation of the two remaining Pedestrian Crossovers as presented and direct staff as to which direction to go with the potential purchase of radar signs?

Mike McIsaac Road Foreman