Staff Report Number: CSOPS.24.043

125 Peel Street South Servicing
Public Information Centre Follow-up

Bill Abbotts [redacted] Thornbury

Our ask:

Direct staff to pursue a profile similar to the Louisa St photo and the rest of Thornbury West, High Bluff Lane, Timber Lane etc, including painted lines and <u>semi mountable</u> curbs.

This is a safer, slight modification of the current 8.5 metre Engineering Standard for 20 metre urban streets, much closer than the proposed 7.5 metre Engineering Standard with an added 2.7 metre MUT.

Louisa St

This is a photo of the recently reconstructed Louisa St west of Elma St S. After much discussion with a 2nd previous council and TBM staff of the time, all Thornbury West will be this profile. It is closer to our engineering standard than the MUT profile.

The vehicle lanes are 3 metres and the "fog lines" for active transportation are at 1.25 metres. Pavement width of 8.5 metres.

There is a 1.5 m sidewalk on one side.

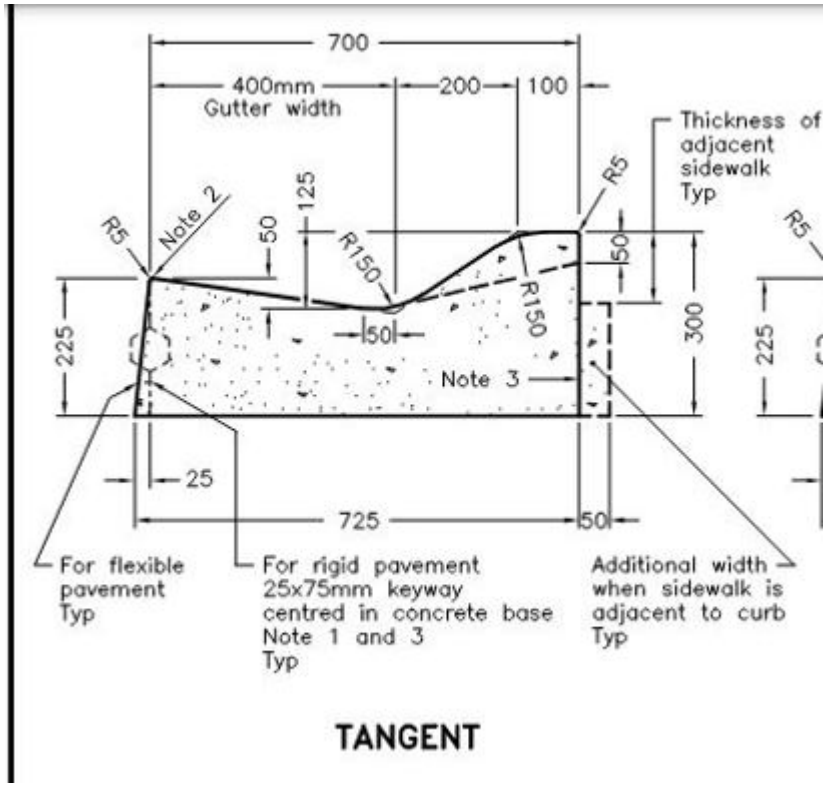
The curbs are mountable for cyclists safety and cross street access for mobility devices, strollers, etc. We had requested semi-mountable but these seem like mountable.

This same profile was the standard used recently on Beaver St near GR113 and more recently on many other streets including High Bluff Lane, Timber Lane etc.

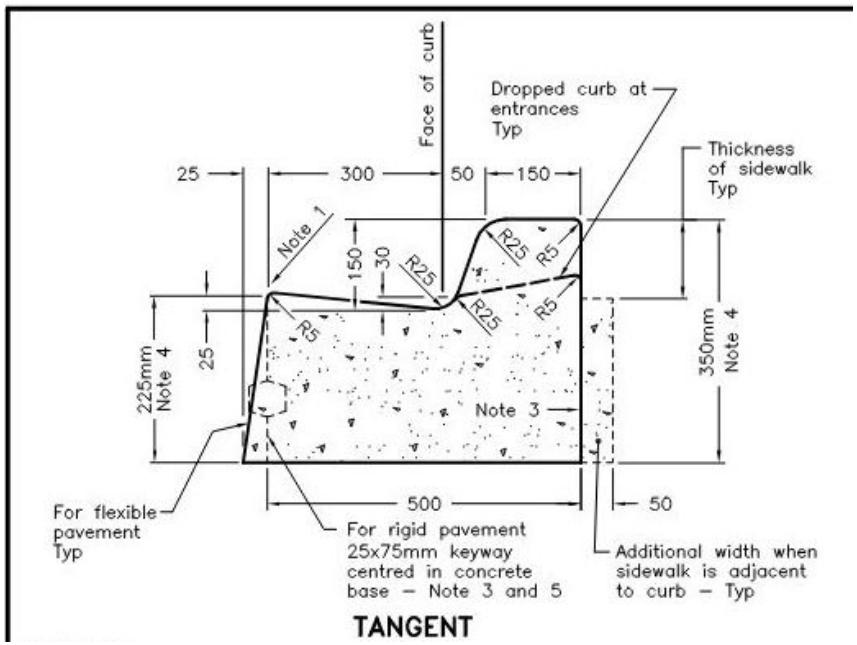
This allows for the maximum safety for all users in priority order – pedestrians first, then others. The narrow 3 metre vehicle lanes helps slow the motor vehicles – traffic calming.

Curb comparisons

Semi-mountable curb - OPSD 600.020



Barrier Curb - OPSD 600.040



Curbs

We hear a lot that barrier curbs are required to protect pedestrians on sidewalks.

There is much more risk for vehicle cyclists collisions than vehicle pedestrian collisions with either barrier or semi mountable curbs. The semi mountable curbs at least give cyclists an escape option to reduce their risk. Semi mountable curbs also allow for mobility devices and strollers or carriages to have across street access. If you live on the opposite side of a street with one sidewalk you need to be able to get your mobility device or child carrier to the sidewalk - very difficult with a barrier curb.

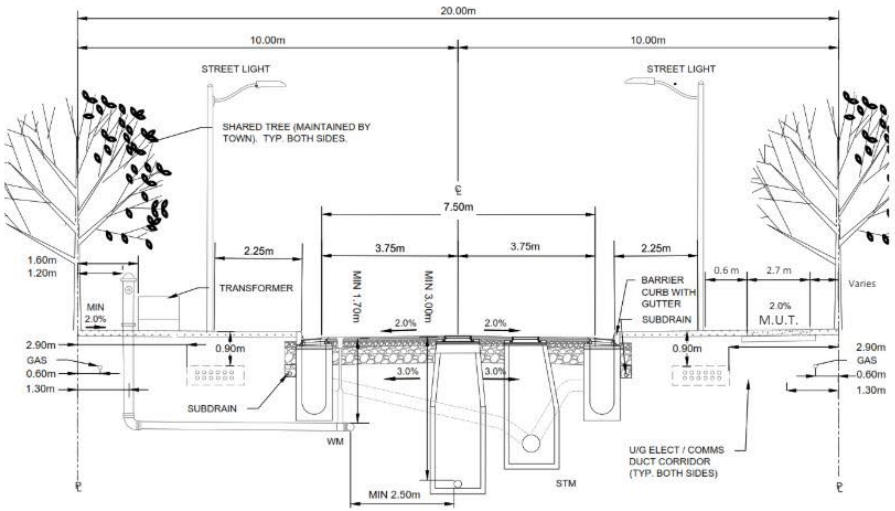
Another reason for barrier curbs is snowplowing. I maintain the safety of vulnerable cyclists should trump snow plowing with streets designed for people not just snow plows.

Semi mountable curbs can be a decision of council. They have been previously.

The rational for recommending alternative 2: *Staff are recommending that an urban cross-section be implemented with a multi-use trail in accordance with Peel St Alternative 2. This option **aligns** with the Development Charges Background Study, Transportation Master Plan, Traffic Impact Study, Active Transportation Study, Engineering Standards, and the Peel St North project.*

PEEL ST. SOUTH ALTERNATIVE NO. 2: FULL URBANIZATION

	Full Urbanization – Two-way Traffic
Advantages	▪ Consistent with Town Standards with use of Multi-use Trail (M.U.T.) on west side ▪ Ease of maintenance ▪ Full Access is maintained ▪ Promotes active transport
Disadvantages	▪ Large impact within ROW. Most trees within ROW will need to be removed. ▪ Highest cost alternative. ▪ Speed is less of an issue but may still be a concern due to wide road cross-section until additional development occurs.



THIS ALTERNATIVE IS PREFERRED

WT INFRASTRUCTURE
PRACTICAL INNOVATION

Regarding CSOPS 24.043, I respectfully still maintain the staff "aligns" assumptions and advantages/disadvantages in the report are severely flawed.

The Transportation Master Plan, of which I was a committee member, does not promote Multi Use Trails in urban settings. OTM Book 18 backs this up.

Mobycon Traffic impact Study – No public involvement in workshop. Why?

The proposed MUT on the Peel St N project is a dangerous mistake just waiting for accidents to happen if it is constructed as proposed. I stand by this statement.
Please do not keep repeating this unsafe mistake. A MUT was mentioned for Bay St E with 15+ driveways between Elgin and Grey in the Bay St E PIC. The consultant stated multiple times during that PIC this was a starting point that council could adjust.

Put safety first. Council has that choice. Council made that choice for Thornbury West. Safety for vulnerable users - safety for pedestrians, safety for cyclists, safety for elders.

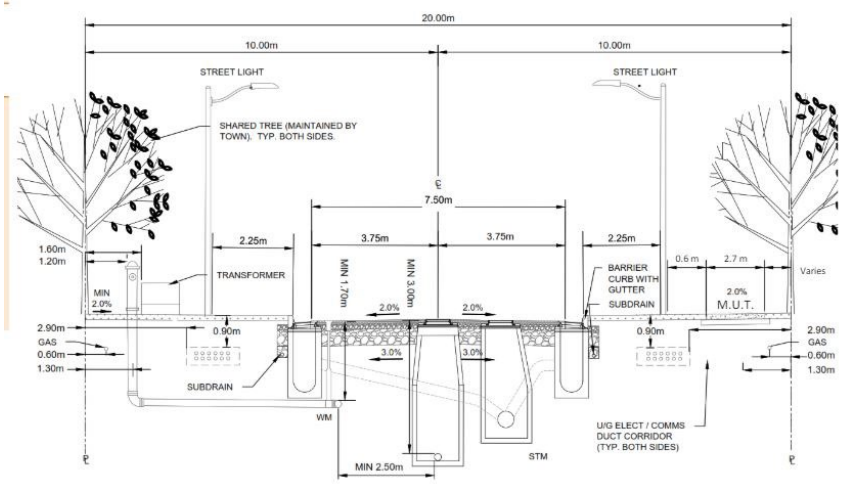
Urban "complete streets" should be safely designed for people, not motor vehicles nor perceived snow plow convenience.

Profile comparison

Louisa travel width requirements 10 metres – 3 metre vehicle, 1.25 metre paved shoulder, semi-mountable curbs, 1.5 metre sidewalk = 10 metres.

By moving the centre line slightly to the east on Peel Street S more tree retention may be possible.

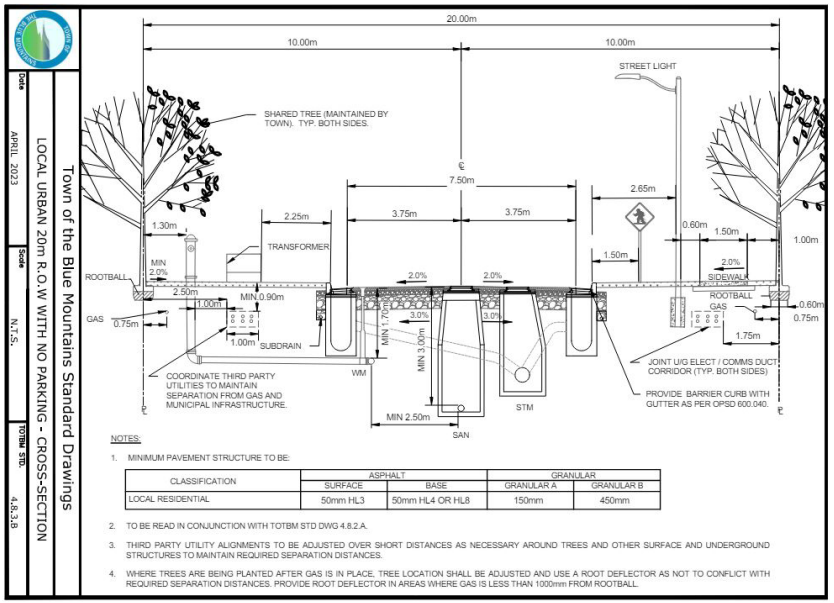
Proposed Peel St travel width requirements 10.2 metres – 3.75 metre vehicle, barrier curbs, 2.7 metre MUT = 10.2 metres. 0.2 metres more than Louisa profile. Slightly less room for tree retention



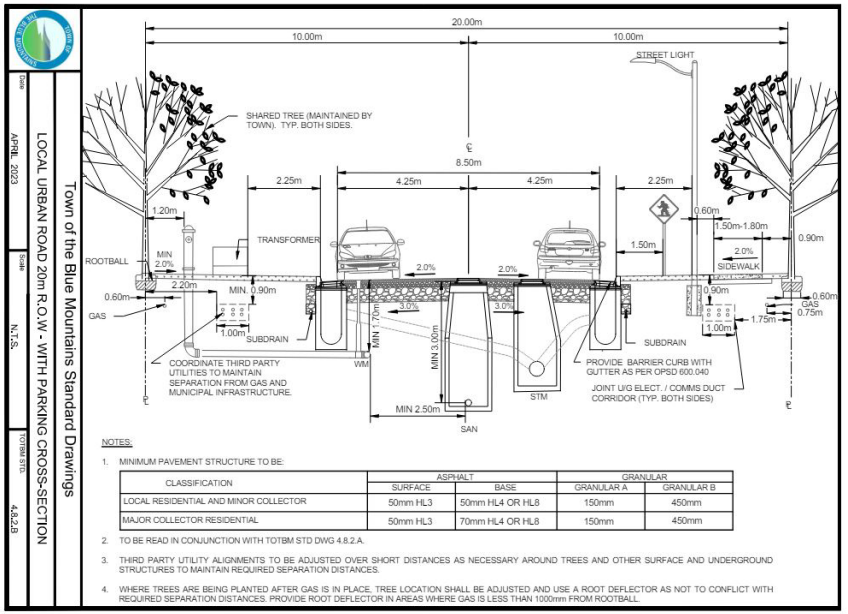
Engineering Standards

Both I could find have a 1.5 metre sidewalk on 1 side

No parking - pavement width of 7.5 metres, 2 X 3.75 metre vehicle lanes.



With parking - pavement width of 8.5 metres – works ideally for 3 metre vehicle lanes and 1.25 paved shoulders!



The TBM Engineering Standards do not include a Multi Use Trail (MUT) in any profiles or descriptions I could find, so why is it being promoted as a standard?

The standard I am requesting to be used is the 8.5 metre pavement with 3 painted lines to give 3 metre vehicle lanes and 1.25 fog lines (active transportation shoulders) with a 1.5 metre sidewalk on one side.

Painted lines do not narrow the pavement width when width is required for larger vehicles.

The painted 3 metre vehicle lane promotes traffic calming.

I don’t see any other proposed traffic calming measures in the proposed profile, and even worse the 3.75 metre lane is almost the same width as on Highway 26 for 80 kph speeds.

From the summary of public responses:

Staff Response to public comments: *A MUT is common within a right-of-way. The Town's Engineer will take all appropriate measures to ensure the trail is designed to be safe for everyone. The Town has no concerns regarding a MUT or conflicts with cars/driveways. This situation is similar to sidewalks all over Town. The contemplated MUT on Peel Street South will link CR 113 and Campus of Care with the MUT on Peel Street North and the Georgian Trail as well as with the future MUT on Alice Street.*

I respectfully strongly disagree with the staff response to the huge number of concerns, not the crossing of driveways but the pedestrian/cyclists & cyclists/cyclists conflicts on the MUT.

MUT's are **not** common in urban right-of-ways. Where in town is there a 2.7 metre or wider MUT? The only one I know of on a road allowance is in the parkette on the closed part of Beaver St. Thankfully, Peel St N is not built yet and there still is an opportunity to correct.

Conflicts: Pedestrians on sidewalks are far different from cyclists and e-bikes risks of potential conflicts crossing driveways at speed on MUTs.

Safety: The dangerous potential conflicts between cyclists and pedestrians are well known and documented. The risks of cycle to cycle collisions are the reason the Quebec government no longer supports bi-directional cycling facilities – 3x to 12x collision risk.

OTM Book 18 MUT vs Bike Lane and Sidewalk option

I have attended the Ontario Bike Summit annually for the last 15 years.

The main authors of Book 18 also attend and this year I chatted to them about MUT versus bike lanes and sidewalk combinations.

Book 18 comment: *"Where the volume of path users is high, mixing of pedestrians and cyclists leads to significant conflict between users, creating uncomfortable and potentially hazardous conditions. "*

Book 18 goes on to say:

The TAC Geometric Design Guide for Canadian Roads (2017) suggests separating pedestrians and cyclists where there is: various volumes mix of pedestrians & cyclists

Book 18 Table 2.1

Thanks for bringing up this table in Book 18 and the fact that Book 18 is “cyclist focused”.

As you can see in Table 2.1 there is an “**or** very low-volume and low-speed” **continuation** of the first paragraph. Peel South should be low-volume, low-speed. The “Interested but Concerned” group column continues “cycling frequency depends heavily on having a **network** of low-stress facilities”.

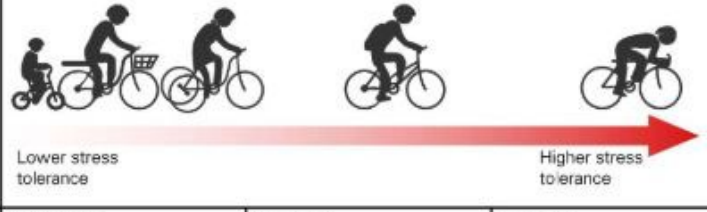
If these conditions are provided we can encourage some of the “Interested but Concerned” folks to move to the “Somewhat Confident” column and get some more cars off the road and keep people active and heathy.

The MUT solution here is stressful and not part of any consistent network. Fog Line shoulders on low-volume low-speed streets could be.

“Cyclist Focused” comment: My objective is the profile on Peel Street be for Active Transportation (complete streets) not just cyclists. Definitely not just for the Highly Confident 4-7%

Priority order from highest to lowest – **pedestrians**, folks with mobility devices, cyclists, e-bikes/trikes, transit, and motor vehicles last.

Table 2.1 – Types of Cyclists

DESIGN CYCLIST	Interested but Concerned	Somewhat Confident	Highly Confident
	• Strong preference for separated cycling facilities or very low-volume and low-speed streets • Cycling frequency depends heavily on having a network of low-stress facilities • Can generally negotiate simple low-speed interactions with motor vehicles at intersections	• Comfortable cycling on-street and interacting with moderate-speed traffic • Preference for separated cycling facilities or low-volume and low-speed streets • Cycling frequency increases as network of low-stress facilities expands	• Comfortable cycling on-street and interacting with higher-speed traffic • Preference for cycling facilities that allow for easy overtaking and efficient movement • Cycling frequency not necessarily affected by network
			
% of population	• 51–56%	• 5–9%	• 4–7%
Stress tolerance	• Low	• Moderate	• High
Skill level	• Experience varies • Ability to anticipate and mitigate basic hazards	• Comparatively experienced • Ability to anticipate and mitigate common hazards	• Highly experienced • Well-developed ability to anticipate and mitigate most hazards
Typical demographic profiles	• Age: All* • Gender: any • Ability: includes individuals who may have a disability or are new to cycling	• Age: 18–65+ • Gender: women are under-represented • Ability: individuals with a disability are under-represented	• Age: 18–65+ • Gender: women are under-represented • Ability: individuals with a disability are under-represented
Typical travel speed	• 10–25 km/h	• 15–25 km/h	• 20–35 km/h

* Children under 12 are an essential cycling demographic but their abilities vary significantly and they may not yet have the cognitive ability to detect risks, negotiate conflicts or ride a bike independently. Many municipalities have by-laws allowing children to cycle on sidewalks for this reason.

OTC MMLOS Guidelines Analysis Tool

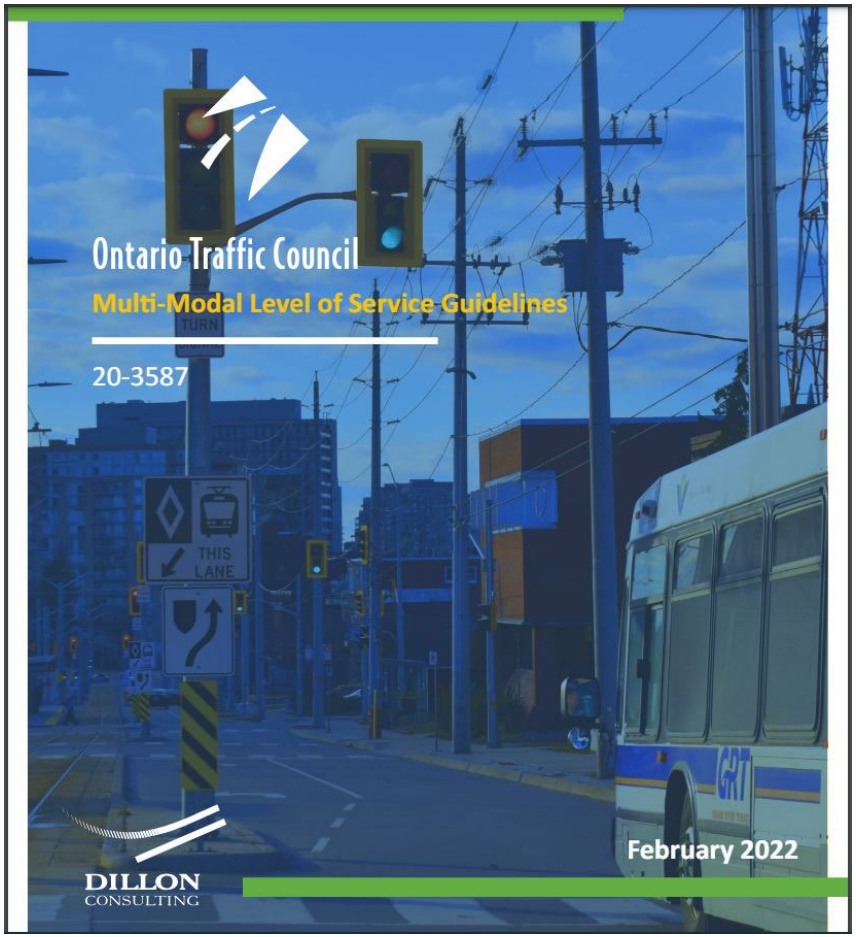


Figure 8.1: MMLOS Tool Interface

Actual	C	B	D	D	C
SCENARIO: 1	Baseline Rd & Clyde Ave				
Area Type: 2	Regional Connector				
MODE 3					
4 Type	SIGNALIZED INTERSECTIONS 5				
Target 6	C	B	C	D	D
Adjustment for Planning Direction	None	None	None	None	None
Reasons [if applicable] 7					
Adjustment for Strategic Policy	None	None	None	None	None
Reasons [if applicable]					
Actual 8	C	B	D	D	C
Active Transportation Design Check					
9 Are marked pedestrian crossings provided to connect all approaching pedestrian facilities?					Yes
Does the approaching bike facility continue at a consistent width up to the edge of the intersection (crosswalk or curb edge of intersecting roadway)?					Yes
Is a continuous amount of space and accompanying pavement makings delineated for cyclists through the intersection?					Yes
Does the intersection design provide features which facilitate all the intended turn movements for cyclists (e.g. bike boxes, queuing space, protected intersection, etc)?					Yes
MMLOS Evaluation					
10 Measure 1	Enhanced Pedestrian Measures	Enhanced Bicycle Facilities	Transit Priority Measures	Average Effective Turning Radius (m)	% of Movements with Dedicated Turn Lanes
	> 1	0.51 - 0.75	Implementation of transit priority measures at a minimum of one but not all	11 - 12	85 - 100%
Measure 2	Average Effective Turning Radius (m)	Average Effective Turning Radius (m)	Transit Movement Delay (s)	Car Level of Service	Intersection Delay (s)
	11 - 13	Less than 9	36 - 55	C	Larger than 80
Measure 3	Signal Cycle Length (s)	Signal Cycle Length (s)	Pedestrian Level of Service	-	-
	106 - 120	61 - 75	D		
Measure 4	Number of Uncontrolled Conflicts	Number of Uncontrolled Conflicts	-	-	-
	9 - 10	8 - 10			

Collingwood
6th Street

This is an ideal solution for an urban street that evolved from a MUT type of proposal.

This could be a good profile that our TMP envisioned for Alice Street from Peel Street to Beaver Street.

We are not asking for, nor do we require this on Peel Street.

A separated sidewalk for pedestrians and paved shoulders for cyclists is our request.

An updated detailed design drawing of the proposed Sixth St. redevelopment project, as presented to Collingwood councillors at their May 23 meeting. | Contributed image

Thankyou for your time and attention

Our ask: **Direct staff to pursue a profile similar to the Louisa St photo and the rest of Thornbury West, High Bluff Lane, Timber Lane etc, including painted lines and semi mountable curbs.**

This is a safer, slight modification of the current 8.5 metre Engineering Standard for 20 metre urban streets.

Questions?

A couple of photos from recent cycling in Sydney Australia

This multi use path is wide enough to separate pedestrians and cyclists in both directions. Almost like a bike path and sidewalk side by side.

Another example of a road diet in Sydney with 2 way cycling and a separate sidewalk.