

Staff Report Number: CSOPS.24.018

125 Peel Street South Servicing
Public Information Centre Follow-up
Bill Abbotts 

I will focus on the section:

Peel Street South Cross-section Alternatives

There are only 2 alternatives presented:

1. Alternative 1: Maintain Existing Rural Cross-section and
2. Alternative 2: Full Urbanization with Multi-use Trail

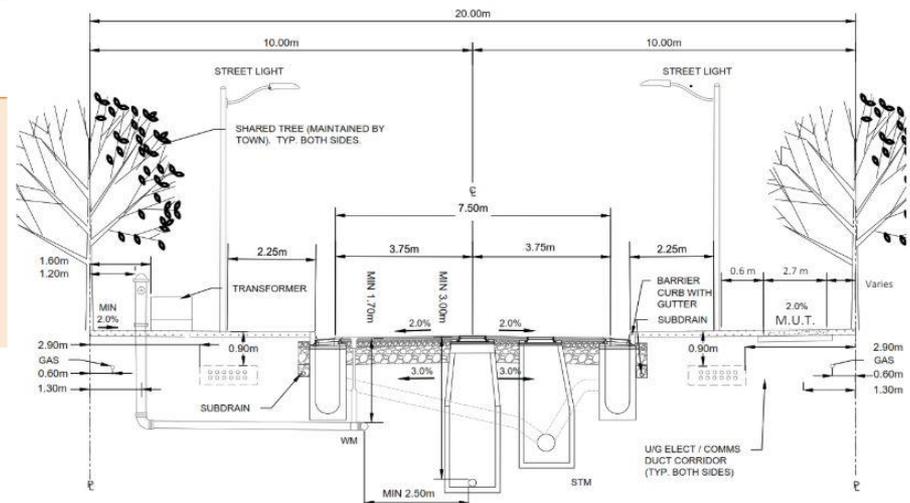
The rationale for recommending alternative 2: *Staff are recommending that an urban cross-section be implemented with a multi-use trail in accordance with Peel St Alternative 2. This option **aligns** with the Development Charges Background Study, Transportation Master Plan, Traffic Impact Study, Active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

I maintain the “aligns” assumptions are severely flawed.

First, the Transportation Master Plan, of which I was a committee member, does not promote Multi Use Trails in urban settings. The brief mention of separated Multi Use Trails were meant for higher speed, higher volume roads **without** multiple driveways and high volumes of pedestrians. Bicycles especially heavy e-bikes ridden by novice riders are extremely dangerous when combined with pedestrian traffic, especially seniors with mobility devices. OTM Book 18 backs this up.

I am not able to find any information on the *Active Transportation Study*?

The proposed MUT on Peel St N is a dangerous mistake just waiting for accidents to happen if it is constructed as proposed! It is not a safe nor pedestrian friendly town standard, nor should it be in urban areas! Pedestrian cycle (especially e-bike, cargo bikes, and bikes with trailers) conflicts will happen on the 2.7 metre MUT.

Cyclists motor vehicle incidents will occur on the narrow roadway with barrier curbs. Please do not keep repeating this dangerous mistake.

Put safety first. Safety for pedestrians, safety for cyclists, safety for motor vehicles.

Think streets from the outside in rather than car/truck centric.

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 more of a 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 semi mountable for cyclists safety.

This same profile was the standard used many years ago 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 – pedestrians, cyclists, and the motor vehicles.

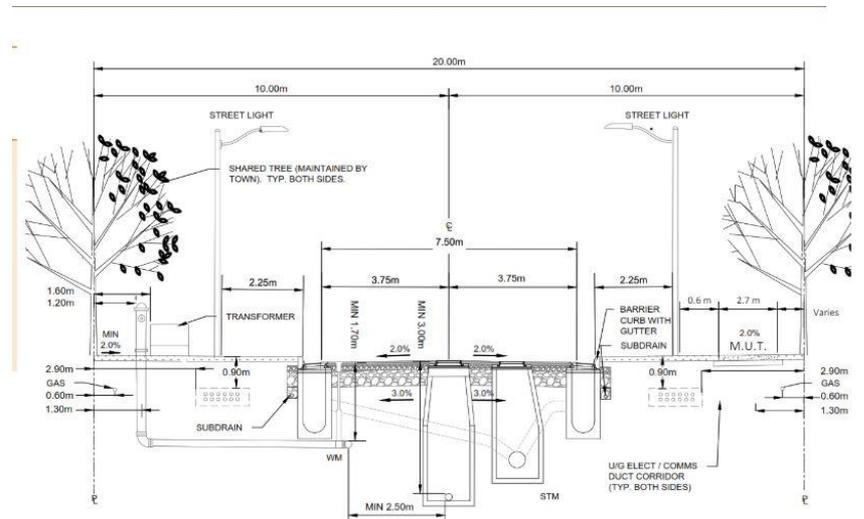


Profile comparison

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



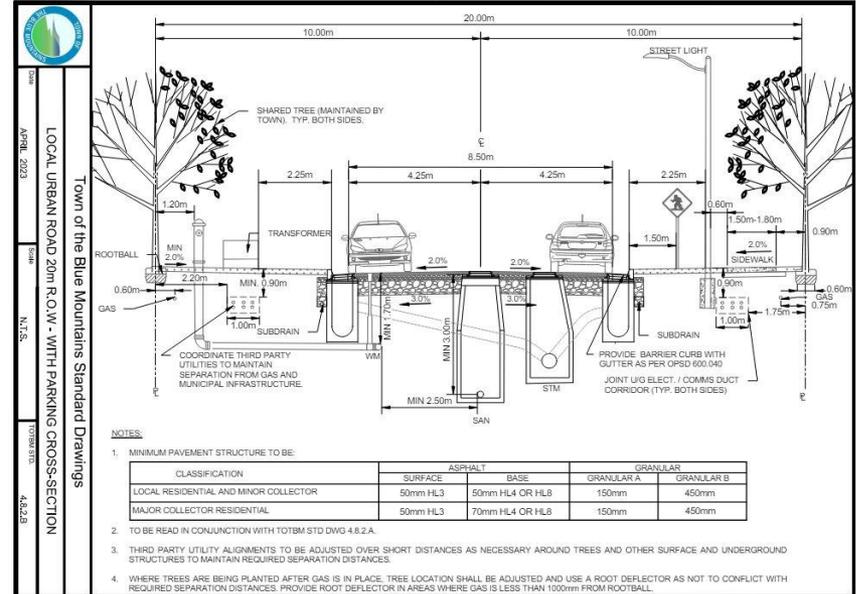
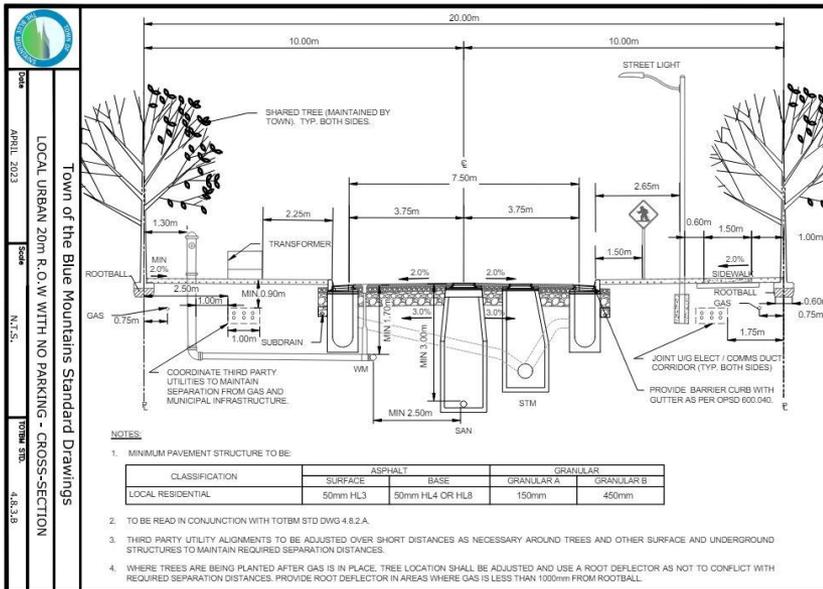
Proposed Peel St travel width requirements 10.2 metres – 3.75 metre vehicle, barrier curbs, 2.7 metre MUT = 10.2 metres. Slightly more room for tree retention



Engineering Standards

Both that I could find have a 1.5 metre sidewalk.
 Without parking pavement width of 7.5 metres –
 perfect for sharrows for cyclists.

Both that I could find have a 1.5 metre sidewalk.
 With parking pavement width of 8.5 metres – perfect
 for 3 metre vehicle lanes and 1.25 paved shoulders!



From the summary of public response (of which there are many thoughtful responses):

1. Location/inclusion of proposed multi-use trail on Peel Street South Respondents voiced concerns about the proposed inclusion and location of the multi-use trail (MUT) on the west side of Peel Street South given that it would cross private residential driveways.

Staff Response: 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 and the trails throughout the Blue Mountain village, including Jozo Weider Boulevard. Both Peel Street South and Alice Street are identified as "Core Routes for Active Transportation" in the recently completed Transportation Master Plan. 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 just the crossing of driveways but also the pedestrian/cyclists conflicts.

MUT's are not common in urban right-of-ways.

Pedestrians on sidewalks are far different from cyclists and e-bikes crossing driveways at speed on MUTs.

The dangerous potential conflicts between cyclists and pedestrians are well know and documented.

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



Ontario 

Book **18**

Ontario
Traffic
Manual

June 2021

Cycling Facilities

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.



Thankyou for your time and attention

Questions?