

Staff Report Number: CSOPS.24.018

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

The staff report CSOPS 24 18 was dealing only with the servicing of Peel Street S. Unfortunately the discussion deviated to include the Campus of Care rather than focusing on the staff report issues. We desperately need this care facility in our community and with delays and roadblocks we are possibly at risk of losing our allocation of beds.

My presentation focused on the servicing, specifically the cross section alternatives.

The 6 deputations were given with the understanding that we would have an opportunity to respond to any questions after all presentations were completed. I know I put hours of work and heart and soul into my presentation as I am sure others did also. What a disappointment to see Councilor McKinlay “thrown under the bus” by some fellow councilors for his unfortunate voting mistake and further discussion was eliminated.

I will summarize my deputation in anticipation *Item B.4.2, 125 Peel Street South Servicing Public Information Centre Follow-up, CSOPS.24.018* will be “pulled” from the April 30 COW minutes for further discussion at the May 13 council meeting.

My ask: Do not approve motion as presented in terms of Peel St profile Alternative 2. 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.

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.

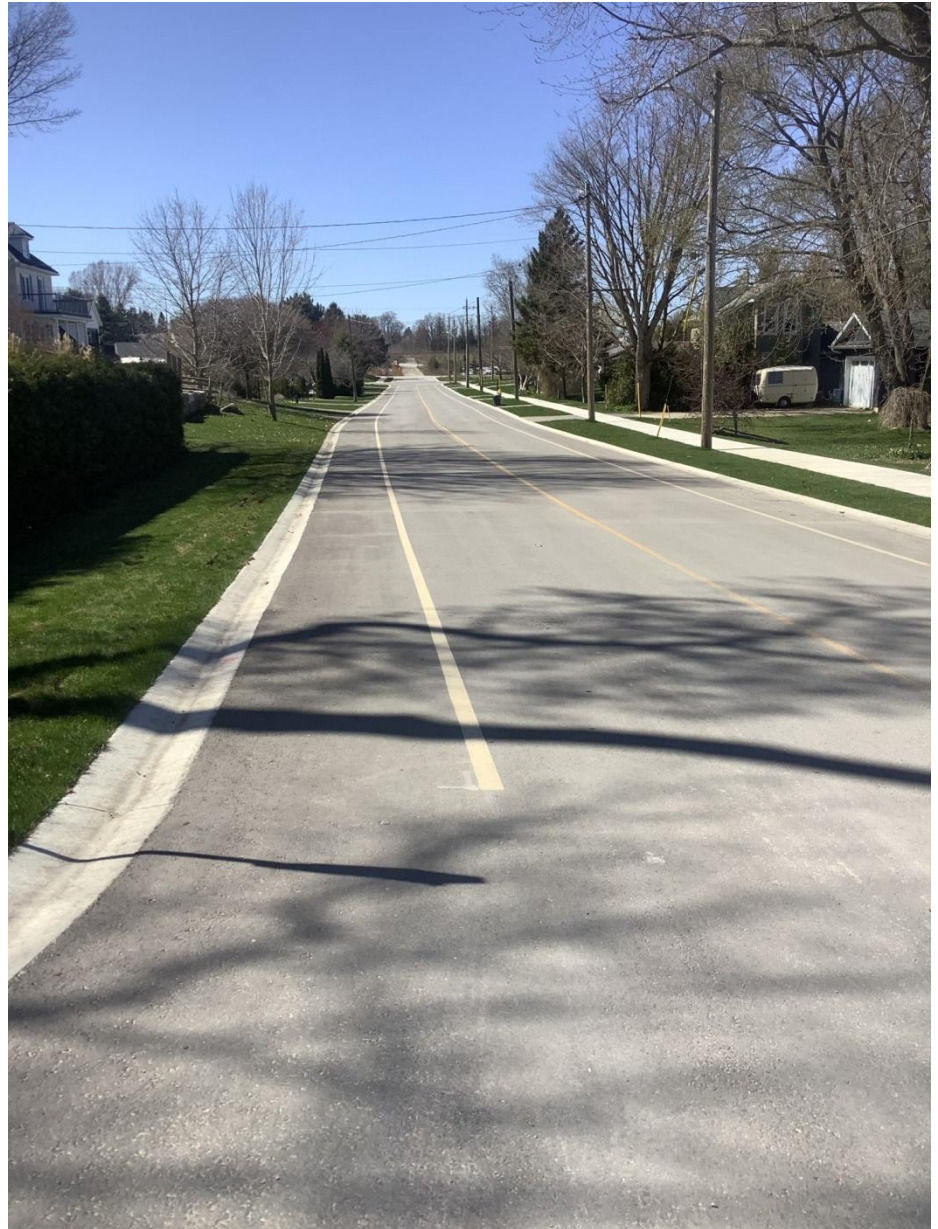
The vehicle lanes are 3 metres and the “fog lines” for active transportation are at 1.25 metres. Pavement width of 8.5 metres.

There is a 1.5 m sidewalk on one side.

The curbs are semi mountable for cyclists safety and cross street access for mobility devices, strollers, etc.

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 – pedestrians, cyclists, and slows the motor vehicles.



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

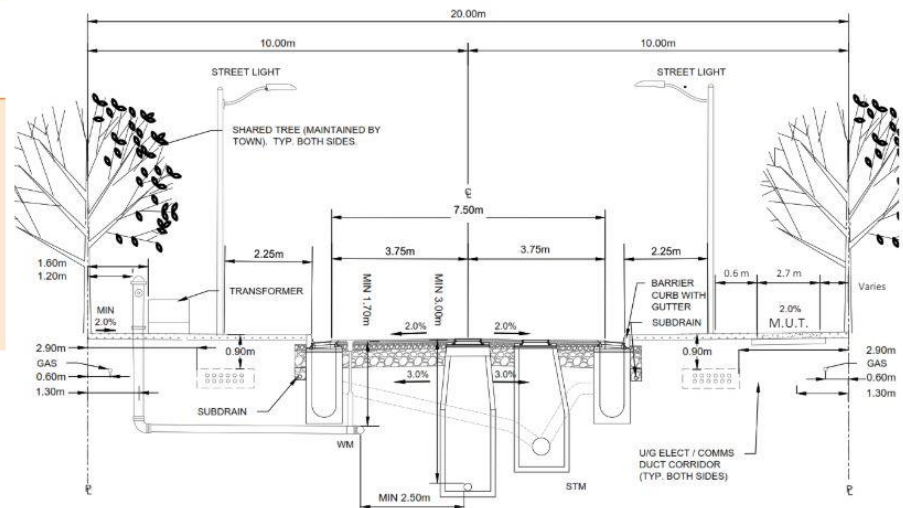
Full Urbanization – Two-way Traffic

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

Regarding the report, I 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.

I missed the info on Traffic impact Study, and am not able to find any information at all on the Active Transportation Study?

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.

Please do not keep repeating this unsafe mistake. Bay St E with 15+ driveways between Elgin and Grey was mentioned in the Bay St E PIC. The consultant mentioned multiple times during that PIC this was a starting point that council could adjust. An Alice St MUT has been suggested also. What’s next - Lakeshore Drive, Cameron St? Seriously?

Put safety first. Council has that choice. Council made that choice for Thornbury West. Safety for vulnerable users - safety for pedestrians, safety for cyclists. Urban “complete streets” should be safely designed for people, not motor vehicles nor perceived snow plow convenience.

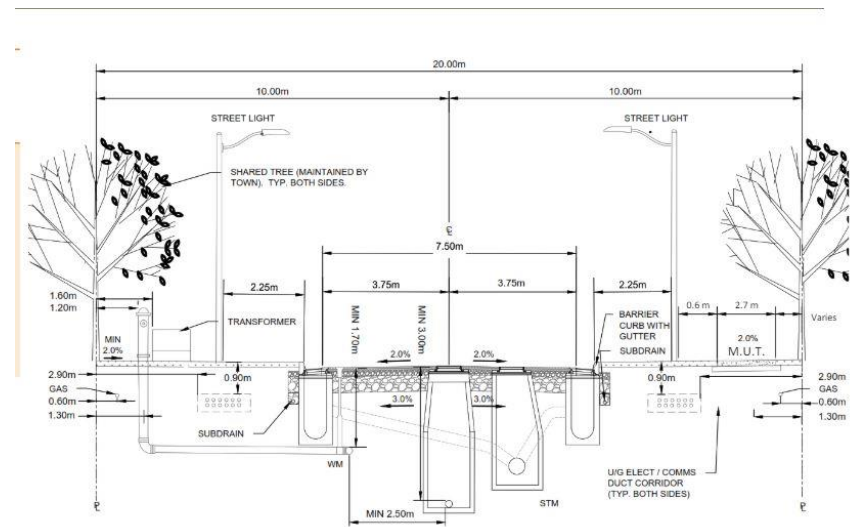
Profile comparison

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



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 is to use 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 required for larger vehicles but the painted 3 metre vehicle lane promotes traffic calming.

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.

The second 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.

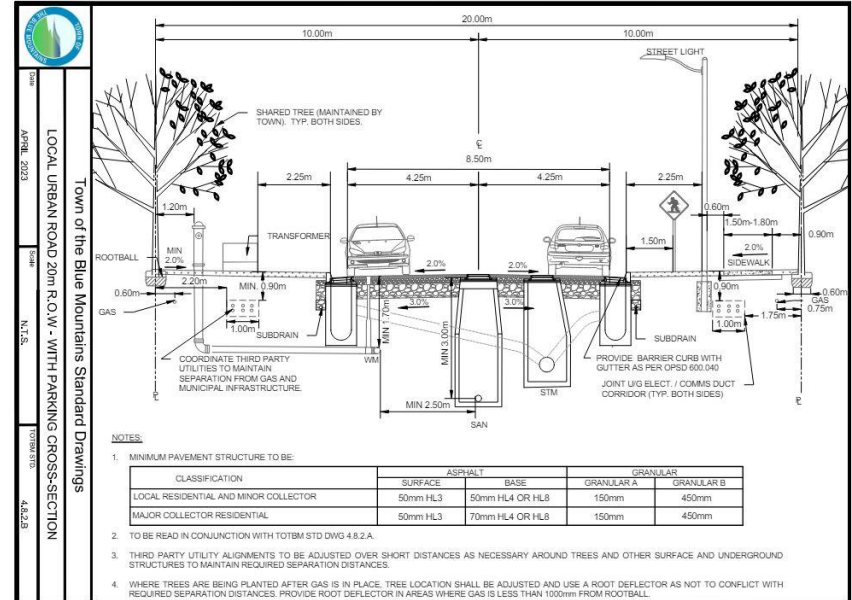
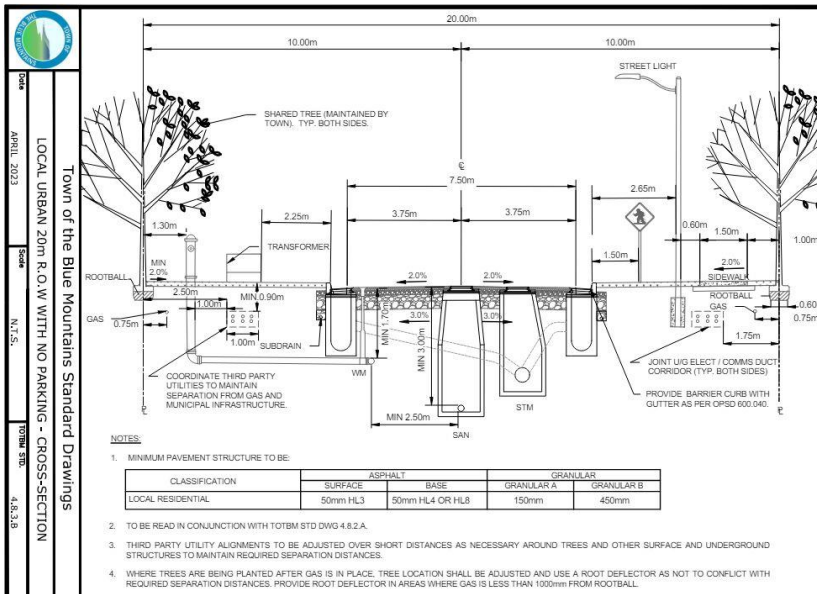
Semi mountable curbs can be a decision of council. They have been previously.

Engineering Standards

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

No parking - pavement width of 7.5 metres – works with sharrows for cyclists.

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



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 just the crossing of driveways but also the pedestrian/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 potential conflicts crossing driveways at speed on MUTs.

Safety: The dangerous potential conflicts between cyclists and pedestrians are well known and documented.

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



Thankyou for your time and attention

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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.

