



AGENDA
ROADS SAFETY COMMITTEE (RSC)
February 8, 2021
1:00 PM
ZOOM Electronic Meeting

THIS MEETING IS BEING HELD ELECTRONICALLY USING VIDEO AND/OR AUDIO CONFERENCING.

To connect only by phone, please dial any of the following numbers. When prompted, please enter the meeting ID provided below the phone numbers. You will be placed into the meeting in muted mode. If you encounter difficulty, please call the front desk at 705-466-3341, ext. 0

+1 647 374 4685 Canada
+1 647 558 0588 Canada
+1 778 907 2071 Canada
+1 438 809 7799 Canada
+1 587 328 1099 Canada

Meeting ID: 849 1373 6650

To connect to video with a computer, smart phone or digital device) and with either digital audio or separate phone line, download the zoom application ahead of time and enter the digital address below into your search engine or follow the link below. Enter the meeting ID when prompted.

<https://us02web.zoom.us/j/84913736650>

Meeting ID: 849 1373 6650

Page #

1. **Call to Order**
2. **Approval of Past Minutes**
Motion by:
3 **THAT the Minutes of November 18, 2020 be approved.**
3. **Declaration of Pecuniary Interest -**
4. **Delegations**
5. **Current Business**
5 5.1 Speed Reduction proposal (Sideroad 17/ 5th Line) with letter of support
6. **Information Items**
7 6.1 Frank Cowan cycling insurance report

7. Items for Future Meetings/Meeting Date

8. Adjournment

Motion by:

THAT the meeting be adjourned at with the next meeting scheduled for May 10, 2021.



ROADS SAFETY COMMITTEE MINUTES (RSC)

November 18th, 2020 – 1:00 pm / Zoom

Present:

Brian Whitney - Chair
Cheryl Russel – Vice-Chair
Ken Cufaro
Yvonne Graf
John Willmetts – Director of Public Works
Dustin Early – Secretary

A. Call to Order

The meeting was called to order 1:11 pm.

B. Approval of Minutes

Moved by Russel Seconded by Cufaro

THAT the minutes of the July 27th, 2020 meeting be approved as copied and circulated.
Carried.

C. Declaration of Pecuniary Interest

The Chair stated that if any member had a disclosure of pecuniary interest that they could declare now or at any time of the meeting.

D. Delegations – None

E. Current Business

a) Traffic Calming/ Bike Routes

Chair Whitney discussed Vision Zero, a current philosophy and approach to road sharing & safety. There was a discussion regarding bike routes, Councillor Cufaro provided an update from Council regarding the motion from the Economic Development Committee to grant the signage and map contract to Christian Beausoleil and that it still has to go back to Council.

Motion: That the Road Safety Committee would be involved in the ongoing discussion on the bike routes. Cufaro moved, Seconded by Russell

b) Speed Data

Director of Public Works John Willmetts verbally presented the speed test data and statistics of 20th Sideroad and 4th line and made note that the weather was clear and could be compared to summer travel. John presented the comparisons from before and after the new speed limit signs were introduced -- making note that the average speed increased. John will create the graphs and send the data to the members. Also, John will send out the comparisons regarding 2018 vs 2020 and collect data for 2021 at the same locations.

c) Emergency Detour Routes

Director of Public Works John Willmetts provided a verbal update on the emergency detour routes. John informed the Committee that he is looking to push the County to update the emergency detour routes so that the regulated maps are auto picking up the emergency detour routes. Additionally,

John will push to get Scott Burns engaged on lower the speed limit on Airport Rd from 80 to 60 in high risk areas entering Mansfield.

F. Information Items

a) Staff Report on ATV

The Committee received a report from Christine Hickey to Council regarding the updates to the legislative changes introduced to the *Highway Traffic Act* (HTA) and *Off-Road Vehicles Act* (ORVA), related to ORVs on municipally owned roads. The Committee is in full support of the bylaw being drafted for the December Council meeting.

b) Paid duty statistics (July, August, September)

The Committee received an update on the paid duty stats for the months of July, August, September. Vice-Chair Russel clarified the total spent to date on OPP paid duty and noted that there was an increase in OPP presence. Councillor Cufaro informed the Committee that Council is increasing the amount of paid duty for 2021 by \$1000.

c) Letter for Supporting Road Safety

Graham Jones was in attendance to talk about the letter he wrote to the Committee. He noted that improved signage on roads are good and made a plea to the Committee to make mention of the difficulty to drive the full speed limit safely in the curvy sections from 2nd Line to the 20th Sideroad and the danger it posed to cyclists sharing the road. Chair Whitney had Graham Jones clarify that he was looking for the committee to have increased enforcement, unified speed limits/lower speed limits from the 2nd to the 20th sideroad. Director John Willmetts referred to the speed data collected on the straight stretch of the road noting that traffic count and average speed of the vehicles are common. The Committee directed Director John Willmetts to gather the speed information right up to the curves of the 2nd line

d) Speed Equipment

Vice-Chair Russel asked Councillor Cufaro about Black Cat's speed measurement devices. Director John Willmetts informed our committee that our current devices are capable of the same information but are labour heavy to calibrate. The important thing is they are measuring volume and speed. The Committee directed John to ask Scott Burns to get the speed indicator on the county roads.

G. Items for Future Meetings

Bike routes, Second line to 20th speed lower in curves, Speed reports - Scott burns, complaints,

H. Adjournment

Moved by Russell Seconded by Graf

THAT we do now adjourn at 3:11 and agree to meet again 3rd week of January Carried.

Approved by:

Chair

Secretary

Dustin Early

From: Kathryn Allyn <kathrynallyn19@gmail.com>
Sent: Friday, January 15, 2021 8:58 AM
To: Dustin Early
Subject: Re: Speed on side road 17 / 5th Line

Hi Dustin,

I hope that you're keeping well.

I've rephrased my proposal as such, and wanted to make sure that this version is passed along to the committee for discussion. When I first reached out with the inquiry, the phrasing was very much framed as a question, rather than the proposal itself.

Here is the proposal:

To reduce speed on sideroad 17 & 5th line to 60 km/h, which matches the new speed on sideroad 20. This also includes a reduction to 40 km/h approaching and in the residential area. With the speed reduction on sideroad 20 to 60 km/h, there is no longer a need for points along 5th line and sideroad 17 to remain 80 km/h. Our neighbourhood has lots of families with young children and pets, and people who regularly walk the roads. This speed reduction will help keep our community safe and ensure respectful transit through our neighbourhood.

Thanks very much for your help. I really appreciate how you've helped move this forward to Council.

Please let me know if you need anything further.

Kind regards,

Kathryn

From: Shalani Ingham <shalaniingham@gmail.com>

Sent: January-15-21 4:34 PM

To: Info <info@mulmur.ca>

Subject: Road speed on 17 Sideroad and 5th Line

To: Township of Mulmur council and staff,

We wanted to write this letter to show support for the community of Big Tree Circle and adjoining streets to reduce the speed limit from 80 to 60. When we moved in eight years ago we wondered why one side of the road was 60 and then going West it was 80. There is a child crossing sign on 17 Sideroad before our farm, surely it should be 60 if children are crossing now or in the future. Our son only spent one year catching the bus, but there are many new children that have moved in and in a few years there will be another bus stopping on 17 Sideroad, across the street from us. Please consider this request for everyone's safety and well being,

Yours truly,

Shalani & Martin Ingham

Foxingham Farm

648157 17 Sideroad, Mulmur

705-440-3298



Township of Mulmur

Road Review

November 23rd, 2020

On November 12th, 2020, the undersigned met with John Willmetts, Director of Public Works, Economic Development volunteer Angela McMonagle and Scott Martin, Operations Manager County of Dufferin. We met in the parking lot where cycling issues were discussed. A field review of the River Road was done on-site with the Director. The undersigned then conducted the remainder of the road review unassisted.

1.0 Scope of Project

The Economic Development Department of the Township of Mulmur is considering the development and promotion of on-road bicycle routes within the municipality to increase tourism opportunities. To determine if it is appropriate for the Township to develop on-road cycling routes, Frank Cowan Company was invited to undertake a road review with a view of determining road user safety and provide advice to Township Council and Staff.

2.0 Bike Route Planning 101 – an abbreviated look at the basics

Cycling is becoming a popular active transportation option. In Ontario, the Ontario Traffic Manual Book 18 – Cycling Facilities (Book 18) is the source of information needed to select appropriate cycling network options. Book 18 “provides practical guidance on the planning, design and operation of cycling facilities in Ontario. It applies to on and off-road facilities within the road right-of-way . . .” A bike network can use different options on different roads within the network. The decision on which option or any option that will be appropriate for Mulmur will be based on many factors which includes:

- 2.1 Cycling routes are developed based on what is the purpose of the trip. Book 18 has 3 options:
 - a. A utilitarian trip which is a destination orientation trip such as to and from work or school;
 - b. A recreational ride to enjoy scenery and the company of others or;
 - c. A touring trip from possibly an urban area to a specific point(s) of interest.
- 2.2 To select the appropriate route, any physical barriers or constraints along the route caused by topography, rivers, narrow bridges, narrow pavements or other obstacles must be identified. When selecting a route or routes, preference should be given to the routes with few or no barriers or constraints and how that route with few or no barriers or constraints may affect the connectivity and directness of the bike route. If barriers or constraints are unavoidable consideration should be given as to how such barriers or constraints will be overcome and the associated costs when comparing alternate routes.
- 2.3 To encourage usage of the cycling route(s) different ages, from young children to senior citizens, and the abilities of each age group must be considered in route selection.
- 2.4 Has the safety and risk exposure of all road users including the cyclist been considered? This includes consideration of motor vehicle traffic volume and speed, percent heavy trucks, anticipated bicycle usage, pedestrian and motorcycle use of the roads, surface quality (paved and unpaved roads), sightlines (over crests of hills, around sharp corners, or at intersections), maintenance considerations and other factors. Bike routes located on heavily travelled or high-speed roadways may be frequently used by experienced utilitarian cyclists, but recreational cyclists may not be comfortable with this type of facility.

- 2.5 An operating speed of between 50 to 69km/h is considered Moderate in Book 18 and the design consideration for moderate speeds is “Exclusive operating space for both bicycles and motor vehicles, in the form of paved shoulders, bicycle lanes or separated facilities is recommended”.
- 2.6 Book 18 considers low traffic volume to be where the two-way daily average volume is 500 to 2,000 vpd on a two-lane road. Very low traffic volume is less than 500 vpd.
- 2.7 Book 18 suggests that a novice cyclist “generally prefer routes on residential streets with light traffic and low speeds. Bicycle lanes, paved shoulders (with or without buffers) and separated facilities should be considered”. Child cyclists “generally requires separated facilities free of conflicts with motor vehicle traffic”.
- 2.8 For recreational rides on routes exclusively within Mulmur, there will be a need to consider vehicle parking, are there scenic outlooks along the ride, the skill level of the rider using the route and the fitness level of the rider (some roads in Mulmur have very steep longitudinal grades), end of ride facilities such as washrooms, litter containers, etc.
- 2.9 For touring rides there will be a need to coordinate with neighbouring municipalities to ensure the directness of the route to the point(s) of interest. There may be a need to establish rest areas along a route with associated amenities.
- 2.10 If the promotion of the cycling tourism in Mulmur is successful, will the route(s) selected accommodate future increased cycling use or will interventions be required to accommodate increased use, e.g. building of off-road facilities adjacent to the current roadway.

To provide routes for cycling tourism would require Mulmur to establish that the purpose of the trip would be either a recreational or touring ride (2.1 (b)&(c) above). To accommodate a recreational or touring on-road cycling facility and provide a facility without any costs for construction the facility type option available in Book 18, is a “Shared Roadway”. The road review will therefore be based on providing a “Shared Roadway” cycling facility. What must be remember is that a bicycle is consider a vehicle under the Highway Traffic Act and as such all roads, unless a bylaw is passed to restrict bicycles, are “Shared Roadways”.

3.0 The Review

The undersigned chose in this report, to review roads based on maps provided by the Township and created using Ride with GPS. Ride with GPS is an on-line route planning application (the APP). The APP allows subscribers to create and share bike routes with others. The APP currently has 7 routes in the Mulmur area available for members to download and follow. Unfortunately, I was unable to drive all roads on all routes with the time available on the date of the review. With the increased in active cases due to the second wave of COVID-19 I was uncomfortable making hotel arrangements for a stay over.

The paved roads reviewed included:

- River Road,
- Prince of Wales,
- 10th Sideroad,
- 20th Sideroad,
- Centre Road,
- 5th Sideroad,

- 2nd Line East,
- Side Road 17 and
- 5th Line.

All pavements reviewed were very similar in cross section, so the author decided to discuss the pavements collectively with areas of concern noted individually. On the roads listed, lane widths range from 3m (Center Road) to 3.5m (River Road), with no or narrow shoulders (1m maximum) and steep embankments of varying heights from the edge of the shoulder occurred frequently on some roads (Figure 1). Pavements typically varied in condition, as you traversed the road, ranging from good condition to fair with some isolated areas of severe potholing (River Road – Figure 2). Speed limits also varied from 50km/h (River Road, 10th Sideroad) to 80km/h with some roads having multiple speed limits over the length of the road.

Unpaved roads were included on the Ride with GPS maps. Unpaved roads could be considered for inclusion on a cycling route therefore the following roads were reviewed:

- 5th Line
- 15 Sideroad
- 1st Line East

The unpaved roads were found to be very similar in cross section and well maintained. Surface widths were adequate and steep embankments of varying heights were noted from the edge of the shoulder. Unpaved roads south from Dufferin Road 21 had very steep longitudinal grades.

3.1 Barriers and Constraints

The following are comments of the undersigned made from observations during the road review on the roads noted above. There may be additional barriers and constraints on other roads in the Township of Mulmur.

- 3.1.1 River Road, east of the Prince of Wales Road is noted as an area of concern. According to Township staff, motorcycle riders travel this section of road because of the many hills and sharp curves. Shared Roadways are typically implemented on low traffic volume, low speed roads. The speed limit on this road was reduced to 50km/h recently, the sharp curves have speed advisories where required but the staff indicated that it has not had much effect of speed. Pedestrians are also on River Road in the area of the Kilgorie Trail Loop to walk on the shoulder or edge of pavement from where they park their vehicle to the trail.
- 3.1.2 On cycling routes with wide lanes (Book 18 considers 4m a wide lane) cyclists are expected to ride on the right of the shared travel lane in accordance with the Highway Traffic Act. Centre Road, for example, has a 3m lane width which is too narrow for motorist to overtake cyclists within the lane. Cyclist often believe their safety is improved, if the cyclist position themselves in the center of a travel lane. Cycling groups may ride in a peloton, a formation often used to save energy for the riders in the middle of the pack. Many of the road sections reviewed had limited passing opportunities, due to steep hills and sharp curves which may frustrate drivers and cause them to pass a cyclist where passing is restricted.

- 3.1.3 Many of the sharp curves and crests of steep hills on various road sections have limited forward sight distance (figure 3). If a motor vehicle does not see a cyclist until the last second(s) evasive maneuvers may be required to avoid a collision.
- 3.1.4 Where narrow or no shoulder exists and a steep embankment is also at that location, options for a cyclist are limited if an evasive maneuver is required. There is no place for the cyclist to go other than remain on the road surface or take their chances of staying upright going down the embankment (figure 1). If there is on-coming traffic, there will be no options for the motor vehicle other than stay in their lane.
- 3.1.5 2nd Line East and 10 Sideroad intersection is an example of a limited sight distance for anyone turning left from 2nd Line East onto 10 Sideroad. The speed limit on 10 Sideroad is reduced to 50km/h just before the crest of the hill. The crest of the hill is within 100m more or less (measured on Google street view) from the intersection. If a motor vehicle does not reduce speed where the speed limit change is posted, a cyclist turning left from 2nd Line East will have very little time for a successful left turn.
- 3.1.6 Severely potholed areas were noted on a couple road sections (River Road, Centre Road). These areas may cause a cyclist to swerve from their path to avoid the potholes (figure 2).
- 3.1.7 As mentioned in 3.0, some gravel roads have very steep longitudinal grades. Cyclist traveling up these steep grades would need to be physically fit. A young child or novice cyclist may have difficulty going down these steep grades without losing control of the bicycle.

4.0 Conclusion

At this point in time the Township of Mulmur has not made any decision regarding the selection of bike route(s), the building of cycling facilities or the promotion of cycling tourism. The purpose of this report is to provide a high-level preliminary look at potential risk exposure.

Certainly, the risks listed in 3.1 exist for current cyclists (a cyclist was observed on 10 Sideroad). However, council should not decide to implement a cycling route(s) on the premise that there is cycling on our roads now and there has not been a cycling incident. So, we will implement our cycling tourism plans and wait and see if anything happens. The difference is the promotion and attracting of people to come enjoy a ride through Mulmur without planning for how they will do that safely. Promoting cycling tourism and selecting cycling routes requires planning. Planning cycling routes must ensure the safety of all road users, in this case: drivers, cyclists, motorcyclists, pedestrians, joggers (one jogger was running on River Road near Terra Nova at the time of the review).

All roads reviewed fall into the category of low to very low traffic volumes (320 on 2nd Line East and 1400 on 10th Sideroad (2.6 above)). To meet the Book 18 guideline for a “Shared Roadway” the township has the low traffic volumes suggested but speed limits should be low between 30 to 49km/h or at least on the low end of the moderate scale i.e. 50km/h.

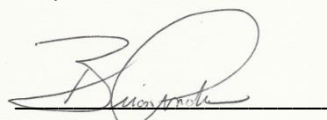
In our experience dealing with claims, if a road is not maintained properly for its intended use, the Township could be exposed to liability. The Township’s liability policy will provide a defense against allegations of wrongdoing subject to the policy terms and conditions. Any potential amounts paid to

defend or settle claims could ultimately affect the amount of premium the Township has to pay over the long term.

Here are some suggestions for council and staff to consider:

- 4.1 Discuss with local cycling clubs their wants and desires.
- 4.2 Work with your engineer and the input received from the cycling club(s) to select a route or routes that have minimal barriers and constraints.
- 4.3 Work with your engineer to determine how or if barriers and constraints can be mitigated and the guidelines of Book 18 complied with.
- 4.4 If the barriers and constraints cannot be mitigated, then an alternate cycling facility type may be appropriate. For example, Book 18's option for a "Signed Bicycle Route with Paved Shoulder". Remember a road that traverses the Township from one end to the other may have different cycling facility types in different areas.

Respectfully submitted this 23rd day of November 2020



Brian Anderson | Road Specialist | Frank Cowan Company

Email brian.anderson@frankcowan.com

Telephone 1-519-359-1143

Appendix

Figure 1



Figure 2



Figure 3

