



PUBLIC WORKS COMMITTEE

REPORT

Held Thursday, December 4, 2014 at 8:30 a.m.
In the Classroom, Town Hall

PRESENT:	S. Bray	Councillor
	R. Ego	Councillor
	B. Stockwell	Councillor/Chair
	G. Vadeboncoeur	Chief Administrative Officer/Deputy Clerk
	K. Lalonde	Director of Public Works
	M. Pincivero	Manager of Engineering Services
	S. Chapman	Recording Secretary
ABSENT:	N. Bifulchi	Deputy Mayor/Co-Chair

1. CALL TO ORDER

Councillor Stockwell called the meeting to order at 8:31a.m.

Councillor Stockwell welcomed Council Members. Mr. Lalonde introduced Public Works staff Mike Pincivero, Manager of Engineering Services and Sherryl Chapman, Administrative Assistant to Committee.

2. DISCLOSURE OF PECUNIARY INTEREST - None

Councillor Stockwell asked Committee if they declare any disclosure of pecuniary interest. Committee declared none.

3. DEPUTATIONS/PRESENTATIONS

a) Mr. Michael Cullip, C.C. Tatham & Associates, in attendance to provide an update with respect to the Main Street Bridge Replacement/Rehabilitation Cost Benefit Analysis and Preliminary Design Brief.

Mr. Lalonde introduced Mr. Michael Cullip and Ms. Emma Wilkinson from C.C. Tatham & Associates. He stated that deficiencies associated with the Main Street Bridge were identified through the biennial Bridge inspections conducted. He stated this particular bridge has deficiencies that needed to be addressed within five years. He noted some of the major deficiencies identified in the structural report. Mr. Lalonde stated the bridge was built in 1960. He mentioned with the current assignment, a cost benefit analysis was conducted to evaluate alternatives to address these bridge needs, including reconstruction, replacement or rehabilitation. Mr. Cullip thanked Mr. Lalonde for his introduction. Mr. Cullip then reviewed the Project Overview, outlining the existing conditions, alternative solutions, recommendations, traffic issues and implementation of bicycle lanes and improvements to River Road East intersection.

He noted consideration has been given to the implementation of the Active Transportation opportunities, including the provision of bicycle lanes across the bridge, continuing along Mosley Street to 6th Street North and along Main Street to River Road East. The Study Area was then displayed. Ms. Wilkinson reviewed the existing conditions as they relate to the bridge and the immediate road sections determined from site investigations such as the span, layout and structural type, alignment, road section, right-of-way, roadside safety system. She then outlined the observations and deficiencies with the deck condition and the utilities and services. Ms. Wilkinson then outlined the Main Street Bridge Alternative Solutions and Life Cycle Costing Assessment for the Alternative Solutions; (A) Do Nothing, (B) Deck Rehabilitation, (C) Full Superstructure Reconstruction and (D) Full Bridge Replacement. She mentioned based on Alternative Solution (B) Deck Rehabilitation the cost suggested would be approximately 4.8 million for consideration in 2017.

Discussion then ensued with respect to the Bicycle Lanes for Main Street and Mosley Street as part of the Active Transportation Plan for the Town of Wasaga Beach. Mr. Cullip then displayed the preferred cross-sections. He stated the plan recommends that Main Street and Mosley Street (including the Main Street Bridge) be upgraded to include on-street bicycle lanes and wider sidewalks on both sides of the street. He further indicated the plan provides potential design alternatives that can be accommodated within a 20.0 metre right-of-way and the alternative cross sections vary between 3 and 4 lanes and consider both on-street bicycle lanes with segregated sidewalks and multi-use paths. He then spoke to the design standards and criteria involved in considering the rehabilitation of the structure and the associated approach road improvements, such as the daily traffic volumes. He stated the traffic volumes were taken from the average annual daily traffic, typical of a mid-June count, and not the summer weekends nor the long weekends. Discussion then ensued with respect to improvements to the intersection of River Road East and Main Street. Councillor Stockwell questioned if there are any other center turn lanes in town similar to this proposed turn lane? Mr. Pincivero stated there is one in the Stonebridge Development and Mr. Lalonde indicated there is also one proposed along River Road West, east of the Schoonertown Bridge, which was selected as the preferred alternative as a result from the River Road West Class EA. Mr. Cullip indicated the intersection at River Road East and Main Street does not warrant traffic signals based on the traffic volumes. He suggested it was mentioned by Mr. Lalonde that the posted speed sign of 40 km just south of the bridge could be moved further south which would help. Councillor Stockwell stated bicycle lanes are recommended. Mr. Lalonde stated through the consultation period during the completion of the 2008 Active Transportation Study, the feedback from the public was to take into account and look at more active transportation modes. This was also noted by the public during the consultation associated with the Beach Area 1 & 2 Visioning Strategy. Councillor Ego inquired how long would the timeframe be before the bridge is deemed unsafe? Ms. Wilkinson stated it should be considered within five years, as specified in the OSIM Report, or alternatively the bridge may need to have load restrictions to be placed.

Councillor Ego stated since 2012 the number of tourists has declined. Councillor Stockwell stated the Beach Area is a bottleneck during the tourist season and we need to seriously look at this. The CAO mentioned in addition to tourist traffic, proposed development and residential and commercial development will also have an impact on traffic volumes. Mr. Cullip stated providing bicycle lanes can attract tourism as well. Mr. Cullip then spoke to the recommendations for bicycle lanes. He stated with respect to lane widths, given the reduced speed limit through the area and the built up nature of the area, a reduced lane width of 3.3 metres is considered reasonable for through lanes where constrained.

He stated where the existing road is of sufficient width to accommodate travel lanes of 3.5 metres, this should be considered. He further mentioned 3.5 metres is typical width for a turn lane, should it be a continuous centre turn lane, a 4.0 metre width is recommended where readily feasible. Mr. Cullip displayed a drawing outlining the River Road East and Main Street intersection and depicting the sight and property lines. He stated due to the curve in the road for approximately 60 metres, it would be appropriate to reduce the speed to 40 km, place warning signs and consider reconfiguring the lanes. Discussion then ensued with respect to traffic signals at this intersection. Councillor Ego inquired if there have been any requests? Mr. Lalonde stated he has had a couple of requests over the last five years, and this is why we have added this component to the Study Limits, but indicated there have been no accidents at that intersection that he has been made aware of. He expressed that when the delivery trucks are parked at the corner of River Road East and Main Street and when cars are parked in this area, it creates further sightline concerns. Councillor Stockwell recommended having the speed limit sign relocated sooner than later, as many kids are walking in this area during the summer months. Mr. Cullip stated thresholds need to be met before placing traffic signals.

Mr. Lalonde pointed out this project needs to be addressed by 2017. He stated we were not successful for the recent grant funding available, but being construction ready allows us the opportunity to apply should further funding become available. The CAO noted that we have to be ready to be eligible. Councillor Ego inquired if there is a time restraint on grant funding? The CAO stated approval work has to be completed by a certain time. Following discussion, Mr. Cullip and Ms. Wilkinson were thanked by Committee for their presentation.

4. UNFINISHED BUSINESS

5. DEPARTMENT REPORTS

Public Works

a) Mr. Pincivero to provide Engineer's Report on Capital Works Project Status Report.

Councillor Stockwell read the motion. Mr. Pincivero informed Committee that each month a report is prepared and placed on the Public Works Committee Agenda with respect to the ongoing projects. He indicated they list; Construction and Design Projects, and Studies. He then highlighted and presented to Committee that the projects are displayed on the Town's website and each project is broken down listing the description and limits of each of the projects for the specific year. He further noted that in his reports if there are no changes in his project status from the previous monthly status report he will indicate this with an asterisk*. He pointed out each project identifies the Consultant and/or Contractor. He stated four (4) pre-qualified consultants were awarded to bid on Request for Proposals; Ainley Group, C.C. Tatham & Associates, WSP Consultants (formerly Genivar) and R.J. Burnside & Associates. Mr. Lalonde suggested providing more orientation to Council and to review the 4 year and 10 year Capital Forecast at a future date.

Following discussion, it was then;

MOVED BY R. EGO
SECONDED BY S. BRAY

RESOLUTION NO. 2014-10-01

RESOLVED THAT the Public Works Committee does hereby receive the November 26, 2014 Engineer's Status Report on Capital Works Projects, for information.

CARRIED

b) Powerline Road/Klondike Park Road Geometric Improvements Change in Scope- Environmental Assessment.

Mr. Lalonde indicated that Mr. Pincivero has provided a detailed report. He stated they were looking at the design of Powerline Road to Klondike Park Road and have identified horizontal deficiencies. He stated as Committee may be aware, there was a fatal accident this past summer at the intersection of Powerline Road and Klondike Park Road. Mr. Lalonde further stated that even further east towards Shaw Street on Klondike Park Road, property acquisition is required in terms of improving this particular bend in the road. He stated this property is owned by the Ministry of Natural Resources (MNR). He noted they will not accept the Municipal Class Environmental Assessment process, but rather we need to follow their Class EA under the Provincial Parks and Conservation Reserves Act (PPRCA). Mr. Pincivero informed Committee that as noted in his report, all three projects are 100% Development Charge recoverable, meaning no taxation impact by allowing this change to project scope and additional cost. He then displayed the Development Charges table, outlining the information provided on each project with respect to project timing, construction cost, utility relocates, grants/subsidies, municipal cost and total Development Charges Costs. Following discussion, it was then;

MOVED BY S. BRAY
SECONDED BY R. EGO

RESOLUTION NO. 2014-10-02

RESOLVED THAT the Public Works Committee does hereby receive the Powerline Road/Klondike Park Road Geometric Improvements Change in Scope – Environmental Assessment report for information;

AND FURTHER THAT staff be authorized to award RJ Burnside & Associates Ltd. to undertake the additional efforts required to complete the MNR Provincial Parks and Conservation Reserves Act Class Environmental Assessment at a maximum additional cost of \$69,971.00.

CARRIED

c) By-Law for “Do Not Drive or Pass on Paved Shoulder” Signage.

Mr. Lalonde spoke to this item. He indicated signage for not driving on the paved shoulders was posted in the mid to late 1990's, in order to provide improved safety to pedestrians, cyclists utilizing the paved shoulders. He stated signs were posted, due to vehicle traffic passing over the paved shoulders. Councillor Ego questioned the location distance for the signage, as he expressed there does not appear to be enough signage in some areas, especially when there are visitors coming from out of town. Mr. Lalonde indicated the signage is set back from the edge of pavement, but there are no set standards on the distance between signs and this has been at Public Works discretion. He pointed out there are a lot of existing signs along the road corridor, and suggested looking at positioning them at strategic locations rather than every several hundred meters as this creates further sign pollution. He noted that signage is inspected annually. It was then;

MOVED BY R. EGO

SECONDED BY S. BRAY

RESOLUTION NO. 2014-10-03

RESOLVED THAT the Public Works Committee does hereby receive the “Do Not Drive or Pass on Paved Shoulders” report for information;

AND FURTHER THAT a By-Law be passed to regulate traffic on roads within the Town to prohibit driving or passing on paved shoulders.

CARRIED

d) 2015 ROMA/OGRA Combined Conference Attendance (February 22-25, 2015).

Councillor Stockwell pointed out two members of Council have expressed interest in attending the Conference. The CAO pointed out that this may be amended, if other Council members or Staff wishes to attend. He mentioned that both he and Mr. Lalonde, Director of Public Works usually attend. Mr. Lalonde stated he will circulate an email to Members of Council to confirm their attendance and will outline the four hotels, if Committee could provide us with the top three choices, and then Sherryl can make the reservations and confirm these reservations. He pointed out the challenge is getting into the Fairmont Royal York, as the housing opened up on December 2nd, 2014. It was then;

MOVED BY S. BRAY

SECONDED BY R. EGO

RESOLUTION NO. 2014-10-04

RESOLVED THAT the Public Works Committee does hereby authorize the attendance of the following Staff and Council members to the 2015 ROMA/OGRA Combined Conference, February 22-25, 2015, as well as registration and associated costs.

Ron Ego

Sylvia Bray

CARRIED

e) River Resources Committee – Minutes of Meeting October 23, 2014.

Councillor Stockwell asked Committee if they had any questions. Committee had no comments, it was then;

MOVED BY R. EGO

SECONDED BY S. BRAY

RESOLUTION NO. 2014-10-05

RESOLVED THAT the Public Works Committee does hereby receive the River Resources Committee Report of October 23, 2014, for information.

CARRIED

f) Public Works Accounts – October 2014.

The CAO informed Committee that he as well as the Department Heads review the accounts. Committee had no comments, it was then;

MOVED BY S. BRAY

SECONDED BY R. EGO

RESOLUTION NO. 2014-10-06

RESOLVED THAT the October 2014 Accounts, as reviewed by the Public Works Committee, are hereby confirmed.

CARRIED

6. OTHER AGENCY REPORTS

Transit

a) Wasaga Beach Transit Report – October 2014 and Monthly Ridership Statistics.

The CAO informed Committee that a Transit Report is prepared once a month and is placed on the Public Works Committee Agenda. Councillor Stockwell inquired if the company that provides the service could attend a Public Works Committee meeting. The CAO stated Sinton Landmark provides the service and they will be asked to attend a future Public Works Committee meeting in the New Year. The CAO pointed out the Ridership Statistics continues to grow. Mr. Lalonde noted last year at this time, there were three routes, so the ridership stats are somewhat skewed. He stated the reports outline the ridership statistics by date and time. He noted they review these statistics when planning for future traffic shelters, as well as route optimization. He stated there have been delays experienced while the construction was on-going at the Schoonertown Bridge. He further mentioned the possibility at implementing a central transfer station to reduce cycle times.

Councillor Ego inquired if any consideration has been given to having a bus accommodate residents from Wasaga Beach to Barrie twice a day, as there are many residents that would utilize it to go to the Hospital or the University, as well as hooking up to the Go-Train.

Mr. Lalonde indicated this has been commented to the County of Simcoe as part of their Transportation Master Plan review and update, as it may be considered more of a regional service responsibility that needs to be addressed. He stated it would not be feasible for the Town of Wasaga Beach to provide that service. Committee concurred. It was then;

MOVED BY R. EGO

SECONDED BY S. BRAY

RESOLUTION NO. 2014-10-07

RESOLVED THAT the Public Works Committee does hereby receive the Wasaga Beach Transit Report for October 2014, for information.

CARRIED

b) Wasaga Beach-Collingwood Link Ridership – October 2014 Statistics.

Mr. Lalonde indicated this is a monthly report that is administered through the Town of Collingwood. Committee had no comments. It was then;

MOVED BY S. BRAY

SECONDED BY R. EGO

RESOLUTION NO. 2014-10-08

RESOLVED THAT the Public Works Committee does hereby receive the Wasaga Beach-Collingwood Link Ridership Statistics for October 2014, for information.

CARRIED

7. DATE OF NEXT MEETING

To be determined.

8. ADJOURNMENT

Councillor Stockwell adjourned the meeting at 10:05 a.m.