

**Subject:** Request for Removal of Canboro Road Rumble Strip between Vinemount Drive and Effingham

**Recommendation:**

**BE IT RESOLVED THAT Council receive Report #2024-0025-Request for Removal of Canboro Road Rumble Strip between Vinemount Drive and Effingham, for information;**

**AND THAT the existing rumble strip on the south side of Canboro road remain in place;**

**AND THAT line markings be repainted and new signage and sharrows be introduced between Vinemount Drive and Effingham Street as recommended in the In-Service Road Safety Review Study.**

**Background:**

Canboro Road from Haist Street to approximately 150 meters West of Centre Street was reconstructed in 2003 and 2004. The reconstruction included the implementation of a rumble strip on the south side of the roadway to warn motorists traveling eastbound that they have veered outside of the travel lane.

A request was brought forward by the Pelham Active Transportation Committee (PATC) to remove the rumble strip to provide a smooth shoulder for cyclists to travel on. This initiative received council support and staff were directed to complete a review of the issue and present options back to Council. In Q4 of 2023 Town staff retained R.V Anderson Associates Limited (RVA) to conduct an In-Service Road Safety Review (ISRSR) to identify safety concerns and corresponding safety measures for all road users with specific consideration of the removal of the existing rumble strips.

**Analysis:**

The ISRSR report submitted by RVA and attached to this report as Appendix A identifies safety concerns and corresponding mitigation measures to improve road safety for all road users. Safety concerns identified in the report submitted by RVA include roadside hazards located within the clear zone, worn lane markings, and the lack of active transportation facilities.

The roadside hazards consist of both hydro poles and trees which are located within the clear zone due to the narrow right of way (R.O.W) which varies from 15.5m to 14m. The standard R.O.W for a rural roadway is 20 meters which would allow the hydro poles to be set back and trees planted outside of the clear zone. The substandard R.O.W has resulted in roadside features being located closer to the road than what is deemed safe simply because there is no space to move them farther away without acquiring private land. The use of rumble strips is a safety measure to alert drivers they are leaving the traveled portion of the lane when roadside hazards are present within the clear zone. The rumble strips through this corridor have suffered significant erosion from wear and tear as drivers are regularly wandering out of the lane and driving over them as noted during the site investigation. The regular use of the rumble strip reinforces the need to have them in place as the removal may allow vehicles to veer into the roadside hazards and have a negative effect on overall road safety.

The lack of active transportation facilities is a result of the narrow road R.O.W. Without the space to create safe active transportation facilities outside of the travel lane any work to the roadside shoulders could negatively impact overall road safety as it will not meet current design standards. In addition, the lane markings through this section of road are visible throughout the day but due to years of wear, the retro-reflectivity of the paint has diminished making it harder to see at night.

After reviewing the report prepared by RVA and after much consideration staff does not recommend the removal of the rumble strips as the issues with hazards located within the clear zone cannot be addressed with the current right-of-way width and road geometry.

Staff recommends that this portion of Canboro Road be added to the 10-year Capital forecast for reconstruction which will allow the Town to consider different options for implementing active transportation facilities while improving road safety for all users.

In the interim to address concerns regarding active transportation while keeping the road safe, it is recommended that the lane markings throughout this corridor be repainted, Wc-19 and Wc-19t signage be installed and sharrow pavement markings be implemented in the middle of both travel lanes to formally designate the roadway as a shared facility. (See Appendix A p. 8 for proposed signage recommendations).

### **Financial Considerations:**

The work that has been recommended above including new signage, repainting existing lines, and implementing sharrows can be completed through the existing

2024 operating budget and would not require any additional funding approved by Council.

### **Alternatives Reviewed:**

In 2022 Kerry T Howe Engineering Ltd. carried out a preliminary estimate for the removal of the rumble strip and paving 1.5m asphalt shoulders along this corridor to allow for both eastbound and westbound cycling. The estimate came in at approximately \$891,494.00 however this price adjusted for 2024 at a 3% annual increase would cost the town approximately \$945,785.98 today.

The work included in this estimate will allow for the construction of widened shoulders, but does not address other issues such as hydro poles and trees within the clear zone. Moving forward with this option would provide an active transportation benefit, but would also have a negative effect on overall road safety. In order to meet the clear zone requirements private property will likely have to be acquired from various property owners along the corridor and hydro poles will have to be relocated. This option would also include the removal of many mature trees that line the existing roadway. The cost to complete this work would be additional to the road rehabilitation cost mentioned above and would realistically require several years to be completed.

### **Strategic Plan Relationship: Infrastructure Investment and Renewal**

Maintaining a safe and reliable road network is critical to the Town of Pelham to ensure the safe and efficient movement of all forms of transportation.

### **Consultation:**

This report was prepared in consultation with R.V Andersons Associates Limited

### **Other Pertinent Reports/Attachments:**

Appendix A - In-Service Road Safety Review (ISRSR) Study of Canboro Road between Effingham Street and Vinemount Drive prepared by R.V Anderson Associates Limited

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