

# THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

## STAFF REPORT

**DATE:** April 24, 2026  
**TO:** Committee of the Whole  
**FROM:** **Cory Smith**, Director of Roads and Public Works  
**SUBJECT:** **Safe and Active School Review**

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### **RECOMMENDATION:**

**THAT Committee of the Whole recommend that Council direct staff to complete the following safety enhancement works on Paterson Street: mid-block pavement markings; extension of sidewalk in identified gap locations; installation of a raised crosswalk at the existing PXO; construction of a raised intersection at Paterson Street and Tatra Drive; and installation of a PXO at the intersection of Paterson Street and Tatra Drive;**

**AND THAT Committee of the Whole recommend that Council accept the identified short, medium, and long-term recommendations contained in this report to be considered as part of future municipal budgets.**

### **BACKGROUND:**

As part of the 2026 Budget, Council approved \$150,000.00 for Safe and Active School Routes. The purpose of this funding is to facilitate the implementation of infrastructure enhancements that further improve safety, particularly for active transportation along school routes.

A review was completed by municipal staff from Public Works, Development Services, Parks and Recreation and the Clerks Department, with support from consulting traffic engineers. The review included a multi-departmental committee that met regularly and undertook a facilitated assessment of traffic routes and active transportation facilities at all five (5) schools within Mississippi Mills. Members of the committee consulted with representatives of the Upper Canada District School Board, the Catholic District School Board of Eastern Ontario, Southeast Public Health (formerly the Leeds, Grenville and Lanark District Health Unit), and the Ontario Provincial Police.

The review encompassed municipal streets adjacent to and surrounding the following schools:

1. Pakenham Public School, 109 Jeanie Street, Pakenham (PS)

2. Naismith Memorial Public School, 260 King Street, Almonte (NMS)
3. Almonte District High School, 126 Martin Street North, Almonte (ADHS)
4. R. Tait McKenzie Public Elementary School, 175 Paterson Street, Almonte (TMPS)
5. Holy Name of Mary Catholic Elementary School, 110 Paterson Street, Almonte (HNOM)

Each school zone was considered individually, but it should be noted that while certain considerations are specific to both TMPS and HNOM, these schools share key corridors, routes, and infrastructure along Paterson Street which are common to both school communities.

This report provides a summary of the findings. Overall, the review determined that existing municipal infrastructure within each school safety zone meets required safety standards. However, the review identified numerous opportunities to enhance safety, visibility, accessibility, and user comfort, particularly for pedestrians and active transportation users. A comprehensive list of recommended enhancements was developed, with implementation approaches discussed later in this report.

## **DISCUSSION:**

Based on the information reviewed and the scale of investment required, the focus of implementation for 2026 is on the safety enhancement recommendations affecting the school routes for Holy Name of Mary Catholic Elementary School and R. Tait McKenzie Public School, primarily along Paterson Street. These locations were prioritized due to the shared corridor, existing pedestrian volumes, and the opportunity to implement multiple complementary safety treatments within a defined School Safety Zone.

While the 2026 capital program focuses on Paterson Street, the review included all five (5) school zones within the municipality, and safety enhancement opportunities were identified for each. These include both operational improvements, which will continue to be addressed through day-to-day municipal activities, and capital-based treatments that require further planning, coordination, and funding. Capital-related recommendations for the remaining school zones have been documented and summarized in an attached table to this report.

It is anticipated that future works in other school zones will be advanced through subsequent capital budgets, with staff bringing forward proposed work plans, cost estimates, and phasing considerations to Council for review and consideration as part of the annual budget process. This approach supports a structured, transparent, and fiscally responsible implementation strategy that aligns with municipal priorities and available resources, while maintaining a clear commitment to continuous improvement of safe and active school routes across all communities in Mississippi Mills.

Any recommendations that can be managed operationally will continue to be implemented by staff as resources allow. As such, the recommendations being

prioritized in this report focus specifically on capital - based safety enhancements that require Council approval and budget allocation. Given Paterson Street's function as a collector roadway, its traffic volumes, and operating speeds, the recommended safety and traffic calming measures include immediate, short-term, and longer-term considerations. Existing traffic calming and school safety measures should be maintained, with consideration given to expanding elements of the program along the full length of the Community Safety Zone to Jack Dalgity Street. As development continues in the area, additional review will be required. Ongoing monitoring following implementation will assess the effectiveness of the installed treatments.

At this time, staff recommend that the following five (5) road safety and traffic calming enhancements be implemented in 2026 and funded through the Safe and Active School Routes capital allocation.

**1. Mid-Block Pavement Markings, 8 locations.**



\*Example of Pavement markings may vary slightly – “Paterson St” is not part of the intended pavement markings – this is part of the computer image.

**2. Extend Existing Sidewalk**

These improvements will close existing gaps, improve accessibility and provide continuous, safer pedestrian network.

Location 1 – Entrance to Water Tower.



Location 2 – South Entrance to R. Tait McKenzie Public School



Location 3 – Middle Entrance to R. Tait McKenzie Public School



Location 4 – North Entrance to R. Tait McKenzie Public School



3. **Installation of a Raised Crosswalk** at the existing Pedestrian Crossover (PXO)

The proposed raised crosswalk functions in a manner similar to a speed bump, providing vertical deflection that encourages drivers to slow down. However, unlike traditional speed bumps, raised crosswalks are specifically designed for pedestrian safety. They improve pedestrian visibility, clearly reinforce pedestrian priority, provide a level crossing surface that improves accessibility (including for mobility devices), and are engineered to allow emergency and service vehicles to pass with minimal disruption when travelling at appropriate speeds.



Exist PXO



Example of Raised Crosswalk

4. **Raised Intersection** at the Intersection of Tatra and Paterson.

A raised intersection operates on the same general principle as a speed bump by introducing vertical elevation to reduce vehicle speeds. However, it is designed to treat the entire intersection consistently, improving visibility, reinforcing pedestrian priority, enhancing accessibility, and reducing vehicle speeds through the conflict area. Raised intersections are widely recognized as a best practice on collector roads within school areas, as they provide effective traffic calming while maintaining traffic flow and roadway function.



Intersection of Tatra and Paterson



Example of Raised Intersection

5. **Installation of PXO** at the Intersection of Paterson and Tatra

The installation of a Pedestrian Crossover (PXO) at the intersection of Paterson Street and Tatra Drive is recommended as a proactive safety enhancement that builds on the existing school safety network along Paterson Street. This location serves as a key crossing point. A PXO at this intersection will provide a clearly defined, highly visible crossing location, reinforcing pedestrian priority and improving driver awareness.



Proposed location of PXO



Example of a PXO

Recommendations for Paterson St. Summary Table for 2026 Works

Treatment	Cost	Schedule	Comments
Mid Block pavement markings & Additional Painting	\$11,000.00	Spring/ Summer 2026	Various locations; quick-to-implement safety and visibility enhancement
Sidewalk Improvements	\$50,000.00	Spring/ Summer 2026	Improves pedestrian connectivity, continuity, and accessibility
Raised Crosswalk at PXO	\$18,000.00	July/Aug. 2026	Provides vertical deflection similar to a speed bump; improves pedestrian visibility and accessibility; less disruptive to vehicles when driven at appropriate speeds; maintains the integrity of Paterson Street as a collector.
Raised Intersection	\$40,000.00	July/Aug. 2026	Provides vertical deflection similar to a speed bump; improves visibility and pedestrian priority; includes drainage works; appropriate traffic calming for a collector road
PXO Installation at Tatra	\$25,000.00	July/Aug. 2026	Consistent with existing PXOs on Paterson Street; improves pedestrian visibility and safety
Additional Signage	\$5,000.00	July/Aug. 2026	Supports new infrastructure and reinforces traffic calming measures

## Paterson St. – Other Considerations and Long Term Projects

Treatment	Recommendation/Comments	Timeline
<b>Cycle Lanes or Cycle Tracks</b>  <b>ALSO KNOWN AS BIKE LANES or BIKE PATHS</b>  <b>(Including behind the sidewalk)</b>	Paterson Street is an urban collector with a right-of-way varying between 12 m and 21 m. The Transportation Master Plan identifies a need to protect a 24 m ROW. Dedicated cycling facilities would require full reconstruction and potential widening.  *see note 1.	Long term; consider during full reconstruction.
<b>Provide Additional Sidewalks in adjacent Streets</b>	Sidewalk gaps are identified in Schedule 9 of the Transportation Master Plan, including areas beyond Robert Hill Street.	Ongoing
<b>Shared Road Treatment, Pavement Markings and signage on Paterson</b>	Pavement markings similar to sharrows. Deferred to assess effectiveness of 2026 measures.	Short to Mid Term (Deferred)
<b>Road Narrowings/ Bump Outs</b>	Similar to Church Street treatments; best suited for pedestrian crossings or full reconstruction due to existing narrow roadway.	Long Term

**Note 1.** Incorporating cycle lanes or cycle tracks (BIKE PATHS) along Paterson Street would require a consistent width of 24m. The municipality does not own property to accommodate that requirement. Therefore, the municipality would need to purchase or acquire the land from multiple existing property owners along Paterson St. This process would be a multi-step and time-intensive undertaking (legal surveys, negotiations with property owners, expropriation etc.). Following acquiring land, the municipality would need to complete a detailed design and review. This would include a fulsome drainage review, filling in existing ditches and installation of storm sewers and catch basins to accommodate stormwater and drainage. For these reasons, the potential implantation of bicycle lanes cannot be undertaken in the short term.

### OPTIONS:

1. Receive this report for information and direct staff to implement the recommendations contained herein.

2. Receive this report for information and direct staff to bring forward additional information prior to implementation.

### **FINANCIAL IMPLICATIONS:**

The total estimated value of the recommended works is \$149,000.00. Council approved \$150,000.00 in the 2026 Capital Budget for Safe and Active School Routes. The estimated costs are within the approved budget.

### **STRATEGIC PLAN**

This report supports the following Strategic Plan pillars:

1. **Safe and Sustainable** – Enhances safety for all road users and supports sustainable transportation.
2. **Welcoming, Inclusive, Active and Healthy Community** – Encourages walking and active travel for students, families, and residents of all ages and abilities.

### **PUBLIC ENGAGEMENT**

A fulsome review of Safe and Active School Routes was completed by an interdepartmental committee with support from consulting traffic engineers. The committee considered input from external agencies as well as public feedback received by the Municipality over the past 12 months.

### **SUMMARY:**

A strategic plan to enhance the safety of existing Safe and Active School Routes has identified five capital safety investments along Paterson Street. These enhancements can be implemented within the available budget and timeline, providing additional safety, visibility, and accessibility for all users while maintaining the role and function of Paterson Street as a collector roadway. Additional safety enhancements for other school zones will be considered through future budget processes.

Respectfully submitted by,

Cory Smith,  
Director of Public Works

Reviewed by:

Ken Kelly,  
CAO

### **ATTACHMENTS:**

1. Summary recommendation for other locations.
2. Parson's Mississippi Mills School Zone Safety Review - Final Briefing Report