

# Memorandum

**To:** Mr. Cory Smith  
**From:** Jake Berube, P.Eng. RSP<sub>1</sub>  
**Subject:** Municipality of Mississippi Mills – School Zone Safety Review Briefing (FINAL)

**Date:** January 22<sup>nd</sup>, 2026  
**Project No.:** 479595-01000

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## 1 Background and Scope

Parsons was retained by the Municipality of Mississippi Mills to undertake a preliminary road safety review focused on five key school zones. This review serves as an initial step toward a broader School Safety Plan, building upon early safety measures already undertaken by the Municipality, such as the installation of bollards on King Street and Paterson Street. The primary objective of this assignment is to provide a professional, engineering-based assessment of current conditions and highlight road safety challenges facing students, parents and teachers. This review is not intended to deliver detailed design drawings or capital project plans. Instead, it offers a practical overview of the current state of municipal transportation infrastructure to identify short-term, low cost opportunities that can be considered by the Municipality as well as longer term opportunities that address complex or systemic issues.

Summary of Attachments:

- Appendix A – Summary of Existing Condition Schematics
- Appendix B – Summary of Recommendations for each School Zone Area
- Appendix C – Summary of Site Visit Observations

### 1.1 School Areas Reviewed

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The review encompasses the municipal streets adjacent to and surrounding the following five schools. Additional safety recommendations are provided specifically for the Paterson Street corridor, from Ottawa Street to Robert Hill Street . On-site school operations were not assessed.

- Pakenham Public School (109 Jeanie Street)
- Naismith Memorial Public School (260 King Street)
- Almonte District High School (126 Martin Street North)
- R. Tait McKenzie Public Elementary School (175 Paterson Street)
- Holy Name of Mary Catholic Elementary School (110 Paterson Street)

### 1.2 Methodology and Approach

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To ensure a rigorous and defensible assessment, this review utilizes the principles of the *Canadian Guide to In-Service Road Safety Reviews* (Transportation Association of Canada, 2004). An ISR is a systematic process for checking existing roads to identify safety issues and opportunities for improvement. The recommendations provided are context-sensitive, tailored to the local character of Mississippi Mills. The review is based on the following:

- **Data Collection (Quantitative Analysis):** To understand the operating environment and exposure levels within the school zones, Traffic and Speed Data and Collision History was analyzed.
- **Field Review (Qualitative Analysis):** Structured site visits were conducted during morning and afternoon peak periods to observe the "lived experience" of the school zones. These field reviews focused on Student, Bus and Parent Interactions, Infrastructure and Desire Lines.
- **Problem Identification and Classification:** Consistent with ISR logic, safety issues were identified based on site observations and qualitative data.
- **Improvement Identification:** Recommended safety modifications are identified for short-term (immediate/low cost) and strategic improvements (long term, may require study and/or budgeting). High level cost estimates are provided.

## 2 Pakenham Public School

### SCHOOL INFORMATION

### BACKGROUND DATA (QUANTITATIVE) – JEANIE STREET

<b>SCHOOL TYPE</b>	Public Elementary	<b>TRAFFIC VOLUMES:</b>	Jeanie: 100-200 vehicles / day CR29: 4,500 vehicles /day
<b>SCHEDULE</b>	Arrival: 9:15 AM Dismissal: 3:55 PM	<b>85TH % SPEED:</b>	23-25 km/h (Speed zone limit: 50 km/h)
<b>ENROLLMENT</b>	Approx. 140 Students	<b>AVERAGE SPEED</b>	20-22 km/h (Speed zone limit: 50 km/h)
<b>TRANSPORTATION</b>	Approx. 4 buses	<b>COLLISIONS:</b>	None Reported

### FIELD OBSERVATIONS (QUALITATIVE)

### SUMMARY OF IDENTIFIED OBSERVATIONS & SAFETY ISSUES

<p><b>Signage:</b> CR29 has school zone signage and prohibits parking fronting the school. Jeanie/Macfarlane lacks school zone signage.</p> <p><b>Bus Circulation:</b> Buses queue along Jeanie Street.</p> <p><b>Sightlines:</b> No issues identified.</p> <p><b>Pick-Up Drop-Off:</b> In Community Centre parking lot.</p> <p><b>Behavior (Dismissal):</b> Students exited the rear yard and are guided to buses or to Community Centre parking for pick up/drop-off.</p> <p><b>Infrastructure:</b> Sidewalk available on Jeanie Street and CR29. Pedestrian ladder marking at the Community Centre access. Paint identifying the bus lay by area. Two PXOs along CR29.</p> <p><b>Other:</b> Mississippi Mills Fire Department Station No. 2 is located on Jeanie Street across from Pakenham Public School. Traffic calming measures or other invasive measures could impact emergency services.</p>	<ul style="list-style-type: none"> <li>Jeanie Street-Macfarlane Street is not signed as a community safety/school zone and lacks other warning signs that a school is approaching.</li> <li>Macfarlane Street, and Macfarlane/Jessie, lacks sidewalks on all four approaches.</li> <li>CR29 transitions from an 80 km/h to a 50 km/h street with school zone signage. There is a horizontal buffer between northbound traffic and the sidewalk. The PXO's are appropriate for the context. Speed data on CR29 was not available.</li> <li>CR29 PXO (County) overhead signage appears faded and should be replaced through regular maintenance.</li> <li>Jeanie Street bus lay by pavement markings appeared faded and should be reinstated.</li> <li>Jeanie Street/CR29 intersection minor leg approaches to CR29 lack ladder crossing or other similar markings.</li> </ul>
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**Overall Safety Finding:** There are no notable safety concerns for students travelling in the immediate vicinity of Pakenham Public School. The safety actions identified below are for consideration by the Municipality to provide improvements to road safety.

### LOW HANGING FRUIT (IMMEDIATE / LOW COST)

Actionable within < 6 months

### STRATEGIC IMPROVEMENTS (LONG TERM / CAPITAL)

Requires study and/or budgeting

<p><b>Signage:</b> Additional School Zone signage on Jeanie Street &amp; Macfarlane Street. Sign Jeanie Street as 40 km/h. Cost Estimate: \$2,000-\$4,000</p>	<p><b>Traffic Calming:</b> Formalize the pedestrian crossing into the Community Centre with a receiving concrete sidewalk and optional raised crossing. Cost Estimate: \$15,000-\$20,000</p>
<p><b>Markings:</b> Paint a ladder crossing on the east and west legs of the Jeanie intersection. Cost Estimate: \$1,500-\$2,500</p>	<p><b>Sidewalk Improvements:</b> Extend the existing sidewalk into the community centre to provide a lay-up for parent pick-up drop-off (100m). Cost Estimate: \$27,000-\$35,000</p>
<p><b>Markings:</b> "School Zone" ground markings along Jeanie-Macfarlane Street. Cost Estimate: \$1,500-\$3,000</p>	
<p><b>Markings:</b> Formalize parking lot markings in Community Centre to provide guidance to pick-up/drop-off. Cost Estimate: \$3,500-\$5,000</p>	
<p><b>Signage Maintenance:</b> Replace faded pedestrian crossover signs on CR29 Cost Estimate: \$2,000-\$4,000 / location</p>	

### 3 Naismith Memorial School

#### SCHOOL INFORMATION

<b>SCHOOL TYPE</b>	Public Elementary	<b>TRAFFIC VOLUMES:</b>	King: 300-400 vehicles/day
<b>SCHEDULE</b>	Arrival: 9:15 AM Dismissal: 3:50 PM	<b>85TH % SPEED:</b>	31-33 km/h (Speed zone limit 40 km/h)
<b>ENROLLMENT</b>	Approx. 335 Students	<b>AVERAGE SPEED</b>	25-29 km/h (Speed zone limit 40 km/h)
<b>TRANSPORTATION</b>	5-7 buses	<b>COLLISIONS:</b>	None Reported

#### BACKGROUND DATA (QUANTITATIVE) – KING STRET

#### FIELD OBSERVATIONS (QUALITATIVE)

**Signage:** Perth Street has a "School Zone Ahead" sign west of the Perth/Bridge intersection and a school zone sign at Perth Street/King Street. No parking on the south side of Perth Street. King Street is signed a school zone and allows parking on both sides.

**Bus Circulation:** From Perth Street to King Street via Helen Street. King Street egress results in conflict with students walking and pick-up/drop off on King Street.

**Sightlines:** Parked vehicles and outbound buses can reduce sightlines on King St. Foliage in the NE quadrant of King/Perth can limit sightlines at the all-way stop.

**Pick-Up Drop-Off Behavior:** King Street is well utilized for parent pick-up drop-off, which can impact street operations. On King Street southbound, parents parked on the east side of the street, resulting in uncontrolled crossings with students to the school.

**Infrastructure:** A sidewalk on the west side of King Street connects to the student entrance. A narrow concrete sidewalk on Perth Street connects the bus/staff entrance to the King/Perth intersection.

#### SUMMARY OF IDENTIFIED OBSERVATIONS & SAFETY ISSUES

- King Street is highly utilized for parent pick-up drop-off. This can lead to undesirable mid-block crossings and U-turns. It also increases friction with bus egresses, which can block bus maneuvers. It lacks a sidewalk on the east side to facilitate pick ups and drop offs
- Buses exiting onto King Street conflict with students who are walking, or are being picked-up/dropped-off. An alternative bus circulation could improve safety (i.e. access and egress on Perth St., or reverse bus loading direction)
- Speeding is not considered an issue on King Street.
- The sidewalk along King Street, particularly nearest Perth Street, is narrow.
- The Perth/Bridge intersection can be a barrier for pedestrians given the angle of the intersection approach
- The Helen Street access has "bus only" signage, which is not apparent upstream. The access is wide at the street edge which can make it difficult for students to cross. Helen Street does not provide a sidewalk or other walking facility. Ponding is observed to occur on Helen Street indicating drainage challenges.

**Overall Safety Finding:** No significant safety concerns were identified for students travelling in the immediate vicinity of Naismith Memorial School. The recommendations are for consideration by the Municipality and the school to primarily improve the pick-up and drop-off environment. Strategic improvements may be incorporated as part of future road renewal.

#### LOW HANGING FRUIT (IMMEDIATE / LOW COST)

*Actionable within < 6 months*

#### STRATEGIC IMPROVEMENTS (LONG TERM / CAPITAL)

*Requires study and/or budgeting*

<b>Signage:</b> No Parking signage & pavement markings fronting the bus egress to improve visibility from the access. Cost Estimate: \$3,000-\$4,000	<b>Traffic Calming:</b> Install permanent concrete curb extensions (bulb-outs) at the bus egress. Cost Estimate: \$15,000-\$20,000
<b>Signage:</b> Prohibit King Street parking on the east side of the road during pick-up and drop-off times between Perth Street and Arthur Street. Cost Estimate: \$2,500-\$5,000	<b>Sidewalk Installation:</b> New sidewalk on Helen Street (60m), connecting to the school (35m) with access modifications to minimize the crossing distances. Cost Estimate: \$30,000-\$40,000
<b>Markings:</b> Implement painted edge line on west side of King Street to denote parking area and visually narrow travel lanes. Cost Estimate: \$2,500-\$4,000	<b>Sidewalk Improvements:</b> Upon renewal, increase the width of the sidewalk along King Street from the bus egress to Perth Street (100m). Cost Estimate: \$27,000-\$35,000
<b>Recommendations to School:</b>	
<ul style="list-style-type: none"> <li>• New Pick-up/Drop-off Area: To reduce friction on King Street, consider providing a pick-up/drop-off opportunity within the parking lot off of Perth Street. Students could be routed through the rear field to remain on school grounds.</li> <li>• Alternative Bus Loading: Consider circulating buses back to Helen St/Perth St (loss of parking) and removing the King St access. Consider reversing the flow of buses to clockwise (Noting bus doors would be on the opposite side of the school)</li> </ul>	

## 4 Almonte District High School

### SCHOOL INFORMATION

SCHOOL INFORMATION		BACKGROUND DATA (QUANTITATIVE) - MARTIN STREET	
<b>SCHOOL TYPE</b>	Public Secondary (7-12)	<b>TRAFFIC VOLUMES:</b>	Martin: 2,800-3,200 vehicles/day
<b>SCHEDULE</b>	Arrival: 8:00 AM Dismissal: 2:10 PM	<b>85TH % SPEED:</b>	46-50 km/h (Speed zone limit: 40 km/h)
<b>ENROLLMENT</b>	Approx. 600 Students	<b>AVERAGE SPEED</b>	41-46 km/h (Speed zone limit: 40 km/h)
<b>TRANSPORTATION</b>	Approx. 9-12 buses	<b>COLLISIONS:</b>	None Reported

### FIELD OBSERVATIONS (QUALITATIVE)

**Signage:** Community Zone Safety signage is placed on Martin Street. Signed as “No Parking” on Martin Street during school arrival/dismissal times.

**Bus Circulation:** Buses queue in parking lot opposite school, from Martin Street to Teskey Street. Buses also queue on Teskey Street westbound.

**Sightlines:** Illegally parked cars can pose sightline issues at Martin/Teskey.

**Pick-Up Drop-Off:** Pick-up/drop-off occurs both on Teskey street and in parking lot. Students also own their own vehicles.

**Behavior:** At dismissal, a significant number of students cross Martin Street. Staff are present to activate the pedestrian signal. Students were observed to cross without a 'Walk' indicator

**Infrastructure:** An intersection pedestrian signal (IPS) provides for crossings of Martin Street. Martin Street provides for painted bike lanes

### SUMMARY OF IDENTIFIED OBSERVATIONS & SAFETY ISSUES

- It is recognized that Martin Street is a County Road, which can limit the Municipalities role in modifying the street.
- Interactions at the pedestrian signal, Martin Street and Teskey Street were reviewed.
- Cycling facilities have an unnecessary sharrow in the bike lane.
- The sidewalk width and width of ladder crossing is not sufficient for the volume of students crossing at dismissal. This results in unpredictable crossings and bunching. It is considered a minor concern.
- Given the parking/bus arrangement, frequent crossings of Martin Street occur both with and without the pedestrian signal activation.
- A general speeding concern exists on Martin Street. It is noted that congestion during pick-up drop off times can minimize vehicle speeds.

**Overall Safety Finding:** There are no major safety concerns for students travelling in the immediate vicinity of Almonte High School. Martin Street is a notable County Road with higher traffic speeds which students must cross to access/depart from buses. The recommendations below are considered low priority.

### LOW HANGING FRUIT (IMMEDIATE / LOW COST)

Actionable within < 6 months

<b>Modification to Bike Lane Markings:</b> The dashed bike lane should be discontinued for the same length as the white centerline. Sharrows should also not be provided. This is a minor concern for future paint modifications Cost Estimate: Negligible (Assumed with next round of maintenance)
<b>Markings:</b> Provide 1-1 dashed guidance lines with green thermoplastic paint (either banded or solid) fronting the Teskey Street intersection to warn drivers of potential cyclists. Cost Estimate: \$4,500-\$6,000
<b>Cycle Lane Improvements:</b> Installation of flexposts on the approach to the Martin/Teskey intersection to provide a buffer for cyclists and minimize illegal parking on the northbound approach. Cost Estimate: \$6,500-\$8,000

### STRATEGIC IMPROVEMENTS (LONG TERM / CAPITAL)

Requires study and/or budgeting

<b>Traffic Calming at PXO:</b> Install permanent concrete curb extensions (bulb-outs) to shorten crossing distance on Martin Street. (County) Cost Estimate: \$9,000-\$12,000
<b>Bike Lane Upgrade:</b> Widen existing on-street bike lanes per Table 38 MM TMP. Provide a bike lane transition to/from the existing multiuse pathway on CR17 north of the bus access. Cost Estimate: See TMP
<b>Bike Lane Upgrade:</b> Implement a pre-cast concrete buffer for northbound bikes to provide protection from right turning vehicles. This would replace flex posts on the same approach. Cost Estimate: \$9,000-\$12,000

## 5 R. Tait McKenzie Elementary School

### SCHOOL INFORMATION

<b>SCHOOL TYPE</b>	Public Elementary	<b>TRAFFIC VOLUMES:</b>	Paterson: 2,500-3,000 vehicles/day
<b>SCHEDULE</b>	Arrival: 9:00 AM Dismissal: 3:35 PM	<b>85TH % SPEED:</b>	43 km/h (Speed zone limit: 40 km/h)
<b>ENROLLMENT</b>	Approx. 310 Students	<b>AVERAGE SPEED</b>	39 km/h (Speed zone limit: 40 km/h)
<b>TRANSPORTATION</b>	Approx. 6-8 buses	<b>COLLISIONS (OTTAWA ST TO ROBERT HILL ST)</b>	5 collisions (1 fatality, 2 injuries, 2 property damage only)

### BACKGROUND DATA (QUANTITATIVE) - PATERSON STREET

### FIELD OBSERVATIONS (QUALITATIVE)

### SUMMARY OF IDENTIFIED OBSERVATIONS & SAFETY ISSUES

<p><b>Signage:</b> Paterson Street is signed a community safety zone, 40 km/h street with a yellow centerline.</p> <p><b>Bus Circulation:</b> Counterclockwise circulation from the Paterson south access to the Paterson north access. The south access is shared with a lot used for staff/student pick up. Staff are present at the Paterson Street access.</p> <p><b>Sightlines:</b> No sightline issues. Pick-Up Drop-Off: Dedicated pick-up/drop-off lot via an access 25m north of the bus departure loop egress.</p> <p><b>Behavior:</b> The majority of students are accommodated on a bus or pick-up/drop-off. Students walking use the east side of Paterson Street and cross at the PXO near Morton Street or at the Tatra Street intersection.</p> <p><b>Infrastructure:</b> Sidewalks are available on both sides of Paterson Street. Accesses are marked with ladder crossings. Paterson Street is narrow, and does not provide for parking.</p>	<ul style="list-style-type: none"> <li>Paterson Street is a narrow street with concrete sidewalks in each direction. There are no supporting cycling facilities or additional boulevard separation to traffic.</li> <li>Buses were observed to encroach on the opposite sidewalk / lane to complete turns.</li> <li>No conflicts were observed between the parent pick-up/drop-off area and the bus egress. No concerns with pick-up drop-off as it occurs on school grounds.</li> <li>There is limited evidence of speeding relative to the posted speed limit, as only the 85th percentile speed is above the speed limit. Given the street context and the presence of students, vehicles travelling near the speed limit can be perceived as speeding.</li> <li>Existing student desire lines are provided crossings to the north (South of Morton) and south (Tatra Street) of R. Tait McKenzie School.</li> </ul>
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**Overall Safety Finding:** Based on observed conditions, there are no significant road safety concerns for students traveling in the immediate vicinity of R. Tait McKenzie School. While five collisions have occurred along Paterson Street over the past three years, including one fatality and two injury collisions, it is important to acknowledge that collisions can occur even in well-managed environments. The intent of this review is to identify measures that reduce both the likelihood and severity of such events. Given the collision history and the role of Paterson Street as a collector road, traffic volumes and speeds should continue to be monitored. In the long term, strategic improvements should be considered to further mitigate risk and enhance safety for all users.

### LOW HANGING FRUIT (IMMEDIATE / LOW COST)

Actionable within < 6 months

### STRATEGIC IMPROVEMENTS (LONG TERM / CAPITAL)

Requires study and/or budgeting

<p><b>Markings:</b> On-street mid-block school zone pavement markings and speed zone markings to provide a reminder to drivers. Cost Estimate: \$3,000-\$4,000</p>	<p><b>Access Improvements:</b> Provide a continuous depressed sidewalk through the school accesses. Seek opportunities to reduce access width. Cost Estimate: \$10,000-\$20,000</p>
<p><b>Sidewalk Improvements:</b> Extend the existing sidewalk on the west side of Paterson Street adjacent to the Tatra intersection to mend the gap across the municipal access. Provide ladder markings on the south side of the Paterson/Tatra intersection. Include a bulb-out to narrow the crosswalk distance Cost Estimate: \$9,000-\$13,000</p>	
<p><b>Re-Install Centerline Delineation:</b> Continue to install and monitor flex posts along Paterson Street, considering the needs of access and egress maneuvers.</p>	
<p>Additional measures have been identified under the 'Paterson Street' Section (Section 7)</p>	

## 6 Holy Name of Mary Catholic School

### SCHOOL INFORMATION

SCHOOL INFORMATION		BACKGROUND DATA (QUANTITATIVE) – PATERSON STREET	
<b>SCHOOL TYPE</b>	Public Elementary	<b>TRAFFIC VOLUMES:</b>	Paterson: 2,500-3,000 vehicles/day
<b>SCHEDULE</b>	Arrival: 9:15 AM Dismissal: 3:535 PM	<b>85TH % SPEED:</b>	43 km/h (Speed zone limit: 40 km/h)
<b>ENROLLMENT</b>	Approx. 140 Students	<b>AVERAGE SPEED</b>	39 km/h (Speed zone limit: 40 km/h)
<b>TRANSPORTATION</b>	Approx. 3-4 buses	<b>COLLISIONS (OTTAWA ST TO ROBERT HILL ST)</b>	5 collisions (1 fatality, 2 injuries, 2 property damage only)

### FIELD OBSERVATIONS (QUALITATIVE)

**Signage:** Paterson Street is signed a community safety zone, 40 km/h street. A yellow centerline is provided on Paterson Street.

**Bus Circulation:** On-Site via north access. Some buses were observed to arrive later than dismissal time, conflicting with departing students.

**Sightlines:** No sightline issues were observed.

**Pick-Up Drop-Off:** Accommodated in two locations; in front of the school (kindergarten) with parents parking in front of the main school doors and circulating counter clockwise to exit the center access; and on Harold Street to the west where students walk across school grounds to access Harold Street.

**Behavior:** The majority of students are accommodated on a bus or pick-up/drop-off. Students walking use the west side of Paterson Street, where some were observed to cross at the Morton PXO. Students also walk to Harold Street west of the school, which requires crossing the school yard.

**Infrastructure:** Sidewalks are available on both sides of Paterson Street. A PXO south of Morton Street provides access across Paterson Street.

### SUMMARY OF IDENTIFIED OBSERVATIONS & SAFETY ISSUES

- Inbound buses were observed to conflict with departing students.
- Bus loading and some parent pick-up drop-off occur on school property. Parent pick-up/drop-off on Harold Street requires students to walk across the school yard which is not maintained.
- Paterson Street is a narrow street with concrete sidewalks in each direction. There are no supporting cycling facilities or additional boulevard space to provide a separation between cyclists and traffic.
- Buses were observed to encroach on the opposite sidewalk / lane to complete turns.
- No conflicts were observed between the parent pick-up/drop-off area and the bus egress.
- There is limited evidence of speeding relative to the posted speed limit, as only the 85<sup>th</sup> percentile speed is above the speed limit. Given the street context and the presence of students, vehicles travelling.

**Overall Safety Finding:** Similar to R. Tait McKenzie School, there are no nominal road safety concerns for students travelling in the immediate vicinity of Holy Name of Mary. The collision history of Paterson Street does indicate the presence of road safety challenges, even in the presence of a low-speed street such as Paterson Street. The assessment of the Holy Name of Mary school indicates that students walking and biking to school typically remain east of Paterson Street (minimizing exposure to conflict with cars and buses) while bus and parent pick-up drop-off occur on-site (minimizing their exposure to road users to access points on Paterson Street).

### LOW HANGING FRUIT (IMMEDIATE / LOW COST)

*Actionable within < 6 months*

**Markings:** On-street mid-block school zone pavement markings and speed zone markings to provide a reminder to drivers. Cost Estimate: \$3,000-\$4,000

**Re-Install Centerline Delineation:** Continue to install and monitor flex posts along Paterson Street, considering the needs of access and egress maneuvers.

### STRATEGIC IMPROVEMENTS (LONG TERM / CAPITAL)

*Requires study and/or budgeting*

**Access Improvements:** At the time of road renewal, seek opportunities to reduce the width of the accesses. Cost Estimate: \$10,000-\$20,000

Additional measures have been identified under the ‘Paterson Street’ Section (Section 7)

## 7 Paterson Street

Paterson Street is an urban municipal collector street with sidewalks on both sides of the road and a right-of-way that varies between 12 m and 21 m up to Robert Hill Street. The street is generally narrow, which restricts opportunities for cycle lanes or cycle tracks without full road reconstruction and property widening. The TMP has identified the need to protect for a 24m ROW. The following table provides recommendations for Paterson Street fronting the two school zones.

### LOW HANGING FRUIT (IMMEDIATE / LOW COST)

*Actionable within < 6 months*

### STRATEGIC IMPROVEMENTS (LONG TERM / CAPITAL)

*Requires study and/or budgeting*

<p><b>Monitoring:</b> Annual speed and volume monitoring should take place on Paterson Street to identify trends and potentially increasing road speeds.</p>	<p><b>Cycling Improvements:</b> Advance a shared road treatment for cycling on Paterson Street. This treatment would consist of pavement markings and signage. <b>Cost Estimate: \$10,000-\$20,000</b></p>
<p><b>Re-Install Centerline Delineation:</b> Continue to install and monitor flex posts along Paterson Street, considering the needs of access and egress maneuvers.</p>	<p><b>Safe School Routes:</b> Provide additional sidewalks in adjacent neighborhoods and adjacent streets, as identified on Schedule 9 of the MM TMP. This includes extending the existing sidewalks beyond Robert Hill Street. <b>Cost Estimate: See TMP</b></p>
<p>Consideration to expanding the number of installations should be considered to provide a continuous signal to drivers along Paterson Street.</p>	<p><b>Traffic Calming Program:</b> The role of Paterson Street as a collector will continue to increase with future growth areas. A traffic calming program is recommended to minimize speeds on the corridor. This can include: Narrowing at the Morton Street pedestrian crossing, mid-block centerline narrowings (i.e. flex posts) and 5 speed tables placed from north of Morton Street to north of Tatra Street. Measures should be placed no more than 50m apart. <b>Cost Estimate: \$50,000-\$70,000</b></p>
	<p><b>Regulation:</b> Implement a 30 km/h street design and operating speed on Paterson Street. <b>Cost Estimate: \$7,500-\$10,000</b></p>

**Paterson Street Urban/Rural Transition:** As areas south of the school zones develop, opportunities to develop a traffic calmed segment of Paterson St south of Tatra St should be explored to enhance road safety. While outside the study area, the presence of new development represents new homes for local students. The presence of traffic calming measures, such as raised intersection(s), narrowed lanes, designated pedestrian crossings and speed hump installations will reinforce a safe street. The practical lower limit of an urban lane with a design speed less than 60 km/h is 3.0m per lane (6.0m of pavement surface) which is appropriate for emergency and bus operations. In this configuration, off-street cycling facilities are highly recommended.

## 8 Conclusion

This School Zone Safety Review was completed using a consistent engineering methodology that combines traffic data analysis with on-site observations during school arrival and dismissal periods. The intent was to provide the Municipality with a series of recommendations for considerations to enhance road safety elements within each school zone. The recommendations are also intended to be practical and evidence-based to identify opportunities to further improve safety within municipal school zones.

Overall, no significant or urgent road safety concerns were identified at the reviewed locations. Existing school zone operations and infrastructure are generally functioning as intended. The recommendations presented focus on targeted, low-cost improvements to already reasonably safe streets that enhance driver awareness and improve pick-up and drop-off operations, as well as longer-term measures that can be considered as part of future capital planning. This review also provides a foundation to support ongoing monitoring and the future development of a broader School Safety Plan.

We trust this memo meets your current needs. Please do not hesitate to contact the undersigned if you have any questions.

Sincerely,



Jake Berube, P.Eng. RSP<sub>1</sub>  
Senior Transportation Engineer

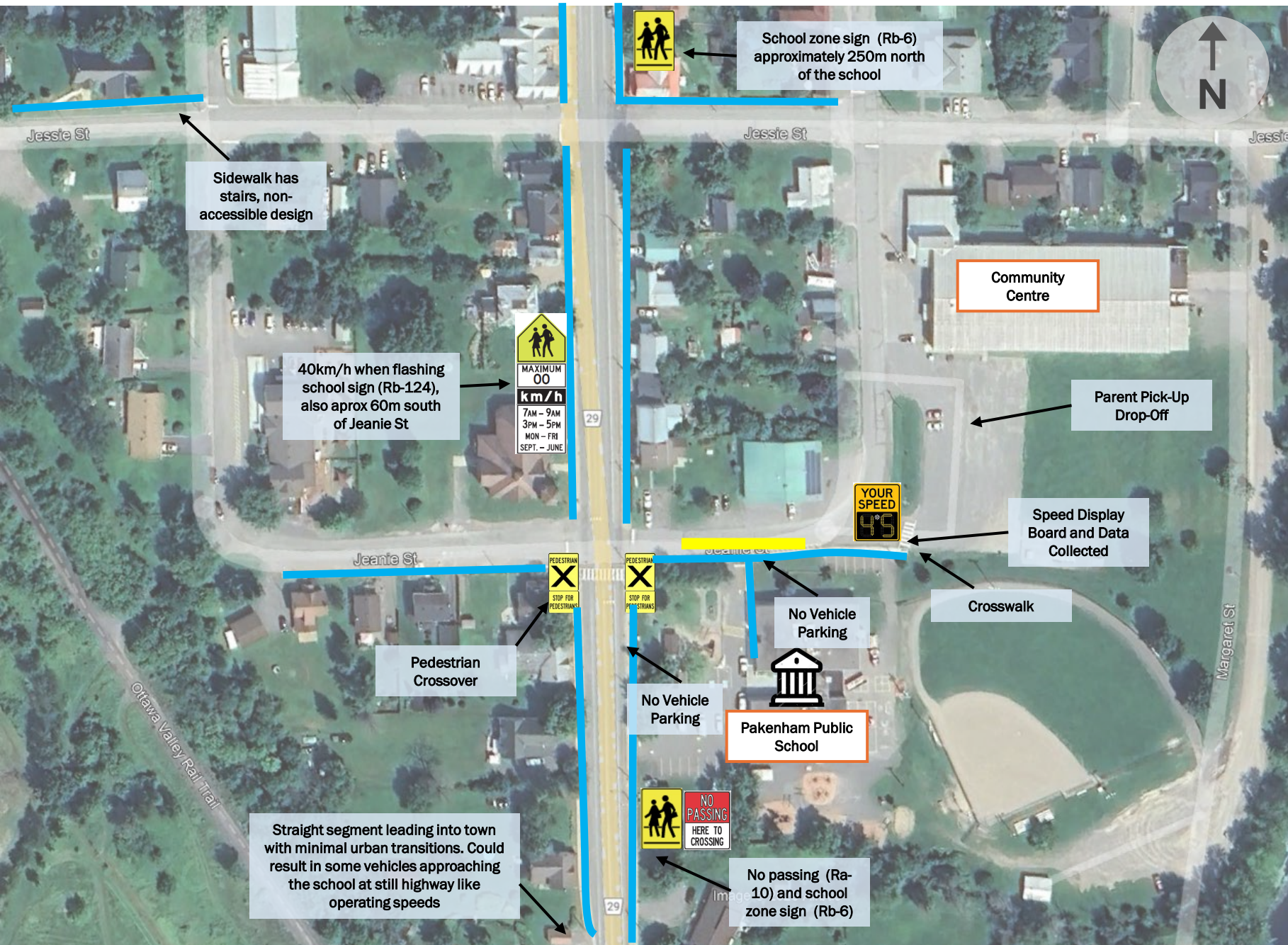
# Document Control Page



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	Original	Dec. 5, 2025	Jake Berube, P.Eng., RSP <sub>1</sub>
	Revised	Jan. 12, 2026	Jake Berube, P.Eng., RSP <sub>1</sub>
	Revised	Jan. 22, 2026	Jake Berube, P.Eng., RSP <sub>1</sub>
			Juan Lavin, P.Eng
			Austin Shih, P.Eng
			Austin Shih, P.Eng

# Appendix A:

## Summary of Existing Conditions

# Pakenham Public School



-  Sidewalk
-  School Bus Area

- 50km/h posted speeds unless during school hours where it drops to 40km/h on CR29.
- Various gaps in sidewalk facilities, particularly on Macfarlane Street.
- Street poles within sidewalk facilities could result in constriction points making it hard for accessible users to navigate.
- Ra-5R signs for pedestrian crosswalk up ahead looks faded on both directions

	Direction	Average Speed	85 <sup>th</sup> % Speed	Maximum Speed
	NB	22 km/h	25 km/h	113 km/h
	SB	20 km/h	23 km/h	64 km/h

# Naismith Memorial Public School



- Sidewalk
- Bike Lane
- Gravel Path
- School Bus Area

- Notes:
- 33 southbound vehicles recorded within a 2-week period travelling over 60km/h on King St.
  - 20 northbound vehicles recorded within a 2-week period travelling over 60km/h on King St, including one travelling 137km/h at 9:30am during a school day (Wednesday).
  - 40km/h posted speeds.
  - Generally, a good network of sidewalk facilities leading up to the school, but lacking infrastructure connecting to the front door of the school for students coming from the north.

Direction	Average Speed	85 <sup>th</sup> % Speed	Maximum Speed
NB	25 km/h	31 km/h	137 km/h
SB	29 km/h	33 km/h	74 km/h



# Almonte District High School

- Sidewalk
- Bike Lane
- Multi-Use Pathway
- School Bus Area



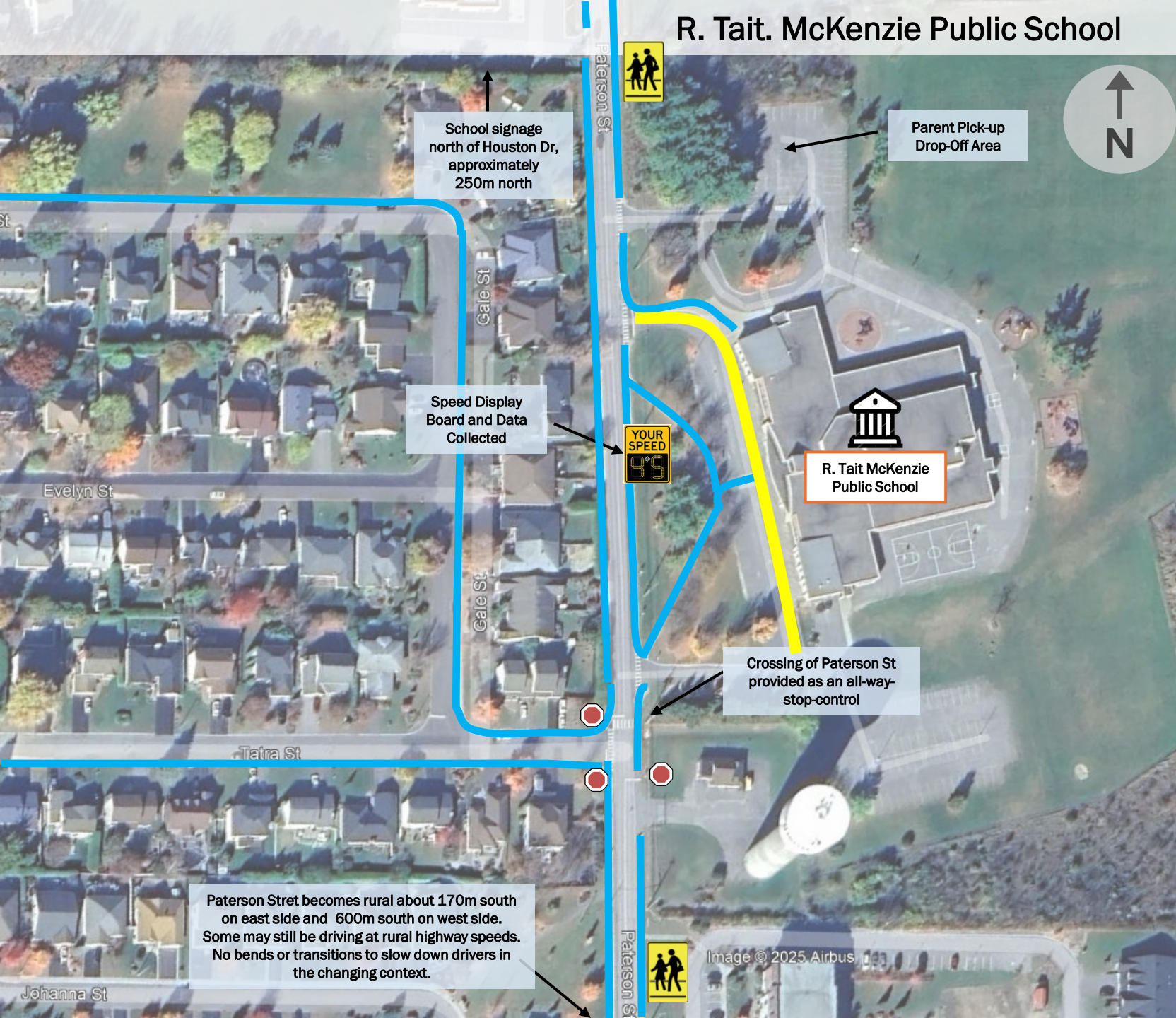
## Notes:



- Northbound speed data shows 40 vehicles travelling above 100km/h, with a maximum speed of 118km/h. Of the super-speeders, 25 of them occurred between the hours of 7:30am to 8:30pm, during hours that students may be near the school.
- Southbound speed data shows additional 39 vehicles travelling above 100km/h, with a maximum speed of 127km/h and 21 occurring during 7:30am to 8:30pm.
- 40km/h posted speeds. Long straight segment of road on Martin St coming from a rural context may be resulting in the extreme vehicle speeds noted.
- Generally, a good network of sidewalk facilities leading up to the school. Facilities taper off north of Brookdale St, despite more houses located north of that road.

Direction	Average Speed	85 <sup>th</sup> % Speed	Maximum Speed
NB	41 km/h	46 km/h	118 km/h
SB	46 km/h	50 km/h	127 km/h



# R. Tait McKenzie Public School



-  Sidewalk
-  School Bus Area



## Notes:

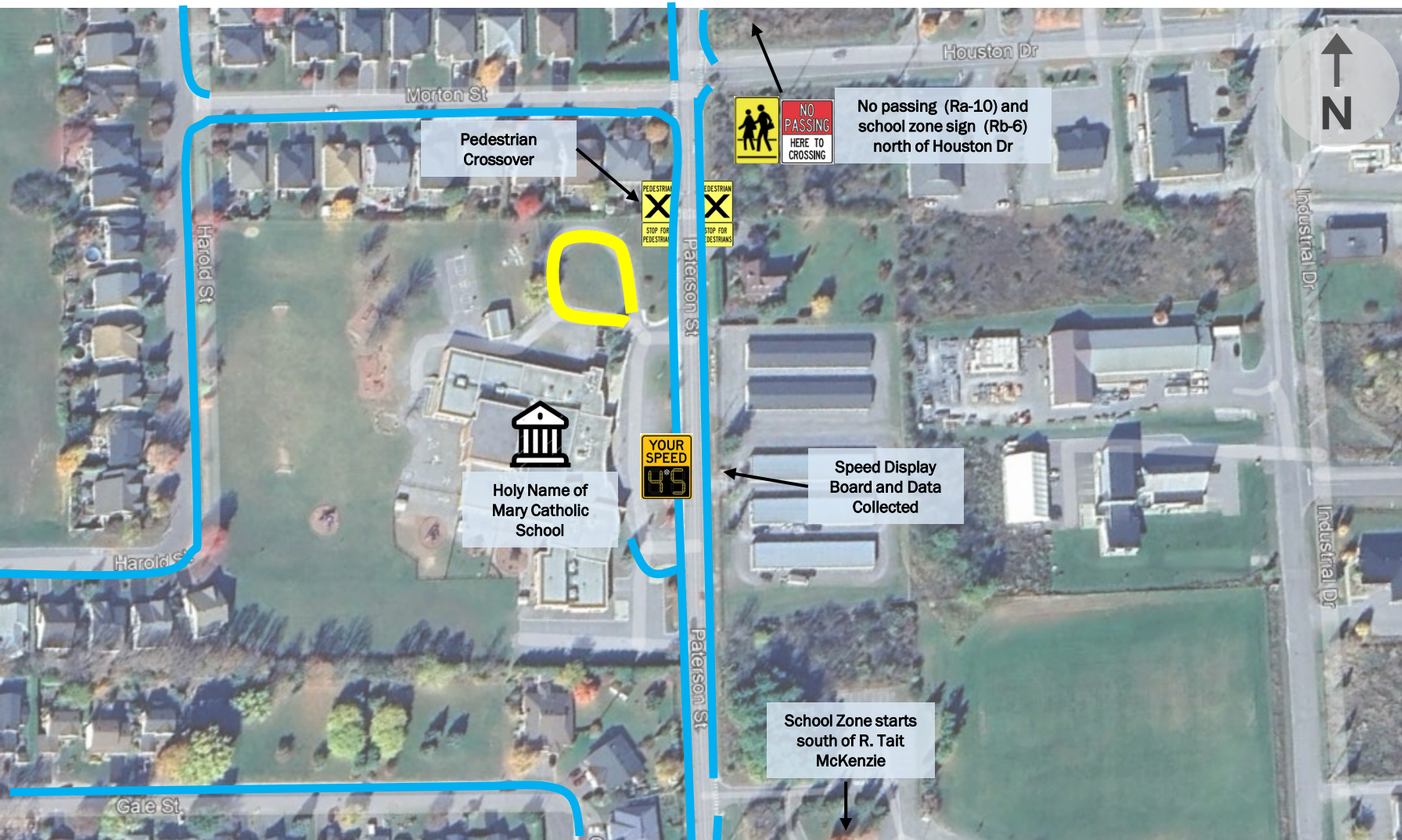
- 40km/h posted speeds. Long straight segment of road on Paterson St coming from a rural context may be resulting in the extreme vehicle speeds noted.
- Generally, a good network of sidewalk facilities leading up to the school, but no cycling facilities noted.

Direction	Average Speed	85 <sup>th</sup> % Speed	Maximum Speed
NB	39 km/h	43 km/h	124 km/h
SB	39 km/h	43 km/h	113 km/h



# Holy Name of Mary Catholic School

-  Sidewalk
-  School Bus Area



## Notes:

- 40km/h posted speeds. Long straight segment of road on Paterson St coming from a rural context may be resulting in the extreme vehicle speeds noted.
- Generally, a good network of sidewalk facilities leading up to the school, but no cycling facilities noted.

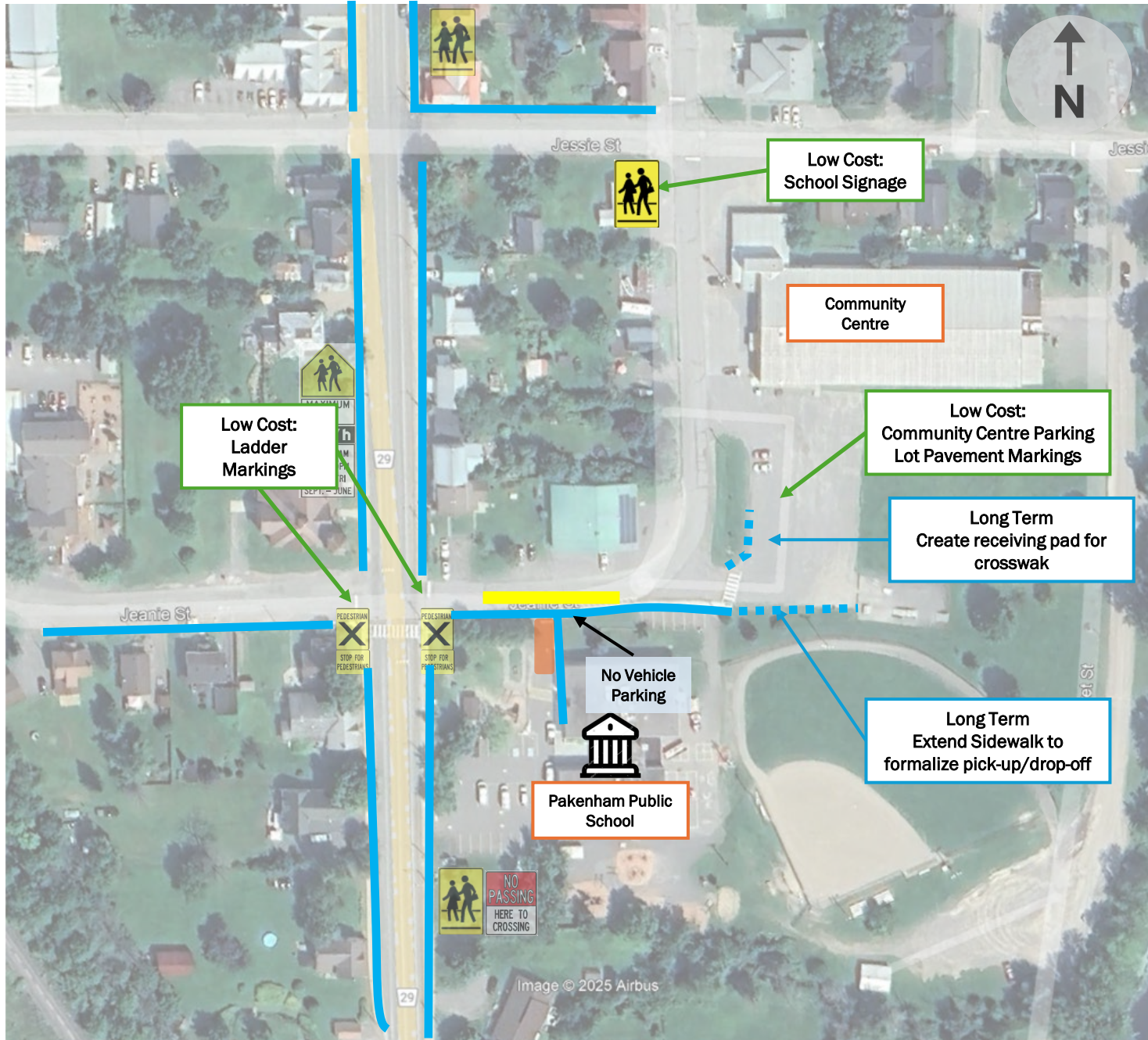
Direction	Average Speed	85 <sup>th</sup> % Speed	Maximum Speed
NB	39 km/h	43 km/h	124 km/h
SB	39 km/h	43 km/h	113 km/h



## Appendix B:

Summary of Recommendations for each School Zone Area

# Pakenham Public School



- Sidewalk
- School Bus Area

## Example Pavement Marking

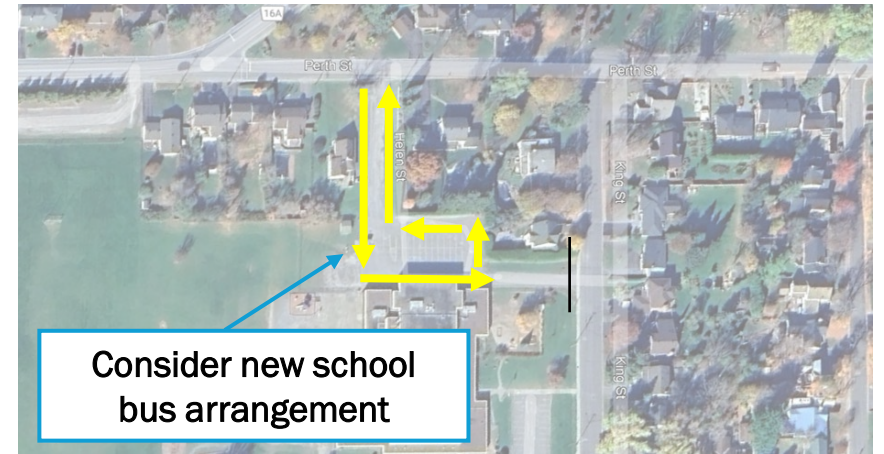
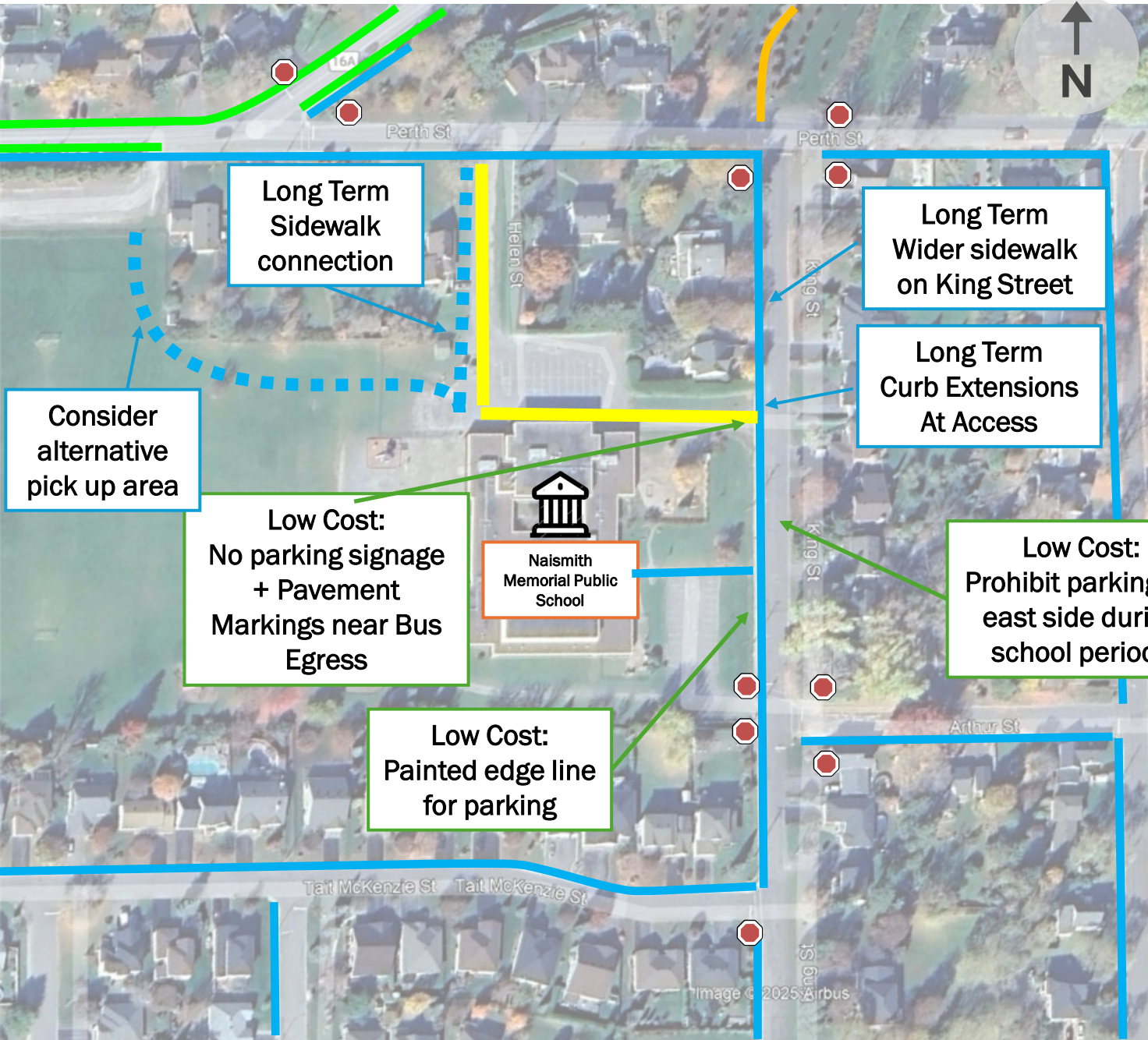


Direction	Average Speed	85 <sup>th</sup> % Speed	Maximum Speed
NB	22 km/h	25 km/h	113 km/h
SB	20 km/h	23 km/h	64 km/h



# Naismith Memorial Public School

- Sidewalk
- Gravel Path
- Bike Lane
- School Bus Area

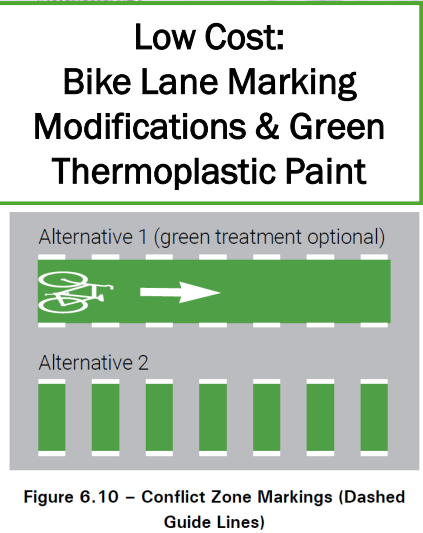
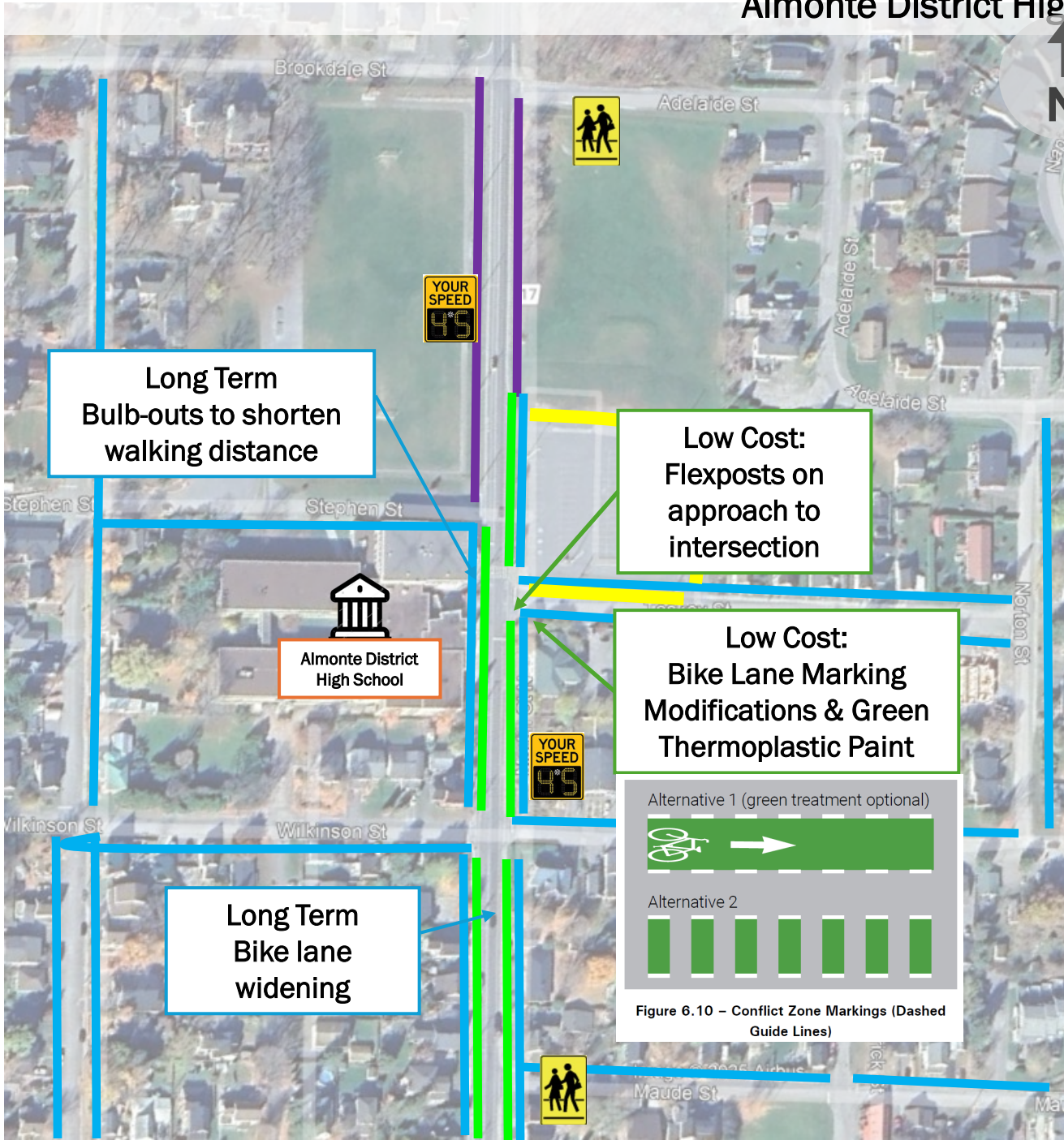


Direction	Average Speed	85 <sup>th</sup> % Speed	Maximum Speed
NB	25 km/h	31 km/h	137 km/h
SB	29 km/h	33 km/h	74 km/h




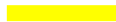
# Almonte District High School

- Sidewalk
- Bike Lane
- Multi-Use Pathway
- School Bus Area



# R. Tait McKenzie Public School



-  Sidewalk
-  School Bus Area

Low Cost:  
Mid-block  
pavement  
markings

Low Cost:  
Flexposts on  
approach to  
intersection

Long Term  
Traffic Calming,  
speed tables

Long Term  
Sidewalk  
improvements in  
front of access

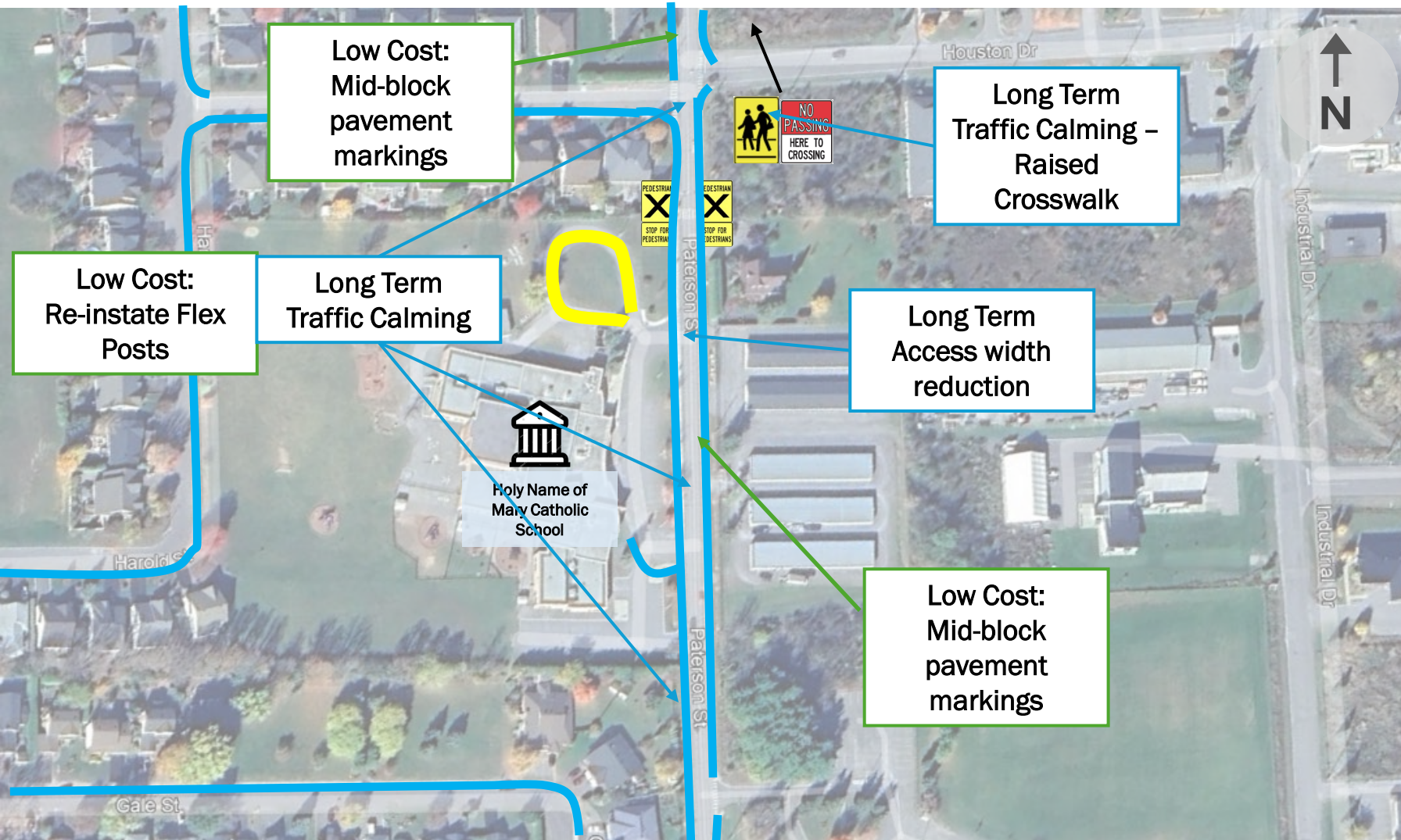
R. Tait McKenzie  
Public School


Low Cost:  
Mid-block  
pavement  
markings



# Holy Name of Mary Catholic School

- Sidewalk
- School Bus Area



	Direction	Average Speed	85 <sup>th</sup> % Speed	Maximum Speed
	NB	39 km/h	43 km/h	124 km/h
	SB	39 km/h	43 km/h	113 km/h

# Appendix C:

## Site Visit Observations

Jeanie Street, no ladder markings



Pakenham Public School

Example of Faded Sign



Example of Faded Sign



EB Entry into Community



Community Centre Parking Lot – Poor markings



Ladder Markings connect from TWSI/sidewalk to nothing



# Pakenham Public School

Macfarlane-Jeanie  
No Sidewalks or markings



Macfarlane-Jeanie  
No Sidewalks or markings



Macfarlane-Jeanie  
No School zone signage or  
speed limit signage



# Naismith Memorial Public School

Bus egress  
Opportunity for markings



Bus egress  
Potential conflicts



Bus egress  
Opportunity for bulb out



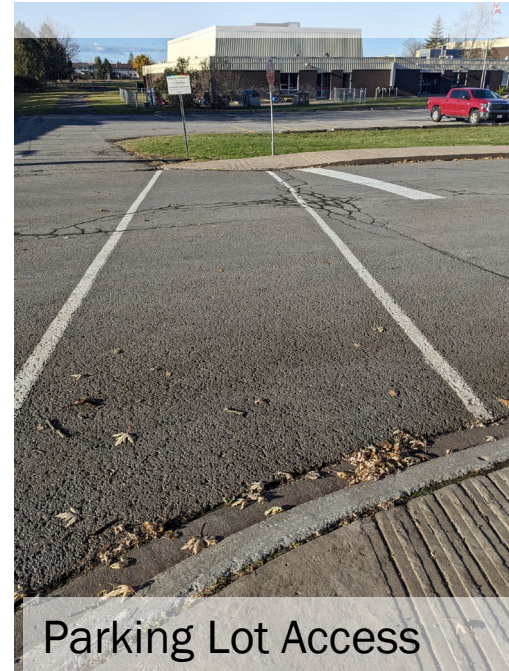
Opportunity for ladder markings + landing improvements



King/Perth



King/Perth



Parking Lot Access



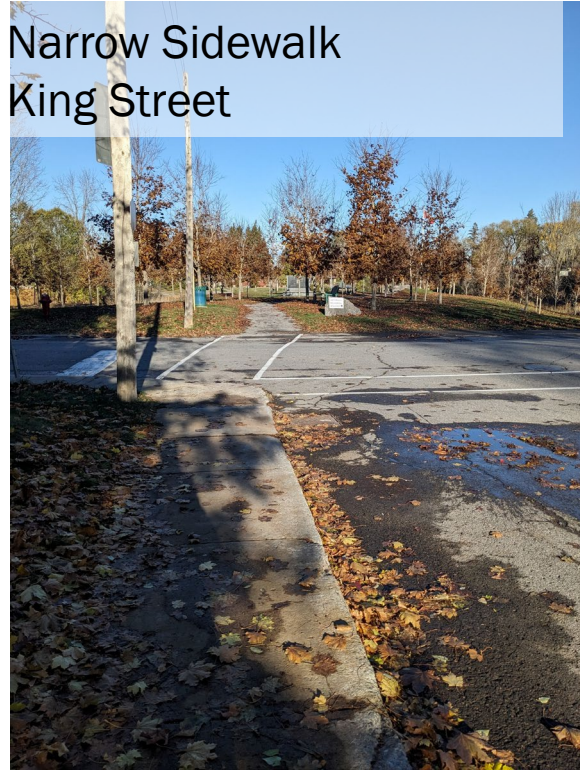
Parking Lot Access

# Naismith Memorial Public School

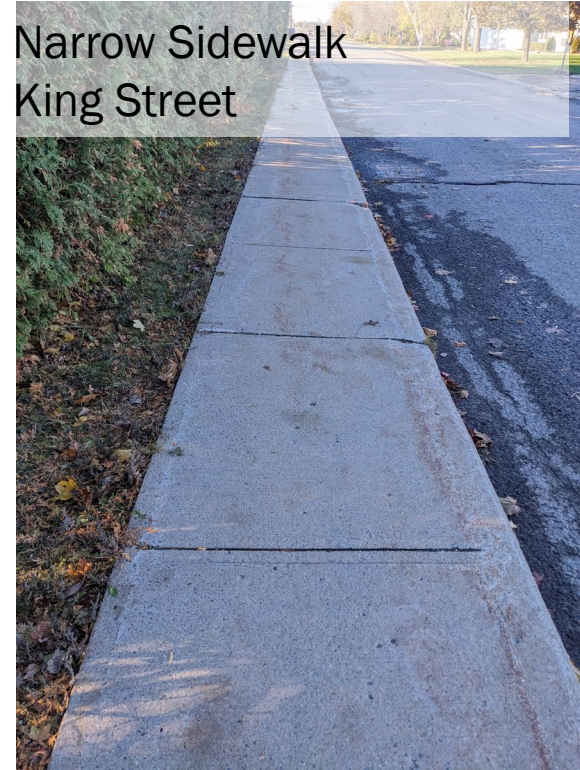
Narrow Sidewalk  
King Street



Narrow Sidewalk  
King Street



Narrow Sidewalk  
King Street



Narrow Sidewalk Landing  
King/Perth



# Naismith Memorial Public School

Helen Street  
No Sidewalk



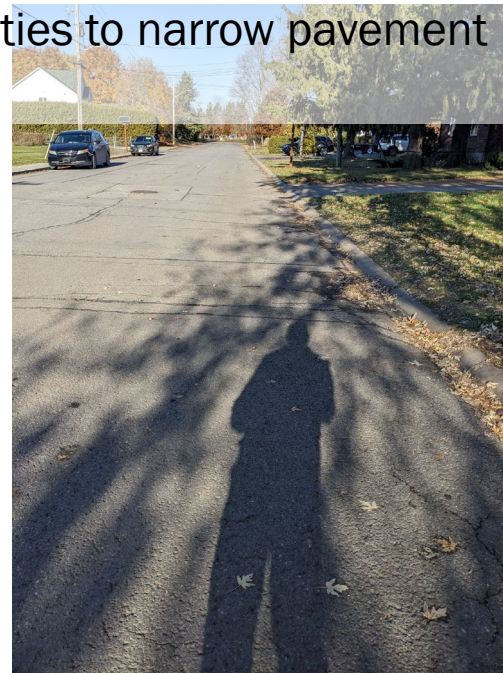
Helen Street  
No Sidewalk



Bus Only is unclear



King Street - Future Opportunities to narrow pavement width



# Almonte District High School

Non-Standard transition



Lacks crossing



Sharrows are not standard



# Almonte District High School

Opportunity for Green Thermoplastic



Opportunity for Green Thermoplastic  
+Sidewalk improvements



Sharrows are not standard



# R. Tait. McKenzie Public School / Holy Name of Mary / Paterson Street

Transition from urban to rural



Paterson Approach encourages higher speeds



Long term opportunity to revitalize accesses



# R. Tait. McKenzie Public School / Holy Name of Mary / Paterson Street

Mid Block Signage can be reinforced with pavement markings



Misaligned crosswalks (minor)



Bus Encroachment Leaving HNMS

