

Recommended Projects Table

Project Location	Project	Description of the Project	Summary	Timing
Pakenham PS – Jeanie St & Macfarlane St	Add School Zone signage	Install additional school & community safety zone signage; implement 40 km/h on Jeanie.	Added signage and a lower posted speed improves driver awareness approaching the school area.	Immediate (0–6 months) (Bylaw & Signage)
	Designate Jeanie as 40 km/h			
Pakenham PS – Jeanie St intersection approaches (east/west legs)	Add ladder crossing markings (Operational)	Paint ladder-style crosswalk markings on key legs at the Jeanie intersection.	Ladder markings improve crosswalk visibility and supports safer, more predictable crossings.	Immediate (0–6 months)
Pakenham PS – Jeanie–Macfarlane corridor	“School Zone” pavement word markings (Operational)	Add “School Zone” pavement markings (stenciling) to reinforce the school area.	Conspicuous visual cues such as pavement markings add a redundant reminder to drivers beyond signs alone.	Immediate (0–6 months)
Pakenham PS – Community Centre lot (pick-up & drop-off)	Formalize Community Centre parking lot markings (Operational)	Parking and circulation markings to guide pick-up/drop-off.	Clearer markings reduce confusion and conflicts and improves operations.	Immediate (0–6 months)

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Pakenham PS – CR29 PXO locations	Replace faded PXO signs (Operational)	Replace worn/faded overhead PXO signage as part of maintenance .	Sign visibility supports driver compliance at crossings.	Immediate (0–6 months)
Pakenham PS – Pedestrian crossing into Community Centre access	Formalize pedestrian crossing into Community Centre	Build a receiving concrete sidewalk connection and optionally a raised crossing treatment.	A proper sidewalk or raised feature improves accessibility, continuity, and pedestrian priority.	Medium-term (18–36 months) Future Capital Project ADDITIONAL REVIEW REQUIRED
Pakenham PS – ~100 m extension into Community Centre	Extend sidewalk into Community Centre to support pick-up & drop-off (Report to Council)	Extend sidewalk to improve walking connections and provide space for pick-up & drop-off movements.	Strengthens the pedestrian link between school activity areas and the lot used for pick-up/drop-off.	Medium-term (18–36 months) Future Capital Project ADDITIONAL REVIEW REQUIRED
Naismith MPS – King St at bus egress	No-parking signage & pavement markings at bus egress	Add “No Parking” signage and pavement markings to improve sightlines at the bus access & egress.	Restricting parking at the egress improves visibility and reduces conflicts.	Immediate (0–6 months) (Bylaw & Signage)
Naismith MPS – King St (Perth St to Arthur St)	Time-based prohibition of parking on east side during school peak	Prohibit parking on the east side during pick-up & drop-off times.	King St is heavily used for pick-up & drop-off. Managing curbside use improves safety & operations,	Immediate (0–6 months) (bylaw & signage)

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			relieving visibility and congestion issues.	
Naismith MPS – West side of King St	Painted edge line to define parking and visually narrow lanes Operational	Apply a painted edge line to organize parking space and narrow perceived travel lane width.	Helps manage curb friction, organizes parking behavior, and provides a visual traffic-calming effect on a constrained corridor.	Immediate (0–6 months) ADDITIONAL REVIEW REQUIRED
Naismith MPS – King St at bus egress	Permanent curb extensions (bulb-outs) at bus egress	Construct concrete curb extensions to reduce crossing distance and improve driver visibility.	Addresses conflict points at the bus egress and supports safer pedestrian movement & visibility near school accesses.	Medium-term (18–36 months) ADDITIONAL REVIEW REQUIRED
Naismith MPS – Helen St (60 m) + connection (35 m)	New sidewalk on Helen St connection to school & modify access to shorten crossings	Install a new sidewalk segment and improve the school connection with access changes to minimize crossing distance.	Providing a walking facility and shortening crossings reduces exposure and improves comfort.	Medium-term (18–36 months) ADDITIONAL REVIEW REQUIRED
Naismith MPS – King St (bus egress to Perth St ~100 m)	Widen sidewalk on King St (with renewal)	Increase sidewalk width as part of future road renewal.	Widening improves pedestrian capacity and comfort where student activity concentrates.	Long-term CONSIDER AS PART OF RENEWAL
Naismith MPS (School)	Create internal pick-up/drop-off area off Perth St	Reconfigure introduce a pick-up &	Reduces friction on King St by shifting	Short-term

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Ops) – School parking lot off Perth St	NO MUNICIPAL CONTROL, PROVIDE TO SCHOOL BOARD FOR CONSIDERATION	drop-off opportunity on school property; route students through rear field on school grounds.	loading activity onto school property and limiting street-side conflicts and mid-block crossings.	(6–18 months) (school-led + coordination)
Naismith MPS (School Ops) – Bus routing via Perth/Helen ; potential removal of King access	Alternative bus loading & circulation (reduce King St conflicts) NO MUNICIPAL CONTROL, PROVIDE TO SCHOOL BOARD FOR CONSIDERATION	Evaluate bus circulation changes (e.g., access & egress on Perth, reverse loading direction, or remove King access; possible clockwise operation).	Buses exiting onto King conflict with walking students and pick-up & drop-off activity; alternative routing can reduce direct conflict points.	Short-term (6–18 months) (school-led + coordination)
ADHS – Martin St bike lane segment near Teskey	Remove non-standard sharrows; adjust dashed bike lane markings (OPERATIONAL)	Discontinue dashed bike lane markings to match centerline length and remove sharrows.	Sharrows within bike lanes are unnecessary & non-standard; correcting markings improves clarity and consistency.	Immediate (0–6 months) DISCUSS WITH LANARK COUNTY
ADHS – Martin St at/near Teskey intersection	Add green thermoplastic dashed guidance lines (bike conflict guidance) (OPERATIONAL)	Install 1–1 dashed guidance lines using green thermoplastic paint to warn drivers of cyclists.	Provides clearer cyclist guidance and alerts motorists at a key interaction area near the school.	Immediate (0–6 months) DISCUSS WITH LANARK COUNTY
ADHS – Approach to Martin &	Install flexposts to buffer cyclists and deter illegal parking	Add flexposts to create a buffer zone	Flexposts provide separation and	Immediate (0–6 months)

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Teskey northbound		for cyclists and reduce illegal stopping & parking.	channelization .	DISCUSS WITH LANARK COUNTY
ADHS – Martin St (County road) at PXO area	Concrete curb extensions (bulb-outs) to shorten crossing distance at PXO	Construct curb extensions to reduce pedestrian crossing distance	Bulb-outs shorten exposure and improve yielding behavior.	Long-term (3–5+ years) DISCUSS WITH LANARK COUNTY
ADHS – Martin St / CR17 north of bus access	Bike lane upgrade: widen lanes transition to/from existing MUP	Widen on-street bike lanes (per MM TMP) and transition to multi-use pathway north of the bus access.	Supports safer cycling continuity and improves connectivity to existing facilities, aligning with TMP direction.	Long-term (3–5+ years) DISCUSS WITH LANARK COUNTY
ADHS – Martin & Teskey northbound approach	Pre-cast concrete buffer for protected northbound bike approach REQUIRES ADDITIONAL REVIEW	Replace flexposts with a pre-cast concrete buffer for added cyclist protection from turning traffic.	Provides more durable physical separation and improves cyclist safety where turning conflicts may occur.	Medium-term (18–36 months) DISCUSS WITH LANARK COUNTY
R. Tait McKenzie ES – Paterson St (mid-block & frontage)	Mid-block “School Zone” + speed pavement markings (OPERATIONAL)	Add on-street school-zone and speed-zone pavement markings as reminders.	Markings reinforce awareness.	Immediate (0–6 months)
R. Tait McKenzie	Continue centerline delineation	Maintain & monitor	Helps with lane discipline	Ongoing

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ES – Paterson St	(flex posts) (OPERATIONAL)	flexposts used as centerline delineation, balancing access & egress needs.	and lowers speeds.	
R. Tait McKenzie ES – School accesses on Paterson St	Continuous depressed sidewalk through school accesses reduce access widths (RECOMMENDED)	Build continuous depressed sidewalk treatments through driveways	Reduces pedestrian-vehicle conflict points at driveways and improves accessibility & priority for walking routes.	Short Term Included for 2026 works.
Holy Name of Mary CES – Paterson St (mid-block & frontage)	Mid-block “School Zone” + speed pavement markings (OPERATIONAL)	Add on-street school-zone and speed-zone pavement markings as reminders	Reinforces driver awareness on corridor; complement existing signage	Immediate (0–6 months)
Holy Name of Mary CES – Paterson St	Continue & monitor centerline delineation (flex posts) (OPERATIONAL)	Continue to install and monitor flexposts	Lowers speeds and improves lane discipline	Ongoing
Paterson St Corridor (Ottawa–Robert Hill) – Paterson St	Annual speed volume monitoring program (OPERATIONAL)	Implement annual monitoring to identify trends and potential speed increases over time.	Monitoring supports data-driven decisions and calibration of measures.	Immediate (0–6 months)
Paterson St Corridor – Paterson St	Expand & maintain centerline flexpost delineation for continuous cueing	Continue flexposts and consider expanding to provide a	Consistent delineation reinforces lower-speed expectations	Immediate (0–6 months)

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	(OPERATIONAL)	continuous “signal” to drivers.	and supports corridor-wide traffic calming without full reconstruction.	
Paterson St Corridor – Paterson St (north of Morton to north of Tatra; plus Morton crossing)	Traffic calming program	Implement a corridor program including crossing, mid-block centerline narrowings (flexposts), Minimum 5 interventions between Morton and Tatra	A program approach reduces operating speeds and improves safety across multiple conflict points.	This approach is represented in the 2026 program.
Paterson St Corridor – Paterson St	Review speed limit and design & operating speeds	Review of the existing limit and consideration for reducing the operating speed	Review should be completed on a policy based level.	Short-term (6–18 months)
Paterson St Corridor – Paterson St	Shared-road cycling treatment (markings + signage) NOT BIKE LANES	Advance shared-road cycling treatment using pavement markings and signage.	ROW constraints limit separated cycling without reconstruction; shared-road treatments provide near-term cycling guidance.	Mid-erm Review after current measures are installed and have time to work.
Paterson St Corridor & Safe Routes – Adjacent to Paterson beyond Robert Hill	Add sidewalks on adjacent streets & neighbourhoods per TMP (incl. beyond Robert Hill)	Implement sidewalk infill & expansions identified in MM TMP Schedule 9 (including	Improves network connectivity for “safe school routes” and reduces reliance on higher-stress	Long-term (3–5+ years) AS GROWTH OCCURS

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		extensions beyond Robert Hill).	walking conditions.	
Paterson St Urban & Rural Transition (south of Tatra) – Paterson St south of Tatra (outside study area)	Explore traffic-calmed segment as development occurs	As areas develop, explore various traffic calming measures as appropriate.	The report notes the transition encourages higher speeds; planned calming in growth areas can prevent future risks.	Long-term (3–5+ years) AS GROWTH OCCURS