



Council Report

Report Number: ENG2021-026
Meeting Date: September 21, 2021
Title: Request for New Pedestrian Pathway Bobcaygeon
Description: Request for new sidewalk/pathway
Author and Title: Michael Farquhar, Manager of Technical Services

Recommendation(s):

Report **ENG2021-026 Request for New Pedestrian Pathway Bobcaygeon** be received;

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At the Council Meeting of November 17, 2020, Council adopted the following resolution:

CW2020-160

That the deputation, and supplementary correspondence, of Richard Fedy and John Bush, regarding the request for the creation of a pedestrian pathway in Bobcaygeon, be received; and

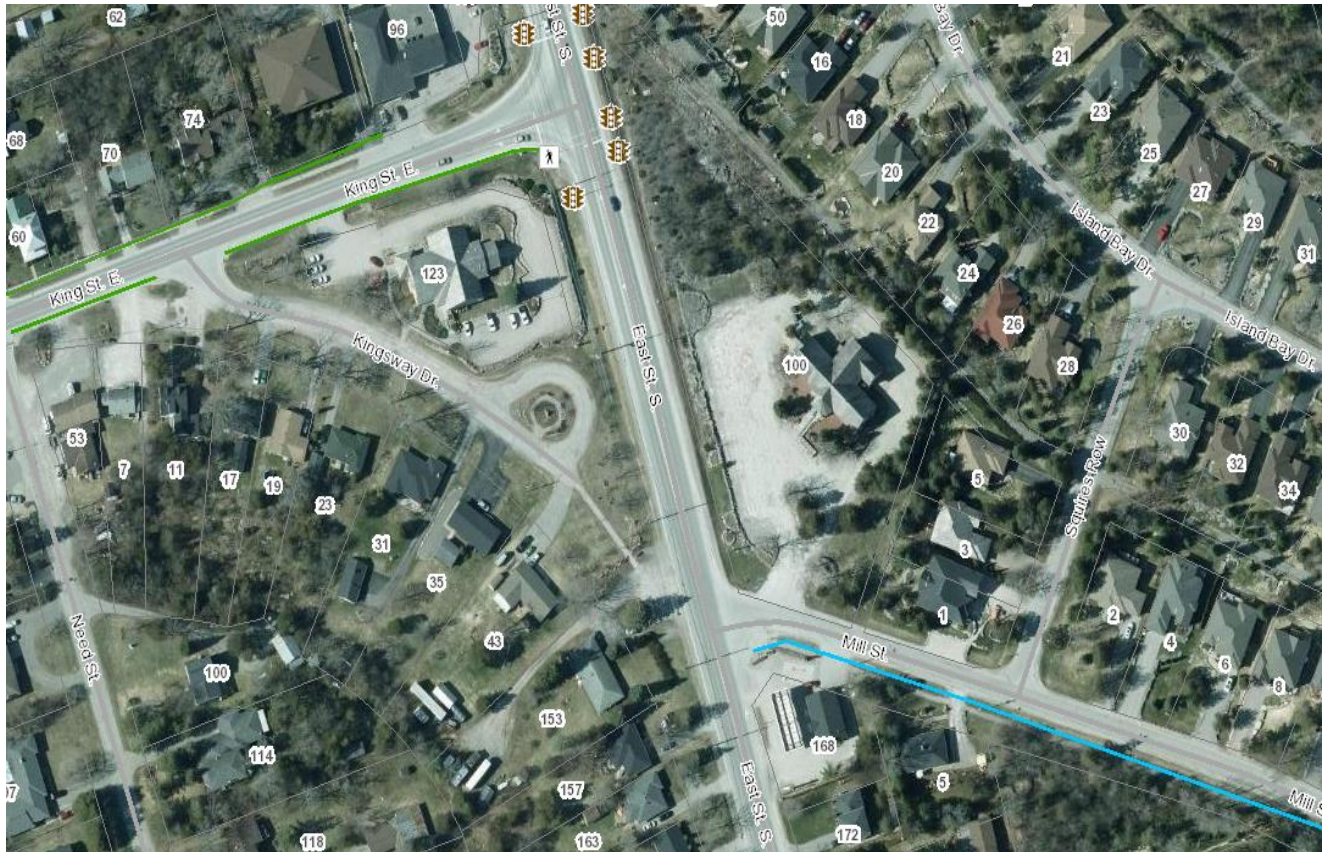
That the matter be referred to Staff for review and report back to Council by end of Q2 2021.

This report is in response to the above Council resolution and petition submitted at the November 3, 2020 Committee of the Whole.

Mill St. is classified under the City of Kawartha Lakes Transportation Master plan as a local road as well as within the Bobcaygeon secondary plan (currently appealed). Mill St is a semi-urban cross section road with constructed ditches and no sidewalks, with the exception of an asphalt pathway that extends from CKL 36 on the south side of Mill St to the Edgewood condominiums. Mill St is part of the Port 32 subdivision plan that began development in Bobcaygeon in the 1980's. Within the subdivision area of Port 32 the development design standards of the time did not include sidewalks. Instead a system of rear yard paths allowed for pedestrian movement as well as a corridor for utility servicing. There are no current connections for this pathway to CKL 36. Within the City's Transportation Master Plan, the intersection of Mill St and CKL 36 was identified for the need to construct traffic lights in the long term as traffic volumes are projected to increase.

CKL 36 is classified under the City of Kawartha Lakes Transportation Master Plan as an arterial road. CKL 36 was originally a Kings Highway which was constructed as a by-pass through Bobcaygeon by the Ministry of Transportation and was later downloaded to the former County of Victoria in the late 1990's. There is currently only a sidewalk section on the west side of the intersection of CKL 36 and King St at the traffic lights. This was installed at the time of the King St reconstruction which extended sidewalk from Kingsway Dr. to CKL 36. There are no other sidewalks on this section of CKL 36. In 2011 the section of CKL 36 from Mill St to Duke was resurfaced and as part of that work the shoulder was also paved to the intersection of CKL 36 and King St from Mill St to allow for a walking connection to the traffic lights.

Image 1: Air photo of CKL 36 and Mill St showing sidewalk sections and traffic intersection.



Rationale:

As outlined in the November 3, 2020 Committee of the Whole deputation by residents of the Port 32 subdivision, residents are utilizing the intersection of Mill St and CKL 36 to cross rather than walk to the traffic light controlled intersection of CKL 36 and King St. There is a current rear yard pathway that is behind the homes on Island Bay Drive but does not connect to CKL 36 (as mentioned early in the report) that was built as part of the Port 32 Subdivision to act as a utility corridor (owned by the City) and now has become a walking path. As stated in the November 3, 2020 deputation to the Committee of the Whole, one of these paths extends from Squires Lane (which intersects Mill St) to CKL 36. The proposal would be to connect the utility corridor /pathway to CKL 36 by extending it over private property being the north tip of 100 East St. to CKL 36 (shown in Image 2). The extension at this location would be the logical location due the proximity to the traffic lights as well as the terrain being better to accommodate an installation.

This shorter connection that is being proposed through the deputation which utilizes the existing utility corridor pathway could be a better alternative to the use of the paved shoulder on the east side of CKL 36 for accessing the traffic light crossing at the intersection of CKL 36 and King St (as most pedestrians seem to be crossing at the Mill St. intersection currently). This proposal would also be in keeping with City of Kawartha Lakes strategic priorities, as well as, policies within the City of Kawartha Lakes Official Plan and Bobcaygeon Secondary Plan (currently appealed) as well as specified in the deputation (see attached as Appendix A). This connection was identified in the Bobcaygeon Active Transportation Plan, which was received by Council.

Image 2: Air photo of CKL 36 and Mill St showing existing utility corridor (in red) and proposed pathway connection (in green)



Council could look at different options when considering this pathway connection from CKL 36 at the intersection of CKL 36 and King St to the existing utility corridor pathway.

Option 1: Status quo

Council could consider not making the connection of the sidewalk installed through to the existing utility corridor pathway and continue to allow the pedestrians to utilize the existing paved shoulder on the east side of CKL 36 from Mill St to the intersection of CKL 36 and King St in order to cross CKL 36 to go west.

Option 2: Extension of existing sidewalk on Commerce Road to Commerce Place

Option 2 would be to wait until such time as traffic volumes warrant an installation of a full set of traffic lights and concrete crosswalk at the intersection of Mill St and CKL 36. This would allow for the protected crossing of pedestrians at this intersection to the west side of CKL 36 where there is an existing asphalt pathway that takes pedestrians back to Kingsway Drive. This project was identified in the City's long term plans through its transportation master plan which could be as far out as 2030 based on projected development and traffic volume increases at the time. It was estimated in the TMP to cost approximately \$225,000.

Option 3: Extension of existing sidewalk on Commerce Road to Kent Street.

Option 3 would be the extension of the existing gravel surface utility corridor pathway from CKL 36 over 100 East St for an approximate distance of 32 meters to connect back with the rear yard utility pathway behind the homes fronting on Island Bay Road. In reviewing the cost estimates provided in the deputation, which was in total \$11,000 that included appraisal costs, survey costs and pathway construction costs in 2020 dollars, it was necessary to adjust this total to reflect cost in 2021. The estimated project cost would be approximately \$17,000 to construct the pathway and allow for survey and land appraisal. This estimate does not allow for any land acquisition costs which may be required. The existing pathway is not currently maintained in the winter, and this estimate does not include any future maintenance cost involved with maintaining this proposed pathway (i.e. winter plowing).

If Council chooses Option 3 , Council could consider the following language as a draft resolution for consideration in the 2021 Capital and Operating budgets.

That staff bring forward option 3 within report ENG2021-026, in the amount of \$17,000 as a project within the sidewalk program of the 2021 Capital budget for consideration; and

That staff concurrently bring forward in the 2021 operating budget inclusion for summer and winter maintenance of the proposed walkway path from CKL 36 to Squires Drive for consideration

Other Alternatives Considered:

Option 3 does not allow for the acquisition of land required to install the pathway and would be required prior to installation. This would be done through the City's Realty Services Division and would require direction from Council to do so, as well as budget. Also, if Council chooses to proceed with Option 3 then it should take into consideration any effects to the operational budget to maintain this pathway once opened for pedestrian usage

Alignment to Strategic Priorities

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of an Exceptional Quality of Life.

Financial/Operation Impacts:

Cost of new connecting pathway and operational cost to maintain yearly as well as land acquisition. Currently the existing utility corridor pathway is not maintained.

The appropriate capital program for implementation of option 3 would be the 2021 sidewalk program.

Consultations:

N/A

Attachments:

Appendix A – November 3, 2020 Committee of the Whole deputation



November 3, 2020
Committee of the W

Department Head email: jandrojas@city.kawarthalakes.on.ca

Department Head: Juan Rojas, Director of Engineering & Corporate Assets

Department File: Engineering and Corporate Assets