



Report

Subject: Faulkner Street – Sunset Drive Sidewalk Options

Department: Infrastructure Services

Division: Public Works

Report #: INS-2020-013

Meeting Date: 2020-12-14

Recommendations

That Report INS-2020-013, Faulkner Street – Sunset Drive Sidewalk Options be received;

And that Option _ be included as a project in the draft 2021 Capital Budget.

Background

The agenda for the November 9, 2020 Council meeting included a petition requesting that Council approve the installation of a sidewalk on Faulkner Street. As a result of this petition Council passed the following motion:

That a petition from Sylvia Bradley be received.

That Staff report back to Council on a plan for implementation of a sidewalk on Faulkner Street and the projected costs of the installation; and

That consideration of this sidewalk installation on Faulkner Street be included in the 2021 Budget for Council consideration.

This report provides three options for sidewalks in this area, the anticipated cost of implementation of each option and information on the Town's Sidewalk Policy.

Analysis

Policy Context

The Forest Park Subdivision (the Subdivision) is made up of Sunset Drive, Northgate Drive, Forest Park Road and Glenforest Road, generally located north of Fead Street

and west of First Street. There is only one road leading into and out of the subdivision, resulting in low traffic volumes consisting almost exclusively of subdivision residents.

The Subdivision was constructed without sidewalks. The Town's Sidewalk Policy (the Policy), which is included as Attachment No. 1 states, in part, that all local roads should include a sidewalk on one side of the street. The Policy recognizes that many roads, especially in the older areas of Town, do not include sidewalks. The Policy states that when it comes time to reconstruct a road that has no sidewalk, a new sidewalk will be included in the initial design plan. The inclusion of a new sidewalk in the final design of any given project is subject to several factors, including public input, Council input, site topography and utility conflicts.

In those instances where reconstruction is not planned for a road that does not include a sidewalk, Council may choose to initiate a capital project to add a sidewalk on a case-by-case basis. The Policy requires, however, that prior to final approval of any new sidewalks in an existing neighbourhood, all affected property owners within the limits of construction will be given an opportunity to comment and/or attend a Public Information Centre at which the Town will present options. The results of the public consultation are to be made available to Council prior to final approval.

Complaint History

The petition that was presented to Council at its meeting on November 9, 2020 notes that this location is a safety concern for residents, including students walking to school at Orangeville District Secondary School (ODSS) and Princess Elizabeth Public School (PEPS). Infrastructure Services staff cannot recall receiving safety concerns regarding this location from anyone other than the author of the petition. In an effort to gauge the level of concern, staff contacted the Principals of both ODSS and PEPS prior to the November 9, 2020 Council meeting. Neither of these two Administrators could recall this area being identified by parents or students as an issue.

Options

Staff have evaluated three options for providing a sidewalk in this area (see Attachment No. 2:

- Option 1: an 80 m section of sidewalk commencing at the north driveway into ODSS and ending across from the T-intersection of Faulkner Street and Sunset Drive, ending mid-block – estimated cost \$47,000;
- Option 2: a 290 m section of sidewalk commencing at the north driveway into ODSS and ending at the T-intersection of Sunset Drive and Northgate Drive – estimated cost \$123,000; and
- Option 3: a 390 m section of sidewalk commencing at the north driveway into ODSS and ending at the intersection of Northgate Drive and Forest Park Road immediately across from the walkway connecting this intersection to Goldgate Crescent.

The first option is the least expensive and would address the safety concern noted in the petition regarding pedestrians on the curve in the road abutting 24 Faulkner Street. However the implementation of this option would result in the sidewalk ending mid-block, providing no sidewalk connectivity. The Sustainable Neighbourhood Action Plan (SNAP) includes a strategy that speaks to increasing connectivity. If funds are to be allocated to a sidewalk in this area, consideration should be given to a sidewalk that meets the intent of the SNAP. Pedestrians using the sidewalk may also continue to walk on the boulevard beyond the end of the sidewalk, potentially causing concern for property owners. It will also be awkward for winter maintenance with the sidewalk ending mid-block. This option could be implemented with a minimal amount of public consultation as it directly impacts only two property owners.

The second option would also address the safety concern noted in the petition, but with the added benefit of not resulting a sidewalk that ends mid-block. While this option would provide a sidewalk for a significant portion of the Subdivision, it would not provide connectivity to the remainder of the Town's sidewalks. It is also more expensive than the first option and will impact more property owners. The Policy requires that all directly impacted property owners be consulted prior to final approval.

The third option addresses the safety concern noted in the petition and provides sidewalk connectivity to the Town's sidewalk network. It is consistent with the intent of the Policy and the SNAP in that it would complete a missing link in the Town's sidewalk network. However it is the most expensive option and will impact the greatest number of property owners. The Policy requires that all directly impacted property owners be consulted prior to final approval.

Cost estimates for all three options assumed the construction of a 1.8 m wide curb-faced sidewalk and include allowances for moving light standards and utilities.

Note that winter maintenance of curb-faced sidewalk requires more effort than sidewalks that are offset from the road as it is necessary to remove the snow off site to avoid simply plowing it back onto the road.

Next Steps

If Council chooses to proceed with one of the three options described above, staff will include a project in the draft 2021 Capital Budget for Council's further consideration during the budget process.

Strategic Alignment

Orangeville Forward – Strategic Plan

Priority Area: Sustainable Infrastructure

Objective: Provide systems that keep people moving

Sustainable Neighbourhood Action Plan

Theme: Transportation System

Strategy: Promote walking and biking by increasing the connectivity and safety of active transportation infrastructure

Notice Provisions

The Policy requires that all property owners that would be directly impacted by the installation of a new sidewalk through an existing neighbourhood be consulted. The outcome of the consultation process is to be considered by Council prior to final approval.

Financial Impact

The construction of a new sidewalk in accordance with one of the three options will result in the Town incurring costs as listed above.

Respectfully submitted

Douglas G. Jones, M.E.Sc., P.Eng.
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Attachments:

1. Town of Orangeville Sidewalk Policy, December 2011
2. Faulkner Street – Sunset Drive Sidewalk Options