

# **The Corporation of the Town of Lakeshore**

## **Report to Council**

### **Engineering & Infrastructure Services**

#### **Engineering Services**



**To:** Mayor & Members of Council

**From:** Nelson Cavacas C.E.T.  
Director, Engineering and Infrastructure Services

**Date:** October 14, 2020

**Subject:** Oriole Park Drive Walkway Options

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#### **Recommendation**

This report is for information only.

#### **Background**

Council adopted the following resolution at its May 12, 2020 meeting:

Administration be directed to prepare a report detailing the costs to construct an extra metre of paved shoulder on Oriole Park Dr. for use as a walking path and that all reasonable options be explored which would include discussions with the school board for financial contributions from them.

#### **Comments**

In reviewing the existing conditions, the Town confirmed the existing pavement width on Oriole Park Drive to be 6.0m along its length from County Road 46 to the intersection with Mullins Drive. The current minimum width for pedestrian walkways set out by Accessibility Ontario Disabilities Act (AODA 2005) standards is 1.5m. Considering the option to widen the existing pavement width by 1.5m for the purpose of providing a walkway for pedestrians raises many public safety concerns to provide appropriate delineation for pedestrians on a narrow road width.

From a safety aspect pedestrians should always walk facing towards traffic when walking along the road edge; therefore, pedestrians would need to use both sides of the road and not just the 1.5m widening. For this reason walkways and pathways are preferred to be off road separated by a curb or space. A good example of providing additional widening for pedestrian use in Lakeshore is St. Clair Road in the community of Stoney Point which consists of 2.5m to 3m wide asphalt pathway running adjacent to the road.

To facilitate the construction of the additional 1.5m width to the existing 6m pavement would consist of excavating for an approximate depth of 400mm to place a minimum 300mm granular base and 100mm asphalt (2 – 50mm layers) along the west and south side of Oriole Park Drive between CR46 to Mullins Drive which is approximately 1,016m in length. In addition, the work would include installation of road base sub-drain along with roadside enclosure along some sections of the road, boulevard grading, adjustments to catch basins and restoration to driveway approaches. The preliminary cost to complete this work is estimated to be \$350,000.

Although recognizing that there are constraints with the narrow right of way width of 12m for southerly 510m section of Oriole Park Drive, the provision for a safe pedestrian walkway can be accomplished by the construction of 1.5m wide concrete sidewalk separated from the pavement edge along the west side of Oriole Park Drive that would be approximately 1,016m in length. The cost to construct the sidewalk as an alternative to widening the pavement would be in the range of \$275,000. With the concrete sidewalk option there would be less excavation depth required compared to the road widening along with the ability to maintain some the existing roadside swale ditch to provide drainage which provides separation from the road travelled lanes.

The Town does have policies in place to facilitate the process for the installation of sidewalks and street lighting where they currently do not exist. These are both funded 100% by the Town but follow a process initiated first by the residents through a petition. Considering all of the factors especially with respect to pedestrian generators for this area with a school, church, community center and baseball fields, Oriole Park Drive would satisfy the warrant criteria under Town's sidewalk petition policy. Further, sidewalks have been installed in prior years in various areas of Lakeshore through school board requests for safe routes to school especially when busing of students has changed in prior years requiring grade school students within 1.0 km distance to walk to school. The school board has not contributed any funding to completion of these sidewalks and maintain this position since sidewalk do not serve the purpose for only students.

To summarize the above, construction estimates highlights that this is not a small undertaking which requires advance design planning and approved funding. Considering the two options, construction of a separated sidewalk would provide the safest pedestrian walkway similar to past sidewalks that were constructed in various Lakeshore communities as safe routes to school.

### **Financial Impacts**

Given the financial constraints to fund current and future capital projects, this project is not being recommending by Administration for the 2021 Budget. Should Council wish to consider this for the 2021 budget, other projects will need to be deferred to ensure adequate funding is maintained to meet capital requirements for the next 5 years.

## Report Approval Details

Document Title:	Oriole Park Drive Walkway Options.docx
Attachments:	
Final Approval Date:	Oct 26, 2020

This report and all of its attachments were approved and signed as outlined below:

Rosanna Pellerito

Kristen Newman

Truper McBride