



City of  
**Peterborough**

---

**To:** Members of the Committee of the Whole

**From:** W. H. Jackson, Director of Utility Services

**Meeting Date:** September 25, 2017

**Subject:** Report USTR17-017  
Provision of Sidewalks on Foxmeadow Road, Easthill Drive  
and Meadowview Road

---

## **Purpose**

A report recommending the provision of sidewalks on both sides of Foxmeadow Road, Easthill Drive and Meadowview Road.

## **Recommendations**

That Council approve the recommendations outlined in Report USTR17-017 dated September 25, 2017, of the Director of Utility Services, as follows:

- a) That sidewalks be constructed where they are missing on both sides of Foxmeadow Road, Easthill Drive and Meadowview Road at a location 2 metres from the back edge of the curb where feasible; and.
- b) That after the installation of the sidewalks, on-street parking be monitored on Foxmeadow Road, Easthill Drive and Meadowview Road to determine if any other parking control measures are warranted.

## **Budget and Financial Implications**

There is no financial implication to receiving this report. The cost to provide the sidewalks recommended in this report is estimated to be \$570,000. The funding for these sidewalks will come from the Various New Sidewalks Capital Budget if approved in the 2018 Capital Budget deliberations.

## Background

The Sidewalk Strategic Plan prioritizes the provision of new sidewalks in existing built-up areas. This comprehensive analysis of sidewalk needs has proven to be an important tool in guiding sidewalk capital expenditures within the City. The Plan facilitates maximum benefit derived from capital expenditures on pedestrian facility investments made by the City over the short and long term, while creating efficient and accessible pedestrian linkages throughout the community.

Since 2008, when the Sidewalk Strategic Plan was first approved, 30 km of new sidewalks have been constructed representing more than half of the priority 1 and 2 sidewalks. The change in sidewalk coverage is summarized in Table 1. This increase in sidewalks demonstrates a strong commitment to becoming a more walkable community.

**Table 1 – Change in % of Streets with Sidewalks 2008-2016**

<b>Road Classification</b>	<b>% with Sidewalks 2008</b>	<b>% with Sidewalks 2016</b>
<b>Arterial</b>	51	61
<b>Collector</b>	60	65
<b>Local</b>	41	44
<b>Overall</b>	47	52

The list of Priority 1 and 2 missing sidewalks is becoming smaller. Many of these priority missing sidewalks are tied to planned road reconstruction projects, (like Brealey Drive and Sherbrooke Street), planned redevelopment projects, (like Morrow Park), or they have physical barriers to construction such as mature trees, a rural cross-section, challenging topography, etc.

### Sidewalks in School Walking Zones

In the last few years, many requests for sidewalks that are not priority 1 or 2 involved the filling of sidewalk gaps within close proximity to elementary schools. With the increasing volume of vehicle traffic mixed with children walking, there is high interest in closing sidewalk gaps in these locations. Where there are no sidewalks in these locations, many young students are walking on streets, mixing with cars that are parking and pulling out, turning around, etc.

Active and Safe Routes to School continues to work with school communities to promote students taking their designated mode of travel to school, whether it be walking/cycling or the school bus. Infrastructure to support the walk to school and bus stops is critical for parents considering these options. Surveys conducted at Peterborough schools in the 2016/17 year indicate that 36% of students are driven to school, creating congestion, safety and air pollution concerns when students are travelling to and from school. The student drop-off activity in school areas is much more problematic in neighbourhoods where students are forced to walk on the road. By improving the conditions and safety for the walk to school, more parents will be

comfortable allowing their children to walk, reducing the school drop-off traffic in these neighbourhoods and the safety and pollution concerns that arise. Walking to school during early years has been shown to set patterns at a young age for healthy, active lifestyles.

### **Proposed Sidewalks**

Requests were received in 2016 and 2017 to fill in the missing sidewalks on Foxmeadow Road, Easthill Drive and Meadowview Road. An investigation showed there are no significant limitations to construction of the sidewalks. They have an urban cross-section and there are sidewalks already on sections of two of these streets.

Foxmeadow Road already has sidewalks on both sides of the street at either end of the 360 metre section that is missing sidewalks. Meadowview Road has sidewalks on both sides of the street, except for the last 110 metres. Easthill Drive, the street closest to the school and carrying the most student walkers, has no sidewalks on its 290 metre length, but Marsdale Drive, which it connects with very close to the school, has sidewalks on both sides. Appendix A shows photos depicting existing conditions along these streets.

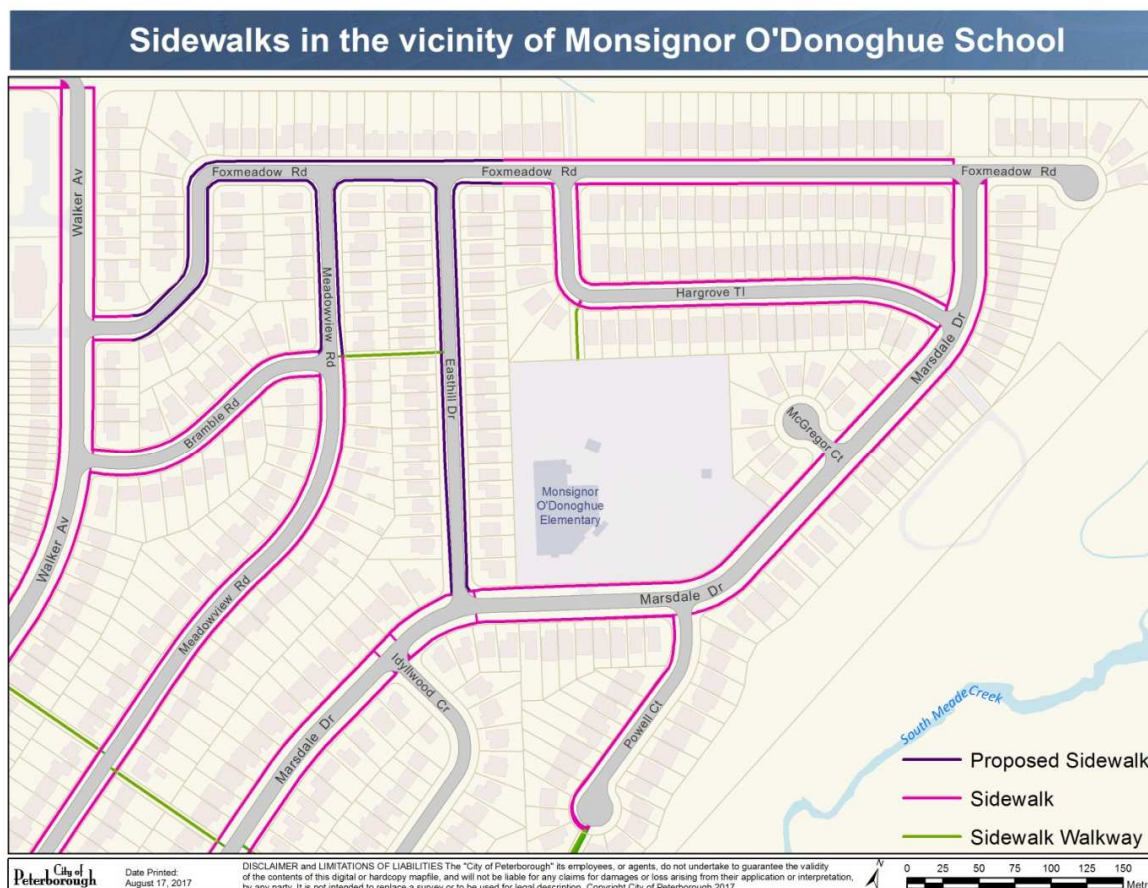
Student Transportation Services of Central Ontario reports that in the coming school year there are 175 students who walk to school or have their designated school bus stop on these streets.

While these sidewalks are rated a Priority 3 in the Sidewalk Strategic Plan, staff are of the opinion that sidewalks are warranted along these streets as a priority due to:

1. The number of students walking to school and school bus stops along these routes;
2. The lack of alternative walking routes for students walking to school and bus stops;
3. The sharp curves on Foxmeadow Road that reduce sight lines and pose an increased concern in winter when roads are narrower and more slippery; and
4. The potential to complete the sidewalk network in this area due to the presence of existing adjacent sidewalks.

The sidewalks in question are shown in Figure 1.

Figure 1: Map Showing Existing and Proposed Sidewalks in the Vicinity of Monsignor O-Donoghue School



## Public Consultation

In May 2017, letters were sent to all 97 property owners abutting the proposed sidewalks. Staff received phone calls or emails from 13 residents. Of these, 6 were opposed to the proposed sidewalks, 4 wanted the sidewalk on one side only, 3 expressed concerns about reduced driveway parking, 1 wanted the sidewalk on the other side of the street from them and 1 supported the proposed sidewalks due to the number of school children using the streets.

Staff completed the detailed topographic survey of the area this summer and many residents approached them with questions about the proposed sidewalks. Some residents expressed concern about loss of driveway parking and the impact this may have on on-street parking. Some were pleased that there would be sidewalks built. Others supported a sidewalk, but only if it was installed on the other side of the street from them. Many wanted to know why the sidewalks are going in and if they would be on one side or both. They also wanted to know where in the public right-of-way the sidewalks would be constructed. Some wanted the sidewalks for their grandchildren.

Residents who supported the sidewalks wanted the sidewalks on both sides of the street so that it is fair to everyone and all homes are treated the same.

In addition, a petition in opposition to the sidewalks was circulated in person by a resident of Foxmeadow Road. Of the 38 homes on Foxmeadow Road that will be impacted by the new sidewalks, 26 signed the petition, although one of the signees wrote that they want sidewalks on both sides of the street. Of the 26 who signed the petition, 24 requested traffic calming. The Traffic Calming Screening Process, used by staff to determine when traffic calming may be beneficial for a neighbourhood, requires that sidewalks be present on at least one side of the street before further traffic calming measures will be contemplated. To staff, concern for pedestrian safety associated with walking on the street can best be addressed by providing appropriate sidewalk infrastructure.

## **Mitigation of Resident Concerns**

### **Sidewalk Placement**

Given the concerns about losing parking in driveways expressed in the public consultation, staff reviewed ways to reduce this impact. The standard offset for sidewalks is 3.5 metres from the back of curb to the face of sidewalk. Given the location of utilities on these streets, it is possible to construct the sidewalks 2.0 metres from the curb, rather than the 3.5 metre offset. There are a few locations where the sidewalk will need to vary from this offset to avoid trees, hydro transformers, other utilities, etc., but generally they could be built 2.0 meters from the curb. Using the 2.0 meters offset allows an additional 1.5 meters to accommodate larger vehicles within private driveways.

### **Sidewalks on One Side or Both**

Implementing effective pedestrian infrastructure requires an understanding of pedestrian behaviour and provision of complete networks. Pedestrians will rarely cross the road to walk on a sidewalk. Sidewalks on both sides of the street are also safer because they reduce the need for pedestrians to walk on the travelled portion of the roadway, often amongst parked cars; they provide accessible paths of travel for those who require the use of mobility devices to travel independently; and they require substantially fewer mid-block crossings to get to the sidewalk. Mid-block crossings are of particular concern when young students are involved because their ability to judge distance and time is not yet developed adequately. In this area, the new sidewalks would tie into existing sidewalks that are on both sides of the street.

If Council wishes to provide sidewalks only on one side of the street, the most cost effective and least impactful solution would be to provide a sidewalk on the south side of Foxmeadow Road, the west side of Meadowview Road and the east side of Easthill Drive at an offset of 2.0 metres from the back of curb to the face of sidewalk.

## **Direction from Council**

Council at its meeting of June 6, 2011 in reaffirming the Sidewalk Strategic Plan directed that any issues related to the provision of sidewalks that cannot be resolved should be brought to the attention of Council.

This issue is before Council due to the concerns raised by residents in the public consultation. Additional sidewalks and multiuse trails potentially scheduled for construction in 2018 include Lansdowne Street from River Road to Ashburnham Drive, Alexander Court from Medical Drive to Alexander Avenue, and Cameron Street from the Crawford Trail to Erskine Avenue. However no unresolved issues have arisen with respect to these sidewalks.

## **Summary**

Providing sidewalks in existing residential neighbourhoods can be challenging. It is necessary to weigh the benefits of the sidewalks with the concerns of residents who have become used to their street without sidewalks and in some cases, using the public boulevard for their gardens and parking.

Due to the number of students using the streets to walk to school, it is proposed that sidewalks be provided where they are missing on both sides of Foxmeadow Road, Easthill Drive and Meadowview Road. To address the concerns raised by residents with respect to loss of parking, the sidewalks will be built 2.0 metres from the back of curb rather than the standard location of 3.5 metres.

Submitted by,

W. H. Jackson  
Director of Utility Services

Contact Name:  
Susan Sauve  
Transportation Demand Planner  
Phone: 705-742-7777 Ext. 1485  
Fax: 705-876-4621  
E-Mail: [ssauve@peterborough.ca](mailto:ssauve@peterborough.ca)

Appendix A  
Photos of Foxmeadow Road and Easthill Drive



**Appendix A:  
Foxmeadow Road**







**Easthill Drive**

